

<p style="text-align: center;"><b><u>MEETING</u></b></p> <p style="text-align: center;"><b>FINCHLEY &amp; GOLDERS GREEN AREA COMMITTEE</b></p>		
<p style="text-align: center;"><b><u>DATE AND TIME</u></b></p> <p style="text-align: center;"><b>MONDAY 3RD FEBRUARY, 2020</b></p> <p style="text-align: center;"><b>AT 7.00 PM</b></p>		
<p style="text-align: center;"><b><u>VENUE</u></b></p> <p style="text-align: center;"><b>HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</b></p>		

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	CHURCH LANE/MARTIN SCHOOL 20MPH	3 - 14

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## Finchley and Golders Green

AGENDA ITEM 10

### Area Committee

3 February 2020

#### Title

**Church Lane/ High Road – Feasibility Study for 20mph Zone**

#### Report of

Interim Executive Director, Environment

#### Wards

East Finchley

#### Status

Public

#### Urgent

No

#### Key

No

#### Enclosures

Appendix 1 – Drawing  
BC/001642-04-04\_FS\_01

#### Officer Contact Details

Geoff Mee – Interim Executive Director, Environment  
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### Summary

This report details the feasibility study to investigate the introduction of a 20mph zone in the roads adjacent to Martin Primary School, N2. It outlines proposal to address pedestrian and road safety and puts forward the proposal for consideration to address these issues.

### Officers Recommendations

1. That the Finchley and Golders Green Area Committee note the review of the improvements outlined to this report and shown on drawing BC/001642-04-04\_FS\_01 shown at Appendix 1.

<b>2. That the Finchley and Golders Green Area Committee note that Option B as set out in the report is the Officers Recommended Option, which will be implemented subject to funding being made available.</b>
<b>3. That the Finchley and Golders Green Area Committee note that if approved, the recommended Option will be added to the prioritisation list for funding from the Local Implementation Plan (LIP) 2020/21 programme.</b>
<b>4. That Finchley and Golders Green Area Committee, subject to funding being made available, gives authority to the Interim Executive Director, Environment to carry out a consultation on the recommended proposals.</b>
<b>5. That subject to no objections being received to the consultation, referred to above in recommendation 4, the Finchley and Golders Green Area Committee authorises the Interim Executive Director, Environment to introduce the proposals.</b>
<b>6. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to 3 above the Interim Executive Director, Environment in consultation with Ward Members will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.</b>

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 During the Environment Committee on 11 September 2019, a referral from the Finchley and Golders Green Area Committee – ‘Church Lane/ High Road Feasibility Study’ and a Member’s Item in the name of Councillor Arjun Mittra – ‘20 mph for East Finchley’ were discussed.
- 1.2 Following discussion of the items, the Environment Committee agreed that physical measures such as anti-skid surfacing or raised tables should be considered and funding to be agreed as part of the Local Implementation Plan (LIP) programme.
- 1.3 The Member’s Item – A 20 mph limit covering the whole of the East Finchley Ward was voted on and the motion was lost.
- 1.4 The Chairman of Environment Committee then moved to request the Interim Executive Director, Environment to consider a selection of roads around Martin Primary School for 20 mph zone.
- 1.5 The Chairman’s request was voted on and the Environment Committee unanimously agreed.
- 1.6 This report investigates options to improve safety of High Road, East Finchley by Martin Primary School and adjacent area.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 A site visit was undertaken to investigate and determine the feasible measures to improve safety of High Road by Martin Primary School and surrounding areas.

## Accident History

- 2.2 As part of this feasibility study, the personal injury data at High Road by Martin Primary School was analysed investigating 5 years of accident data to end of February 2019. This is the latest data available from the police and is provisional and subject to change. There were 6 accidents in total with 1 classified as serious and 5 as slight. Table 1 shows a summary of the accidents within the study area.

**Table 1 – Summary of the Personal Injury Accident Data**

Date	Severity	Summary
Sat,11/10/2014	Slight	A motorcycle swerved to avoid accident causing rider to fall.
Sun,25/01/2015	Slight	Vehicle 3 hit rear of vehicle 2, pushing it into rear of vehicle 1
Mon,19/01/2015	Slight	Vehicle 2 hit rear of vehicle 1
Thurs, 09/11/2017	Slight	A car collided with a pedal cycle when turning left
Tue, 08/01/2019	Slight	A car collided with a pedal cycle
Mon,04/02/2019	Serious	A collision occurred involving one car and two pedestrians

## Speed Survey

- 2.3 A seven days traffic speed survey was conducted from 6 January to 12 January 2020 on High Road. The figures in table 2 and 3 below indicate for each road the 24 hours mean and 85th percentile (free flow) speeds for each day.

Date	Northbound		Southbound	
	Mean Speed (mph)	85th Percentile Speed (mph)	Mean Speed (mph)	85th Percentile Speed (mph)
06/01/2020	25.7	29.8	24.7	29.6
07/01/2020	24.8	29.2	23.0	29.2
08/01/2020	24.5	29.0	22.4	28.7
09/01/2020	24.7	29.3	22.7	29.4
10/01/2020	24.7	29.1	22.6	28.9
11/01/2020	25.6	30.0	23.0	29.5
12/01/2020	26.4	30.6	25.0	30.3
<b>Average</b>	<b>25.2</b>	<b>29.6</b>	<b>23.3</b>	<b>29.4</b>

**Table 2 – Speed Data: Location 1 near Chandos Road junction with High Road, East Finchley**

Date	Northbound		Southbound	
	Mean Speed (mph)	85th Percentile Speed (mph)	Mean Speed (mph)	85th Percentile Speed (mph)
06/01/2020	21.9	27.6	21.6	26.8
07/01/2020	22.4	28.1	22.0	26.6
08/01/2020	21.5	27.2	21.4	26.6
09/01/2020	21.1	27.9	22.0	27.2
10/01/2020	21.6	27.0	21.9	26.7
11/01/2020	21.7	27.9	23.4	28.0
12/01/2020	22.9	28.9	24.4	28.5
<b>Average</b>	<b>21.9</b>	<b>27.8</b>	<b>22.4</b>	<b>27.2</b>

**Table 3 – Speed Data: Location 2 near Leslie Road junction with High Road, East Finchley**

- 2.4 Following a site visit and the analysis of the speed survey and accident data, in order to improve and mitigate road safety issues for both pedestrian and vehicle road users, two options for 20mph zone have been proposed as shown below.

### **Feasibility Proposals**

- 2.5 Options which would be beneficial to improve safety at High Road and surrounding area by Martin Primary School were considered which are summarised below:

#### **Option A**

- Proposed 20 mph zone at the following locations:
  - A section of High Road near Chandos Road to near Park Road junction;
  - A section of Creighton Avenue up to the boundary with London Borough of Haringey;
  - Leopold Road;
  - Leslie Road;
- A refuge island at Creighton Road by East Finchley Baptist Church;
- Provide guardrails at western crossing point of existing traffic signal.

#### **Option B**

- Proposed 20 mph zone at the following locations:
  - A section of High Road near Chandos Road to near Park Road junction;
  - A section of Creighton Avenue up to the boundary with London Borough of Haringey;
  - Leopold Road;
  - Leslie Road;
- A refuge island at Creighton Road by East Finchley Baptist Church;
- Provide guardrails at western crossing point of existing traffic signal;
- Resurfacing at existing traffic signal location;

- Install high friction surfacing on both direction approaching traffic signal;
- Raised table at existing traffic signal.

2.6 The advantages and disadvantages of the Options are summarised in Table 4.

Table 4 – Summary of Advantages and Disadvantages

<b>Option</b>	<b>Advantages/Disadvantages</b>
Option A	<p><u>Advantages</u></p> <ul style="list-style-type: none"> <li>- Reduce vehicle speeds at proposed Locations;</li> <li>- Enhanced safety for road users especially pedestrians and pupils.</li> </ul> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> <li>- Dependant on drivers to reduce speed on High Road rather than by physical measure;</li> <li>- Probably less effective in reducing vehicles speed compared to Option B</li> </ul>
Option B	<p><u>Advantages</u></p> <ul style="list-style-type: none"> <li>- Reduce vehicle speeds at proposed Locations;</li> <li>- Enhanced safety for road users especially Pedestrians and pupils;</li> <li>- Provide physical measures to improve safety and site conditions.</li> </ul> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> <li>- Higher cost compares to Option A subject to funding availability;</li> <li>- Timescale for implementation are likely to be longer;</li> <li>- 4 to 5 parking spaces will be lost for the proposed refuse island at Creighton Avenue;</li> <li>- Raised table may not be favoured by public and emergency services.</li> </ul>

2.7 A statutory consultation on waiting restriction (double yellow lines) at Plain Tree Walk junction with High Road was carried out between November and December 2019 where no objection was received and double yellow lines are programmed for implementation in February 2020.

2.8 Street Lighting Team has been consulted and confirmed street lighting level near Martin Primary School area are considered adequate.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

3.1 An alternative Option would not to take any action but to monitor the site, however this would not address the concerns raised by school, parents, residents and Ward Councillors.

### **4. POST DECISION IMPLEMENTATION**

4.1 Once the recommendation is approved and subject to funding, preliminary design and consultation will be undertaken. Ward members and residents living near the area will be consulted and comments invited. Detailed design will follow once any issues have been considered and resolved where subject to funding being made available.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

5.1.1 The scheme will help to address the Corporate Plan delivery objectives of 'a clean and attractive environment, with well-maintained roads and pavements, flowing traffic' by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduce congestion. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

#### **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate for all options as shown below in Tables 5 which will need to be refined by LOHAC upon completion of the detail design:



**Table 3 –Cost Estimate for Option B**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes public consultation, traffic management order, road safety audits, utilities search, survey fees etc)	£ 9,000.00
Construction Cost	£85,580.00
Resurfacing	£ 29,000.00
Raised table	£ 12,000.00
High friction surfacing	£ 8,000.00
Drainage	£ 7,000.00
Vehicle activated sign	£ 8,000.00
Traffic signs	£ 3,000.00
Road marking	£ 800.00
Refuge island	£ 10,000.00
Task order affecting strategic route @10%	£ 7,780.00
Implementation, supervision and post implementation	£ 2,000.00
<b>GRAND TOTAL</b>	<b>£96,580.00</b>

5.2.2 The estimated implementation costs of the preferred option for the proposed measures is £96,580 (based on prices contained in Year 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Area Committee (CIL) budget or subject to LIP or NRP funding

5.2.3 The work will be carried out under the existing PFI (electrical) and LoHAC (non-electrical) term maintenance contractual arrangements.

5.2.4 Funding for Option B is currently outside the scope of the Area Committee CIL budget.

5.2.5 The approved Option will be added to the prioritisation list for funding from the Local Implementation Plan (LIP) 2020/21 programme.

### 5.3 Social Value

5.3.1 As procurement is via existing term of framework agreements, there are no relevant social value considerations in relation to this work.

### 5.4 Legal and Constitutional References

5.4.1 The term of reference of the Area Committee under Article 7 of the Council's Constitution under Article 7.5 includes responsibility to discharge the functions for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.4.2 Road Traffic Regulations Acts 1984 provides powers to local authority to regulate or restrict traffic on roads in the interest of safety.

5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on authorities to

ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

## **5.5 Risk Management**

5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment to give rise to policy considerations.

5.5.2 There would be construction risk associated with introducing the scheme would require management throughout the detailed design, implementation and construction work.

## **5.6 Equalities and Diversity**

5.6.1 The Equality Acts outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advance equality of opportunity between people from different groups
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- The broader purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services

5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7 Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## **5.8 Consultation and Engagement**

5.8.1 A statutory consultation will be undertaken on the proposals as set out above.

## **5.9 Insight**

5.9.1 The proposals developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

## **6. BACKGROUND PAPERS**

### **6.1 Environment Committee 11 September 2019**

<https://barnet.moderngov.co.uk/documents/g9907/Printed%20minutes%2011th-Sep-2019%2018.30%20Environment%20Committee.pdf?T=1>

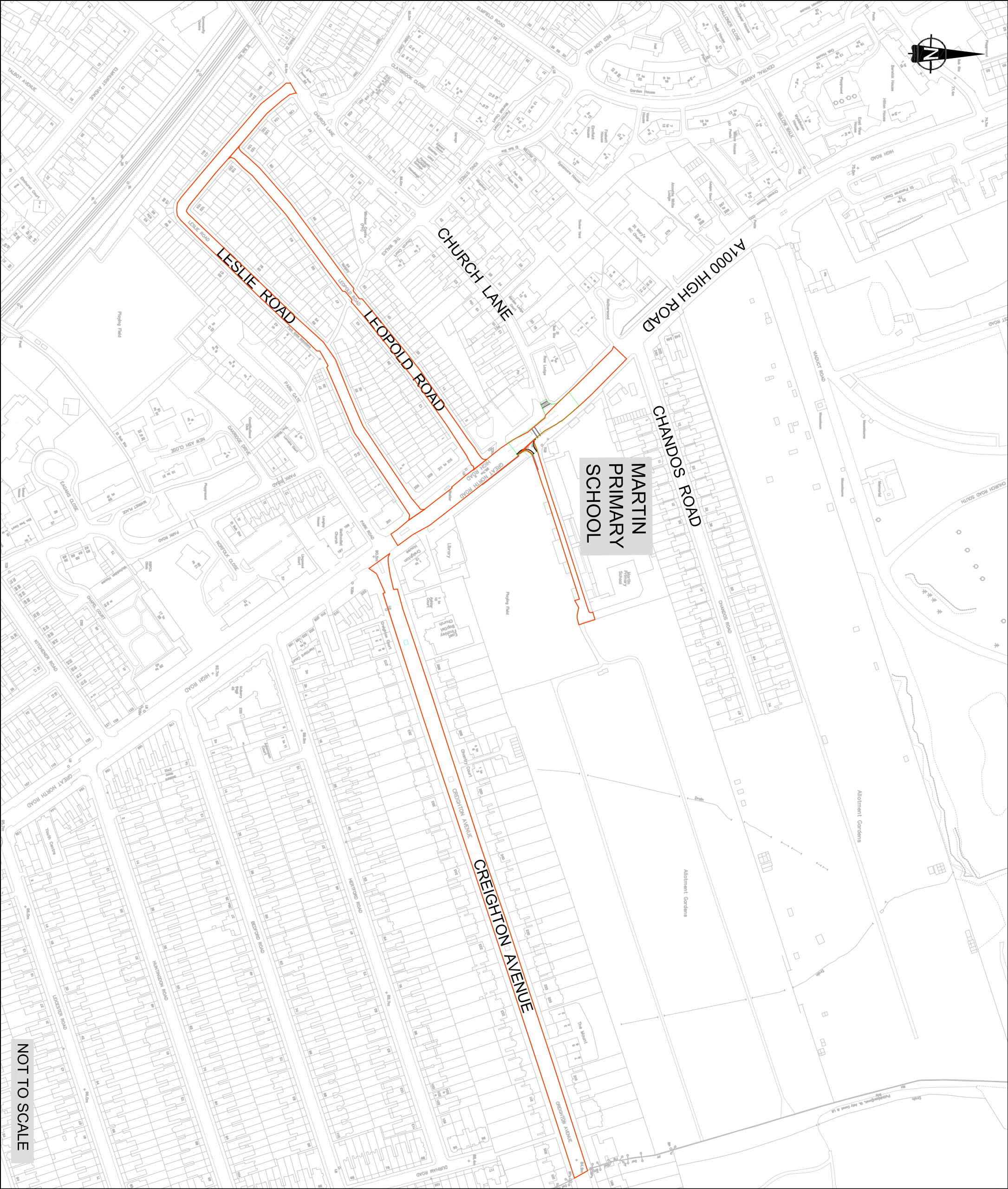
### **6.2 Finchley and Golders Green 9 July 2019**

<https://barnet.moderngov.co.uk/documents/g9957/Printed%20minutes%2009th-Jul-2019%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

### **6.3 Finchley and Golders Green Residents Forum 8 January 2020**

<https://barnet.moderngov.co.uk/documents/g9984/Public%20minutes%2008th-Jan-2020%2019.00%20Finchley%20Golders%20Green%20Residents%20Forum.pdf?T=1>

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme ref. BC001642-04-04.

In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. Road markings are indicative only. Exact dimension to be verified on site.

LEGEND:

- Proposed 20 mph Road
- Proposed Raised Table
- Proposed Refuge Island

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REVISION

Initial Issue	Revision Details	Design/Check	Date	Rev.

Purpose of Issue

FOR INFORMATION

Client:



RE Scheme Ref. BC0001642-04-04

CHURCH LANE/HIGH ROAD

Drawing title

GENERAL ARRANGEMENT

Scale @ A3: AS SHOWN

Design	Drawn	Checked	Approved
KY	KY	FR	LW
Date: Dec 19	Date: Dec 19	Date: Jan 20	Date: Jan 20



BC001642-04-04\_FS\_01

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