

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

THURSDAY 12TH FEBRUARY, 2015

AT 7.00 PM

VENUE

1255 HIGH ROAD, WHETSTONE, N20 0EJ

TO: MEMBERS OF CHIPPING BARNET AREA COMMITTEE (Quorum 3)

Chairman: Councillor Stephen Sowerby
Vice Chairman: Councillor Bridget Perry

Councillors

Caroline Stock	Amy Trevethan	Andreas Ioannidis
Pauline Coakley Webb	Philip Cohen	

Substitute Members

Brian Salinger	Reema Patel	Laurie Williams
David Longstaff	Tim Roberts	Kathy Levine
Alison Cornelius		

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood– Head of Governance

Governance Services contact: Maria Lugangira 020 8359 2761

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last Meeting	1 - 12
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Members' Items (if any)	
7.	Walksafe N10 Phase 2 - Colney Hatch Lane Pedestrian and Safety Improvements	13 - 20
8.	Walksafe N14 - Feasibility Study	21 - 40
9.	Pollard Road Traffic Management Scheme	41 - 60
10.	Victoria Road Area Traffic Management Scheme	61 - 88
11.	Naylor and Birley Road N20 - request for a Controlled Parking Zone	89 - 100
12.	Review of London Cycle Campaign proposed schemes for Chipping Barnet	101 - 116
13.	Matters referred from the Chipping Barnet Residents Forum	
14.	Any item(s) the Chairman decides are Urgent	

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Decisions of the Chipping Barnet Area Committee

15 January 2015

Members Present:-

AGENDA ITEM 1

Councillor Stephen Sowerby (Chairman)

Councillor Bridget Perry (Vice-Chairman)

Councillor Caroline Stock

Councillor Pauline Coakley Webb

Councillor Amy Trevethan

Councillor Philip Cohen

Councillor Andreas Ioannidis

1. MINUTES OF THE LAST MEETING

That the Minutes of the meeting of the Sub-Committee held on 22 October 2014 be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

There were none.

3. DECLARATIONS OF MEMBERS DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

Councillor	Agenda Item	Nature of Interest
Pauline Coakley-Webb	Item 7 – Area Committee Budget Allocations.	Non-Pecuniary Interest as Councillor Coakley Webb is a trustee of the East Barnet Community Festival
	East Barnet Community Festival	Non-Pecuniary Interest as Councillor Coakley Webb is a trustee of the East Barnet Community Festival
	Friern Barnet Community Library	Non-Pecuniary Interest as Councillor Coakley Webb is a trustee of the Friern Barnet Community Library

4. REPORT OF THE MONITORING OFFICER (IF ANY)

There were none.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

There were none.

6. MEMBERS' ITEMS (IF ANY)

There were none.

7. AREA COMMITTEE BUDGET ALLOCATIONS

The Committee considered the recommendations in the report. The Head of Governance introduced the report and provided an overview of the applications and assessments process.

The Head of Governance clarified the following points raised by the Committee:

1. Sponsor Councillors

The report contained some misleading labelling in that not all Councillors listed as sponsors of applications were formal sponsors. It was noted that legal advice had been received to confirm that all members would have the right to vote on all of the applications, regardless of their status as a sponsor.

1. Considering applications that have not passed the due diligence test

Officers assessed the application against the guidance and conditions of grant and on that basis made recommendations to the Committee. Where applications had not passed the due diligence test but the Committee was minded to approve them there was an element of risk - the ultimate decision rested with the Committee.

The Committee considered each application in turn. The Chairman introduced each application and invited discussion by the Committee. Where there were outstanding matters which required clarification, Committee Members asked questions of applicants present in the meeting, and responses were provided.

RESOLVED –

1. That following consideration of each of the applications the Committee approve/ reject the applications as set out Appendix 1 of the minutes.
2. That the Committee note total funds allocated is £48,796 with the remaining £51,204 to be rolled over to the next round of funding.

8. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM

There were none.

9. ANY ITEM(S) THE CHAIRMAN DECIDES ARE URGENT

There were none.

The meeting finished at 9.50 pm

Appendix 1

CHIPPING BARNET AREA COMMITTEE - BUDGET ALLOCATIONS – 15 JANUARY 2015

Applicant/organisation	Description	Amount applied for	Approved/Rejected, and any conditions
1. Exposure Organisation Ltd-	Media Production Training Encouraging young people especially those at risk of becoming victims of domestic violence to use media production as creative release.	£9,998	<p>APPROVED subject to:</p> <ol style="list-style-type: none"> 1. the project ensuring fair and open access, and that social work teams will be able to make referrals into it. 2. review by the council's safeguarding officers, of the safeguarding information by the applicant. 3. the conditions of grant as set out in Annex 3 of the report of officers. <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1 and 2. above.</p>
2. The Traveller Movement	Advocacy and parenting support for Gypsy Roma Traveller (GRT) To reduce the disproportionate number of schools exclusions give to GRT young people and to empower GRT parents to make more informed decisions around their child's education	£,2019	<p>APPROVED subject :</p> <ol style="list-style-type: none"> 1. review by the council's safeguarding officers, of the safeguarding information by the applicant. 2. to the Conditions of Grant as set out in Annex 3 of the report of officers <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1 above.</p>
3. New Barnet Community Association	Improving safety and security New Barnet Community Centre - replacing access path that have deteriorated and updating to meet new safety standards fire exists .	£4,350	<p>APPROVED subject to the Conditions of Grant as set out in Annex 3 of the report of officers</p>

Appendix 1

	Applicant/organisation	Description	Amount applied for	Approved/Rejected, and any conditions
4.	Barnet Community Projects	<p>Start-up fund</p> <p>Seeking a start-up funds (for equipment etc) for the Arc Community Care at the Rainbow Centre on the Dollis Valley Estate</p>	£4,947	<p>APPROVED subject :</p> <ol style="list-style-type: none"> 1. review by the council's safeguarding officers, of the safeguarding information by the applicant. 2. to the Conditions of Grant as set out in Annex 3 of the report of officers <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1 above.</p>
5.	St Mary the Virgin Church	<p>Footpath repair</p> <p>Relaying of footpaths across churchyard</p>	£5,000	<p>DEFERRED to the next round of Area Committee Budget applications as clarification is required as to whether the ongoing maintenance liability for the path lies with the Church or the Council</p>
6.	Barnet Elizabethans Rugby Football	<p>Modernising facilities</p> <p>Total refurbishment of the gent's toilets at the club house</p>	£4,800	<p>APPROVED subject :</p> <ol style="list-style-type: none"> 1. review by the council's safeguarding officers, of the safeguarding information by the applicant. 2. to the Conditions of Grant as set out in Annex 3 of the report of officers <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1 above.</p>

Appendix 1

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7.	Friends of Friary Park	Table Tennis & Hopscotch Installation of a full sized concrete table tennis in Friary Park and the introduction of hopscotch layout within the same area	£3,675	<p>APPROVED subject to:</p> <ol style="list-style-type: none"> approval from the Greenspaces Team that the table is of the appropriate quality. the conditions of grant as set out in Annex 3 of the report. <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1. above.</p>
8.	African Caribbean Development Foundation	Actives for youth at risk The project targets 13 to 24 year olds and focuses on linking financial literacy with enterprise development and life learning skills	£8,500	<p>REFUSED for the following reasons:</p> <ul style="list-style-type: none"> Insufficient information on how the project will be implemented No budget breakdown being provided; A lack of information on the structure of the curriculum and what it entails; No supporting evidence of how other similar projects have been delivered and what was the outcome; and How the scheme would be promoted, including a profile of the young people being targeted. The scheme is based in two locations one of which falls outside the Chipping Barnet Area . The committee noted that the applicant could have made a joint application to the Hendon Area Committee thus halving the cost burden to the Chipping Barnet Area committee. The applicant could not provide evidence that they had agreed usage of their proposed venues. <p>The Committee noted that the applicant had agreed to withdraw the cost of the Mentor and Volunteer from their application</p>

Appendix 1

	Application/organisation	Description	Amount applied for	Approved/Refused, and any conditions
9.	Friern Barnet Community Library	ESOL and Computer classes Objective is to run 2 classes (i) ESOL aimed at parents of children in local schools (but still open to interested library users) and (ii) fortnightly computer classes	£5,000 Committee approved £2,500	<p>APPROVED £2,500 for a period of six months to allow the Library to monitor and review the on-going financial viability of the training offered. The Committee noted that if the training proved successful over a six month period the Library could reapply in the next funding round to the Chipping Barnet Area Committee for a further six months funding.</p> <p>Funding was approved subject to the following.</p> <ol style="list-style-type: none"> 1. receipt of a budget breakdown for the project. 2. receipt of further information on the proposed outputs, such as number of sessions planned for each course and target number of attendees. 3. review by the council's safeguarding officers, of the safeguarding information by the applicant. 4. the Conditions of Grant as set out in Annex 3 of the report. <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1, 2 and 3. Above.</p>
10.	Advocacy in Barnet	Community Matters – Knowledge Surgeries Aim of the project is support residents to age will, combat isolation and vulnerability that lead to depression and increased hospital admissions	£9,499	<p>REFUSED as the Council is currently tendering for a Borough-wide information, advice and advocacy service that aims to provide similar outcomes as those set out in the proposal and as such would duplicate a Council service. The Committee agreed it would be more prudent to defer consideration until the outcome of the tender exercise was known.</p>

Appendix 1

	Application/organisation	Description	Amount applied for	Approved/Refused, and any conditions
11.	Linden Groves	<p>Street play sessions for local children</p> <p>Aim of project is to provide street play sessions for local children and their families in the summer of 2015. This involves closing the host road for 3 hours to accommodate a 2 hour play session.</p>	£2,750	<p>REFUSED as the majority of the Committee considered that this type of event should be organised and funded by local residents. The applicant did confirm that the road closures have been specially chosen so as not impact on other residents.</p> <p>Voting was as follows: 3 for 3 against 1 abstention</p> <p>The Chairman used his casting vote and voted to refuse the application.</p>
12.	Parkhurst Road Residents Association	<p>School for life</p> <p>Aim of the project is to incorporate various workshops targeted at all groups. Examples of activities include self-defence, fitness, gardening, art, music and community focused events</p>	£9,000	<p>REFUSED, as the majority of the Committee agreed:</p> <ul style="list-style-type: none"> that such an event could be organised and funded by local residents, as with the street parties for the Royal Wedding in 2011. a more comprehensive budget break down of how much the different activities were likely to cost was need. <p>Concerns were raised by some of the Committee with regards to (i) high costs of the proposed event and (ii) whether an event benefiting a relatively small section of the Chipping Barnet area represented value for money.</p> <p>A number Committee felt the level of funding requested for a two day street party was very high and suggested the applicant explore other funding avenues such as local fund raising or sponsorship to help reduce costs.</p> <p>There was also no confirmation from the Council's Highway's Team that the road closures would not be an issue. The applicant confirmed that a number of locals business have been approached to run the various activities, but none confirmed.</p>

Appendix 1

	Applicant/organisation	Description	Amount applied for	Approved/Rejected, and any conditions
13.	East Barnet Community Festival	Theatre in the Park Event takes place on Sunday afternoon in the Oak Hill Park as part of the East Barnet Festival	£1,300	<p>Voting was as follows: 1 for 4 against 2 abstention</p> <p>APPROVED subject to:</p> <ol style="list-style-type: none"> the applicant working with a support organisation to make sure its safeguarding policy covers all relevant areas for the project and the review by the Council safeguarding officers of the final version of the safeguarding policy. Conditions of grant as set out in Annex 3 of the report of officers. <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1 and 2. above. The Committee noted the following additional information:</p> <p>Cllr Coakley Webb, a trustee of East Barnet Community Festival, confirmed the entry fee as follows: £12.00 for adults; £10.00 for concession; £6.00 for children; £0.00 for children 4 and under</p> <p>The applicant advised the Committee that she had been in contact with Equality Register (equalityregister.co.uk) and was awaiting a meeting with a Mr Richard Gilbert who advising them on upgrading their safeguarding policies)</p> <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1, 2 and 3. above.</p>

Appendix 1

	Applicant/organisation	Description	Amount applied for	Approved/Rejected, and any conditions
14.	East Barnet Community Festival	<p>Booking the organisation Kazzum Feedback received from surveys is that there is not much at the main Festival for young children. Kazzum (www.kazzum.org) is an organisation that specialises in dynamic work that bridges the gap between entertainment and education for young people.</p>	£850	<p>APPROVED subject to:</p> <ol style="list-style-type: none"> the applicant working with a support organisation to make sure its safeguarding policy covers all relevant areas for the project and the review by the Council's safeguarding officers of the final version of the safeguarding policy. Conditions of grant as set out in Annex 3 of the report of officers. <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1. above.</p> <p>The applicant advised the Committee that she had been in contact with Equality Register (equalityregister.co.uk) and was awaiting a meeting with a Mr Richard Gilbert who advising them on upgrading their safeguarding policies)</p>
15	East Barnet Town Centre Improvement	<p>Security measures and other improvements Security measures to protect the neighbourhood and business, plus other improvements such as plants, hanging baskets and better Christmas lights.</p>	£3,000	<p>Councillor Phil Cohen confirmed that the applicant had agreed to withdraw their application as the Council would be reviewing its use of CCTV in the locality and that this may cover the safety concerns. The Committee noted that the applicant may make an application to a future funding round on the other proposals detailed in her application.</p>
17.	AOPM – Communities for Youth Justice	<p>Project will involve working with an identified family or specified child in Social Care. Primary beneficiary will be the child(ren) and family nominated by the Youth Offending Service.</p>	£9,999	<p>REFUSED due to the application failing the council's due diligence tests or contravening the conditions for funding.</p>
18.	Barnet Arts Council	<p>"Victory" sculpture in Barnet Application is for exploration of other sites suitable to place visual and artistic work to commemorate local history.</p>	£5,000	<p>REFUSED due to the application failing the council's due diligence tests or contravening the conditions for funding.</p>

Appendix 1

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19.	Brunswick Park Primary and Nursery School.	Fencing in children's play equipment in Brunswick Park Application is for the installation of a fence around the children's play equipment which will protect the area from dogs.	£9,999	<p>APPROVED (reversal of officers recommendation that the application should not be allocated funding as it failed the council's due diligence tests or contravened the conditions for funding) subject to:</p> <ol style="list-style-type: none"> 1. an agreement is put in place between the Council and applicant that future maintenance costs are to be met by the Brunswick Park Primary School. 2. at least two quotes for the cost of the fence and installation are provided to the Council. 3. Should the final cost come in under the approved budget, the residual funds are returned to the Council. 4. the fence needs to be of the appropriate standard to be agreed with the Council's Greenspaces Team. 5. the Conditions of Grant as set out in Annex 3 of the report of officers. <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1, 2, 3 and 4. above.</p> <p>Officers reiterated that as the fence is in a council park, there was a risk that at some juncture in the future it would require some repair/maintenance. The risk in this case being that these costs would be met by the Council. Section 4 of the guidance for the Area Committee Budgets states that '<i>projects must not require maintenance from the Council, or future expenditure</i>'.</p>

Appendix 1

20.	Hampden Way Nursery School		Purchase of a Mini Bus Application is for a grant to put towards the purchase of a minibus for the nursery		£9,999	Mr White, Chairman of Governors, Brunswick Park Primary & Nursery School confirmed that any costs incurred for maintenance/repair would be met by the School. He further confirmed that he believed this level of funding being requested would be sufficient to build the fence.	REFUSED due to the application failing the council's due diligence tests or contravening the conditions for funding.
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	AGENDA ITEM 7
	<h2>Chipping Barnet Area Committee</h2> <h3>12 February 2015</h3>
Title	Walksafe, N10 Phase 2 Colney Hatch Lane Pedestrian and Safety Improvements
Report of	Interim Commissioning Director for Environment
Wards	Coppetts Ward
Status	Public
Enclosures	Appendix A: <i>Conceptual Drawing No. 60713-P</i>
Officer Contact Details	highwayscorrespondence@barnet.gov.uk 020 8359 3555

Summary
<p>The report submits the findings of a feasibility study undertaken to consider pedestrian safety and crossing facilities for the benefit of the wider community. It puts forward two possible zebra crossings and locations for consideration in terms of addressing pedestrian and traffic safety concerns within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.</p>

Recommendations
<ol style="list-style-type: none"> 1. That the Committee notes the recommended locations for zebra crossings as is shown in drawing 60713-P in Appendix A. 2. That the Committee instructs the Interim Commissioning for Environment to progress both crossings to detailed design and implementation stages, ensuring consultation and negotiation with stakeholders to include, but not limited to Emergency Services, Metropolitan Police, Transport for London (London Buses) and all affected stakeholders including utility companies and statutory bodies.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed following the Chipping Barnet Area Environment Sub-Committee decision on 25 June 2013. A petition was reported to the Sub-Committee raising concern with road safety, speeding (request for 20 mph zone) and Pedestrian crossing improvements on Colney Hatch Lane (Petition also sent to Haringey Council).
- 1.2 The Sub-committee resolved;
- i) That a report be brought to a future appropriate meeting of the Sub-committee detailing the following;
- How these concerns relate to policy considerations and priorities when considering the borough as a whole;
 - Whether there are other potential options to address the safety concerns.
 - Potential possible options to address the concerns with detailed costing.
 - Identifying how it is proposed to fund any potential scheme;
 - Whether it would be possible to fund part or all of the proposed works using the School Travel Plan process and TfL funding;
 - Viability of any additional crossing points on Colney Hatch Lane and the most appropriate measure should this be considered necessary.
- ii) That the petitioners, WalksafeN10 campaigners and schools are consulted, informed and kept up to date by Officers on the progress of this issue.
- 1.3 This report is therefore required to investigate the viability of crossing points on Colney Hatch Lane with a view to enhance pedestrian and safety improvements. For the purposes of project management, these improvements herein recommended are known as the WalksafeN10 Phase 2.
- 1.4 The detailed design and implementation will be included in the 2015/16 Local Implementation Programme (LIP) which was agreed by the January 2015 Environment Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The particular approach to prioritise pedestrian improvements is informed by i) the need to comply with disability legislation, and ii) site observations on pedestrian experience and school travel plan aspirations.
- 2.2 As one of the proposed pedestrian crossings requires relocation of bus stops, London Buses' approval is necessary.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None.

4. POST DECISION IMPLEMENTATION

- 4.1 Should this report's recommendations be approved, the proposals to be known as Walksafe N10 Phase 2 should therefore enter the detailed design stage with a view to implement and all to be accommodated during 2015/16 budget provision.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The subject of this report is in accordance with Objective one of the London Borough of Barnet Corporate Plan 2013-2016. This objective is to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. Within this objective, there are six performance measures set out in the 2014 Addendum to the Corporate Plan. These are the performance measures, which the subject of this report will be measured against if the Committee decides to approve a Traffic Management Scheme for Colney Hatch Lane.

- 5.1.2 This report puts forward recommendations that further Barnet's Corporate Plan to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough as it includes pedestrian improvements.

- 5.1.3 Further by seeking to address pedestrian safety concerns, this is within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.

- 5.1.4 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

- 5.2.1 **Finance** Estimated costs for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from available Local Implementation Funding (LIP) funding secured for the purpose of making improvements to the Borough's road network and Bus Stop Accessibility funding where applicable.

- 5.2.2 **Indicative costs** for the separate progression of location 1 (table 1 below) and/or location 2 (table 2 below) zebra crossings are approximate at projected 2015 prices;

Table 1: Location 1 Zebra Crossing - Works Element Package	Estimated costs (2015 prices)
Detailed Design Fees (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£7 000
Build Cost (includes high PSV surfacing & removal of existing islands)	£27 000
Bus Stop Improvements (includes 2no new bus shelters plus relocation costs and footway re-profiling for DDA compliance)	£33 000
Sub-TOTAL	£67 000
Implementation & post implementation fee @ 10%	£6 700
GRAND TOTAL	£73 700

Table 2: Location 2 Zebra Crossing - Works Element Package	Estimated costs (2015 prices)
Detailed Design Fees (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£8 000
Build Cost (includes high PSV surfacing & removal of existing islands)	£24 000
Sub-TOTAL	£32 000
Implementation & post implementation fee @ 10%	£3 200
GRAND TOTAL	£35 200

5.2.3 The recommendations are expected to fully cover the financial decisions that need to be made with appropriate variations applied to the costs should the delivery timescale extend beyond the applicable financial year.

5.2.4 There could be a possible financial risk to understate the build cost owing to assumptions on the extent of affected utility apparatus that needs to be diverted or adjusted.

5.2.5 Future maintenance of any newly introduced electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost full borne by London Borough of Barnet.

5.2.6 The works will be carried out under the existing LOHAC term maintenance contractual arrangements.

5.3 Legal and Constitutional References

5.3.1 The Traffic Management Act 2004 places obligation 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.

5.3.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.3.3 The Council's Constitution Responsibility for Functions – Area Committees sets out within the terms of reference the functions which an Area Committee can discharge which includes local highways and safety schemes.

5.4 Risk Management

5.4.1 None in the context of this report. Risk management may be required for work resulting from this report.

5.5 Equalities and Diversity

5.5.1 Proposal is not expected to disproportionately disadvantage or benefit individual members of the community. In fact, the recommendations specifically seek to reach out to vulnerable users such as the disabled and the visually impaired.

5.6 Consultation and Engagement

5.6.1 As per recommendation 2 of this report stated above.

6. BACKGROUND PAPERS

6.1 Introduction and Background

6.1.1 Pedestrian safety concerns and improvement suggestions have been raised by residents and ward members regarding the Colney Hatch Lane.

6.1.2 Two petitions were received by the Council from Walksafe N10 raising concern with road safety including a request for a 20 miles per hour (mph) speed limit and pedestrian crossing improvements on Colney Hatch Lane. (A petition was also sent to Haringey Council as this location is adjacent to the Borough boundary).

6.1.3 The petitions were considered at the June 2013 Chipping Barnet's Resident's Forum. The first petition containing over 670 signatures requested that Barnet Council work with Haringey Council to introduce a 20 mph speed limit on the streets around Coldfall Primary School and Coppetts Wood Primary School; and to create more pedestrian crossings on Colney Hatch Lane.

6.1.4 Walksafe N10 wishes for their local streets to be safer for all pedestrians, especially children when they are walking to and from school.

6.1.5 The second petition with over 100 signatures on behalf of Halliwick Primary School also made representation on the issue of 20mph speed limit.

6.1.6 The matter was referred up to the Chipping Barnet Area Environment Sub-Committee who recommended that the safety concerns were investigated further and that the petitioners, Walksafe N10 campaigners and schools are consulted, informed and kept up to date by Officers on the progress of this issue.

6.1.7 At the time of the petition, Haringey Council had commenced consultation on a proposal to extend the existing 20 mph within Haringey on Coppetts Road. This proposal was agreed and the Haringey 20mph zone became operational in January 2014.

6.1.8 Barnet does not have a general policy of introducing 20mph zones or speed limits outside schools but gives consideration as to whether this traffic management measure might be a suitable provision on a site specific basis, and therefore does not preclude the consideration of 20mph speed limits if justified in a particular location such as the roads included in this report.

6.1.9 As part of the investigations a meeting was held with Residents and Walksafe N10 campaigners in December 2013 to discuss the issues.

6.1.10 Wilton Road, Halliwick Road and Sutton Road are wide straight roads, and this can lead to vehicles travelling at excessive speeds. The roads are used by a number of pedestrians including school children accessing local schools. The proposed 20mph speed limit restriction will complement the existing 20mph zone in Haringey and will encourage drivers to travel at slower speeds thereby providing a safer environment for all road users.

6.1.11 Ward Councillors have been consulted and are in favour of the proposals.

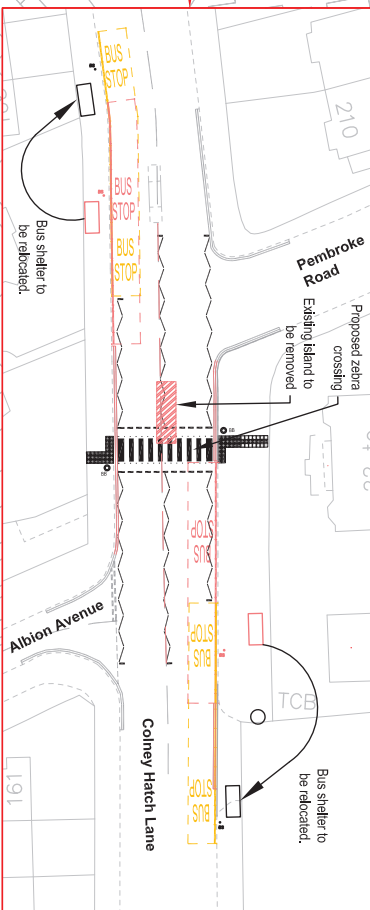
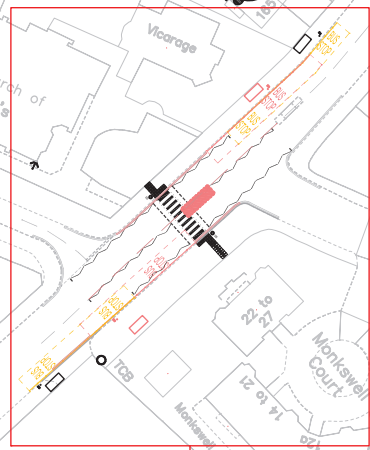
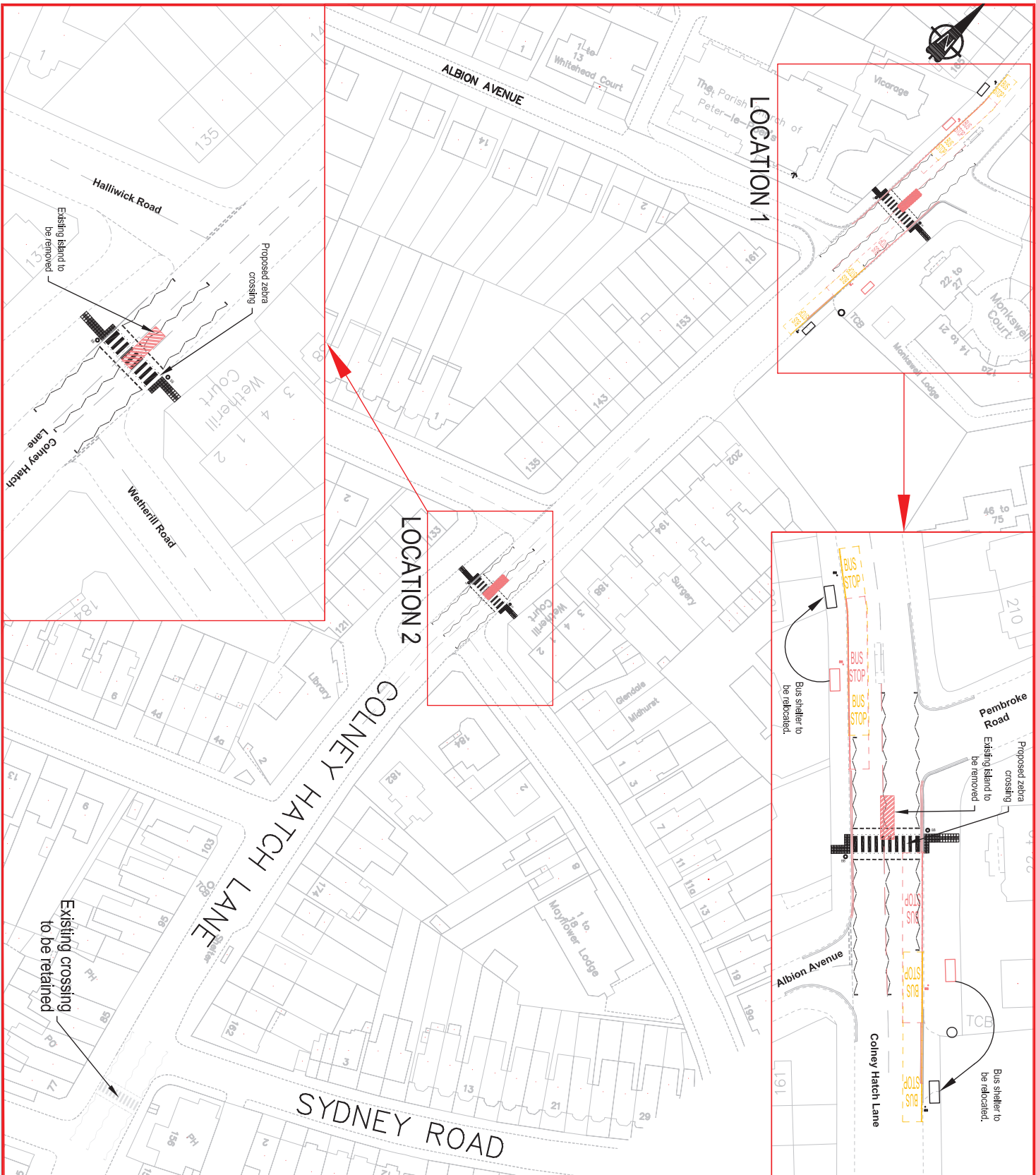
6.2 **Officer Comments to initial proposals contained in Appendix A Feasibility Report**

6.2.1 Due to potential negative impact on through-traffic flows, there may be concerns with installing both crossings at location 1 and location 2 which are in close proximity, and will also be close to the existing zebra crossing facility at the Sydney Road junction.

6.2.2 The location 1 zebra crossing requires TfL buses approval as the existing bus stops and associated furniture need to relocate to create enough room.

6.2.3 Officers recommend that both locations are developed further to detailed design to incorporate;

- De-cluttering and associated cosmetic improvements to area
- Ensure a design that encourages pedestrians/school kids to use designated crossing points
- Ensure a design that is sympathetic to vulnerable users and meets Inclusive Mobility requirements.



NOTES:- All dimensions are in metres unless otherwise stated.

KEY

- Proposed relocation of existing of bus stop cages.
- Colour for features to be removed.
- Colour for new features to be introduced.

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Revision and Date	Description	Initial

Pam Whare
Director for Environment & Growth

North London Business Park
Oakleigh Road South
New Southgate N11 1NP
Tel. 020 8359 2000



SCHEME:
PEDESTRIAN IMPROVEMENTS SCHEME
COLNEY HATCH LANE N10
COPPETTS WARD


TITLE:
Pedestrian Safety Improvements
(Zebra Crossings x 2no)
Conceptual Design

Scale:	NTS	Date:	Dec 2014
Initiated:	NRL/W	Drawn:	TN
Checked:			

DRAWING NO.:
60713-P Two Zebra Crossings

Acad Ref: -

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	AGENDA ITEM 8 Chipping Barnet Area Committee 12 February 2015
Title	Walksafe N14 Feasibility Study
Report of	Interim Commissioning Director for Environment
Wards	Brunswick Park
Status	Public
Enclosures	Appendix A – Speed Data Appendix B – Accident Data Appendix C – Pedestrian Survey Appendix D – Drawings; G/0/4 -area wide 20mph zone – signs only G/0/5/1 – Wig Wag part time 20mph speed limit at school times only – Option 1 G/0/5/2 – Wig Wag part time 20mph speed limit at school times only – Option 2 G/0/9 – General Arrangement
Officer Contact Details	Email: highwayscorrespondence@barnet.gov.uk Tel: 020 8359 3555

<h2>Summary</h2>
<p>School Travel Plan Schemes</p> <p>This report informs the Chipping Barnet Area Committee of the study into the proposed provision of two pedestrian crossings and a new 20mph speed restriction aimed at improving pedestrian safety. There is also the requirement to introduce new / extend existing waiting restrictions at junctions in the vicinity of the schools.</p> <p>This report also informs the Area Committee of the reasons for the proposed improvements and the rationale for rejecting the alternatives considered.</p>

Recommendations

- 1. That the Committee notes the intention to address traffic management concerns in the WalkSafe N14 area.**
- 2. That the Committee be mindful of the Councils current approach to traffic calming.**
- 3. The Committee decide whether or not vertical traffic calming features should be introduced;**
- 4. That the Committee decides which a combination of measures be designed and introduced, namely:**
 - (i) The introduction of an advisory 20mph speed limit over a limited extent outside the school complemented by wig-wag signs as shown in G/0/4, or**
 - (ii) The introduction of a statutory 20mph speed limit over a wider area shown on G/0/5/02,**
 - a. New pedestrian crossings on Chase Way and Hampden Way as indicated on drawings G/0/9, and**
 - b. The introduction of a raised table as indicated on drawings G/0/9.**
- 5. That, subject to a preferred measures being chosen, the Interim Commissioning Director for to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.**
- 6. That the Committee recommends post-implementation monitoring of any completed measures.**

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was received from the residents of the N14 area requesting pedestrian crossing improvements and traffic calming measures the area.
- 1.2 The petition submitted was titled 'WalkSafeN14' and includes the following statement:

"We the undersigned petition Barnet Council to ensure greater pedestrian safety in the Osidge area of Barnet along the route of Hampden Way, Chase Way, Arlington Road, Cecil Road and Burleigh Gardens, N14."
- 1.3 This current report is required to investigate the viability of the location to accommodate the new crossing facility and to generate detailed designs based on Ordnance Survey plans.
- 1.4 There are multiple pedestrian movements within the area and no formal crossing facilities. Two roads in particular are noted to experience high crossing incidents and while accident records do not indicate major concerns

both would benefit from formal crossing facilities to discourage random crossing movements. These roads are Hampden Way and Chase Way, and the findings are as below.

- 1.5 There is also known concerns in regards excessive speed of traffic within the residential area that is subject to high pedestrian movements. Some traffic is understood to use the roads as a form of “rat run”. For these reasons it is suggested that a reduction in vehicle speeds is investigated.
- 1.6 The preferred measures will be included in the 2015/16 Local Implementation Programme (LIP) which was agreed by the January 2015 Environment Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Automatic Traffic Count (ATC) 7 day speed and volume survey speed survey in the areas of interest reveals that in all the areas of interest the 85%tile speed did not exceed 30mph though there were outliers recorded up to 65mph. A summary of the data is shown below highlighting the highest average in either direction, refer to Appendix A for full details

Location	Volume	85%ile	Mean speed	Outlier Speed
Arlington Road	1193 E/B	28.9mph E/B	22.7 mph E/B	60 - 65mph
Burleigh Gardens	3662 E/B	29.1mph W/B	23.1mph W/B	50 – 55mph
Chase Way	2705 W/B	29.8mph W/B	24.9mph W/B	50-55mph
Cecil Road	852 W/B	24.8mph E/W	19.6mph	45 -50mph
Catchment Average	2103	28.15mph	22.57mph	50-55mph

- 2.2 There are two ways to introduce 20mph speed restrictions. One is to create a “speed limit” which entails signs at the entry and no further measures. In these cases the speed existing mean speed is generally below 24mph, and recent speed measurements indicate this is the case. The second option is to include traffic calming features within the area that are designed to ensure vehicles generally proceed at speeds of 20mph or lower. The study has considered both ways to introduce the speed restrictions; however it is

considered that the first option will have limited benefits in reducing the excessive speeds that were recorded unless effectively enforced. Such enforcement is the prerogative of the Police. Advisory wig-wags during school time only are therefore recommended to help emphasise the speed limit when applicable.

- 2.3 A study of accidents on Hampden Way in the last 5 years indicated that 6 accidents occurred in the vicinity of the Hampden Way/Chase Way Junction. These accidents resulted in 10 casualties, 2 of which were classified serious and the others as slight. Refer to Appendix B.
- 2.4 Similarly accident review on Chase Way in the preceding 5 years shows 5 accidents in the vicinity of the Chase Way / Cecil Road junction resulting in 9 casualties, all classified as slight.

PROPOSED OPTIONS FOR CONSIDERATION – Pedestrian Crossings

2.5 Chase Way Zebra Crossing

- 2.6 Chase Way is a residential road that is in proximity to main schools that generate pedestrian movements.
- 2.7 The 2013 study suggested three locations for crossings and these are indicated on the drawing. Each suggested crossing is similar in design and thus construction costs.
- 2.8 An accident investigation indicates that in the preceding 5 years indicated that 5 accidents occurred in the vicinity of the Cecil Road junction, and for this reason location shown on the plan is the preferred option, as it is closer to the Cecil Road junction and will act as a calming measure.
- 2.9 The pedestrian survey (refer to Appendix C) indicates that there is a concentration around the Cecil / Chase way Junction, higher volume of pedestrians crossing on the northern arm of Chase Way.
- 2.10 In consideration based on the site observations and the other surveys, the cost of providing the crossing is likely to be in the region of **£20,000**.

2.11 Hampden Way Zebra Crossing

- 2.12 Hampden way is a residential road that is in proximity to main schools that generate pedestrian movements.
- 2.13 The 2013 study suggested three locations for crossings and these are indicated on the drawing. Each suggested crossing is similar in design and thus construction costs.
- 2.14 An accident investigation indicates that in the preceding 5 years indicated that 6 accidents and the introduction of a new controlled crossing on Hampden Way will act as a speed-control measure.

- 2.15 The pedestrian survey (refer to Appendix C) indicates that on Hampden way there is no specific desire point, with pedestrians crossing at all points along the surveyed area though there is a higher concentration of crossing movement between its junction with Arlington Road and Summit Way. This is possibly due to the fact that no 'designated' crossing points exist and its hopeful that the creation of a formal crossing point near bus stops closer to Summit Way will encourage pedestrians to cross safely at that point.
- 2.16 The cost of providing the crossing is likely to be in the region of **£20,000**.

PROPOSED OPTIONS FOR CONSIDERATION – 20mph speed restriction study

- 2.17 An investigation into the need for a 20mph speed restriction has been carried out, and the potential for these investigated.
- 2.18 Three options for the introduction of the speed restriction are outlined below. A further option only in the vicinity of Cecil Road was considered but discounted due to its limitations.
- 2.19 **20mph Speed Restriction – Drawing G/0/4 & G/0/5/1 & 2**
- 2.20 **Option 1** The speed restriction shown in drawing G/0/4 is by means of 20mph speed limit signs on the entry to the areas. No means of reducing vehicle speeds are included.
- 2.21 This type of speed limit, although relatively cheap to instigate, in the region of **£44,000**, covers too wide an area, will be difficult to enforce and highly likely to lose its effectiveness. If the recommended raised junction on Cecil Road outside the school is included, the total estimated cost becomes £75,000.
- 2.22 **Options 2 & 3** The introduction of variable speed limit restrictions with the use of WIG WAG's (Refer to drawing G/0/5/1 & G/0/5/2) are also considered. Generally these speed limits are indicated by signs at entry points with flashing alerts that operate at certain times of the day and incorporate "when lights flash" wording. Each of these two options will cost less than the £44,000 for Option 1. Therefore this approach confers a more cost-effective solution, and ensures only the critical school drop-off/pick-up periods are covered.
- 2.23 In reality, although the benefits of these two options are still limited, it is suggested that the 20mph advisory speed limit over the limited and safety-critical extent outside the school as is shown on Drawing G/0/5/2 complemented by wig-wag signs is therefore considered for implementation. This option has no enforcement implications.
- 2.24 A further issue of concern is the tendency for motorists to park their vehicles in the immediate vicinity of junctions. This is especially of concern in the vicinity of schools and this report has considered this element. However, the existing waiting restrictions in the vicinity of junctions located near the schools

already subject to a separate investigation under a separately-funded Parking Design initiative.

- 2.25 It is also strongly recommended that some leeway in the design commission be applied to enable additional measures to be introduced if any are subsequently identified. It is also suggested that if the scheme recommended is introduced monitoring of the completed scheme is carried out in subsequent years to enable the success of the scheme to be measured and if needed further features included.
- 2.26 The reasoning behind the leeway is that options have been developed individually, it is imperative that if combined they sit alongside each other successfully.
- 2.27 A point to note is that the pedestrian access to the school off Cecil Way is in the immediate vicinity of the Cecil Way / The Woodlands junction. It is strongly recommended that a raised junction be introduced in the area to calm all traffic movements. The cost of such provision is in the area of **£31,000**, although if it is introduced as part of a wider scheme the costs may be reduced somewhat.
- 2.28 A further issue of concern is the tendency for motorists to park their vehicles in the immediate vicinity of junctions. This is especially of concern in the vicinity of schools and this report has considered this element.
- 2.29 The main reason for recommendation is to create a safe environment for all users of the highways, and especially pedestrians travelling to and from the two schools located in the area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative treatment options have been developed but are not being recommended and these include;
- Priority Give-way on Chase Way
 - Speed cushions on Chase Way
 - Vehicle-activated signs on Chase Way
 - Vehicle-activated signs on Hampden Way.

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementations will depend on the decision taken by the Subcommittee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The subject of this report is in accordance with objectives of improving safety to school as identified by the local authority

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

5.2.1 **Finances** Estimated costs for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from available 15/16 Local Implementation Funding (LIP) funding secured for the purpose of making improvements to the Borough's road network.

5.2.2 **Indicative costs** for the recommended measures are approximate and shown on Table 1 below at projected 2015 prices;

Table 1: Summary of Costs	Estimated costs (2015 prices)
Detailed Design Fees (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£25 000
Build Cost – 20mph limit (£44k), 2no zebra crossings (£40k) & raised table (£31k)	£115 000
Electrical Apparatus	£19 500
Sub-TOTAL	£140 000
Implementation & post implementation fee @ 10%	£11 500
GRAND TOTAL	£170 000

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

5.3.2 The Council's Constitution, Meetings Procedure Rules – Paragraph 6.1 states that a Member (including appointed substitute Members) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or sub-committee on which he/she serves. Paragraph 6.2 states that Members' Items must be relevant to the terms of reference of the body which will consider the item

5.3.3 The Traffic Management Act 2004 places obligation 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.

5.3.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984

5.4 Risk Management

5.4.1 None in the context of this report. Risk management may be required for work resulting from this report.

5.5 Equalities and Diversity

5.5.1 Proposal is not expected to disproportionately disadvantage or benefit individual members of the community

5.6 Consultation and Engagement

5.6.1 None currently identified.

6. BACKGROUND PAPERS

Previous studies carried out by officers submitted earlier in the year.

Speed Survey Results Summary

Arlington Road

Day (24 hr)	E/B Volume	E/B Mean Speed	E/B 85 th %ile	W/B Volume	W/B Mean Speed	W/B 85 th %ile
25/09/2014	1230	22.7	28.6	1029	21.3	26.6
26/09/2014	1362	21.8	28	1102	20.8	26.2
27/09/2014	1178	23.7	29.3	1035	21.3	26.8
28/09/2014	814	25.3	30.4	752	22.6	28
29/09/2014	1193	22.2	28.4	962	20.8	26.8
30/09/2014	1236	22.6	28.6	1027	21.4	27.5
01/10/2014	1341	22	28.4	1006	21.1	26.2
Virtual Day	1193	22.7	28.9	988	21.3	26.8
Virtual Week	8354	22.7	28.9	6913	21.3	26.8

Highest recorded speed 60 to 65mph

Burleigh Gardens

Day (24 hr)	E/B Volume	E/B Mean Speed	E/B 85 th %ile	W/B Volume	W/B Mean Speed	W/B 85 th %ile
25/09/2014	3798	23.6	29.1	2234	23.4	29.5
26/09/2014	4186	23.1	28.6	2355	23.1	28.6
27/09/2014	3669	22.9	28.2	2110	23	28.9
28/09/2014	2576	23.8	29.1	1582	23.9	29.5
29/09/2014	3696	22.8	28	2090	22.9	28.9
30/09/2014	3782	23	28.6	2214	23.2	29.1
01/10/2014	3930	22.5	28.2	2292	22.5	28.4
Virtual Day	3662	23.1	28.4	2125	23.1	29.1
Virtual Week	25637	23.1	28.4	14877	23.1	29.1

Highest recorded speed 50 to 55mph

Chase Way

Day (24 hr)	E/B Volume	E/B Mean Speed	E/B 85 th %ile	W/B Volume	W/B Mean Speed	W/B 85 th %ile
25/09/2014	2155	24.4	29.5	2773	24.7	29.3
26/09/2014	2374	24	29.1	2999	24.4	29.3
27/09/2014	1951	23.8	28.9	2627	25.1	30
28/09/2014	1410	24.5	29.5	2064	26	30.9
29/09/2014	2125	24.1	29.1	2798	24.7	29.5
30/09/2014	2226	23.9	29.1	2791	24.5	29.5
01/10/2014	2114	24.3	29.3	2883	25.1	29.8
Virtual Day	2051	24.1	29.1	2705	24.9	29.8
Virtual Week	14355	24.1	29.1	18935	24.9	29.8

Highest recorded speed 50 to 55mph

Cecil Road

Day (24 hr)	E/B Volume	E/B Mean Speed	E/B 85th%ile	W/B Volume	W/B Mean Speed	W/B 85th%ile
25/09/2014	660	19.8	25.5	835	19.5	23.9
26/09/2014	687	19.4	23.9	868	19.5	23.7
Virtual Day	674	19.6	24.8	852	19.5	23.9
Virtual Week	1347	19.6	24.8	1703	19.5	23.9

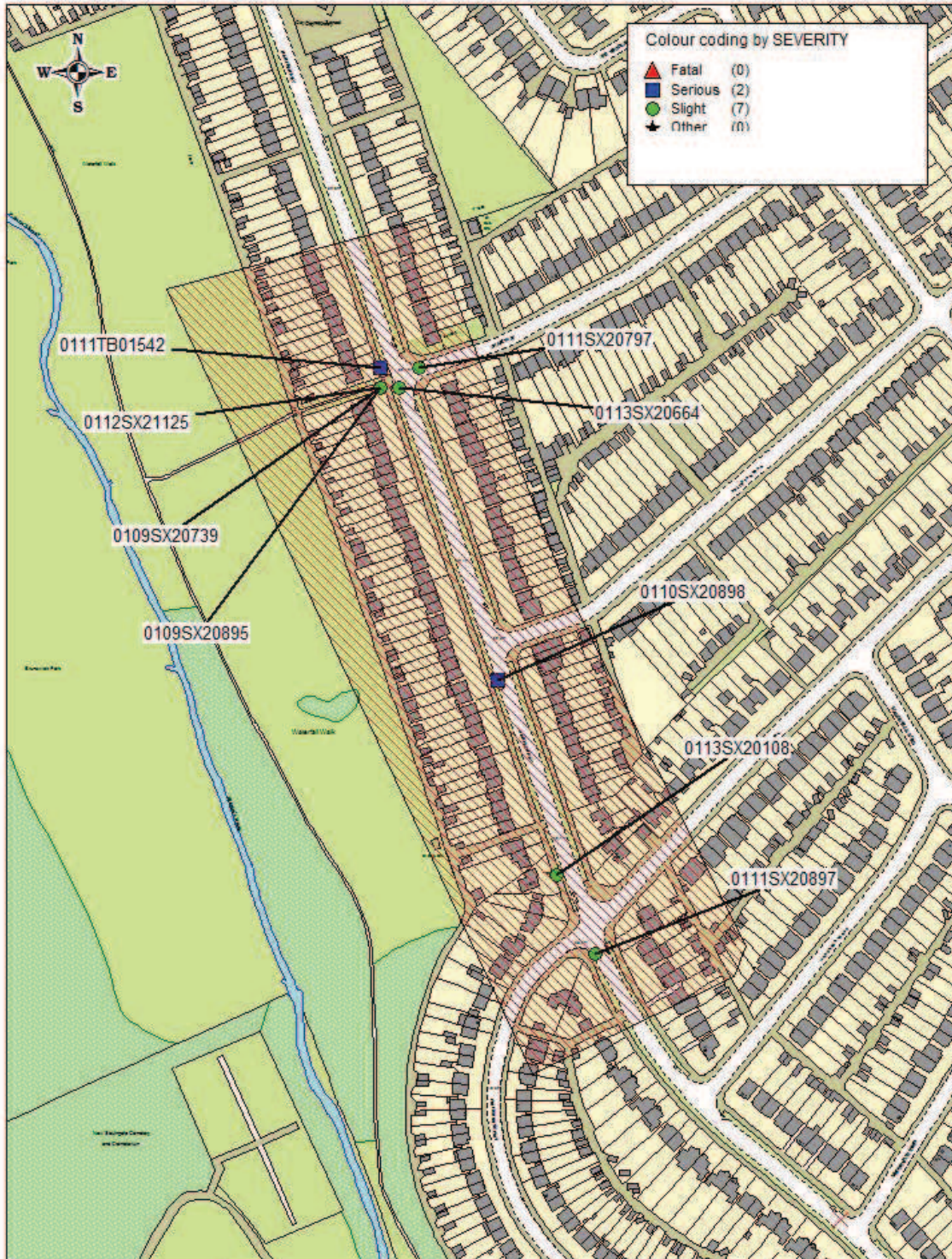
Highest recorded speed 45 to 50mph

With regard to the introduction of a 20 mph speed, if mean traffic speeds are at or below 24 mph then a 20 mph speed limit without any supporting physical measures can be implemented, otherwise, physical traffic calming measures should be introduced.

From the tables above, it can be seen that with the exception of Chase Way the mean speeds in the tables above are below 24 mph, as such no Traffic Calming measures are essential for the introduction of 20 mph speed restrictions. However judging by 85%ile speeds and also the "top speed recorded" they are considered desirable. While it is noted that current national Speed Limit Reviews are based on the Mean speed measurements, the nature of the area under consideration (mainly residential, with potential for rat running), the long straight sections with multiple side streets and proximity to the schools would make traffic calming measures preferable on road safety grounds.

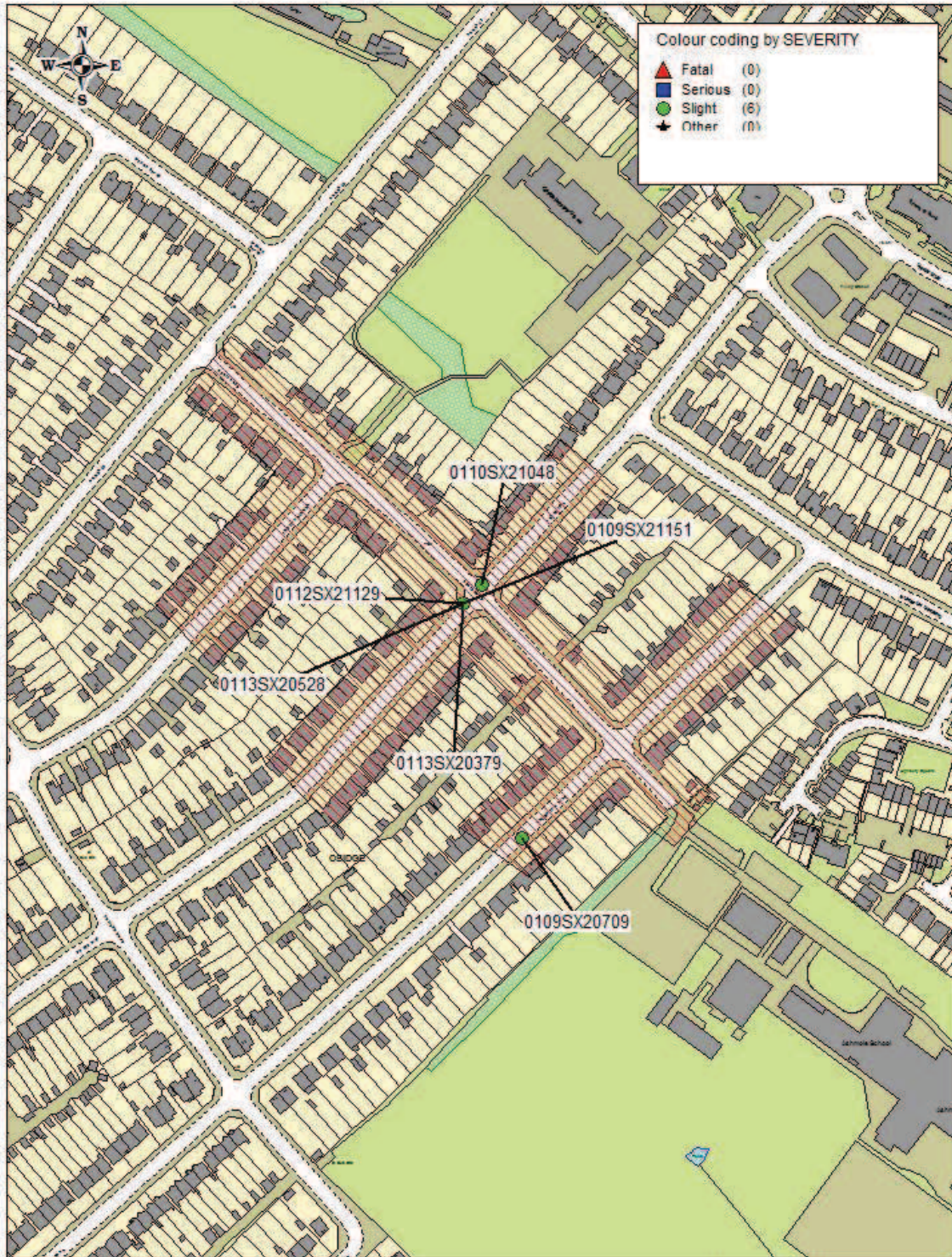
Accident Records

1st May 2009 to 30th April 2014



	HAMPDEN WAY, BARNET	SCALE 1 : 2580
	01/05/2009 and 30/04/2014	DATE 22/09/2014
- Crown copyright. All rights reserved. Heddlu Gwent Police License No. 010202 2014		DRAWING No. DRAWN BY S. PRICE

Accident Ref	Date	Casualties	Severity	Vehicle Occupants	Pedestrians	Cyclists	Location	Description
0109SX20739	04/08/2009	2	Slight	1			Hampden Way J/W Chase Way	V1 did not give way and hit V2
0109SX20895	18/09/2009	1	Slight	1			Hampden Way J.W Chase Way	V2 pulled out into the path of V1, quad bike, V1 lost control and rider fell off
0110SX20898	25/08/2010	1	Serious	1			Chase Way J/W Arlington Road	V1 braked to allow another vehicle through. V1's brakes have locked and V1 collided with parked V2
0111SX20797	18/09/2011	1	Slight	1			Chase Way J/W Hampden Way	V3 has turned left at speed and collided with parked V2. V3 then flipped over and collided with oncoming V1.
0111SX20897	14/10/2011	1	Slight	1			Hampden Way J/W Summit Way	V2 has turned left and passed closely to V1 with driver attempting to exit vehicle causing collision.
0111TB01542	12/11/2011	2	Serious	2			Hampden Way J/W Chase Way	V3 being chased by police, collided with V2 who was pulling out and turning right and then head on with V2.
0112SX21125	21/12/2012	2	Slight	2			Chase Way J/W Hampden Way	V1 stationary at junction hit by V2 which had swerved to avoid oncoming vehicles.
0113SX20108	19/02/2013	1	Slight	1	1		Nfl - Hampden Way 30m North	2 ped's ran into path of V1 and V1 hit one of them.
0113SX20664	13/08/2013	2	Slight	2			Hampden Way J/W Chase	V.2 turned right, across path of on-coming V1 causing collision.
Total:				11	1	0		



	CHASE WAY, BARNET 01/05/2009 and 30/04/2014	SCALE 1 : 2580
	© Crown copyright. All rights reserved. Heddlu Gwent Police License No. 01000C 2014	DATE 22/09/2014
		DRAWING NO. DRAWN BY S. PRICE

Accident Ref	Date	Casualties	Severity	Vehicle Occupants	Pedestrians	Cyclists	Location	Description
0109SX20709	24/07/2009	1	Slight	1			Arlington Road 65m SW J. W Cecil Road	V2 turned left and collided with undertaking V1
0109SX21151	03/11/2009	3	Slight	3			Chase Way J/W Cecil Road	V1 approached junction intending to continue ahead and was struck by V2 crossing from side road
0110SX21048	07/10/2010	1	Slight	1			Chase Way J/W Cecil Road	Driver of V1 opened car door across path of oncoming cyclist V2 causing collision
0112SX21129	15/12/2012	2	Slight	2			Cecil Road J/W Chase Way	V2 fts at junction and hit V1
0113SX20379	28/04/2013	1	Slight	1			Chase Way J/W Cecil Rd	V2 turned right across path of oncoming V1, causing collision
0113SX20528	04/07/2013	2	Slight	2			Chase Way Junction With Cecil Road	It appears that V1 failed to give way at cross roads & hit nearside of passing V2
Total:				10	0	0		

2803 - Barnet. NMU Crossing Assessment - All Movments
Thursday 13th November 2014 (07:00 - 10:00, 12:00 - 14:00, 15:00 - 18:00)



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Key:

Proposed 20mph zone

20mph gateway signs

Textured gateway surface

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Rev/Amendment Details

Date Made Chku

COMMERCIAL IN CONFIDENCE

LONDON BOROUGH OF BARNET

Project: BARNET LIP 2014-15 SCHOOL TRAVEL SCHEMES

Purpose: PRELIMINARY

Title: CHASE WAY EXTENDED 20MPH ZONE

Drawn: As Shown P Ellis

Checked: A Adejolu

Approved: W Palmer

Date: 05/09/14

Drawn No: GC/002026-02

Rev: 02/14

Drawn No: G10/4

Rev: 02/14

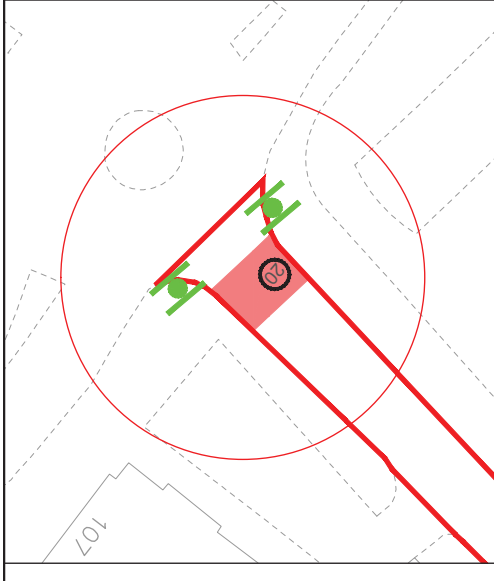
Comment:

Capita

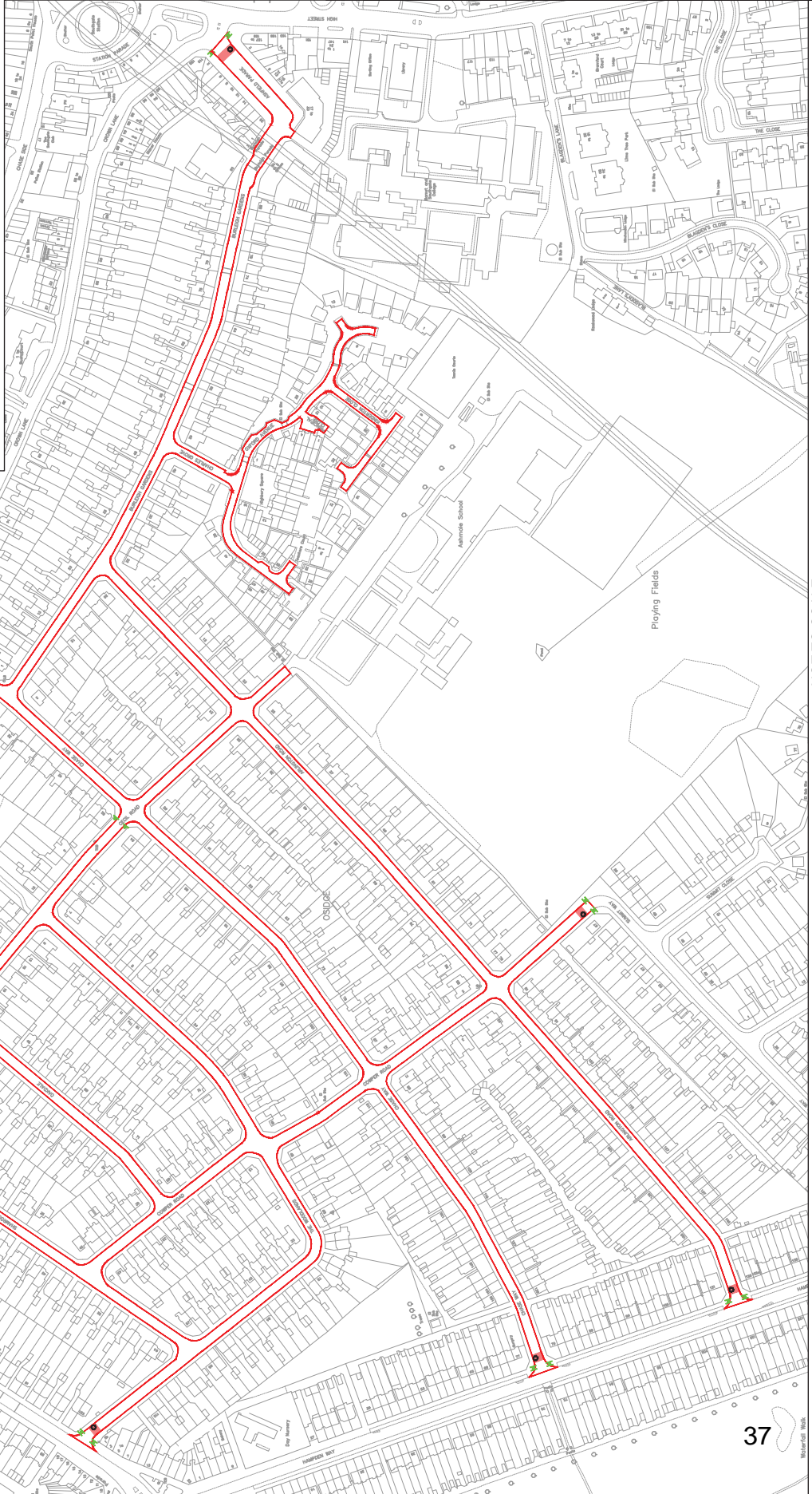
Property and Infrastructure

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LA 100017674 - 10/09/2014



Location 1 - Scale 1:500



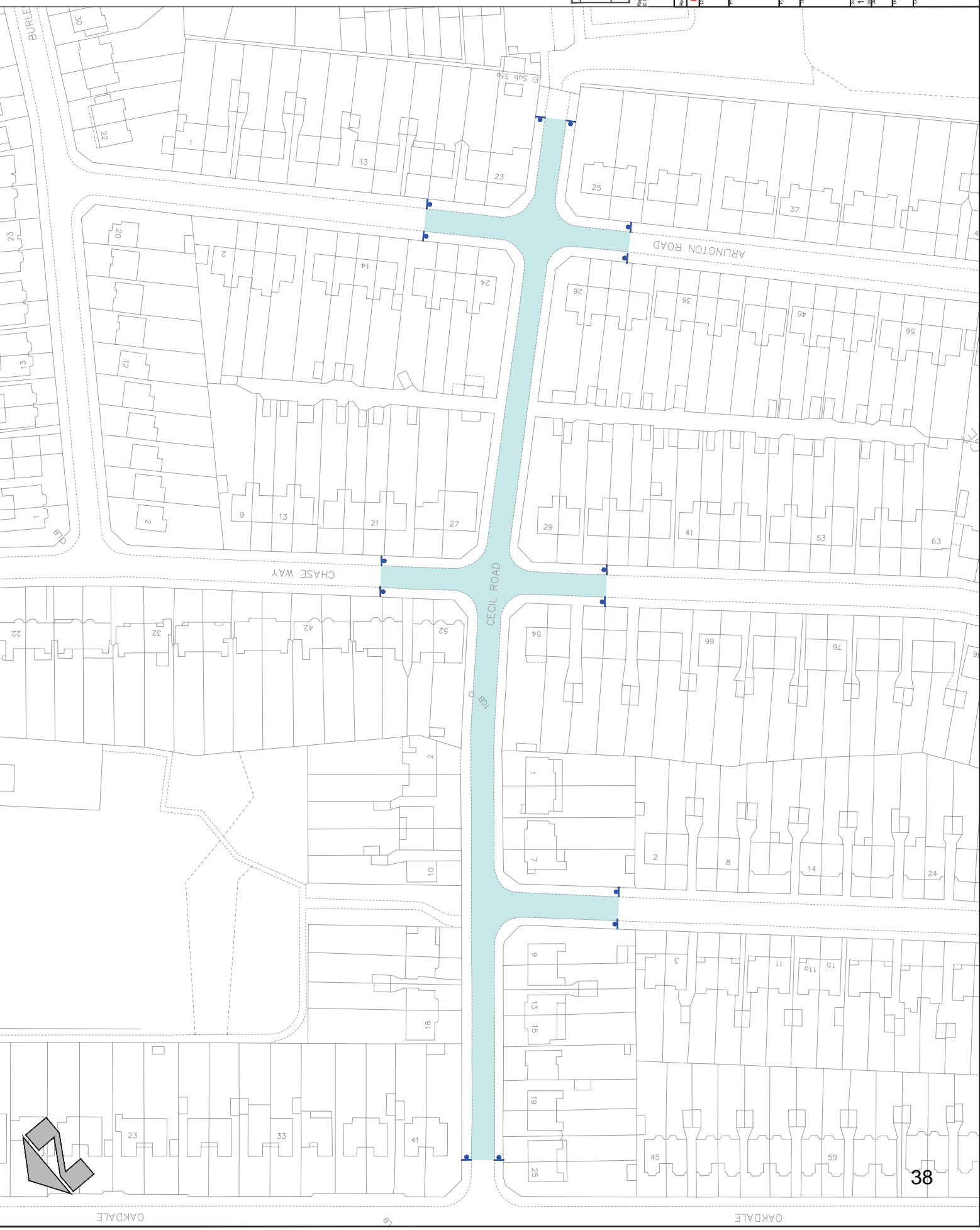
20mph zone signs to diagram 674 & 675 respectively. These signs will be placed either side of the carriageway at every entrance/exit.

Sign 545 located on Cecil road on SW entrance to Osidge school

NOT TO SCALE

Key:

- Area Containing Wig Wag
- Wig Wag Sign



HEALTH, SAFETY & ENVIRONMENTAL INFORMATION

NOTE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.

COMMERCIAL IN CONFIDENCE

LONDON BOROUGH OF BARNET

BARNET LIP 2014-15 SCHOOL TRAVEL SCHEME

PRELIMINARY

CHASE WAY WIG WAG (OPTION 1) SHEET 1 OF 2

Scale: 1:500	Drawn: [Name]	Checked: [Name]
Date: [Date]	Project: [Project Name]	Client: [Client Name]
Drawn: [Name]	Project: [Project Name]	Client: [Client Name]
Drawn: [Name]	Project: [Project Name]	Client: [Client Name]

GC/002026-02

G10/5/1

PROPERTY AND INFRASTRUCTURE

Key:

- Area Containing Wig Wag
- Wig wag Sign



Sample of variable speeded limit sign (Mandatory)



Sample of variable speeded limit sign (Advisory)











HEALTH SAFETY & ENVIRONMENTAL INFORMATION
 NOTE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HEALTH SAFETY & ENVIRONMENTAL INFORMATION OF ALL WORKERS ON SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HEALTH SAFETY & ENVIRONMENTAL INFORMATION OF ALL WORKERS ON SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HEALTH SAFETY & ENVIRONMENTAL INFORMATION OF ALL WORKERS ON SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE HEALTH SAFETY & ENVIRONMENTAL INFORMATION OF ALL WORKERS ON SITE.

Revision	Amendment Details	Date	Issue	Drawn
1	COMMERCIAL IN CONFIDENCE			
LONDON BOROUGH OF BARNET				
BARNET LIP 2014-15 SCHOOL TRAVEL SCHEME				
PRELIMINARY				
CHASE WAY WIG WAG (OPTION 2) SHEET 2 OF 2				
As Shown	As Issued	As Issued	As Issued	As Issued
GC/002026-02	GC/002026-02	GC/002026-02	GC/002026-02	GC/002026-02
G/0/5/2	G/0/5/2	G/0/5/2	G/0/5/2	G/0/5/2
CAPITA Property and Infrastructure				

SCALE 1 : 500

Key:

-  Proposed 20mph zone
-  20mph gateway signs
-  Wig Wag Signs
-  Textured gateway surface
-  Proposed raised junction
-  Tactile Paving
-  Wig Wag Area
-  Road markings

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Rev/Amendment Details Date Made/Chng

COMMERCIAL IN CONFIDENCE

LONDON BOROUGH OF BARNET

PROJECT: BARNET LIP 2014-15 SCHOOL TRAVEL SCHEMES

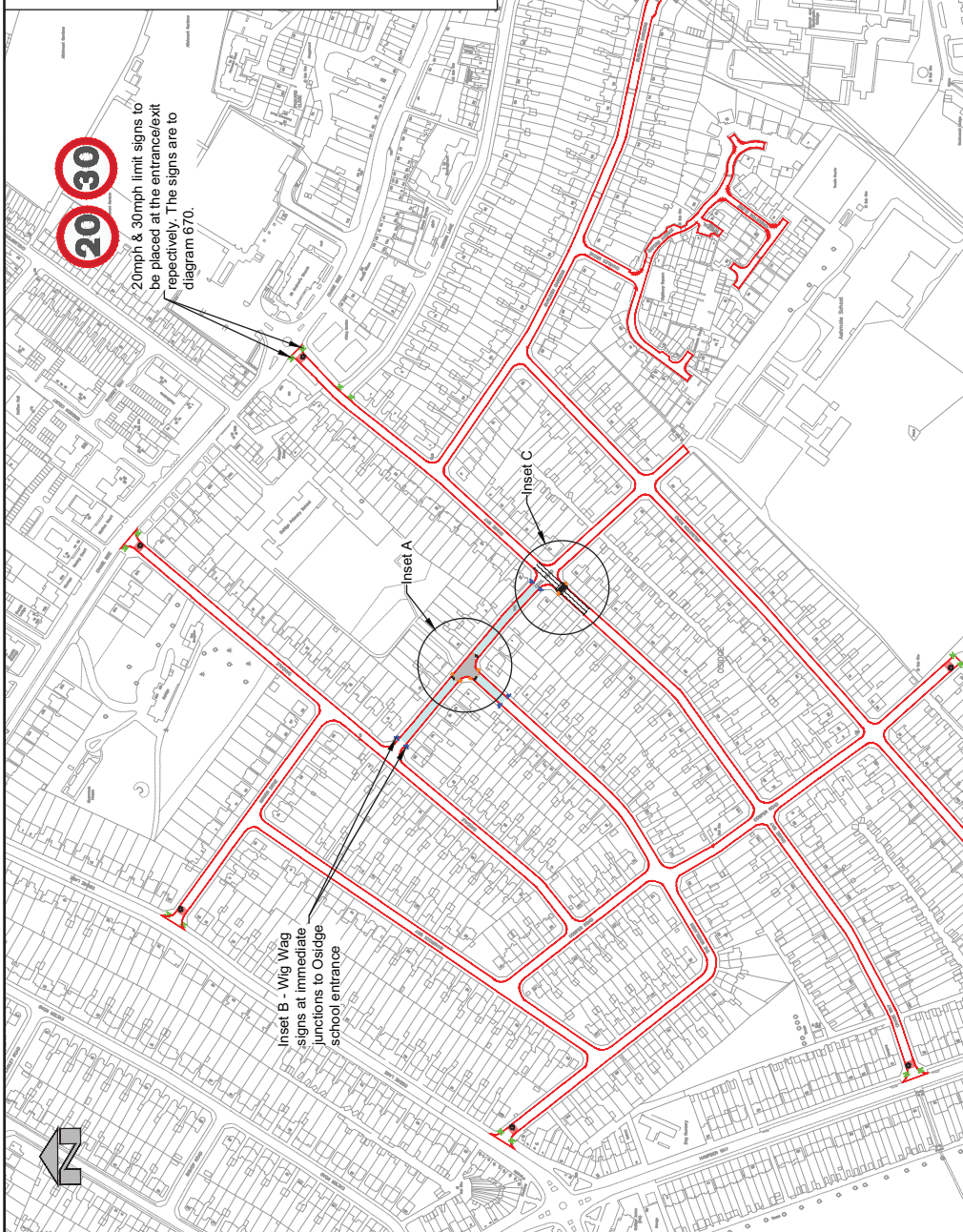
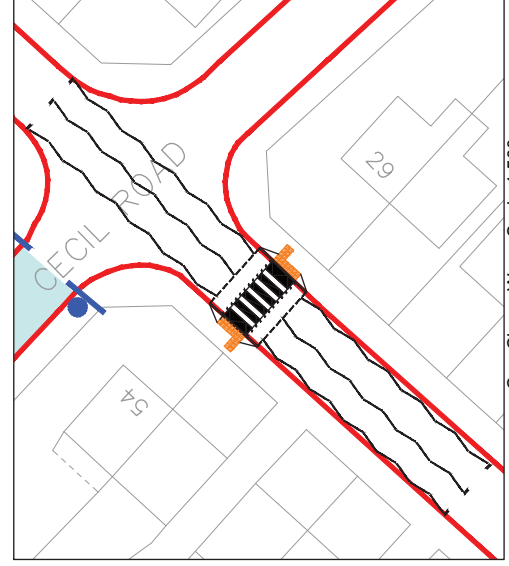
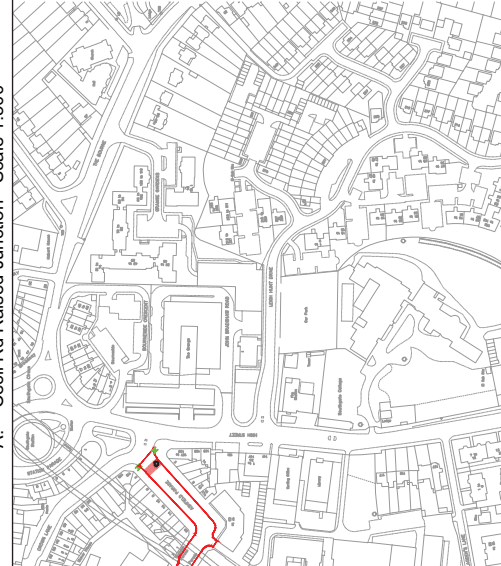
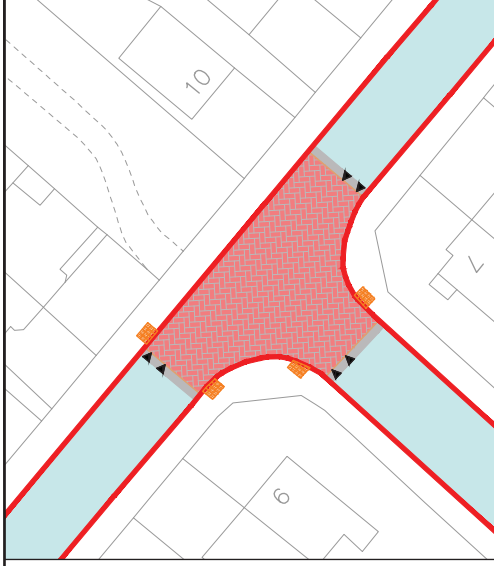
PURPOSE: PRELIMINARY

TITLE: PROPOSED 20MPH GA

SCALE	DRAWN	CHECKED	APPROVED
As Shown	P. Ellis	A. Adegoju	W. Palmer
DRAWING NO.	DATE	DATE	DATE
GC/002026-02	09/14		

WPN NO: G/0/9

COMMITTEE: CAPTIVA
 Property and Infrastructure
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20mph & 30mph limit signs to be placed at the entrance/exit respectively. The signs are to diagram 670.



Sample of variable speed limit sign (Advisory)

B. Wig Wag Scale 1:500

C. Chase Way Scale 1:500

Scale 1:4000

	AGENDA ITEM 9
	<h2>Chipping Barnet Area Committee</h2> <h3>12 February 2015</h3>
Title	Pollard Road Traffic Management Scheme
Report of	Interim Commissioning Director for Environment
Wards	Oakleigh Ward
Status	Public
Enclosures	Figure 1 - Accident plot for 5 year records Figure 2 - Pedestrian Survey Analysis Drawing Nos CS75844/04/Option 1, 2 & 3.
Officer Contact Details	Lisa Wright, Traffic and Development Manager, Traffic and Development –Telephone 020 8359 3555

<h3>Summary</h3>
<p>This report informs the Chipping Barnet Area Committee of proposed Traffic Management Options considered for Pollard Road including junctions with Oakleigh Road/Russell Lane and Myddleton Park/Queens Avenue.</p> <p>This report also informs the Area Committee of the reasons for the proposed traffic management options considered.</p>

<h3>Recommendations</h3>
<ol style="list-style-type: none"> 1. That the Committee notes the intention to address traffic management concerns on Pollard Road; 2. That the Committee be mindful of the Councils current approach to traffic calming 3. The Committee decide whether or not vertical traffic calming features should be introduced on Pollard Road; 4. Subject to a preferred option being chosen, the Interim Commissioning Director for Environment to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.

OPTION 1

- Priority narrowings along Pollard Road incorporating pedestrian crossing facilities;
- Uncontrolled crossing facilities at the Oakleigh Road North and Myddleton Park junctions.
- Waiting Restrictions at the Pollard Road junctions
- Raising the central dome on the mini-roundabout at the junction with Oakleigh Road North.

OPTION 2

- Speed cushions incorporating pedestrian crossing facilities;
- Uncontrolled crossing facilities at the Oakleigh Road North and Myddleton Park junctions.
- Waiting Restrictions at the Pollard Road junctions;
- Raising the central dome on the mini-roundabout at the junction with Oakleigh Road North.

OPTION 3

- One-way system along Pollard Road in westerly direction, supported by speed cushion and incorporating pedestrian crossing facilities;
- Uncontrolled crossing facilities at the Oakleigh Road North and Myddleton Park junctions.
- Waiting Restrictions at the Pollard Road junctions;
- Raising the central dome on the mini-roundabout at the junction with Oakleigh Road North.

1. WHY THIS REPORT IS NEEDED

1.1 A Petition was reported to the June 2014 Chipping Barnet's Resident Forum requesting Traffic Control on Pollard Road. Issues raised at the Forum included the high volume of vehicles using the road as a cut through from Oakleigh Road/Russell Lane to Myddleton Park/Queens Avenue, high volume of speeding vehicles, residents safety while entering and exiting, vehicles parked on the road side and non-resident vehicles abandoned for long periods of time. The residents have put forward the following suggestions:

- *Restrict access at both ends of Pollard Road by narrowing the exit and entry points and in the same scheme introduce a pinch point at the centre of Pollard Road;*
- *Consider a 20mph speed limit;*
- *Introduce a similar arrangement to the one currently on Goldsmith Road, N11; and*
- *A weight restriction to be introduced on the road to help remove heavy goods vehicles, buses and coaches.*

1.1 The London Borough of Barnet commissioned a Traffic Management Study to address the concerns of local residents and Councillors by proposing options to reduce danger from through traffic with minimal adverse effects on overall

traffic flows. This study has assessed the existing arrangements on site, analysed accident data, undertaken traffic speed and volume data collection and undertaken pedestrian movement and crossing surveys. The preferred option will be included in the 2015/16 Local Implementation Programme (LIP) programme which was agreed by the January 2015 Environment Committee.

- 1.2 Pollard Road is on average an 8.0 m wide urban two way single carriageway subject to a 30mph speed limit with footways to both sides, bounded by private housing on both sides. The studied section of Pollard Road is approximately 380 m in length intersecting at its western end with Myddelton Park at a priority junction and at the eastern end with Oakleigh Road and Russell Lane at a mini-roundabout. There is extensive on-street parking on Pollard Road with no formal parking bays provided and isolated SLOW carriageway markings. At the junction of Pollard Road with Oakleigh Road no waiting restrictions are imposed resulting in parked vehicles blocking the exit from the mini-roundabout. No pedestrian crossing facilities are provided anywhere along Pollard Road apart from isolated dropped kerbs.

2 REASONS FOR RECOMMENDATIONS

- 2.1 Following site observations and desktop analysis of the five year accident record, traffic speed and volume data and the pedestrian survey, a number of options have been developed to mitigate the concerns of local residents and Councillors and address the findings of the study.
- 2.2 During the five year period between 1 May 2009 and 30 April 2014 there were 7 recorded personal injury accidents within the studied length of road, which resulted in 7 slight casualties. The plot of these accidents is shown in Figure 1. Five of these accidents (i.e. 71%) occurred at the Oakleigh Road/Pollard Road/Russell Lane mini-roundabout with three of these accidents involving give way line overshooting and colliding with another vehicle on the mini-roundabout. One of the five accidents involved a pedestrian hit on the zebra crossing. One accident took place on Pollard Road which involved a vehicle reversing into the path of another vehicle and another single accident occurred at the Pollard Road/Myddelton Park junction, involving a junction overshoot. 29% of the total accidents took place in the dark and 14% of the total accidents took place on a wet road surface, which is below the national average for both factors. The breakdown of accidents by year of occurrence and severity are shown in the following Table.

Year	Fatal	Serious	Slight	Total
01/05/2009 – 31/12/2009	0	0	0	0
2010	0	0	1	1
2011	0	0	2	2
2012	0	0	3	3
2013	0	0	0	0
01/01/2014 – 30/04/2014	0	0	1	1
Total	0	0	7	7

2.3 Automatic Traffic Counter (ATC) 7 day surveys were undertaken on Pollard Road outside the property No.40 between 9 October and 15 October 2014. The following table summarises the results for Pollard Road:

Day (24 hr)	W/B Volume	W/B Mean Speed	W/B 85 th ile	E/B Volume	E/B Mean Speed	E/B 85 th ile
Monday	2432	23.5	33.2	2043	23.1	28.5
Tuesday	2369	24.3	33.3	2125	23.9	28
Wednesday	2498	23	33.6	2376	22.8	28.5
Thursday	2412	25.1	33.2	1909	24.4	33.6
Friday	2406	24.7	33.4	1888	24.4	33.3
Saturday	2020	26.1	33.7	1451	24.9	33.4
Sunday	1523	27.2	33.4	1099	25.5	33.6
Average week total	2237	24.8	33.4	1842	24.1	31.3

** The eighty-fifth percentile (85thile) speed is the speed at which 85% of the vehicles using that road travel at or below. It is nationally used benchmark by highway authorities and gives an indication of the extent of speed/trends at a given location.*

2.4 Analysis of the summary traffic/speed data indicates that the mean speeds on Pollard Road are almost 20% below the posted 30mph speed limit. It is also apparent that 18% more vehicles travel westbound on Pollard Road than eastbound on a typical day and traffic speeds are higher in the westbound direction. The distribution of traffic counts by class of vehicle has shown that Heavy Goods Vehicles/Buses amount to 6% of the total eastbound traffic flow and 8% of the total westbound traffic flow. This analysis has demonstrated that the existing road width constraints caused by parked vehicles form self-enforcing speed reducing measures. Also, the analysis has shown that there is more traffic using Pollard Road as a short cut from Oakleigh Road to Myddleton Park than in reverse.

2.5 Pedestrian movements were observed during school closing time at the Oakleigh Road/Pollard Road/Russell Lane mini-roundabout and at the Pollard Road junction with Myddleton Park. The initial observations have shown that the majority of pedestrians use the Oakleigh Road/Pollard Road/Russell Lane junction, therefore, a detailed manual pedestrian survey was undertaken on Thursday 9 October 2014 to assess the frequency of crossing movements and desire lines at this intersection. There are two existing zebra crossings located on the Russell Lane and Oakleigh Road North arms of the mini-roundabout and an uncontrolled pedestrian crossing on the Oakleigh Road

South arm. Figure 2 attached to this report summarises the results of the pedestrian surveys.

The manual pedestrian counts took place in the AM, lunch time and PM peak time periods, between the following hours: 07:00 – 10:00; 12:00 – 14:00 and 15:00 – 18:00. The times when highest hourly pedestrian flows took place across each arm of the junctions are summarised in the Table below:

Location	Highest Pedestrian Flow Hour	Second Highest Pedestrian Flow Hour
Pollard Road	08:00 – 09:00	15:00 – 16:00
Oakleigh Road North	08:00 – 09:00	15:00 – 16:00
Oakleigh Road South	08:00 – 09:00	15:00 – 16:00
Russell Lane	08:00 – 09:00	15:00 – 16:00

The results of these counts have indicated that at all arms of the mini-roundabout the highest pedestrian flows took place during the morning 08:00 - 09:00 and afternoon 15:00 – 16:00 peak time periods, which correspond to the school opening/closing times. Most frequent pedestrian movements appear to take place in the direction from Pollard Road to Oakleigh Road North and in reverse.

- 2.6 The pedestrian observations have indicated that there is a distinct desire line at the Pollard Road junction with Oakleigh Road where no pedestrian crossing facility is provided apart from dropped kerbs.

3 PROPOSED OPTIONS FOR CONSIDERATION

3.1 Option 1

3.1.1 Option 1 includes two priority narrowings, carriageway narrowings incorporating uncontrolled pedestrian crossings at the western and eastern ends of Pollard Road and improvements to the central island of the mini-roundabout. The introduction of priority narrowings seeks to reduce traffic speeds along this residential street and, to some degree, will deter the use of Pollard Road as a short cut. However, these features will result in a loss of parking spaces, causing potential objections from residents.

3.1.2 The provision of uncontrolled pedestrian crossing facilities at the new build outs on pedestrian desire lines at the Pollard Road junctions with

Myddleton Road and Oakleigh Road will shorten crossing distances for pedestrians, decreasing the risk of pedestrian/vehicle accidents. These facilities will improve pedestrian safety during the busiest school opening/closing hours.

- 3.1.3 The proposed extension of waiting restrictions at both Pollard Road junctions adjacent to the build outs will prevent vehicles from parking near the junctions, obstructing movements of turning vehicles and improving visibility between pedestrians and drivers.
- 3.1.4 The proposal to raise the central dome of the mini-roundabout at the Pollard Road junction with Oakleigh Road North is intended to address the existing accident pattern involving a junction overshoot, although, this recommendation is a low impact measure for this type of accident and needs to be considered in a separate study.
- 3.1.5 The estimated construction cost of Option 1 is £16,943 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

3.2 **Option 2**

- 3.2.1 Option 2 includes the introduction of speed cushions, carriageway narrowings incorporating uncontrolled pedestrian crossings at the western and eastern ends of Pollard Road and improvement to the central island of the mini-roundabout. The introduction of asphalt speed cushions seeks to reduce traffic speeds along this residential street and to some degree will deter the use of Pollard Road as a short cut.
- 3.2.2 Provision of uncontrolled pedestrian crossing facilities at the new build outs on pedestrian desire lines at the Pollard Road junctions with Myddleton Road and Oakleigh Road will shorten crossing distances for pedestrians, decreasing the risk of pedestrian/vehicle accidents. These facilities will improve pedestrian safety during the busiest school opening/closing hours.
- 3.2.3 Proposed extension of waiting restrictions at both Pollard Road junctions adjacent to the build outs will prevent vehicles from parking near the junctions, obstructing movements of turning vehicles and improving visibility between pedestrians and drivers.
- 3.2.4 The proposal to raise the central dome of the mini-roundabout at the Pollard Road junction with Oakleigh Road North is intended to address the existing accident pattern involving a junction overshoot, although, this recommendation is a low impact measure for this type of accident and needs to be considered in a separate study.
- 3.2.5 The estimated construction cost of Option 2 is £23,077 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC

Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

3.3 **Option 3**

- 3.3.1 Option 3 introduces a one way system on Pollard Road in a westerly direction supported by speed cushions and carriageway narrowings, incorporating uncontrolled pedestrian crossings at the western and eastern ends of Pollard Road.
 - 3.3.2 As in the previous two options the improvement to the central island of the mini-roundabout at the Pollard Road junction with Oakleigh Road North is also proposed. The proposed one way system will nearly halve the traffic flows on Pollard Road, reducing accidents risks and pollution. However, as the introduction of the one way system may result in an increase in traffic speeds, asphalt speed cushions have been introduced to address this problem.
 - 3.3.3 The provision of uncontrolled pedestrian crossing facilities at the new build outs on pedestrian desire lines at the Pollard Road junctions with Myddleton Road and Oakleigh Road will shorten crossing distances for pedestrians, decreasing the risk of pedestrian/vehicle accidents. These facilities will improve pedestrian safety during the busiest school opening/closing hours.
 - 3.3.4 The proposed extension of waiting restrictions at both Pollard Road junctions adjacent to the build outs will prevent vehicles from parking near the junctions, obstructing movements of turning vehicles and improving the visibility between pedestrians and drivers. The proposal to raise the central dome of the mini-roundabout is intended to address the existing accident pattern involving a junction overshoot, although, this recommendation is a low impact measure for this type of accident and needs to be considered in a separate study.
 - 3.3.5 The estimated construction cost of Option 3 is £29,991 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.
- 3.4 The above design proposals seek to address excessive traffic volumes, vehicular speeds and safety of road users on Pollard Road. However, these improvements are likely to increase traffic flows and affect traffic conditions on the adjacent road network and, in particular, Loring Road, which also links Myddleton Park and Oakleigh Road North. No engineering measures have been recommended for this road at this stage. It is therefore recommended that if Option 3 is progressed the one-way element of the scheme is implemented on an experimental basis so the impact on the surrounding roads can be assessed.

4 POST DECISION IMPLEMENTATION

- 4.1 Post decision implementations will depend on the decision taken by the Committee.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The subject of this report is in accordance with Objective one of the London Borough of Barnet Corporate Plan 2013-2016. This objective is to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. Within this objective, there are six performance measures set out in the 2014 Addendum to the Corporate Plan. These are the performance measures, which the subject of this report will be measured against if the Committee decides to approve a Traffic Management Scheme for Pollard Road.

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

- 5.2.1 Finances Estimated costs for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from available 15/16 Local Implementation Funding (LIP) funding secured for the purpose of making improvements to the Borough's road network.
- 5.2.2 Indicative costs for the recommended measures are approximate and shown in section 3 above at projected 2015 prices;

5.3 Legal and Constitutional References

- 5.3.1 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.
- 5.3.2 The Traffic Management Act 2004 places obligation 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.
- 5.3.3 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984

5.4 Risk Management

- 5.4.1 It is not considered the issues involved are likely to give rise to policy considerations as any changes to parking will be done so as to rationalise parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.

5.4.2 It is considered the issues involved proposing or introducing parking restrictions may lead to some level of public concern from local residents who feel do not wish for such changes to be introduced, or from residents of other roads in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area will ensure that members of the public have the opportunity to comment in any informal consultation exercise or to any statutory consultation

5.5 Equalities and Diversity

5.5.1 Proposed changes associated with the design options for the Pollard Road Traffic Management Study are not expected to disproportionately disadvantage or benefit members of the community.

5.6 Consultation and Engagement

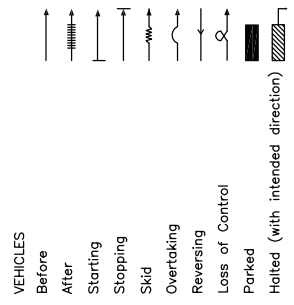
5.6.1 Consultation and engagement with residents will be undertaken following selection of a preferred design by the Committee and authorising Officers.

6 BACKGROUND PAPERS

There are no background reports.

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MANOEUVRES For other details see below C = Car MC = Motor Cycle PC = Pedal Cycle PSV = Bus or Coach	SEVERITY	POLICE REF. NO.	DARKNESS / TIME	DAY OF WEEK	DATE	WEATHER CONDITIONS	RD. SURFACE CONDITIONS	ADDITIONAL INFORMATION
	SL	112SX20261	16:14	SAT	24/03/12	F	D	
	SL	0112SX20416	09:30	TUES	15/05/12	F	W	
	SL	0111SX20017	22:20	WED	26/01/11	F	D	
	SL	0112SX20821	19:54	THURS	27/09/12	F	D	
	SL	0110SX20571	18:00	FRI	28/05/10	F	D	
	SL	0114SX20266	04:45	WED	02/03/11	F	D	
	SL	0111SX20118				F	D	
								PED ON ZEBRA CROSSING



ISSUE	AMENDMENTS	SP	PG	JAN 14
		DRAWN	CHKD	DATE

RE

POLLARD ROAD
BARNET

ACCIDENTS BETWEEN
01/05/2009 AND 30/04/2014

CAPITA SYMONDS

15 South Road, Colindale, London NW9 1UH
Tel: 020 8836 5000
www.capitasymonds.co.uk

DRAWN	S. M. PRICE	NOV 2014
CHECKED	P. J. GASSTON	NOV 2014

DRG. No. FIGURE 1 REVISION REF.

DRG. No: **FIGURE 2 SURVEY** REVISION REF.

NOTE: DENSITIES DIRECTION OF TRAVEL AND TOTAL PEDESTRIAN NUMBERS



PEDESTRIAN SURVEY CARRIED OUT ON THURSDAY 9TH OCTOBER 2014 :

07.00 – 10.00 AM
 12.00 – 14.00 PM
 15.00 – 18.00 PM

ISSUE CLIENT	AMENDMENTS	DRAWN	CHECK	DATE



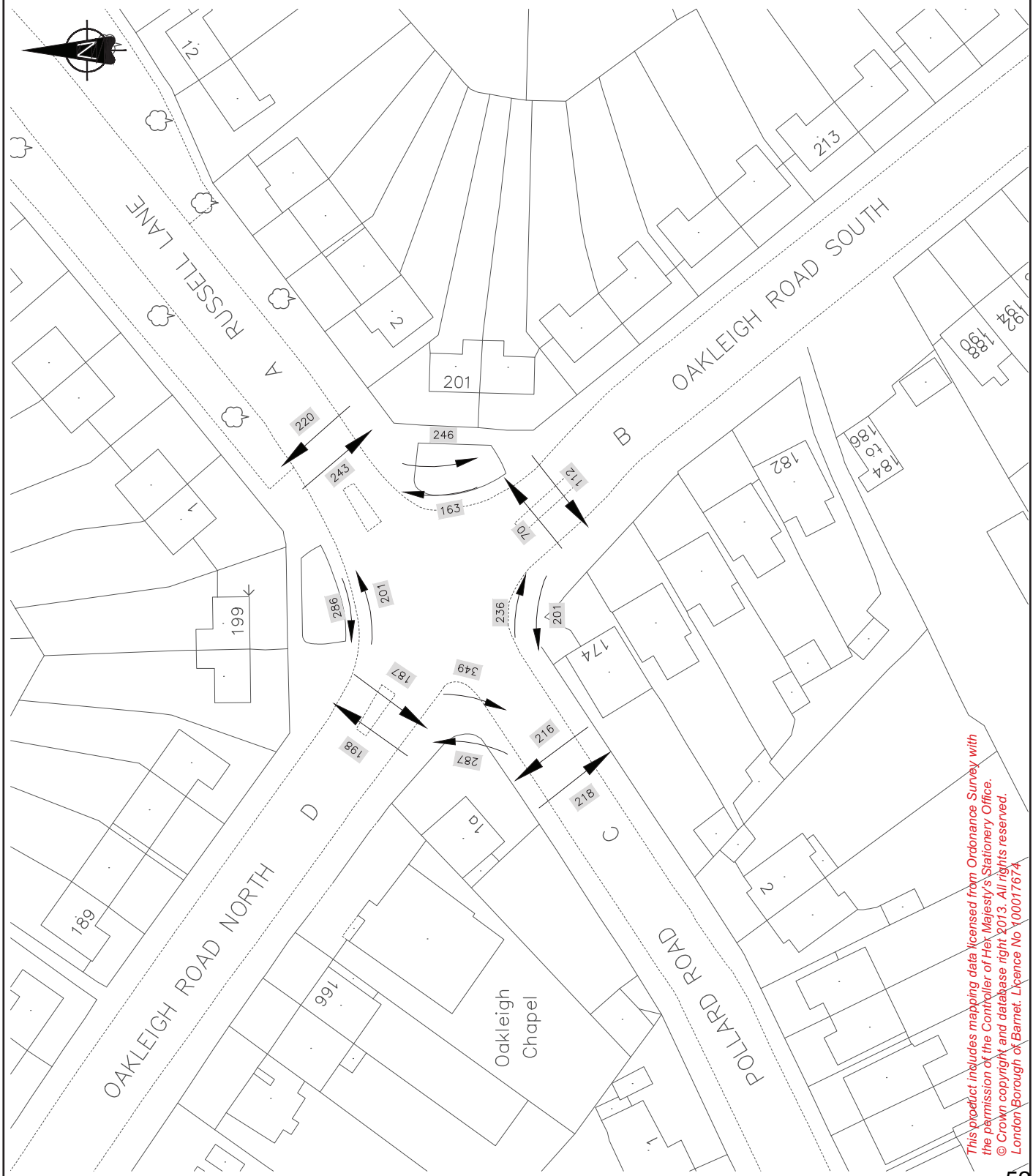
PROJECT: **TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2015/15)**

TITLE: **POLLARD ROAD PEDESTRIAN SURVEY ANALYSIS**

PURPOSE: **INFORMATION**





CAPITA
 Property and Infrastructure
 St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
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DRAWN	SP	DATE	NOV 2014	SCALE	1:1250
CHECKED	KE	DATE	NOV 2014	PROJECT NO.	CS/075644
DRG. No.	FIGURE 2 SURVEY				REVISION REF.



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KEY:

-  DOME OF MIN ROUNDABOUT TO BE BASED TO 100mm IN SLOPE AT ITS HIGHEST POINT AT THE CENTRE IN WHITE THERMOPLASTIC SURFING
-  DENOTES NEW KERB BUILD OUT INCLUDING JUNCTION TO 50m IN WIDTH ASSOCIATED WITH THE PROPOSED ROAD AND RELATED UTILITY WORKS WITH ASSOCIATED TACTILE PAVING, SIGNING AND REFLECTIVE BOUNDARIES
-  DENOTES PRIORITY KERB BUILD OUT WITH ASSOCIATED PRIORITY SIGNING AND REFLECTIVE BOUNDARIES
-  APPROXIMATE EXTENT OF PROPOSED MITING RESTRICTIONS

ALL EXISTING CONTEMPORARY MARKINGS WITHIN THE EXTENTS OF THE SCHEME TO BE REFRESHED.

NOTE:
ALL FEATURES ARE SHOWN AS INDICATIVE LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN

HEALTH SAFETY ENVIRONMENTAL INFORMATION

NOTE: ASSUMED THAT THE WORKS WILL BE UNDERTAKEN BY A LOCAL AUTHORITY OR A CONTRACTOR WHOSE WORKS ARE ASSOCIATED WITH THE WORKS LISTED BELOW ARE "STOPPOINT" WORKS. IF NO SIGNIFICANT DATA HAS BEEN IDENTIFIED, CHECK THE DATA SHEET FOR "NONE IDENTIFIED" WORKS.

ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE
A	AMENDMENT FOLLOWING ROAD SAFETY AUDIT	HK	KE	NOV 2014



PROJECT: TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)

TITLE: POLLARD ROAD PRELIMINARY DESIGN OPTION 1

PURPOSE: INFORMATION

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Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
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Capita Property and Infrastructure Ltd.

ISSUE	DATE	BY	SCALE	REVISION
ISSUED	NOV 2014	HK	1:500	CS7584
REVISED	NOV 2014	KE		CS7584A



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KEY:

- DOME OF MIN ROUNDABOUT TO BE BASED TO 100MM IN SLOPE AT ITS HIGHEST POINT AT THE CENTRE IN WHITE THERMOPLASTIC SURFACE
- DENOTES HIGH KERB BUILD OUT RESIDING JUNCTION TO 5m IN WIDTH FACILITY TRAVELING IN BOTH DIRECTIONS WITH ASSOCIATED APPROXIMATE EXTENT OF PROPOSED MARKING RESTRICTIONS
- APPROXIMATE EXTENT OF PROPOSED MARKING RESTRICTIONS
- APPROXIMATE EXTENT OF PROPOSED MARKING RESTRICTIONS

NOTE:
ALL EXISTING CARBONARY MARKINGS WITHIN THE EXTENTS OF THE SCHEME TO BE REFRESHED
ALL FEATURES ARE SHOWN AS POSITIVE LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN

HEALTH & SAFETY ENVIRONMENTAL INFORMATION
NOTE: ASSUMED THAT THE WORKS WILL BE UNDERTAKEN BY A CONTRACTOR WITH THE APPROPRIATE TRAINING AND EXPERIENCE ASSOCIATED WITH THE WORKS. LISTED BELOW ARE 'SUBSTANTIAL' WORKS WHICH MAY BE SUBJECT TO THE CONTROL OF MAJOR ACCIDENTS (COMA) REGULATIONS 2013. IF ANY SIGNIFICANT DATA HAS BEEN IDENTIFIED, CHECK THE NEXT AND ENTER 'NONE IDENTIFIED' HERE.

ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE
A	AMENDMENT FOLLOWING ROAD SAFETY AUDIT	HK	KE	NOV 2014



TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)

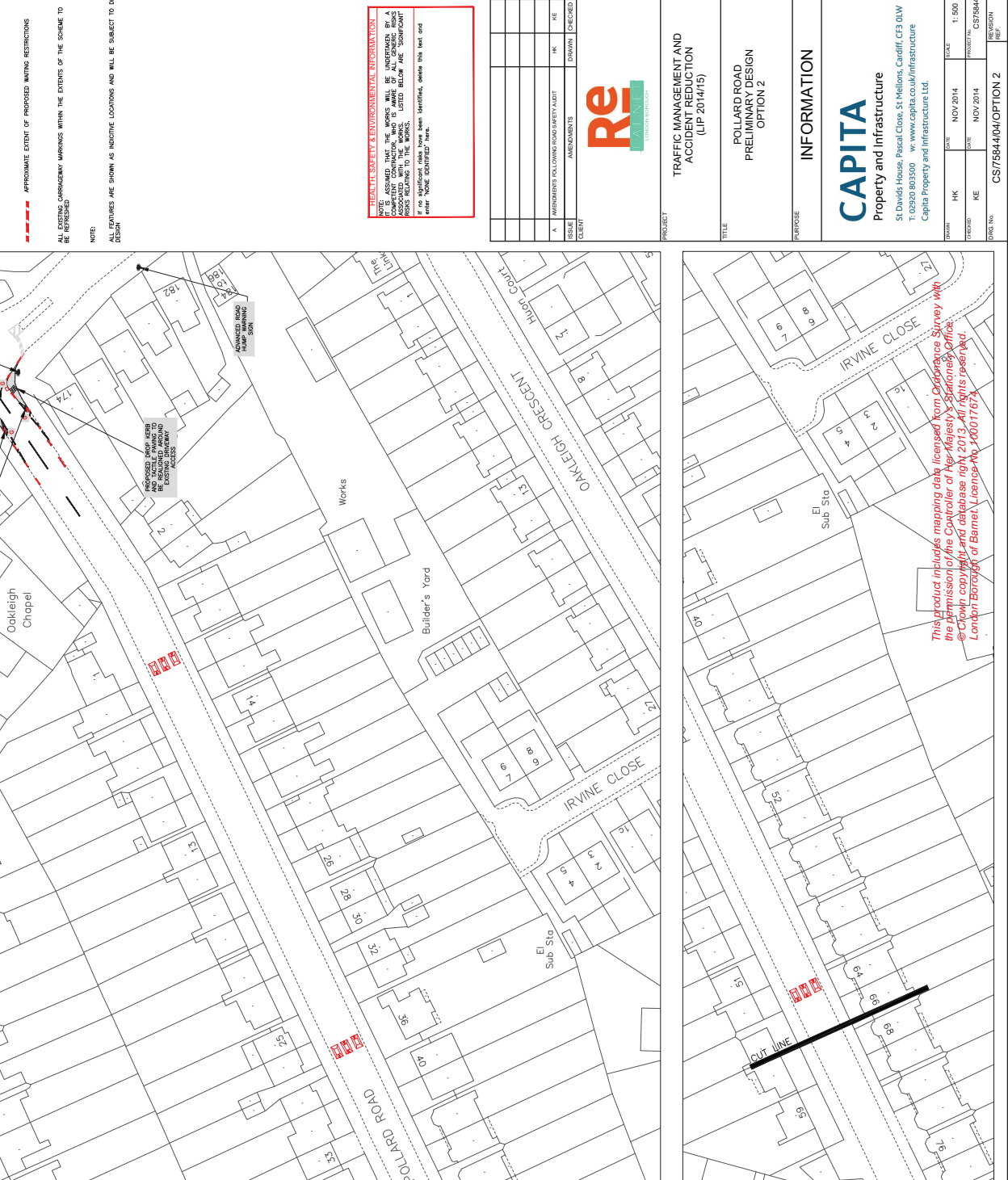
POLLARD ROAD PRELIMINARY DESIGN OPTION 2

INFORMATION

CAPITA
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DRAWN: HK DATE: NOV 2014 SCALE: 1:500
CHECKED: KE DATE: NOV 2014 PROJECT NO.: CS75844
DRAWN REF: A



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KEY:

- DENOTES MIN KERB BUILD OUT BEING TO DOWN IN SIGHT OF ITS HIGHEST POINT AT THE CENTRE IN WHITE THERMOPLASTIC SURFACES.
 - DENOTES MIN KERB BUILD OUT BEING TO DOWN IN SIGHT OF ITS HIGHEST POINT AT THE CENTRE IN WHITE THERMOPLASTIC SURFACES.
 - APPROXIMATE EXTENT OF PROPOSED WARNING RESTRICTIONS
 - ONE WAY SECTION ALONG POLLARD ROAD (LEFT TO RIGHT)
 - ONE WAY TERMINAL SIGNAGE AT POLLARD ROAD, ALSO AT THE END OF IRVINE CLOSE, WINDLETON ROAD AND ASSOCIATED RELATED SIGNS
 - APPROXIMATE EXTENT OF PROPOSED WARNING RESTRICTIONS
- ALL EXISTING CARPARKING MARKINGS WITHIN THE EXTENTS OF THE SCHEME TO BE REFRESHED
- NOTE:
ALL FEATURES ARE SHOWN AS POSITIVE LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN



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HEALTH & SAFETY ENVIRONMENTAL INFORMATION
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SCALE	AMENDMENTS	DRAWN	CHECKED	DATE
A	AMENDMENT FOLLOWING ROAD SAFETY ADVICE	HK	KE	NOV 2014



PROJECT: TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)
 TITLE: POLLARD ROAD PRELIMINARY DESIGN OPTION 3
 PURPOSE: INFORMATION

CAPITA
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 St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
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 Capita Property and Infrastructure Ltd.

REVISED	DATE	SCALE	REVISION REF.
HK	NOV 2014	1:500	CS7584
KE	NOV 2014		CS7584

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Pollard Road Option 1						
Item		Unit	Rate	Qty		Cost
Gen Site Clearance						
Removal of foilage		sqm	0.67	10		6.70
Remove gully and grating / cover		no	7.16	3		21.48
Traffic Signs						
New Priority Signs		no	220.94	2		441.88
New Give Way signs		no	132.06	2		264.12
New 114mm posts for Priority Signs		no	294.40	2		588.80
New Temporary signs		no	79.23	2		158.46
New unlit Bollards		no	196.39	8		1571.12
Electrical Works						
Trench for cable in footway		m	59.41	25		1485.25
Trench for cable (hard dig)		m	130.7	15		1960.50
Cable		m	3.85	35		134.75
Cut Outs		no	57.79	4		231.16
Feeder Pillars		no	195.02	2		390.04
Luminaries for traffic signs		no	93.73	2		187.46
Carriageway Marking Works						
Existing carriageway Markings to be removed		sqm	37.67	5		188.35
New give way markings		m	1.23	10		12.30
New DYL's		no	1.23	120		147.60
New mini roundabout markings		no	41.93	1		41.93
New hatch markings		m	0.61	40		24.40
Kerbing Works						
Take up existing kerbs and dispose		m	3	10		30.00
New kerbs		m	21.28	100		2128.00
New transition kerbs		m	33.19	8		265.52
New drop kerbs		m	29.26	10		292.60
Tactile Paving (Buff)		sqm	25.89	6		155.34
Footway surfacing		sqm	36.40	20		728.00
Drainage						
New Drainage		sqm	40.42	15		606.30
Gulley and Frame		no	420.75	3		1262.26
Traffic Management						
4 Way lights		day	210	8		1680.00
2 Way lights		day	99.71	4		398.84
Sub total						15403.16
Contingencies 10%						1540.32
Cost Estimate						16943.48

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Pollard Road Option 2						
Item		Unit	Rate	Qty		Cost
Gen Site Clearance						
Removal of foilage		sqm	0.67	10		6.70
Remove gully and grating / cover		no	7.16	3		21.48
Traffic Signs						
New Road Hump Signs		no	220.94	8		1767.52
New 76mm posts for Hump Signs		no	138.00	8		1104.00
New Temporary signs		no	79.23	2		158.46
New unlit Bollards		no	196.39	4		785.56
Carriageway Marking Works						
Existing carriageway Markings to be removed		sqm	37.67	5		188.35
New give way markings		m	1.23	10		12.30
New DYL's		no	1.23	120		147.60
New mini roundabout markings		no	41.93	1		41.93
New hatch markings		no	0.61	30		18.30
Kerbing Works						
Take up existing kerbs and dispose		m	3	30		90.00
New kerbs		m	21.28	40		851.20
New transition kerbs		m	33.19	8		265.52
New drop kerbs		m	29.26	10		292.60
Tactile Paving (Buff)		sqm	25.89	6		155.34
Footway surfacing		sqm	36.40	15		546.00
Speed Cushions						
Install 3m x 1.7m x 75mm Asphalt speed cushion, with warning triangles (9 No) (Includes for hard dig)		sqm	195.90	54		10578.60
Drainage						
New Drainage Gulley and Frame		sqm	40.42	15		606.30
		no	420.75	3		1262.26
Traffic Management						
4 Way lights		day	210	8		1680.00
2 Way lights		day	99.71	4		398.84
Sub total						20978.86
Contingencies 10%						2097.89
Cost Estimate						23076.75


TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Pollard Road Option 3						
Item		Unit	Rate	Qty		Cost
Gen Site Clearance						
Removal of foilage		sqm	0.67	10		6.70
Remove gully and grating / cover		no	7.16	3		21.48
Traffic Signs						
New One Way Signs		no	220.94	2		441.88
New No Entry Signs		no	220.94	2		441.88
New No left and right turn signs		no	220.94	4		883.76
New Road Hump Signs		no	220.94	4		883.76
New 89mm posts for Signs		no	175.82	12		2109.84
New One Way repeater signs		no	51.62	4		206.48
New Temporary signs		no	79.23	2		158.46
Electrical Works						
Trench for cable in footway		m	59.41	25		1485.25
Trench for cable (hard dig)		m	130.7	15		1960.50
Cable		m	3.85	35		134.75
Cut Outs		no	57.79	4		231.16
Feeder Pillars		no	195.02	2		390.04
Luminaries for traffic signs		no	93.73	4		374.92
Carriageway Marking Works						
Existing carriageway Markings to be removed		sqm	37.67	5		188.35
New give way markings		m	1.23	10		12.30
New DYL's		no	1.23	120		147.60
New mini roundabout markings		no	41.93	1		41.93
New hatch markings		no	0.61	30		18.30
Kerbing Works						
Take up existing kerbs and dispose		m	3	30		90.00
New kerbs		m	21.28	40		851.20
New transition kerbs		m	33.19	8		265.52
New drop kerbs		m	29.26	10		292.60
Tactile Paving (Buff)		sqm	25.89	6		155.34
Footway surfacing		sqm	36.40	15		546.00
Speed Cushions						
Install 3m x 1.7m x 75mm Asphalt speed cushion, with warning triangles (9 No) (Includes for hard dig)		sqm	195.90	54		10578.60
Drainage						
New Drainage		sqm	40.42	15		606.30
Gulley and Frame		no	420.75	3		1262.26

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Traffic Management						
4 Way lights		day	210	8		1680.00
2 Way lights		day	99.71	8		797.68
Sub total						27264.84
Contingencies 10%						2726.48
Cost Estimate						29991.33

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	AGENDA ITEM 10
	<h2>Chipping Barnet Area Committee</h2> <h3>12 February 2015</h3>
Title	Victoria Road Area Traffic Management Scheme
Report of	Interim Commissioning Director for Environment
Wards	Chipping Barnet
Status	Public
Enclosures	Accident plot for 5 year record (Figure 1) Pedestrian Survey Summary Diagrams (Figures 2 – 4) Outline design drawings: Options 1, 2 and 3 (Figure 5, 7 and 9)
Officer Contact Details	Email: highwayscorrespondence@barnet.gov.uk Tel: 020 8359 3555

<h2>Summary</h2>
<p>This report informs the Chipping Barnet Area Committee of proposed Traffic Management Options considered for Victoria Road including junctions with A110 East Barnet Road (S), Warwick Close, Victoria Close, Margaret Road (E and W), Park Road, Glyn Avenue, Albert Road and A110 East Barnet Road (N).</p> <p>This report also informs the Area Committee of the reasons for the proposed traffic management options considered.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Committee notes the intention to address traffic management concerns on Victoria Road, Margaret Road and the targeted junction locations with A110 East Barnet Road (S), Warwick Close, Victoria Close, Margaret Road (E and W), Park Road, Glyn Avenue, Albert Road and A110 East Barnet Road (N); 2. That the Committee be mindful of the Councils current approach to traffic calming; 3. The Committee decide whether or not vertical traffic calming features should be re-introduced on Victoria Road (as detailed in Option 2);

4. Subject to a preferred option being chosen, the Interim Commissioning Director for Environment to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.

Option 1 (Figure 5)

- Pedestrian improvements on Victoria Road;
- 7.5T Weight Limit Order on Victoria Road;
- One-way system on Victoria Road, south to North-west between Victoria Close and Park Road to include Margaret Road;
- Mini-roundabout at the junction of Victoria Road/Park Road;
- Improved visibility at the junction of Alexander Close;
- Improved visibility at the Victoria Road/East Barnet Road junction.

Option 2 (Figure 7)

- Pedestrian improvements on Victoria Road;
- 7.5T Weight Limit Order on Victoria Road;
- 20mph Limit covering the full length of Victoria Road, Margaret Road East and West and the southern section of Park Road from its junction with Crescent Road. (The 20mph zone will be self-enforcing utilising a series of asphalt speed cushions)
- One-way system on the eastern length of Margaret Road and the southern link of Park Road from the Crescent Road junction;
- Mini-roundabout at the junction of Victoria Road/Park Road;
- Improved visibility at the junction of Alexander Close;
- Improved visibility at the Victoria Road/East Barnet Road junction.

Option 3 (Figure 9)

- Pedestrian improvements on Victoria Road;
- 7.5T Weight Limit Order on Victoria Road;
- 20mph Limit covering the full length of Victoria Road, Margaret Road East and West and the southern section of Park Road from its junction with Crescent Road (No speed cushions);
- One-way system on Victoria Road, south to North-west between Victoria Close and Park Road to include Margaret Road;
- Mini-roundabout at the junction of Victoria Road/Park Road;
- Improved visibility at the junction of Alexander Close;
- Improved visibility at the Victoria Road/East Barnet Road junction.

1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns have been raised by local residents and Councillors regarding vehicle speeds, pedestrian safety, rat running and inappropriately sized vehicles on Victoria Road. There are local concerns regarding the lack of formalised pedestrian crossing points, particularly in relation to the use by school pupils.
- 1.2 The London Borough of Barnet commissioned a Traffic Management Study to address the concerns of local residents and Councillors by proposing options to reduce the danger from through traffic with minimal adverse effects on overall traffic flows and to improve pedestrian movements. This study has

assessed the existing arrangements on site, analysed accident data, undertaken traffic speed and volume data collection and undertaken pedestrian usage and crossing counts. The preferred option will be included in the 2015/16 Local Implementation Programme (LIP) which was agreed by the January 2015 Environment Committee.

- 1.3 Victoria Road is an urban two lane single carriageway subject to a 30mph speed limit with footways to both sides, bounded (for the most part) by private housing with the carriageway typically measuring 5.7m wide. The studied section of Victoria Road is approximately 750m in length and incorporates junctions with A110 East Barnet Road (S), Warwick Close, Victoria Close, Margaret Road (E and W), Park Road, Glyn Avenue, Albert Road and A110 East Barnet Road to the north western end. There is also a pedestrian footpath intersecting Victoria Road, to the east of the Albert Road junction, that links with an adjacent park that is used extensively by pupils travelling to and from a local comprehensive school (JCoSS). There is extensive on street parking along the majority of Victoria Road that narrows the useable carriageway width to a single lane over most of its length.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Following site observations and desktop analysis of the five year accident record, vehicle speed and volume data and the pedestrian survey, a number of options have been developed to mitigate the concerns of local residents and Councillors and address the findings of the study.
- 2.2 During the five year period between 1 May 2009 and 30 April 2014 there were five recorded personal injury accidents as shown in the following table and detailed on the accident plot attached as Figure 1 of this report:

Year	Fatal	Serious	Slight	Total
01/05/09 – 31/12/09	0	0	2	2
2010	0	0	1	1
2011	0	0	1	1
2012	0	0	0	0
2013	0	1	0	1
01/01/14 – 30/04/14	0	0	0	0
Total	0	1	4	5

The collisions listed above, one was classed as serious with four being classed as slight which resulted in seven casualties. One vehicle passenger received serious injuries and the remaining six casualties were classed as slight which included three additional passengers, one pedestrian, one driver and one motorcyclist. The serious accident occurred at the cross roads junction of Margaret Road with Victoria Road. A taxi travelling south west on Margaret Road overshot the Stop line and was in accident with a southbound vehicle on Victoria Road. Within the five year period, all recorded personal injury accidents have occurred at junctions within the limits of the scheme with two at the southern junction, two at the cross roads junction of Margaret Road

with Victoria Road and one at the western junction with A110 East Barnet Road. No reported personal injury accidents have occurred on the links of Victoria Road between these junctions. Only one each (20%) of the accidents occurred on a wet road surface or during the hours of darkness, which is below the national average for both factors.

- 2.3 Automatic Traffic Counts (ATC) 7 day traffic speed and volume surveys were undertaken on Victoria Road with counters located at outside No.112 (N&S/B towards the southern end of Victoria Road) between 25 September and 1 October 2014. The following table summarises the results:

Day (24 hr)	N/B Volume	N/B Mean Speed	N/B 85 th ile	S/B Volume	S/B Mean Speed	S/B 85 th ile
Monday	637	21	26.4	767	21.9	27.1
Tuesday	679	20	25.1	802	21.7	26.8
Wednesday	671	19.8	24.8	805	21.3	26.6
Thursday	671	20.2	25.5	781	21.2	26.4
Friday	648	20.3	25.5	780	21.5	27.3
Saturday	607	19.5	24.8	693	21.1	26.8
Sunday	464	22.3	27.5	533	22.7	28.2
Average Daily Total	625	20.4	25.7	737	21.6	27.1

- 2.4 ATC 7 day traffic speed and volume surveys were undertaken on Victoria Road with counters located at outside No.42 (E&W/B towards the western end of Victoria Road) between 25 September and 1 October 2014. The following table summarises the results:

Day (24 hr)	E/B Volume	E/B Mean Speed	E/B 85 th ile	W/B Volume	W/B Mean Speed	W/B 85 th ile
Monday	3151	21	26.4	2875	23	27.7
Tuesday	3397	21.5	27.1	3093	23.9	28.6
Wednesday	3443	21	26.8	3024	22.7	28
Thursday	3147	21.3	26.8	2878	23.3	28
Friday	3363	21.7	27.1	3031	23.5	28.2
Saturday	2991	22.4	28	2760	24.6	29.1
Sunday	2361	23.4	28.2	2116	24.6	29.1
Average Daily Total	3122	21.7	27.3	2825	23.6	28.4

- 2.5 ATC 7 day traffic speed and volume surveys were also undertaken with counters located outside No.63 Margaret Road (East) between 26 September and 2 October 2014. The following table summarises the results:

Day (24 hr)	E/B Volume	E/B Mean Speed	E/B 85 th ile	W/B Volume	W/B Mean Speed	W/B 85 th ile
Monday	701	20.7	25.7	557	19	23.3
Tuesday	748	19.9	25.3	554	19	23.5
Wednesday	758	20.1	25.5	609	18.5	23.5
Thursday	980	19.6	25.1	615	19	23.7
Friday	750	20.1	25.1	564	19.3	24.8
Saturday	755	20.2	24.8	525	19.1	23.7
Sunday	475	20.8	25.7	331	19.2	23.5
Average Daily Total	738	20.1	25.3	536	19	23.7

* The eighty-fifth percentile (85thile) speed is the speed at which 85% of the vehicles using that road travel at or below. It is nationally used benchmark by highway authorities and gives an indication of the extent of speed/trends at a given location.

2.6 Analysis of the summary data in the table above would indicate that the mean vehicle speeds are 32mph (N/B) and 28mph (S/B) below the posted 30mph speed limit at the southern end of Victoria Road, 28mph (E/B) and 21mph (W/B) below the speed limit at the western end of Victoria Road and 33 (E/B) and 37mph (W/B) below the speed limit on the eastern arm of Margaret Road. It is also apparent that 15% more vehicles travel southbound than northbound at the counter location at the southern end of Victoria Road. 10% more vehicles travel eastbound than westbound at the counter location at the western end of Victoria Road. 27% more vehicles travel eastbound than westbound at the counter location on the eastern arm of Margaret Road. Four times more traffic was counted at the western end of Victoria Road than at the southern end which would indicate that traffic at the western end of Victoria Road is travelling between the A110 E Barnet Road and Park Road leading to a network of residential streets to the north/ north east. Vehicles including two axle lorries and buses and larger vehicles account for approximately 5% of the traffic, with a slight reduction to 4% at the western end of Victoria Road.

2.7 Pedestrian movements were observed during school closing time at the western end of Victoria Road and were further studied during a detailed manual pedestrian survey which was undertaken on Thursday 9 October 2014 to assess the frequency of crossing movements at three locations:

- A110 East Barnet Road/Warwick Close/Victoria Road (S) junction;
- Victoria Road (between Glyn Avenue and Albert Road); and
- Victoria Road (W)/A110 E Barnet Road junction.

The pedestrian survey was undertaken in 15 minute intervals between 07:00 – 10:00 hours, 12:00 – 14:00 hours and 15:00 – 18:00 hours with total pedestrian movements detailed in Figures 2 – 4 inclusive. The following tables summarise the results at the three locations that were assessed:

Southern end of Victoria Road	Highest Pedestrian Flow Hour	Second Highest Pedestrian Flow Hour
Junction Arm Crossings		
Victoria Road	08:00 – 09:00	16:00 – 17:00
Warwick Close	<i>Awaiting data from StreetWise Services</i>	
A110 East Barnet Road (SW)		
Movements between Arms		
Victoria Road to Warwick Close	08:00 – 09:00	15:00 – 16:00
Victoria Road to A110 E Barnet Road (SW)	08:00 – 09:00	07:00 – 08:00
Warwick Close to Victoria Road	08:00 – 09:00	15:00 – 16:00 16:00 – 17:00
Warwick Close to A110 E Barnet Road (SW)	15:00 – 16:00	16:00 – 17:00
A110 East Barnet Road (SW) to Victoria Road	08:00 – 09:00	15:00 – 16:00
A110 East Barnet Road (N) to Warwick Close	16:00 – 17:00	08:00 – 09:00

Victoria Road (at footpath access)	Highest Pedestrian Flow Hour	Second Highest Pedestrian Flow Hour
Road Crossing		
Albert Road south to north	17:00 – 18:00	16:00 – 17:00
Albert Road north to south	07:00 – 08:00	09:00 – 10:00
Movements		
Victoria Road (N) Eastbound	08:00 – 09:00	15:00 – 16:00
Victoria Road (N) Westbound	16:00 – 17:00	15:00 – 16:00
Victoria Road (S) Eastbound	08:00 – 09:00	07:00 – 08:00
Victoria Road (S) Westbound	08:00 – 09:00	17:00 – 18:00

Western end of Victoria Road	Highest Pedestrian Flow Hour	Second Highest Pedestrian Flow Hour
Junction Arm Crossings		
Albert Road (E)	16:00 – 17:00	08:00 – 09:00
Victoria Road (S)	12:00 – 13:00	17:00 – 18:00
A110 East Barnet Road (SW)	09:00 – 10:00	N/A
A110 East Barnet Road (N)	16:00 – 15:00	13:00 – 14:00
Movements between Arms		
Albert Road to Victoria Road	08:00 – 09:00	15:00 – 16:00
Albert Road to A110 E Barnet Road (N)	16:00 – 17:00	17:00 – 18:00
Victoria Road to A110 E Barnet Road (SW)	16:00 – 17:00	08:00 – 09:00

Victoria Road to Albert Road	16:00 – 17:00	17:00 – 18:00
A110 East Barnet Road (SW) to A110 East Barnet Road (N)	16:00 – 17:00	13:00 – 14:00
A110 East Barnet Road (SW) to Victoria Road	17:00 – 18:00	08:00 – 09:00
A110 East Barnet Road (N) to Albert Road	08:00 – 09:00	17:00 – 18:00
A110 East Barnet Road (N) to A110 E Barnet Road (SW)	13:00 – 14:00	12:00 – 13:00

2.8 From site observations and the results of the pedestrian survey, there are strong pedestrian desire lines at all junctions along Victoria Road, particularly at the junctions with the A110 East Barnet Road at each end of the studied route. There are also increased pedestrian movements in relation to the local comprehensive school (JCoSS) at the Victoria Road/Park Road junction, across Victoria Road at a point where a footpath from a local park intersects it between Glyn Avenue and Albert Road and at the A110 East Barnet Road junction (W). The close proximity of the school is evident with peak pedestrian movements often coinciding with the start or finish of the school. At most junctions along Victoria road there are dropped or lowered kerbs to assist pedestrians, but this is not consistent and there is no blister tactile paving to assist visually impaired users.

PROPOSED OPTIONS FOR CONSIDERATION

2.9 Option 1 (Figure 5)

- 2.9.1 Option 1 incorporates the narrowing of the Victoria Road (S) junction with A110 East Barnet Road to reduce the width of road pedestrians have to cross. Pedestrians will be further assisted with dropped kerbs, blister tactile paving and a central pedestrian refuge. The tightening of the corner radii should deter larger vehicles from using Victoria Road as a rat run which is reinforced with a 7.5T weight limit order (and associated Except for Access sign) for the length of Victoria Road with associated gateway and advanced signing at the major junctions.
- 2.9.2 There is a proposed one way system south to northwest bound between Victoria Close and Park Road that also incorporates the eastern length of Margaret Road. Two accidents occurred at the Victoria Road/Margaret Road junction, one of which was serious, but both involved westbound vehicles so this proposal should reduce the likelihood of further incidents. No Entry and One Way signing will inform drivers/riders of the layout on Victoria Road and Margaret Road.
- 2.9.3 There is a proposed mini roundabout at the junction of Victoria Road and Park Road with a tightening of the north eastern corner radius to reduce potential left turns from Park Road against the one way system.

- 2.9.4 At the Alexander Close junction, visibility will be improved slightly to the left by removing the existing foliage and carriageway markings will define the limit of the junction.
- 2.9.5 Towards the western end of Victoria Road there is a need for a pedestrian crossing in the vicinity of the footpath intersection that is widely used by school pupils. Due to the large number of off carriageway drives, there is limited space for a pedestrian crossing location. Further discussion with LBB will be required to provide a crossing at this location.
- 2.9.6 Visibility will be improved slightly at the Victoria Road/A110 E Barnet Road mini roundabout junction by pulling the give way line forward. It should be noted that hoardings around the site boundary on the south eastern side of the junction further reduce intervisibility at the junction and should be removed at the earliest opportunity.
- 2.9.7 The estimated construction cost of Option 1 (Figure 6) is £47,793 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

2.10 Option 2 (Figure 7)

- 2.10.1 Option 2 incorporates the narrowing of the Victoria Road (S) junction with A110 E Barnet Road to reduce the width of road pedestrians have to cross. Pedestrians will be further assisted with dropped kerbs, blister tactile paving and a central pedestrian refuge. The tightening of the corner radii should deter larger vehicles from using Victoria Road as a rat run which is reinforced with a 7.5T weight limit order (and associated Except for Access sign) for the length of Victoria Road with associated gateway and advanced signing at the major junctions.
- 2.10.2 There is a proposed 20mph zone for covering the full length of Victoria Road, Margaret Road (East and West) and the southern section of Park Road from its junction with Crescent Road. The 20mph zone will be self enforcing utilising a series of speed cushions on all roads subject to the lower speed limit.
- 2.10.3 There is a proposed one way system on the eastern length of Margaret Road and the southern link of Park Road from the Crescent Road junction, with associated No Entry and One Way signing to inform drivers/riders of the layout.
- 2.10.4 There is a proposed mini roundabout at the junction of Victoria Road and Park Road.
- 2.10.5 At the Alexander Close junction, visibility will be improved slightly to the left by removing the existing foliage and carriageway markings will define the limit of the junction.

- 2.10.6 Towards the western end of Victoria Road there is a need for a pedestrian crossing in the vicinity of the footpath intersection that is widely used by school pupils. Due to the large number of off carriageway drives, there is limited space for a pedestrian crossing location. There is a proposed development in the local area which may have a direct bearing on the provision of a crossing under a Section 106 agreement. Further discussion with LBB will be required to provide a crossing at this location.
- 2.10.7 Visibility will be improved slightly at the Victoria Road/A110 East Barnet Road mini roundabout junction by pulling the give way line forward. It should be noted that hoardings around the site boundary on the south eastern side of the junction further reduce intervisibility at the junction and should be removed at the earliest opportunity.
- 2.10.8 The estimated construction cost of Option 2 with asphalt speed cushions is £104,925 (Figure 7) (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

2.11 Option 3 (Figure 9)

- 2.11.1 Option 3 incorporates the narrowing of the Victoria Road (S) junction with A110 E Barnet Road to reduce the width of road pedestrians have to cross. Pedestrians will be further assisted with dropped kerbs, blister tactile paving and a central pedestrian refuge. The tightening of the corner radii should deter larger vehicles from using Victoria Road as a rat run which is reinforced with a 7.5T weight limit order (and associated Except for Access sign) for the length of Victoria Road with associated gateway and advanced signing at the major junctions.
- 2.11.2 There is a proposed 20mph limit covering the full length of Victoria Road, Margaret Road (East and West) and the southern section of Park Road from its junction with Crescent Road.
- 2.11.3 There is a proposed one way system south to northwest bound between Victoria Close and Park Road that also incorporates the eastern length of Margaret Road. No Entry and One Way signing will inform drivers/riders of the layout on Victoria Road and Margaret Road.
- 2.11.4 There is a proposed mini roundabout at the junction of Victoria Road and Park Road with a tightening of the north eastern corner radius to reduce potential left turns from Park Road against the one way system.
- 2.11.5 At the Alexander Close junction, visibility will improved slightly to the left by removing the existing foliage and carriageway markings will define the limit of the junction.
- 2.11.6 Towards the western end of Victoria Road there is a need for a pedestrian crossing in the vicinity of the footpath intersection that is widely used by

school pupils. Due to the large number of off carriageway drives, there is limited space for a pedestrian crossing location. There is a proposed development in the local area which may have a direct bearing on the provision of a crossing under a Section 106 agreement. Further discussion with LBB will be required to provide a crossing at this location.

2.11.7 Visibility will be improved slightly at the Victoria Road/A110 East Barnet Road mini roundabout junction by pulling the give way line forward. It should be noted that hoardings around the site boundary on the south eastern side of the junction further reduce intervisibility at the junction and should be removed at the earliest opportunity.

2.11.8 The estimated construction cost of Option 3 (Figure 10) is £56,525 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

2.12 The proposed options outlined in this report seek to address the concerns of local residents and provide infrastructure to mitigate against on site observations and those issues identified within the accident, traffic and pedestrian analysis. Recorded mean speeds along Victoria Road and Margaret Road are close to 20mph without vertical traffic calming, however, if a one way system on Victoria Road is implemented, there is a possibility that vehicle speeds could increase and post implementation monitoring should be undertaken. If vehicle speeds do increase, additional measures should be provided that could include vertical and horizontal traffic calming along the section of one way flow.

2.13 It should also be noted that the proposed development towards the western end of Victoria Road could have an impact on the volume of vehicle and pedestrian traffic. This is being assessed as part of the planning application and S106 agreement. Additional measures may be required on Victoria Road between the junctions of A110 East Barnet Road (North) and Park Road and should be based on projected traffic volumes but could include localised traffic calming on this section of Victoria Road.

3. POST DECISION IMPLEMENTATION

3.1 Post decision implementations will depend on the decision taken by the Committee.

4. IMPLICATIONS OF DECISION

4.1 Corporate Priorities and Performance

4.1.1 The subject of this report is in accordance with Objective one of the London Borough of Barnet Corporate Plan 2013-2016. This objective is to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. Within this objective, there are six performance measures set out in the 2014 Addendum to the Corporate Plan. These are the performance measures, which the subject of this report will be measured

against if the Committee decides to approve a Traffic Management Scheme for Victoria Road.

4.1.2 Further by seeking to address pedestrian and traffic safety concerns, this is within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.

4.1.3 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

4.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

4.2.1 **Finances** Estimated costs for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from available 15/16 Local Implementation Funding (LIP) funding secured for the purpose of making improvements to the Borough's road network.

4.2.2 Indicative costs for the highlighted options are approximate and shown in section 2.9, 2.10 and 2.11 above at projected 2015 prices;

4.3 Legal and Constitutional References

4.3.1 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

4.3.2 The Council's Constitution, Meetings Procedure Rules – Paragraph 6.1 states that a Member (including appointed substitute Members) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or sub-committee on which he/she serves. Paragraph 6.2 states that Members' Items must be relevant to the terms of reference of the body which will consider the item.

4.3.3 The Traffic Management Act 2004 places obligation 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.

4.3.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

4.4 Risk Management

4.4.1 None in the context of this report. Risk management may be required for work resulting from this report.

4.5 Equalities and Diversity

- 4.5.1 Proposed changes associated with the design options for the Victoria Road Traffic Management Study are not expected to disproportionately disadvantage or benefit members of the community.

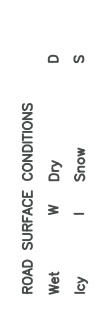
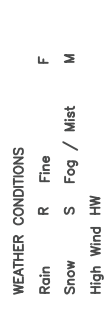
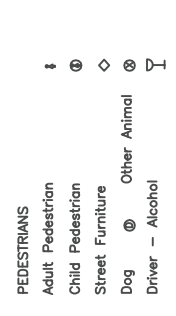
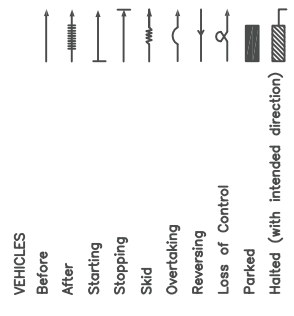
4.6 Consultation and Engagement

- 4.6.1 Consultation and engagement with residents will be undertaken following selection of a preferred design by the Sub Committee and authorising Officers.

5. BACKGROUND PAPERS

There are no background reports.

MANOEVRES For other details see below C = Car MC = Motor Cycle PC = Pedal Cycle PSV = Bus or Coach	SEVERITY	BEW/REF. NO.	DARKNESS / TIME	DAY OF WEEK	DATE	WEATHER CONDITIONS	RD. SURFACE CONDITIONS	ADDITIONAL INFORMATION
↗*←W/C C	SL	0111SX20504	17:16	SAT	18/06/11	F	W	
↙ * X C	SL	0110SX20715	20:40	WED	23/06/10	F	D	
C ↗ * X	SE	0113SX20434	14:55	SAT	25/05/13	F	D	
↘ C	SL	0110SX20715	20:40	WED	23/06/10	F	D	
↗ C	SL	0113SX20434	14:55	SAT	25/05/13	F	D	
↘ C	SL	0110SX20715	20:40	WED	23/06/10	F	D	
↗ C	SL	0113SX20434	14:55	SAT	25/05/13	F	D	
								PASSENGER FELL BUS BREAKING SUDDENLY



ISSUE	AMENDMENTS	SP	PG	JAN 14
-	-	DRAWN	CHRD	DATE

RE
REVISIONS

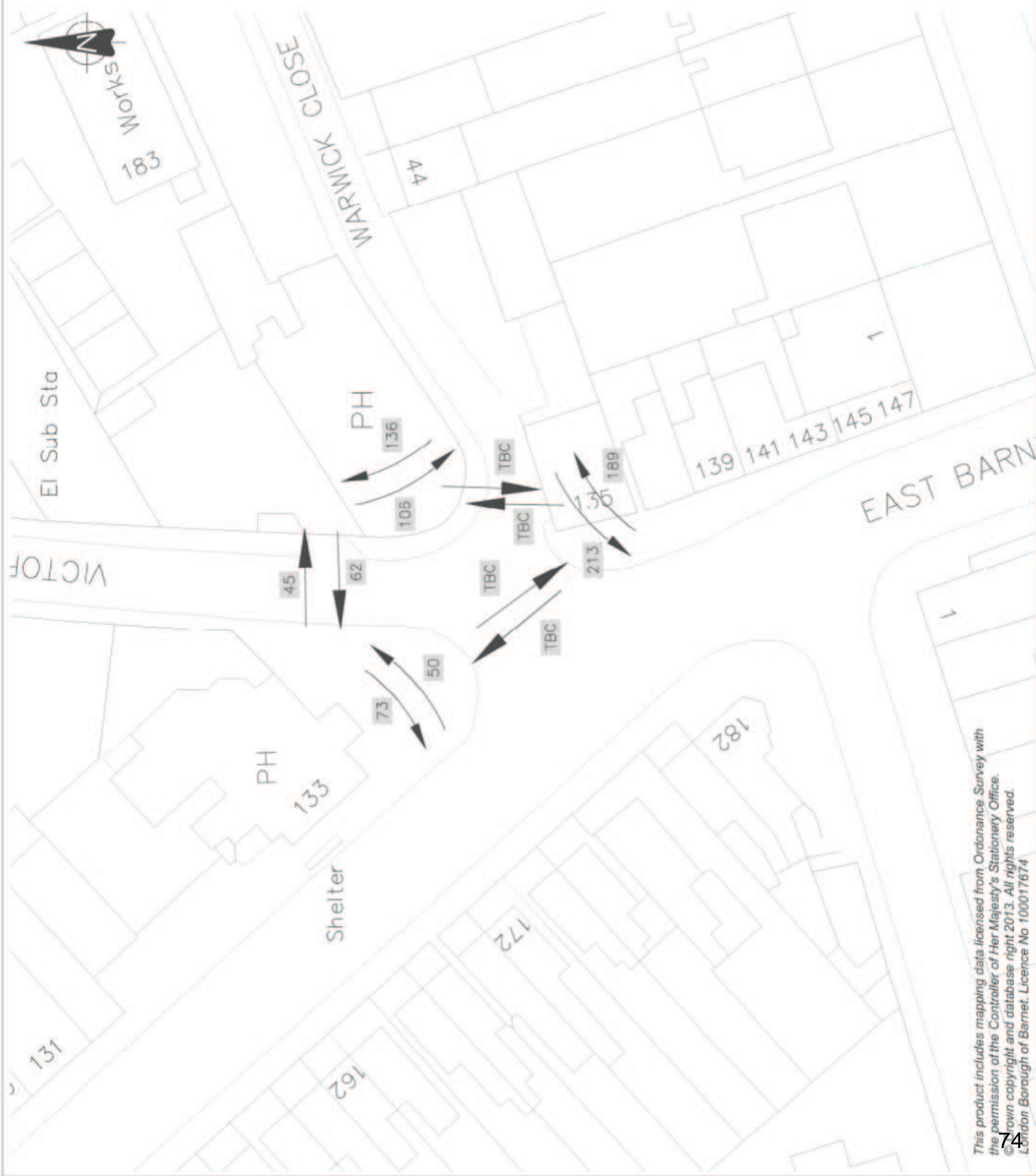
VICTORIA ROAD
BARNET

ACCIDENTS BETWEEN
01/05/2009 AND 30/04/2014

CAPITA
Property and Infrastructure
11th Floor, 115 Abchurch Lane, London EC4N 3DS
Tel: +44 (0)20 7495 9595
Email: victoria@capita.co.uk

DRAWN	S. M. PRICE
CHECKED	P. J. GASSTON
DRG. No.	FIGURE 1
REVISION	REF.

DRG. No.	FIGURE 2	REVISION REF.			
<p>NOTE:</p> <ul style="list-style-type: none"> → DENOTES DIRECTION OF TRAVEL AND TOTAL PEDESTRIAN NUMBERS TBC RELATES TO PEDESTRIAN CROSSING DATA YET TO BE PROVIDED <p>PEDESTRIAN SURVEY CARRIED OUT ON THURSDAY 9TH OCTOBER 2014 :</p> <ul style="list-style-type: none"> 07.00 - 10.00 AM 12.00 - 14.00 PM 15.00 - 18.00 PM 					
ISSUE ELEMENT	AMENDMENTS	DRAWN	CHECK	DATE	
					
PROJECT					
TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2015/15)					
TITLE					
VICTORIA ROAD (JUNCTION SOUTH) PEDESTRIAN SURVEY ANALYSIS					
PURPOSE					
INFORMATION					
 Property and Infrastructure St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW T: 02920 803900 W: www.capita.co.uk/infrastructure Capita Property and Infrastructure Ltd.					
DRAWN	SP	DATE	NOV 2014	SCALE	NTS
DRAWN	PJG	DATE	NOV 2014	PROJECT No.	CS/075844
DRG. No.	FIGURE 2				REVISION REF.



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NOTE:



ARROWS DENOTES DIRECTION OF TRAVEL AND TOTAL PEDESTRIAN NUMBERS

PEDESTRIAN SURVEY CARRIED OUT ON THURSDAY 9TH OCTOBER 2014:

- 07.00 – 10.00 AM
- 12.00 – 14.00 PM
- 15.00 – 18.00 PM

ISSUE CLIENT	AMENDMENTS	DRAWN	CHECK	DATE



PROJECT: TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2015/15)

TITLE: VICTORIA ROAD (FOOTPATH JUNCTION) PEDESTRIAN SURVEY ANALYSIS

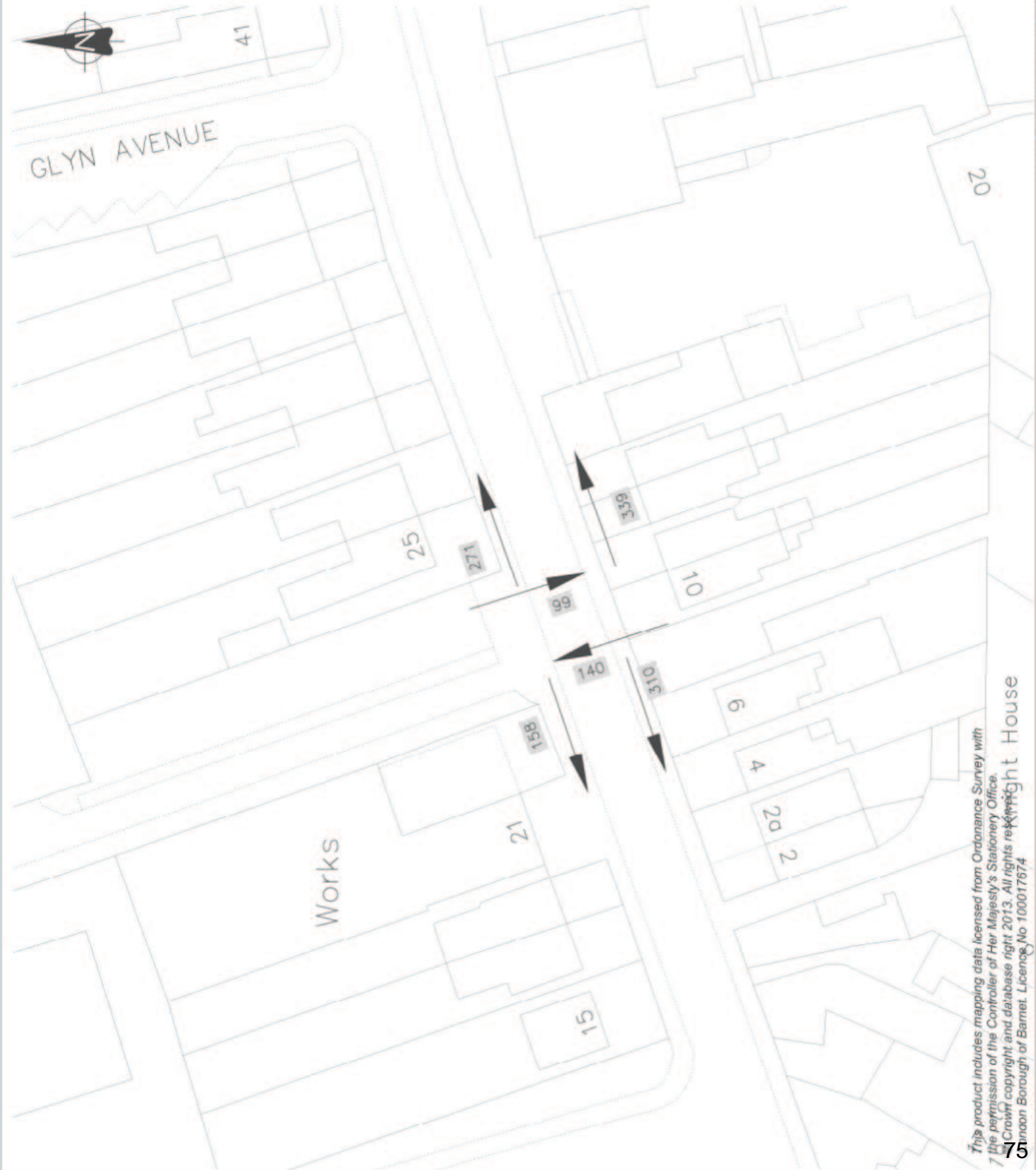
PURPOSE: INFORMATION

CAPITA

Property and Infrastructure

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SP	NOV 2014		
CHECKED	DATE	PROJECT No.	
PJG	NOV 2014	CS/075844	
DRG No.	FIGURE 3	ISSUE No.	REF



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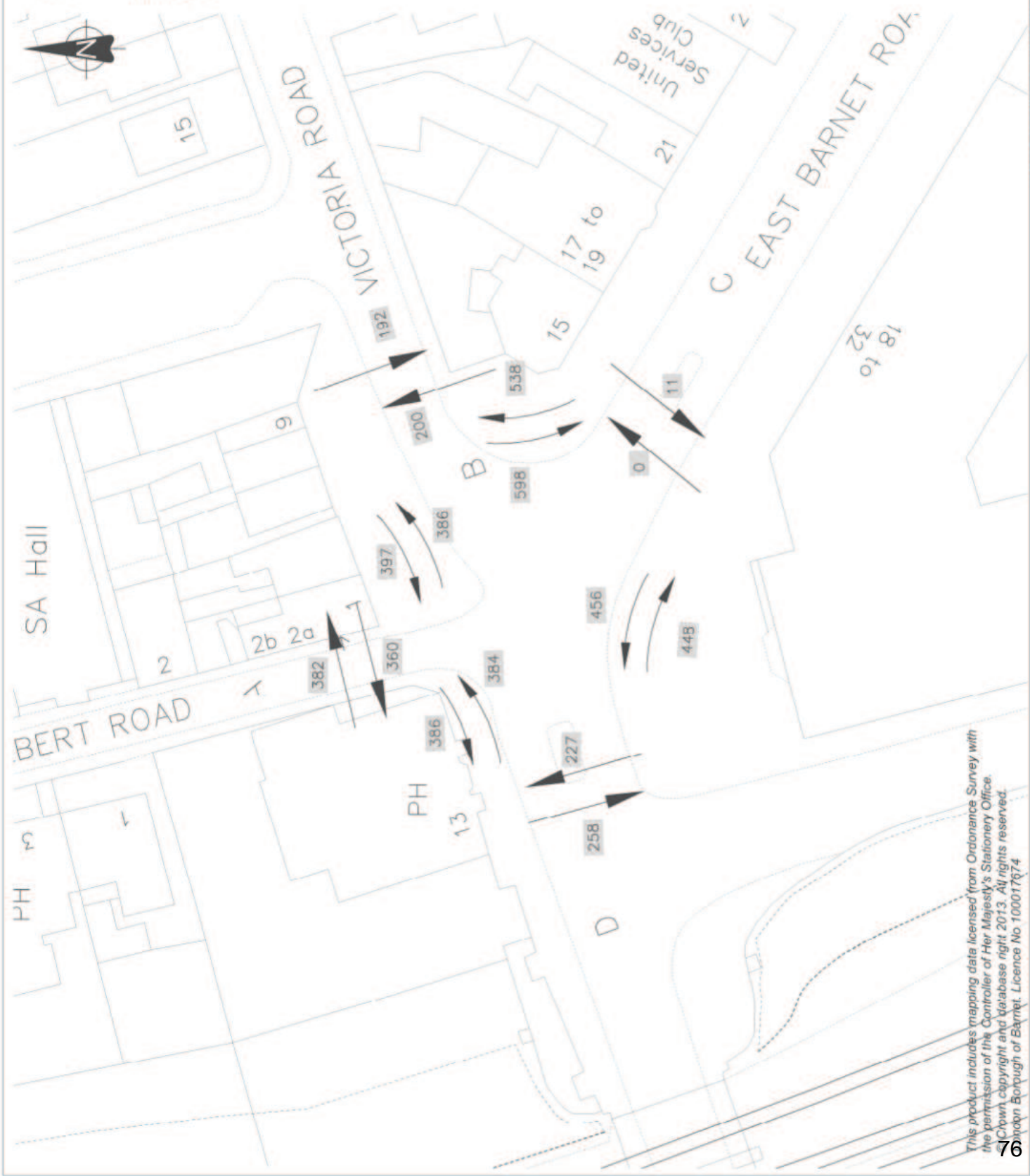
NOTE:



DENOTES DIRECTION OF TRAVEL AND TOTAL PEDESTRIAN NUMBERS

PEDESTRIAN SURVEY CARRIED OUT ON THURSDAY 9TH OCTOBER 2014 :

- 07.00 - 10.00 AM
- 12.00 - 14.00 PM
- 15.00 - 18.00 PM



PROJECT
TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2015/15)

TITLE
VICTORIA ROAD (WESTERN END) PEDESTRIAN SURVEY ANALYSIS

PURPOSE
INFORMATION

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CHECKED	PJG	DATE	NOV 2014	PROJECT NO.	CS/075844
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KEY:

-  NEW ONE WAY ROAD SYSTEMS
-  NEW ONE WAY ROAD SYSTEMS WITH ASSOCIATED SELECTIVE BOLLARDS AND CHANGING WERE APPROPRIATE
-  DENOTES NEW TRAFFIC ISLAND WITH ASSOCIATED IN LINE TACTILE PAVING ARRANGEMENT IN ISLAND AND ADJACENT FOOTWAYS
-  UNCONTROLLED PEDESTRIAN CROSSING POINTS TO BE PROVIDED AT EVERY JUNCTION AS SHOWN ON LONDON ALIANCE HIGHWAY AND SIGNALING
-  AT LOCATIONS WHERE PROPOSED KERBS AFFECT EXISTING ROAD DRAINS, THE DRAINS ARE TO BE REGRADED
-  CENTRE LINE MARKINGS TO BE REMOVED WITHIN THE SECTIONS OF ONE WAY ALONG VICTORIA ROAD AND MARKET ROAD, EXISTING CARMARKET MARKINGS NOT AFFECTED BY THE WORKS WITHIN THE SCOPE OF THE SCHEME TO BE REGRADED.

NOTE:

ALL FEATURES ARE SHOWN AS INDICATIVE LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN

REALITY SAFETY & ENVIRONMENTAL INFORMATION
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REV	DATE	DESCRIPTION	BY	CHK	DATE
A	NOV 2014	AMENDMENTS FOLLOWING ROAD SAFETY ALERT	HK	PAJ	NOV 2014
		AMENDMENTS	DRAWN	CHECKED	DATE
CLIENT					



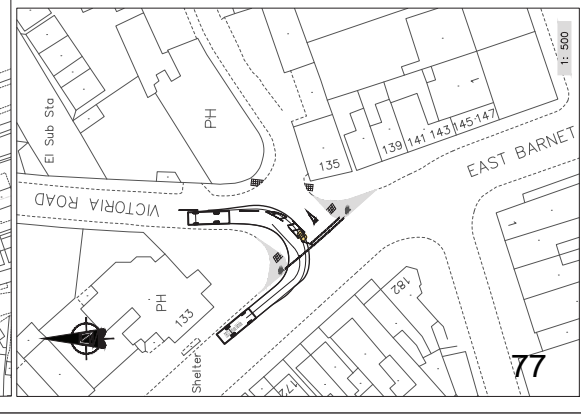
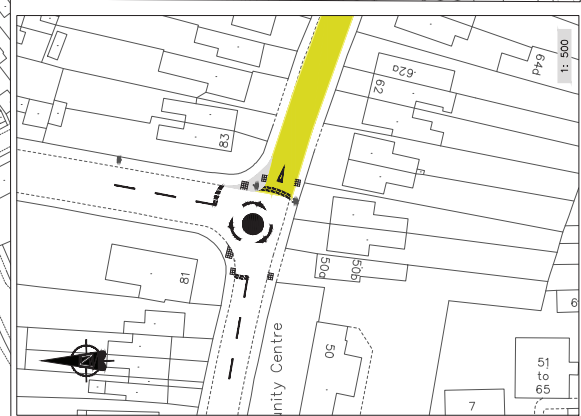
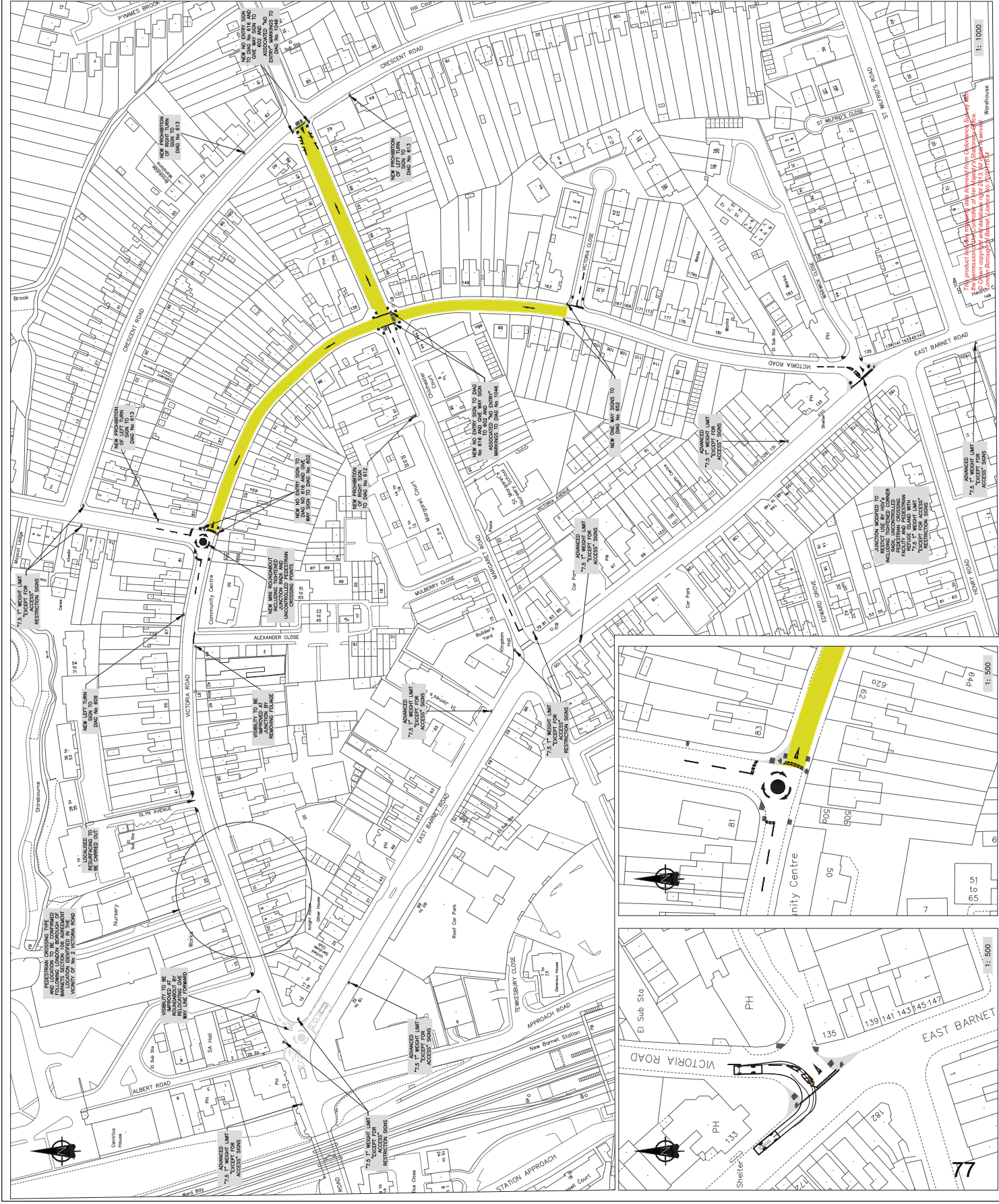
PROJECT: TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)

TITLE: VICTORIA ROAD OPTION 1

PURPOSE: INFORMATION

CAPITA
 Property and Infrastructure
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 T: 02920 803500 W: www.capita.co.uk/infrastructure
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ISSUED	HK	DATE	NOV 2014	SCALE	AS SHOWN
DESIGNED	PAJ	DATE	NOV 2014	PROJECT NO.	CS75844
DRAWN				REVISION	
DATE				REF	A



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TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Victoria Road Option 1A






Figure 6

Item	Unit	Rate	Qty	Cost
Gen Site Clearance				
Removal of foilage	sqm	1.5	10	15.00
Remove gully and grating / cover	no	7.16	2	14.32
Traffic Signs				
New Weight Limit Signs	no	220.94	14	3093.16
New One Way Signs	no	220.94	8	1767.52
New No Entry Signs	no	220.94	6	1325.64
New Prohibition of right,left turn	no	220.94	4	883.76
New 76mm posts for Weight Limit Signs	no	138.00	14	1932.00
New 76mm posts for One Way, no entry Signs	no	138.00	8	1104.00
New 76mm posts for right, left turn	no	138.00	4	552.00
New Temporary signs	no	79.23	6	475.38
New Bollards	no	196.39	4	785.56
Electrical Works				
Trench for cable in footway	m	59.41	25	1485.25
Trench for cable (hard dig)	m	130.7	15	1960.50
Cable	m	3.85	35	134.75
Cut Outs	no	57.79	4	231.16
Feeder Pillars	no	195.02	4	780.08
Luminaires for traffic signs	no	93.73	6	562.38
Carriageway Marking Works				
Existing carriageway Markings to be removed	sqm	37.67	30	1130.10
New give way markings	m	1.23	40	49.20
Refresh DYL's	no	1.23	200	246.00
New No Entry markings	no	41.93	14	587.02
New hatch markings	no	0.61	30	18.30
Kerbing Works				
Take up existing kerbs and dispose	m	3	100	300.00
New kerbs	m	21.28	50	1064.00
New transition kerbs	m	33.19	50	1659.50
New drop kerbs	m	29.26	45	1316.70
Tactile Paving (Buff)	sqm	25.89	60	1553.4
Patching works	sqm	54.46	6	326.76
Footway surfacing	sqm	36.40	100	3640.00
New pedestrian refuge island	sqm	32.27	4	129.08
New Zebra crossing	Item			10000.00

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Drainage						
New Drainage		sqm	40.42	15		606.30
Gulley and Frame		no	420.75	2		841.51
Traffic Management						
4 Way lights		day	210	8		1680.00
2 Way lights		day	99.71	6		598.26
3 Way lights		day	150	4		600
Sub total						43448.59
Contingencies 10%						4344.86
Cost Estimate						47793.45

KEY:

-  DENOTES NEW ONE WAY ROADS TO BE PROVIDED ON ALL APPROACHES TO NEW ONE WAY SYSTEMS
-  DENOTES NEW 20 MPH ZONE (INCLUDING SETBACK OF ONE WAY OR PARK ROAD MANAGEMENT ROAD) TO BE PROVIDED ON ALL APPROACHES TO NEW ONE WAY SYSTEMS
-  DENOTES NEW CARBONARY BUILD OUT WITH ASSOCIATED REFLECTIVE BELLAWS AND HATCHING WHERE APPROPRIATE
-  DENOTES NEW PAVEMENT WITH ASSOCIATED IN LINE DETAIL PAVING ARRANGEMENT IN ISLAND AND ADJACENT FOOTWAYS
-  DENOTES NEW SPEED CUSHION 3.0m x 1.7m x 75mm

UNDESIRABLE FEATURES, EXISTING AND TO BE REMOVED, IN THE VICINITY OF NEW ONE WAY ALONG VICTORIA ROAD, IN ACCORDANCE WITH STANDARD DETAIL ROAD CLOSURE, TO BE REMOVED AS SHOWN ON LONDON ALLIANCE HIGHWAYS CONTRACT

EXISTING AND PROPOSED PAVING WORKS AFFECT EXISTING ROAD DRAINS, THE CULLED WARE TO BE RELOCATED.

CENTER LINE MARKINGS TO BE REMOVED WITHIN THE SETBACK OF ONE WAY ALONG VICTORIA ROAD AND MARSHALL ROAD, EXISTING CARBONARY MARKINGS NOT AFFECTED BY THE WORKS WITHIN THE EXTENTS OF THE SCHEME TO BE REFRESHED.

NOTE:
 FOOTWAYS ARE SHOWN AS INDICATING LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN.

HEALTH SAFETY ENVIRONMENTAL INFORMATION
 NOT ASSIGNED. THE WORKS WILL BE UNDERTAKEN IN ACCORDANCE WITH THE HEALTH SAFETY ENVIRONMENTAL INFORMATION LISTED BELOW ARE "SIGNIFICANT" ASSOCIATED WITH THE WORKS. IF NO SIGNIFICANT RISKS HAVE BEEN IDENTIFIED, CHECK THIS BOX AND ENTER "NONE IDENTIFIED" HERE.

CLIENT	AMENDMENTS	DATE	NOV 2014
REVISION	DATE	NOV 2014	NOV 2014



TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)

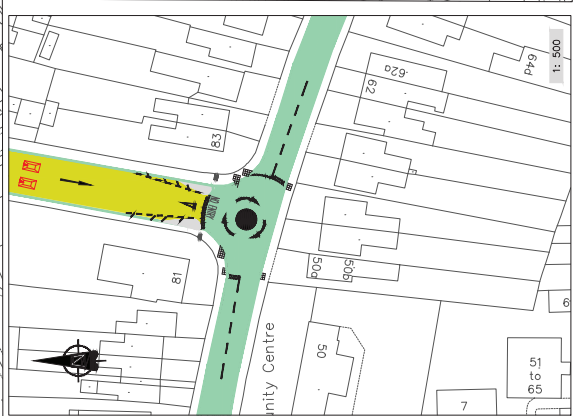
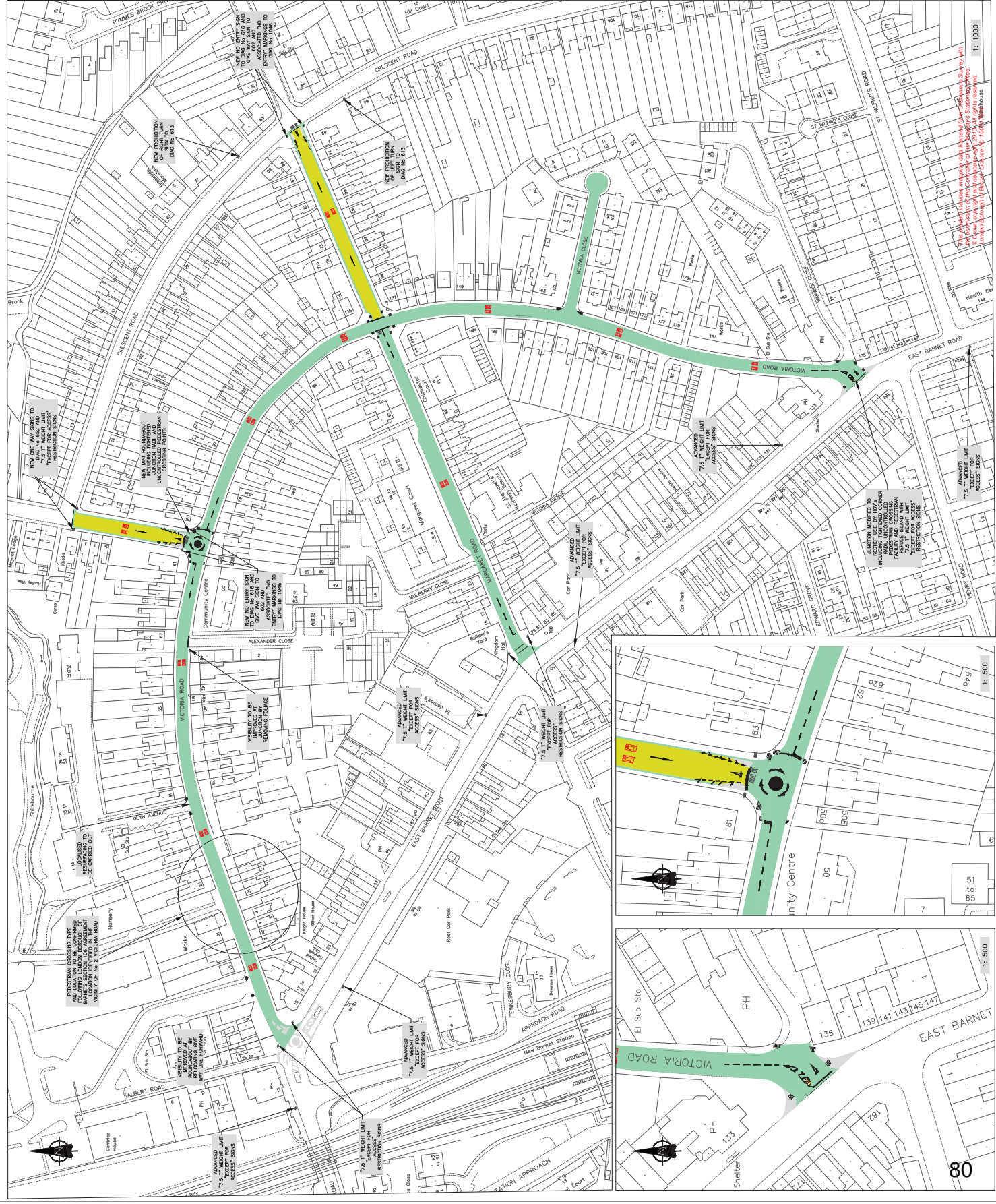
VICTORIA ROAD OPTION 2

INFORMATION



Property and Infrastructure
 St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
 T: 02920 803500 w: www.capita.co.uk/infrastructure
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DATE	NOV 2014	SCALE	AS SHOWN
DATE	NOV 2014	PROJECT NO.	CS75844
DATE	NOV 2014	REVISION	A



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TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Victoria Road Option 2

Figure 8a

Item	Unit	Rate	Qty	Cost
Gen Site Clearance				
Removal of foilage	sqm	1.5	10	15.00
Remove gully and grating / cover	no	7.16	2	14.32
Traffic Signs				
New Weight Limit Signs	no	220.94	14	3093.16
New One Way Signs	no	220.94	8	1767.52
New No Entry Signs	no	220.94	6	1325.64
New Prohibition of right,left turn	no	220.94	4	883.76
New 20 mph Zone signs	no	311.25	10	3112.50
New 76mm posts for Weight Limit Signs	no	138.00	14	1932.00
New 76mm posts for One Way, no entry Signs	no	138.00	8	1104.00
New 76mm posts for right, left turn	no	138.00	4	552.00
New 114mm posts for 20 zone signs	no	283.76	10	2837.60
New Temporary signs	no	79.23	6	475.38
New Bollards	no	196.39	4	785.56
Electrical Works				
Trench for cable in footway	m	59.41	25	1485.25
Trench for cable (hard dig)	m	130.7	15	1960.50
Cable	m	3.85	35	134.75
Cut Outs	no	57.79	4	231.16
Feeder Pillars	no	195.02	4	780.08
Luminaires for traffic signs	no	93.73	8	749.84
Carriageway Marking Works				
Existing carriageway Markings to be removed	sqm	37.67	30	1130.10
New give way markings	m	1.23	40	49.20
Refresh DYL's	no	1.23	200	246.00
New No Entry markings	no	41.93	14	587.02
New hatch markings	no	0.61	30	18.30
Speed Cushions				
Install 3m x 1.7m x 75mm Asphalt speed cushion, with warning triangles (22 No)	no	195.90	132	25858.80
Kerbing Works				
Take up existing kerbs and dispose	m	3	100	300.00
New kerbs	m	21.28	50	1064.00
New transition kerbs	m	33.19	50	1659.50

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

New drop kerbs		m	29.26	45		1316.70
Tactile Paving (Buff)		sqm	25.89	60		1553.4
Patching works		sqm	54.46	6		326.76
Footway surfacing		sqm	36.40	100		3640.00
New pedestrian refuge island		sqm	32.27	4		129.08
New Zebra crossing		Item				10000.00
Drainage						
New Drainage		sqm	40.42	15		606.30
Gulley and Frame		no	420.75	2		841.51
Traffic Management						
4 Way lights		day	210	8		1680.00
2 Way lights		day	99.71	6		598.26
3 Way lights		day	150	16		2400
Sub total						77244.95
Contingencies 10%						7724.49
Cost Estimate						84969.44

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Victoria Road Option 2A





Figure 8b

Item	Unit	Rate	Qty	Cost
Gen Site Clearance				
Removal of foilage	sqm	1.5	10	15.00
Remove gully and grating / cover	no	7.16	2	14.32
Traffic Signs				
New Weight Limit Signs	no	220.94	14	3093.16
New One Way Signs	no	220.94	8	1767.52
New No Entry Signs	no	220.94	6	1325.64
New Prohibition of right,left turn	no	220.94	4	883.76
New 20 mph Zone signs	no	311.25	10	3112.50
New 76mm posts for Weight Limit Signs	no	138.00	14	1932.00
New 76mm posts for One Way Signs	no	138.00	8	1104.00
New 76mm posts for right, left turn	no	138.00	4	552.00
New 114mm posts for 20 zone signs	no	283.76	10	2837.60
New Temporary signs	no	79.23	6	475.38
New Bollards	no	196.39	4	785.56
Electrical Works				
Trench for cable in footway	m	59.41	25	1485.25
Trench for cable (hard dig)	m	130.7	15	1960.50
Cable	m	3.85	35	134.75
Cut Outs	no	57.79	4	231.16
Feeder Pillars	no	195.02	4	780.08
Luminaires for traffic signs	no	93.73	8	749.84
Carriageway Marking Works				
Existing carriageway Markings to be removed	sqm	37.67	30	1130.10
New give way markings	m	1.23	40	49.20
Refresh DYL's	no	1.23	200	246.00
New No Entry markings	no	41.93	14	587.02
New hatch markings	no	0.61	30	18.30
Speed Cushions				
Install 3m x 1.7m x 75mm Rubber speed cushion, with warning triangles (22 No)	no	2000.00	22	44000.00
Kerbing Works				
Take up existing kerbs and dispose	m	3	100	300.00
New kerbs	m	21.28	50	1064.00
New transition kerbs	m	33.19	50	1659.50

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

New drop kerbs		m	29.26	45		1316.70
Tactile Paving (Buff)		sqm	25.89	60		1553.4
Patching works		sqm	54.46	6		326.76
Footway surfacing		sqm	36.40	100		3640.00
New pedestrian refuge island		sqm	32.27	4		129.08
New Zebra crossing		Item				10000.00
Drainage						
New Drainage		sqm	40.42	15		606.30
Gulley and Frame		no	420.75	2		841.51
Traffic Management						
4 Way lights		day	210	8		1680.00
2 Way lights		day	99.71	6		598.26
3 Way lights		day	150	16		2400
Sub total						95386.15
Contingencies 10%						9538.61
Cost Estimate						104924.76

KEY:

-  DENOTES NEW OR AMENDED 20 MPH LIMIT TYPICAL SIGNS TO BE PROVIDED ON EVERY ENTRY POINT TO THE 20 MPH LIMIT
-  DENOTES NEW OR AMENDED TRAFFIC SIGNS, ARROW ENTRIES (ADVANCED TEMPORARY ONE WAY SIGNS TO BE PROVIDED ON ALL APPROACHES TO THE ONE WAY SYSTEM)
-  DENOTES NEW CARAVANWAY BUILD OUT WITH ASSOCIATED REFLECTIVE BOLLARDS AND HATCHING WHERE APPROPRIATE
-  DENOTES NEW TRAFFIC ISLAND WITH ASSOCIATED IN LINE TRAFFIC PAIRING ARRANGEMENT IN ISLAND AND ADJACENT FOOTWAYS

UNCONTROLLED PEDIESTRIAN CROSSING POINTS TO BE PROVIDED AT EVERY JUNCTION AS SHOWN ON LONDON AVANCE HIGHWAYS CONTRACT BUILDCON 110003

A. CROSSING POINTS AFFECTING EXISTING ROAD ISOLLES, THE COLLIER ARE TO BE RELOCATED.

CENTRE LINE MARKINGS TO BE REMOVED WITHIN THE SECTIONS OF ONE WAY APPROACHES TO THE ISOLLES WITHIN THE EXTENTS OF THE SIGNATURE TO BE REPOSITIONED.

NOTE:

ALL FEATURES ARE SHOWN AS INDICATIVE LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN

HEALTH & SAFETY ENVIRONMENTAL INFORMATION

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NO	AMENDMENT	DATE	BY	CHECKED	DATE
A	AMENDMENTS FOLLOWING ROAD SAFETY AUDIT	18K	PAJ	NOV 2014	



TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)

VICTORIA ROAD OPTION 3

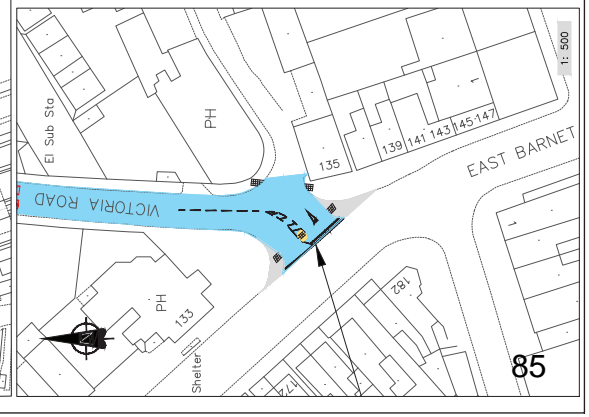
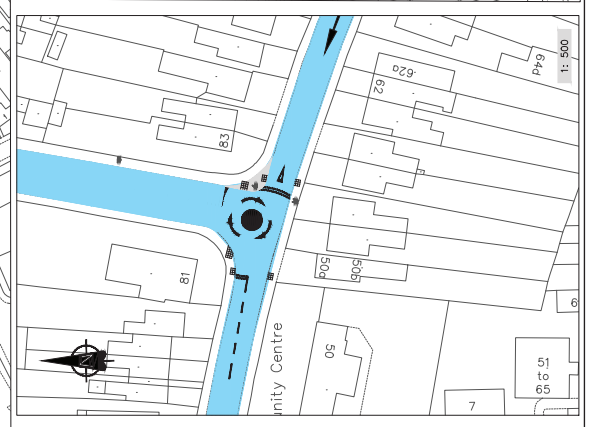
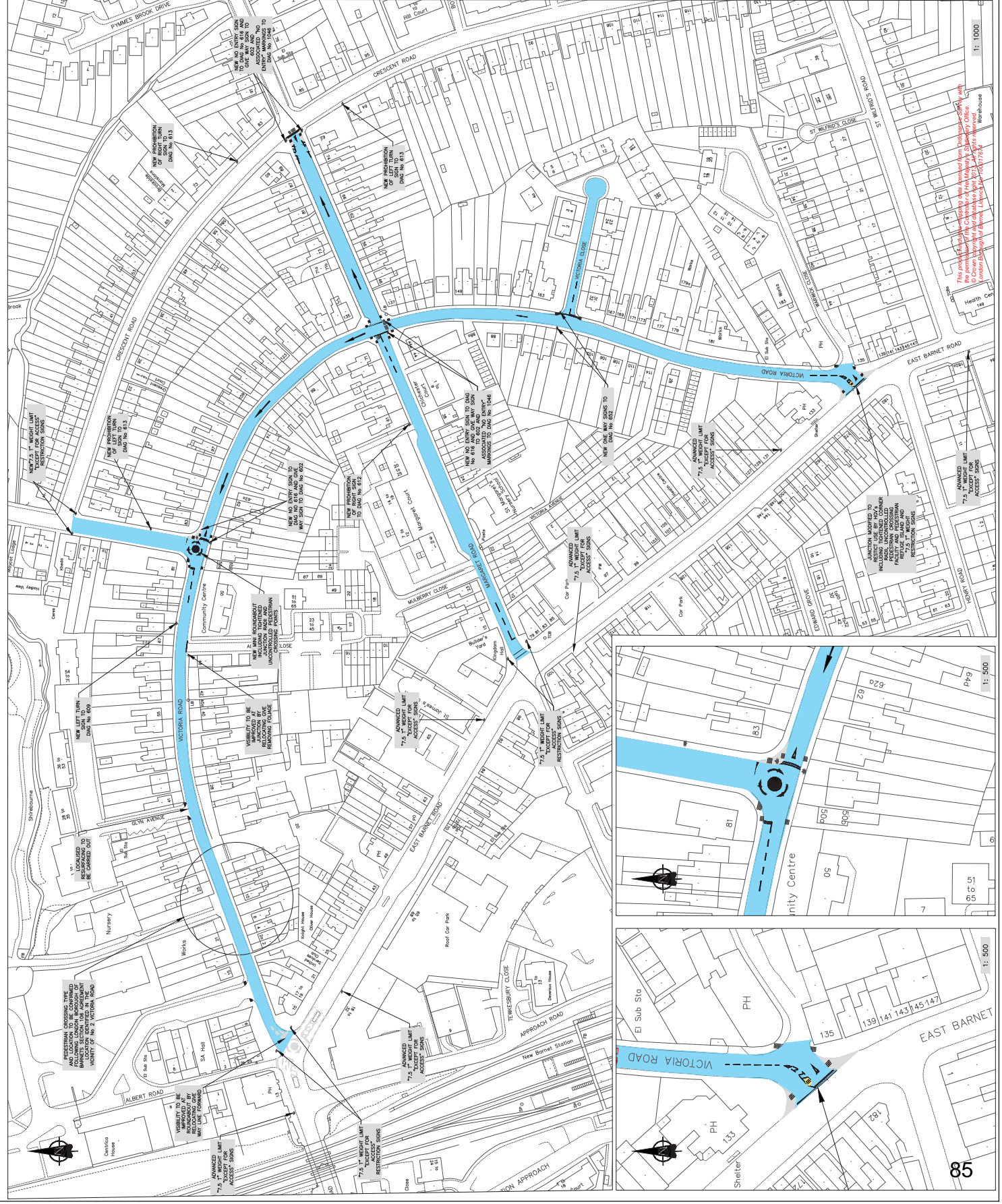
INFORMATION

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TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Victoria Road Option 3A


Figure 10

Item	Unit	Rate	Qty	Cost
Gen Site Clearance				
Removal of foilage	sqm	1.5	10	15.00
Remove gully and grating / cover	no	7.16	2	14.32
Traffic Signs				
New Weight Limit Signs	no	220.94	14	3093.16
New One Way Signs	no	220.94	8	1767.52
New No Entry Signs	no	220.94	6	1325.64
New Prohibition of right,left turn	no	220.94	4	883.76
New 20 Limit signs	no	311.25	10	3112.50
New 76mm posts for Weight Limit Signs	no	138.00	14	1932.00
New 76mm posts for One Way, no entry Signs	no	138.00	8	1104.00
New 76mm posts for right, left turn	no	138.00	4	552.00
New 114mm posts for 20 limit signs	no	283.76	10	2837.60
New Temporary signs	no	79.23	6	475.38
New Bollards	no	196.39	4	785.56
Electrical Works				
Trench for cable in footway	m	59.41	25	1485.25
Trench for cable (hard dig)	m	130.7	15	1960.50
Cable	m	3.85	35	134.75
Cut Outs	no	57.79	4	231.16
Feeder Pillars	no	195.02	4	780.08
Luminaires for traffic signs	no	93.73	8	749.84
Carriageway Marking Works				
Existing carriageway Markings to be removed	sqm	37.67	30	1130.10
New give way markings	m	1.23	40	49.20
Refresh DYL's	no	1.23	200	246.00
New No Entry markings	no	41.93	14	587.02
New hatch markings	no	0.61	30	18.30
Kerbing Works				
Take up existing kerbs and dispose	m	3	100	300.00
New kerbs	m	21.28	50	1064.00
New transition kerbs	m	33.19	50	1659.50
New drop kerbs	m	29.26	45	1316.70
Tactile Paving (Buff)	sqm	25.89	60	1553.4
Patching works	sqm	54.46	6	326.76
Footway surfacing	sqm	36.40	100	3640.00
New pedestrian refuge island	sqm	32.27	4	129.08

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

New Zebra crossing		Item				10000.00
Drainage						
New Drainage		sqm	40.42	15		606.30
Gulley and Frame		no	420.75	2		841.51
Traffic Management						
4 Way lights						
2 Way lights		day	210	8		1680.00
3 Way lights		day	99.71	6		598.26
		day	150	16		2400
Sub total						
Contingencies 10%						51386.15
						5138.61
Cost Estimate						56524.76

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	AGENDA ITEM 11
	<h2>Chipping Barnet Area Committee</h2> <h3>12 February 2015</h3>
Title	Naylor Road and Birley Road, N20 – request for a Controlled Parking Zone (CPZ)
Report of	Interim Commissioning Director for Environment
Wards	Totteridge
Status	Public
Enclosures	Appendix A – Copy of Totteridge Ward Councillors’ consultation document Appendix B – Drawing Number 22014_001 - Proposed CPZ layout
Officer Contact Details	Email: highwayscorrespondence@barnet.gov.uk Tel: 020 8359 3555

<h2>Summary</h2>
<p>Following receipt of a petition from residents of Naylor Road and Birley Road N20, about the commuter-related parking issues they encounter due to their roads’ proximity to Totteridge and Whetstone Underground Station, the matter was discussed at the Chipping Barnet Residents Forum on 13th March 2013. It was determined at that time that an informal consultation to ascertain views on parking issues and controls should be carried out primarily centred on Naylor Road and Birley Road. However, having sought views from the local ward members on the extent of the area to be consulted concerns were raised on the appropriateness of such consultation being carried out.</p> <p>Due to a lack of progress, residents of Naylor Road and Birley Road submitted another petition due to the same concerns, and the matter was discussed at the Chipping Barnet Residents’ Forum on 26th March 2014. After discussion, the issue was subsequently referred to the Chipping Barnet Area Environment Sub-Committee on the same evening.</p> <p>The Chipping Barnet Area Environment Sub-Committee resolved that</p> <ol style="list-style-type: none"> 1. Officers should liaise with the relevant ward councillors to decide the appropriate area/ roads for a preliminary informal consultation on the principle of introducing

- parking controls in the area.
2. An informal consultation, using a letter drop and a survey, be carried out as soon as practicable.
 3. The consultation responses be analysed by officers, road by road.
 4. That the results of the consultation and road by road analysis be brought back to the next appropriate committee meeting for consideration, with a decision on any further action to be taken at that point.

This report summarises progress made to date, and asks the Chipping Barnet Area Committee to decide how Officers should progress.

Recommendations

That the Committee note the details contained within this report and approve the following:

1. **That the details and results of the Totteridge Ward Councillors' consultation exercise is noted.**
2. **That having noted the details and results of the Totteridge Ward Councillors' consultation exercise, that the Committee is asked to decide whether:**
 - (a) **Officers should carry out an informal consultation with a view to reporting back the result of the consultation to a future meeting of this Committee; or**
 - (b) **Officers should progress to a statutory consultation on a proposed Controlled Parking Zone (CPZ) for Naylor Road, Birley Road and Hayward Road, the layout of which is set out in Appendix B to this report.**
3. **That, subject to the decision made in 2. above, that the results of the informal consultation referred to in 2a above be brought back to a future meeting of this Committee for consideration, and for a decision on how to proceed.**
4. **That, subject to the decision made in 2. above, that subject to no objections being received to the statutory consultation referred to in 2b above, that Officers introduce the CPZ through the making of the relevant Traffic Management Orders;**
5. **That subject to the decision made in 2. above, any unresolved material objections to the statutory consultation referred to in 2b above, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides the Committee with an update on progress made to date following the Chipping Barnet Area Environment Sub-Committee's decision of 26 March 2014 for an informal consultation to take place relating to the parking issues in Naylor Road, Birley Road and environs, and asks the Committee to note the actions carried out to date, and to make a decision on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On the 26 March 2014, the Chipping Barnet Environment Sub-Committee having considered a petition received from residents of Naylor Road and Birley Road N20 about the parking issues they have encountered due to their proximity to Totteridge and Whetstone Underground Station, decided that
- (a) officers should liaise with relevant ward councillors to decide the appropriate area/ roads for a preliminary informal consultation on the principle of introducing parking controls in the area
 - (b) an informal consultation, using a letter drop and a survey, be carried out as soon as practicable, ensuring to avoid the purdah period of 14 April – 22 May 2014.
 - (c) the consultation responses be analysed by officers, road by road.
 - (d) the results of the consultation and road by road analysis be brought back to the next appropriate committee meeting for consideration (noting that a new governance structure is due to be considered at Full Council meeting on 2 June), with a decision on any further action to be taken at that point.
- 2.2 Although Officers were preparing to initially engage with the Totteridge Ward Councillors regarding the geographic area where consultation should take place, it was evident that they intended to carry out their own consultation, believing that this would save Officers time and expense.
- 2.3 Accordingly in August 2014, the Totteridge Ward Councillors sent a letter and a questionnaire to residents of Naylor Road, Birley Road and Hayward Road (Appendix A).
- 2.4 The content of the letter and questionnaire sought to obtain opinion from residents on whether they would be in favour of a Controlled Parking Zone (CPZ) operating between Monday and Sunday 2pm to 3pm, and sought to establish how many cars each property would buy a resident permit for.
- 2.5 Although it is felt that the Councillors tried to give an overview of how a CPZ operates, the cost of permits and vouchers, and attempted to explain potential impacts such as there being a likely reduction in kerbside space used for parking through the provision of parking places and the need to maintain safe distance from driveways etc, it is considered that the information may not have given the whole picture about what a CPZ entails, and all potential impacts.

2.6 In addition, the emphasis of the 2pm – 3pm restriction in the document, may have given the impression that a one-hour restriction, and this time period in particular was the only solution, or indeed the only option, when potential hours of operation had not been previously discussed.

2.7 Ward Councillors have given Officers the feedback to their consultation. Details are as follows:

Naylor Road (84 properties, 43% response))

Would you like a Controlled Parking Zone 2pm – 3pm in your road?

Yes 28 (78%) No 8 (22%)

Birley Road (71 properties, 63% response)

Would you like a Controlled Parking Zone 2pm – 3pm in your road?

Yes 40 (89%) No 5 (11%)

Hayward Road (39 properties, 51% response)

Would you like a Controlled Parking Zone 2pm – 3pm in your road?

Yes 9 (45%) No 11 (55%)

Overall (194 properties, 52% response)

Would you like a Controlled Parking Zone 2pm – 3pm in your road?

Yes 77 (76%) No 24 (23%)

2.8 The 52% overall response to the consultation is considered high for this type of consultation and indicates that there is particular interest in this issue – supported by the fact that residents have submitted two petitions over the last couple of years. Of the responses received to the consultation there is overall support for a 2pm - 3pm CPZ across the three roads, although in Hayward Road, a slight majority was not in favour of a 2pm - 3pm CPZ.

2.9 Although the results suggest a majority in favour to a 2pm – 3pm CPZ consideration needs to be given to whether this is the most appropriate period of restriction for the area, and whether it aligns with the Council’s current parking enforcement resourcing arrangements.

2.10 Nevertheless, there appears to be support for a one-hour CPZ in the area, which would deter those motorists who park in the roads throughout the daytime – in particular those who park in those roads as part of their daily commute via Totteridge and Whetstone Station, although parking surveys have not been undertaken to establish impacts or resident/commuter parking characteristics.

2.11 In addition, one of the lead petitioners has been in consistent contact with Officers to reiterate their wish for a CPZ to be progressed due to the negative impacts the commuter parking has on their daily life, and more recently Officers have been advised that an e-petition has been set up asking for

speed humps in Naylor Road, as there are regular near misses and sounds of cars using their horns to warn of an impending collision or the heated confrontation between drivers about who has right of way.

- 2.12 The e-petition, which had 8 signatures, cites the commuter parking along the whole length of the road, which narrows the street considerably and impedes pedestrians' visibility of oncoming vehicles when trying to cross the road. It noted that several of residents' pet cats have been killed or badly injured by speeding cars on the road.
- 2.13 Although it is unlikely that the introduction of traffic calming features would be considered, any introduction of a CPZ would address the levels of commuter parking referred to, and would likely result in the road being less congested and easier to drive through, which may result in motorists being less inclined to speed through the road.
- 2.14 Therefore as there appears to be particular demand for a CPZ to be introduced, Officers have designed a CPZ layout as shown in Appendix B to this report. The layout includes Naylor Road, Birley Road and Hayward Road N20, and also provides for some residents of Totteridge Lane to be eligible for permits, as their ability to park in Totteridge Lane during the daytime would be affected due to the existence of Monday to Saturday 8am to 6.30pm waiting restrictions.
- 2.15 It is noted that Officers have not liaised with Ward Councillors regarding the area to be consulted nor carried out the informal consultation which was part of the decision of the March 2014 Chipping Barnet Area Environment Sub-Committee, and given that the Ward Councillors' carried out their own consultation exercise, which does support that a CPZ could be proposed on a formal basis, this Committee is being asked whether they wish to take into consideration the results of the consultation exercise and agree that a statutory consultation could be carried out on a proposed detailed CPZ, or whether they wish for Officers to undertake their own informal consultation exercise as per the original March 2014 decision.
- 2.16 In both instances, it is considered that Ward Councillor views should be sought in establishing the area to be consulted prior to the consultation taking place, whether the consultation is on an informal or on a statutory basis.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None

4. POST DECISION IMPLEMENTATION

- 4.1 That the consultation decided upon will be carried out as soon as practicable, in line with existing work programmes, and should a statutory consultation be carried out all necessary statutory requirements under the Local Authorities'

Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 Improving parking and traffic conditions in the Naylor Road, Birley Road and Hayward Road N20 and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority “A Successful London Suburb” and contribute to strategic objectives of “keeping Barnet moving through the efficient management of the roads and pavements network” by improving the quality of life for residents through affording them better parking protection and by improving the traffic and parking conditions, contributing to “The Sustainable Community Strategy for Barnet 2010-2020.

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

5.2.1 The costs of carrying out an informal consultation, subject to the decisions of the Sub-Committee, including drafting the relevant questionnaires, printing, writing to all properties in the agreed consultation area, and analysing the responses to the consultation are estimated to be £6,000 and could be met from the Local Implementation Plan (LIP) allocation for Parking Reviews

5.2.2 The costs of carrying out a statutory consultation which includes drafting the relevant Traffic Management Orders and legal notices, advertising, writing to all properties in the agreed consultation area and considering feedback and objections to the proposed measures, are estimated to be £7,000 and could be met from the Local Implementation Plan (LIP) allocation for Parking Reviews.

5.2.3 The estimated costs of introducing a CPZ in Naylor Road, Birley Road and Hayward Road, which require the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be £23,000. These costs could be met from Local Implementation Plan (LIP) allocation for Parking Reviews.

5.2.4 Any CPZ introduced will require sufficient on-going enforcement to ensure the measures are adhered to which will be met by the Special Parking Account.

5.2.5 The lines and signs require periodic on-going routine maintenance which will be met by the Special Parking Account

5.2.6 Income derived from permit, vouchers and Penalty Charge Notices will all be attributable to the Special Parking Account.

5.3 Legal and Constitutional References

- 5.3.1 The Traffic Management Act 2004 places obligation 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.
- 5.3.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984
- 5.3.3 The Council's Constitution Responsibility for Functions – Area Committees sets out within the terms of reference the functions which an Area Committee can discharge which includes local highways and safety schemes.

5.4 Risk Management

- 5.4.1 It is not considered the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.
- 5.4.2 It is considered the issues involved proposing or introducing a CPZ may lead to some level of public concern from local residents who feel do not wish for a CPZ to be introduced, or from residents of other roads in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area will ensure that members of the public have the opportunity to comment in any informal consultation exercise or to any statutory consultation on any proposed CPZ, which will then be

5.5 Equalities and Diversity

- 5.5.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.
- 5.5.2 The safety elements incorporated into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6 Consultation and Engagement

5.6.1 In the summer of 2014, the Totteridge Ward Councillors carried out an informal consultation with residents of Naylor Road, Birley Road and Hayward Road N20 by way of a letter and a short questionnaire asking residents whether they would be in favour of a 2pm – 3pm Controlled Parking Zone.

6. BACKGROUND PAPERS

6.1 Agenda and Issues List, Chipping Barnet Residents Forum 13th March 2013
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=6677&Ver=4>

6.2 Agenda and Issues List, Chipping Barnet Residents Forum 26th March 2014
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=7536&Ver=4>

6.3 Agenda and Minutes, Chipping Barnet Area Environment Sub-Committee 26th March 2014
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=155&MId=7534&Ver=4>



London Borough
of Barnet

Dear Resident/s,

INFORMAL PARKING CONSULTATION: BIRLEY, HAYWARD & NAYLOR ROAD

For some time there has been a body of opinion in favour of controlled parking in Birley, Hayward and Naylor Road to discourage commuter parking: others have been against this. The time has come to gauge opinion. We would like your views on the current parking situation in your road and to know if you want a Controlled Parking Zone introduced or not.

A 'Controlled Parking Zone' (CPZ) would not allow anyone to park in your road between 2pm and 3pm Monday to Sunday unless the car displayed either a valid Resident Permit or a Visitor Voucher. However, anyone displaying a 'Disabled Badge' would be entitled to park in the CPZ even between 2pm and 3pm.

The current cost of a Resident Permit is £40 for the first car and £70 each for a second or third car. The current cost of a block of 12 Visitor Vouchers is £12. These rates may increase in the future.

The Council would mark out parking bays which usually results in a reduction in the existing amount of parking space available, as the bays have to be a fixed distance away from 'vehicle crossovers' so that residents can turn into or out of their driveways. If there are any existing 'Disabled' bays in your road, they would remain and would not be included in the CPZ.

If residents are in favour of introducing a Controlled Parking Zone in your road, there will have to be a wider consultation in the area, not only in your roads, but in the roads that cars would be displaced to: this is usually considered to be an area up to 15 minutes walk from the station. Their views will then be taken into account.

Please would you complete the questionnaire below with your views and either post or deliver it to: 7 Rowben Close, Totteridge, London N20 8QR or email it to cilr.a.cornelius@barnet.gov.uk by FRIDAY 22 AUGUST.

Kind regards,
Alison & Richard Cornelius and Caroline Stock
Totteridge Ward Councillors

.....
NAME:

ADDRESS:

Would you like a Controlled Parking Zone 2pm – 3pm in your road? YES..... NO.....

If a CPZ was implemented, how many cars would you buy a Resident Permit for?

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NOTES:-

PROPOSED

- Resident Permit Holders Only Parking Bay
- 2pm - 3pm Monday to Friday
- 2pm - 3pm Monday to Friday Waiting Restriction
- 8am - 6.30pm Monday to Saturday Waiting Restriction
- Totteridge & Whetstone CPZ Boundary
- 'At any time' Waiting Restriction
- 8am - 6.30pm Monday to Saturday Waiting Restriction
- 8am - 6.30pm Monday to Friday Waiting Restriction
- Disabled Badge Holder Parking Bay

EXISTING

- 'At any time' Waiting Restriction
- 8am - 6.30pm Monday to Saturday Waiting Restriction
- 8am - 6.30pm Monday to Friday Waiting Restriction
- Disabled Badge Holder Parking Bay

Revision and Date	Description	Initial

Martin Cowie
Assistant Director
Strategic Planning, Regeneration & Transport

London Borough of Barnet
Building 4, North London Business Park
Oakleigh Road South
London N11 1NP
Tel. 020 8359 2000

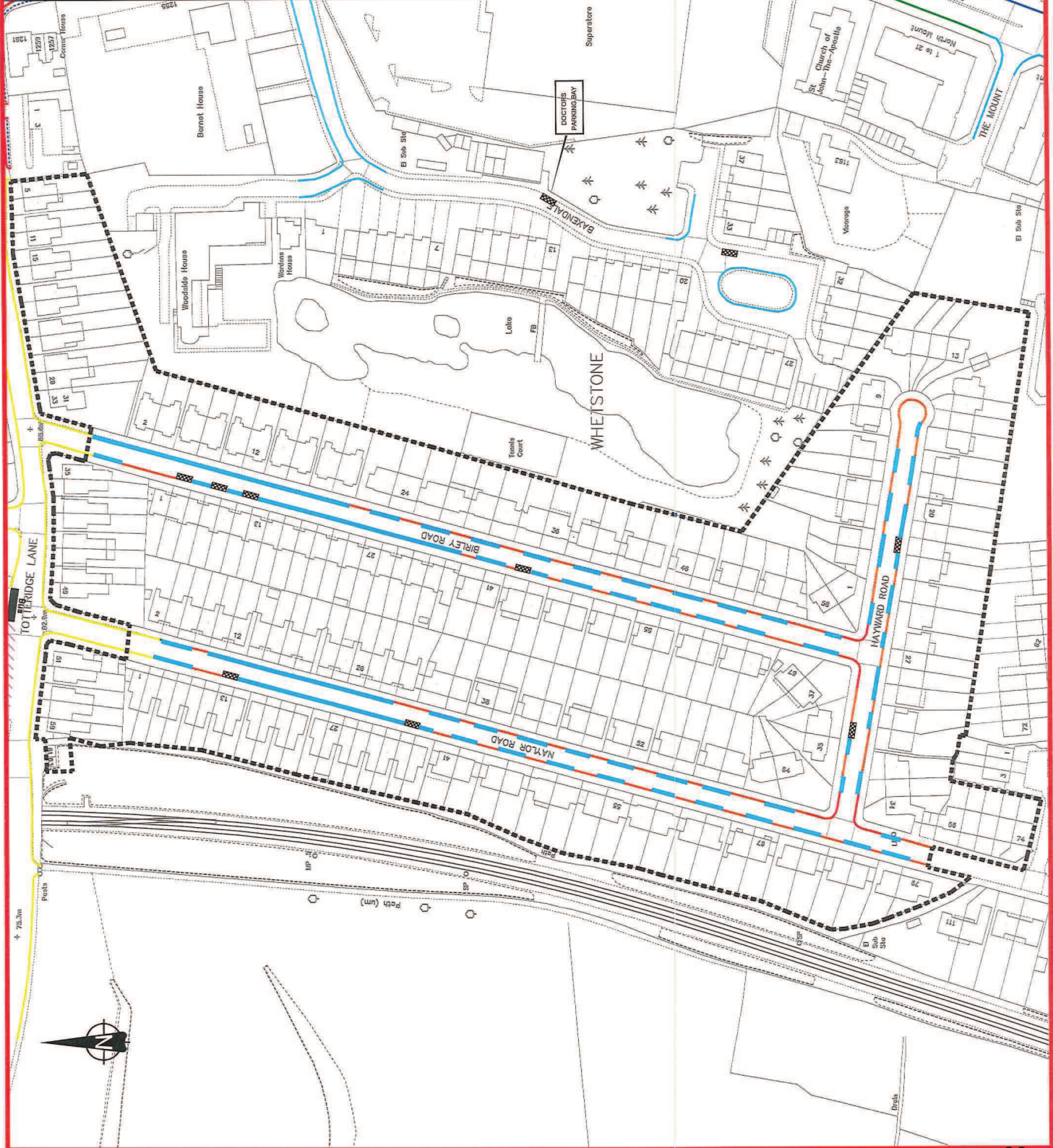


SCHEME: PROPOSED
TOTTERIDGE & WHETSTONE
CONTROLLED PARKING ZONE (CPZ)

TITLE: Chipping Barnet Area Committee
15 January 2015
APPENDIX B

Scale:	N.T.S.	Date:	17/12/14
Initiated:	GWA	Drawn:	KG
DRAWING NO.:		22014_001	

Acad Ref. S:\PDTMD\Tot&Whetparkinginvestigation\22014



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	AGENDA ITEM 12
	<h2>Chipping Barnet Area Committee</h2> <h3>12 February 2015</h3>
Title	Review of London Cycle Campaign proposed schemes for Chipping Barnet
Report of	Interim Commissioning Director for Environment
Wards	Brunswick Park, Coppetts, East Barnet, High Barnet, Oakleigh, Totteridge, Underhill
Status	Public
Enclosures	Appendix A – Chipping Barnet Area LCC proposals Review
Officer Contact Details	Jane Shipman, Traffic and Development Telephone 0208359 3555.

<h3>Summary</h3>
This report presents a review of a series of proposals made by the London Cycle Campaign (LCC) to provide 'Space for Cycling' in wards in the Chipping Barnet area.

<h3>Recommendations</h3>
1. That the Committee note the contents of the report.
2. That Committee provide officers with their views and comments in relation to the proposals in the Chipping Barnet Area.

1. WHY THIS REPORT IS NEEDED

- 1.1 During the 2014 Local election campaign the London Cycle Campaign (LCC) identified a local cycling improvement aimed at creating 'Space for Cycling' in every electoral ward in London, and invited candidates to support these.

- 1.2 At the meeting of the 18 June 2014, in response to a member's item, the Committee resolved that the Director for Growth and Environment instruct officers to undertake an initial feasibility study, including cost, looking at the LCC proposals in Chipping Barnet Area.
- 1.3 It was noted that a report will be brought back to the Area Sub-Committee for the Committee to determine which schemes should be consulted on and that officers would feed back to the London Cycle Campaign the views and comments raised by the Chipping Barnet Area Sub-Committee.
- 1.4 Similar resolutions were made by the other area committees in relation LCC to proposals in their areas.
- 1.5 The review of London Cycle Campaign proposed schemes for Chipping Barnet Area is set out in appendix A but is summarised below:

Ward and LCC proposal	Officer Comments on LCC proposals and associated costs
Brunswick Park Ward Protected cycle lanes on Russell Lane and Bestile Circus	Betstyle Circus This location is outside the borough and has not been considered in the report Russell Lane A lane on the uphill side of the road could be provided at an approximate cost of £47,000 if high cost utility diversion are not required. There would be some impact on parking provision however for much of the road affected residents have off-street parking.
Coppetts Ward Safe routes for cycling to the Colney Hatch/Woodhouse Road shopping area	This proposal would involve a major junction redesign which could also address other issues at the junction. The cost of a study to identify options for a redesigned junction, including surveys, traffic modelling and identifying outline costs for the options is estimated at £25,000.
East Barnet Ward A cycling route along the Pymmes Brook Trail	This is understood to refer to the bridleway that currently runs from Games Road near the boundary with the London borough of Barnet westwards through Hadley Common towards High Barnet. A budget cost of providing an improved track through the current unsurfaced section is about £120,000.
High Barnet Ward Protected cycle lanes along the A1000 Great North Road	See separate A1000 review
Oakleigh Ward Protected cycle lanes along the A1000 & Longmore Avenue under the railway	A1000 See separate A1000 review Longmore Avenue Cycle facilities could be provided through the bridge as a separate cycle path on the existing footways. This would cost in the region of (£85,000 including some contingency items).

<p>Totteridge Ward Protected cycle lanes along the A1000 High Road. (And closure of St. Margaret's Ave to motor vehicles)</p>	<p>A1000 See separate A1000 review St. Margaret's Ave Closure by means of bollards with provision of an emergency gate near Totteridge Lane may be feasible. However potential impacts on the adjacent Whetstone traffic signals would need to be considered. Construction costs would be modest but assessment of the impacts and detailed design mean the overall cost is likely to be in the region of £25,000.</p>
<p>Underhill Protected cycle lanes along A1000 Barnet Hill</p>	<p>A1000 See separate A1000 review</p>
<p>A1000 The LCC proposals include a series of requests for a superhighway route along the A1000. These note that they are part of a concerted vision for a Cycle Superhighway route along the entire A1000 (the historic A1 / Great North Road) from High Barnet to East Finchley, connecting with TfL's Cycle Superhighway 12 (along the A1) into the City of London</p>	<p>TfL's proposals for Cycle Superhighway 12 from Central London to East Finchley or Muswell Hill are not now expected to proceed in the form originally envisaged. Nevertheless the A1000 is a route well used by existing cyclists and may be a natural route choice for new cyclists as they become more confident.</p> <p>A variety of features to provide a direct continuous route for cyclists might form part of a cycle superhighway but provision of decent width on-carriageway cycle lanes that are not obstructed by parking (ideally available 24 hours a day) with provision for cyclists junctions. Advanced stop line (ASL) reservoirs for cyclists would be expected at all traffic signal junction with provision for cyclists to reach these and particular consideration given to negotiating difficult areas. Coloured surfacing is not required on cycle lanes and the use of this has generally been avoided in Barnet. However in difficult locations it may help to highlight the presence of a route. For much of the route provision of cycle lanes would have an impact on the amount of parking provision that could be retained, with varying impacts on residents and others. Some indicative costings have been included in the main review but essentially costs to introduce lanes away from junctions would be relatively modest, but of limited benefit without addressing the associated challenging junctions. Costs for addressing some of these could be in excess of £1M but a more detailed initial assessment of the options at each location would be needed as a first step. Making provision through Barnet High Street might be better considered as part of a wider scheme to provide a 20mph environment through the High Street, although this would again be a high cost option.</p>

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations provide feedback in response to the Committee's earlier decision. The review has attempted to provide information on the feasibility of making the suggested provision noting constraints and potential issues and locations where more detailed investigations would be needed to fully consider the feasibility of the proposals.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An initial brief was developed to undertake a fuller study across all the proposals but this was found to be unaffordable.

4. POST DECISION IMPLEMENTATION

- 4.1 Proposals that the area committee would like to see taken further, in terms of implementation, further studies or consultation will be included in reports to be prepared for consideration by the Environment Committee to agree future years work programmes and a future Cycling Strategy. The views of the area committee will be fed back to the London Cycle Campaign.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Provision of cycle facilities would particularly help delivery the Corporate Plan strategic objective of promoting responsible growth, development and success across the borough, and the priority outcome of maintaining a well designed, attractive and accessible place, with sustainable infrastructure across the borough.

- 5.1.2 Making it easier for more people to cycle also helps address health objectives by providing more opportunities for physical activity.

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

- 5.2.1 There are no direct resources implications from this report. Local Implementation Plan (LIP) funding provided by Transport for London provides for work to develop and implement cycle routes and facilities. Proposals to be delivered with this funding will be agreed by the Environment Committee as part of the 2015/16 (or future years') programmes of work in due course.

5.3 Legal and Constitutional References

- 5.3.1 There are no specific legal implications in relation to this report.

- 5.3.2 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees' functions include "in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to: ... *Local highways and safety schemes*".

5.3.3 The same annex provides that the Environment Committee has specific responsibilities for commissioning Transport and traffic management including agreement of London Transport Strategy-Local Implementation Plan.

5.4 Risk Management

5.4.1 There are no particular risks associated with this decision. However there are potential risks associated with introducing some of the measures that any future decision to do so would need to consider.

- Some proposals would impact on parking which may result in negative customer perceptions and publicity. However failure to make provision for cyclists may also affect perceptions.
- Some proposals could have an impact on road network performance that would need to be mitigated and balanced against the benefits of making the provision.
- Poorly designed cycle facilities may increase the risks of injury to cyclists, however well designed facilities may reduce risks. Increasing cycling levels overall helps to reduce the level of injury risk to individual cyclists.

5.5 Equalities and Diversity

5.5.1 The decision is not considered to compromise the authority in fulfilment of its Equality Duty to have due regard to the need to:

- eliminate unlawful 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 people from different groups

Provision of cycling facilities may provide differential benefits to groups more likely to cycle. This includes children and young adults and men and 'White British' ethnic group. However provision may also remove some of the barriers to cycling for other groups. An impact assessment of the borough's Local Implementation Plan identified, based on satisfaction survey responses, that provision of cycle facilities may be a higher priority for minority ethnic groups in the borough than for the population as a whole. Cyclists sharing pedestrian facilities can be a concern and some older and disabled people can be at greater risk if this occurs. Providing facilities for cyclists may introduce shared facilities in controlled situations or reduce uncontrolled use of pavements by cyclists concerned about cycling on a carriageway without facilities.

5.6 Consultation and Engagement

5.6.1 Consultation requirements for any proposals that are developed further would vary depending on the scale and impact of these.

6. BACKGROUND PAPERS

6.1 The meeting of the Chipping Barnet Area Committee of 18 June 2014:
RESOLVED: - That the Strategic Director for Growth and Environment instruct officer to undertake an initial feasibility study, including cost, looking at the proposals in Chipping Barnet Area.

It was noted that a report will be brought back to the Area Sub-Committee for the Committee to determine which schemes should be consulted on. It was further noted that officers would feed back to the London Cycle Campaign the views and comments raised by the Chipping Barnet Area Sub-Committee.

Minutes of the Area Committee meeting can be found via this link:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=7980&Ver=4>

Appendix A

Chipping Barnet Area LCC proposals Review

Brunswick Park Ward

LCC proposal

Protected cycle lanes on Russell Lane and Bestile Circus

High speed rat running motor traffic is intimidating for cyclists in this ward. Protected space for cyclists at the most hazardous points such as the uphill section of Russell lane and at Bestile circus would remove the barriers to cycling in the area.

Review

Betstyle Circus This location is outside the borough and has not been considered in this report.

Russell Lane

The 'uphill' section of Russell Lane is chiefly in two parts:

- (1) A single carriageway section from the mini-roundabout at the junction with Brunswick Park Road and Church Hill Road that is approximately 230m long and 7.25m wide kerb to kerb.
- (2) A dual carriageway section approximately 390m long with an uphill carriageway that is 5.5m wide.
- (3) A flatter single carriageway section about 300m long from the end of the dual carriageway to Oakleigh Road North

(1) The single carriageway section is too narrow to incorporate a minimum width cycle lane (1.5m) with two 3m wide general traffic lanes. In lightly trafficked locations arrangements with less space can be introduced but Russell Lane is a busy road carrying a frequent bus service and the 'dynamic width' needed by cyclists is greater uphill to allow for 'wobble-room'. There appears to be scope to set back the kerb sufficiently to provide the minimum widths shown above, however initial indications are that there are buried utility services in the area that may need to be diverted or protected before the works could proceed. Further enquiries and potentially trial excavation would be required to establish the extent and cost of this – but depending on the exact location, material and depth of services these costs may be significant.

Currently parking is not controlled on this section of Russell Lane, with parking commonly occurring on the downhill side of the road. In order to avoid increased congestion and vehicles encroaching on an uphill cycle lane in order to pass, restriction of parking on both sides of throughout the single carriageway section would be required. A mandatory cycle lane would restrict parking on the uphill side of the road. This should operate at least throughout the daytime (7am to 7pm). A mandatory lane would be preferable to an advisory lane given the vulnerability of cyclists if motor vehicles encroach on a relatively narrow uphill lane.

(2) A generous cycle lane and adjacent general traffic lane could be installed through the dual carriageway section of the road. In order to ensure the benefits to cyclists are not undermined by parking in the cycle lane installation as a mandatory cycle lane or as an advisory lane supported by waiting restrictions would be necessary. (Waiting restrictions to reinforce no parking in a mandatory lane might also be advisable). Although parking occurs in this section the shops (and hence parking associated with these) are on the other side of the road. Premises on the uphill side of the road are generally residential and most have off street parking.

If utility costs for section 1 were found to be high, introduction of a cycle facility and/or parking controls through the dual carriageway section only could still be beneficial for cyclists.

(3) The flatter single carriageway section is around 8.5m wide at the narrowest point – adequate for a cycle lane in one direction while maintaining two lanes of general traffic. Restricting parking on the side of the road with the cycle lane would be needed. Residential properties on much of this section are set back behind wide verges with mature trees. They do not have off-street parking and so use the road to park. Some additional parking might be provided in compensation on the verges. The verges are maintained as housing assets and further investigation would be required to establish

whether this would be acceptable. The additional costs of providing such facilities are not included in the estimate below.

Budget estimate:

Surveys, trial holes etc	£10,000
Set back kerb and make good carriageway (section 1)	£23,000
Signs and lines	£5,000
Introduce traffic order (advertising etc – assumes single order)	£1,000
Subtotal	£39,000
Scheme development, design & supervision costs	£12,000
Total	£47,000
<i>Contingency figure if gas main diversion required in section 1 – say £500/m</i>	<i>£115,000</i>
<i>Total with utility contingency</i>	<i>£162,000</i>

Breakdown of Design & Supervision costs

Scheme development and design	£5,000
Traffic order consultation/making	£3,000
Implementation	£4,000
Subtotal	£12,000

Coppetts Ward

LCC proposal

Safe routes for cycling to the Colney Hatch/Woodhouse Road shopping area

The junction of A1003 Woodhouse road with Colney Hatch Lane is a depressed shopping area where masses of road space are wasted and blocked by queuing motor traffic. Simplifying the traffic junction would free up space for high quality cycle access and improved public realm for pedestrian access to shops and cafes.

Review

This proposal would involve a major junction redesign. In addition to the suggested opportunity there are issues at this junction in terms of general traffic movement and for buses turning right from Woodhouse Road to Colney Hatch Lane. The current traffic signal arrangement has been optimised as far as possible given the current conflicting demands.

A study to identify options for a redesigned junction, including surveys, traffic modelling and identifying outline costs for the options is estimated at **£25,000**.

East Barnet Ward

LCC proposal

A cycling route along the Pymmes Brook Trail

The Pymmes Brook Trail should be made accessible for considerate cycling because it's ideal for less able cyclists such as families and older people. It provides the only safe link across the railway in this area. This cycle route would connect the communities of High Barnet and East Barnet with the open spaces and University Campus in Trent Park and beyond.

Review

This is understood to refer to the bridleway that currently runs from Games Road near the boundary with the London borough of Barnet westwards through Hadley Common towards High Barnet. The

section roughly from the rear of JCoSS school towards Bakers Hill that provides the link over the railway is a surfaced track. However the section east of the school is unmetalled and uneven, becoming narrow at the east end. It is muddy in wet weather with run-off creating channels in the path. Cycling is permitted on bridleways but with no requirement for the surface to be suitable for cycling. The London Cycle Guide maps identify the section noting 'off road bikes recommended'. The unmetalled section of the route is around 600m long.

Any changes to the current arrangement should include consultation with Hadley Commoners and other users of the route. Although numbers of horse riders using the route are not thought to be particularly high, the route does provide a link between locations (in Barnet and at Trent Park) where there are horse riding establishments. Riders may prefer to retain an unmetalled surface. Experience in Enfield with an unmetalled surfacing material (on routes through Forty Hall and Hillyfields) suggests this would be slightly cheaper than a tarmac surface. The material used seems to have performed well despite flooding during extreme weather conditions although areas with high run-off suffered. The Enfield application has not been subject to horse traffic (although the supplier identifies bridleways as a potential use) so further investigation would be required to be confident of durability.

A budget overall cost for provision of a 2.5m – 3m wide track a metalled surface throughout the currently unmetalled stretch is **£120,000**. This includes some allowance for restricted access.

High Barnet Ward

LCC proposal

Protected cycle lanes along the A1000 Great North Road

Protected space for cycling created standard will connect with neighbouring wards and allow many more people to cycle to work and shopping areas on the Great North Road.

This measure is part of a concerted vision for a Cycle Superhighway route along the entire A1000 (the historic A1 / Great North Road) from High Barnet to East Finchely, connecting with TfL's Cycle Superhighway 12 (along the A1) into the City of London

Review

A1000: See separate A1000 review.

Oakleigh Ward

LCC proposal

Oakleigh Ward Protected cycle lanes along the A1000 & Longmore Avenue under the railway

Protected space for cycling is needed on the A1000. Separate cycle routes should be in place where the road narrows on Longmore Avenue under the rail viaduct. This measure is part of a concerted vision for a Cycle Superhighway route along the entire A1000 (the historic A1 / Great North Road) from High Barnet to East Finchely,

Review

A1000: See separate A1000 review.

Longmore Avenue:

The carriageway passes through one arch of the railway bridge with footways passing through adjacent arches. The arch and carriageway width is inadequate (at around 7.5m) to accommodate dedicated cycle lanes on carriageway without major changes for general traffic (e.g. by making the road one-way or signalling movement through the bridge). However the footways that pass through the adjacent arches are generous at around 3.8m wide. A transition from cycling on the carriageway each side of the bridge to using a lane on the pavement could be introduced.

The existing footway through each arch of the bridge could be divided into an approximately 1.8m wide pedestrian section and a 2.0m wide cycling section. (Allowance is made for a buffer zone as the route would be immediately adjacent to the side of the arch. It would not really be adequate to

accommodate opposing cyclists but in practice most cycle traffic would be travelling westbound through the southern arch and eastbound through the northern arch).

Work that would be needed to accommodate this includes:

Works	Budget estimate
1. Relocation of 4 No lighting columns under the bridge arches	4 x £1000 + contingency for work in restricted space. £5,000
2. Provision of a transition between the carriageway and footway in advance of the bridge in each direction	2 x £5000 (assumes provision of angled ramp rather than simply a dropped kerb and tactiles). £10,000
3. A transition back from footway to carriageway after the bridge in each direction. Ideally kerb realignment or buildout (and at a minimum road markings) to provide protection to cyclists rejoining the carriageway	2 x £5,000 (including build-out for protection) £10,000
4. Removal (or relocation if feasible) of the pedestrian refuge to the east of the bridge (necessary to allow safe transition back onto the carriageway). More detailed consideration would be needed to establish whether relocation closer to Lancaster Road or to the other side of the bridge would be feasible (impact on turning movements).	£10,000 (including relocation) £10,000
5. On the west side of the bridge a tree and a post (that may be associated with communications equipment) restrict the space available. Removal or relocation of these would be preferable if it can be achieved.	Allow £10,000 (contingency for relocation of comms equipment/provision of replacement tree). £10,000
6. Additional footway renewal on the southwest side of the bridge beyond that required as part of kerbworks, and relocation of equipment above.	Allow £10,000 £10,000
7. Provide signs and lines	£1,000
Sub-total	Say £60,000
Other items	
Investigations (surveys, trial excavations etc)	£5,000
Development and detailed design	£15,000
Works supervision	£5,000
Sub-total	£25,000
Total	£85,000

Totteridge Ward

LCC proposal

Protected cycle lanes along the A1000 High Road

A1000 High Street should have protected space for cycling, which will allow many more people to cycle to work and cycle to the shopping areas on the High Road. This measure is part of a concerted vision for a Cycle Superhighway route along the entire A1000 (the historic A1 / Great North Road) from High Barnet to East Finchley, connecting with TfL's Cycle Superhighway 12 (along the A1) into the City of London. In creating the superhighway route, St. Margaret's Ave should be closed to through motor traffic as it is currently a nasty rat run.

Review

A1000: See separate A1000 review.

St Margaret's Avenue:

In closing a road the need for vehicles (particularly larger vehicles) reaching the closure to turn needs to be considered. A closure of St Margaret's Avenue at, or close to the Totteridge Lane end of the road, effected with bollards and an emergency access gate, would permit other motor vehicles to turn at the junction with Manus Way.

Closure would have an impact on the traffic signals at the junction of the A1000 with Totteridge Lane. Both vehicles accessing St Margaret's Avenue and vehicles using it as a through route would be forced to access from a particular direction and this would inevitably increase the numbers of vehicles passing through the traffic signal junction. The scale of the impact would need to be identified through traffic surveys and potentially junction modelling in order to obtain the necessary network assurance permissions for the work

While the construction costs are likely to be modest at around £5,000, the cost of undertaking the assessment of impacts on the traffic signalled junction and progressing the proposal to detailed design stage could be in the region of £20,000. Alternatively any assessment of impacts might be incorporated in assessments that would be needed as part of consideration of a route along the A1000.

Budget construction cost: £5,000

Other costs: £20,000

Underhill

LCC proposal

Protected cycle lanes along A1000 Barnet Hill

The A1000 Barnet Hill is the major route through here and is also the main accessible north-south route for people on bikes. It needs to have protected space for cycling to the Cycle Superhighway standard to accommodate all modes of traffic serving the local community.

This measure part of a concerted vision for a Cycle Superhighway route along the entire A1000 (the historic A1 / Great North Road) from High Barnet to East Finchely, connecting with TfL's Cycle Superhighway 12 (along the A1) into the City of London.

Review

A1000: See separate A1000 review.

A1000

The LCC proposals include a series of requests for a superhighway route along the A1000. These note that they are part of a concerted vision for a Cycle Superhighway route along the entire A1000 (the historic A1 / Great North Road) from High Barnet to East Finchely, connecting with TfL's Cycle Superhighway 12 (along the A1) into the City of London.

Review

We understand that TfL's proposals for Cycle Superhighway 12 from Central London to East Finchley or Muswell Hill are not now expected to proceed in the form originally envisaged however a Quietway Route (intended to be a cross-London network of high-quality, low-traffic cycle routes) is being considered following a similar alignment. This might ultimately link to a Quietway following the existing off road and quiet road route cycle route that parallels the A1000 through much of the Chipping Barnet area.

The A1000 nevertheless remains a route well used by existing cyclists and may be a natural route choice for new cyclists as they become more confident.

A variety of features to provide a direct continuous route for cyclists might form part of a cycle superhighway but provision of decent width on-carriageway cycle lanes that are not obstructed by parking (ideally available 24 hours a day) with provision for cyclists junctions. Advanced stop line

(ASL) reservoirs for cyclists would be expected at all traffic signal junction with provision for cyclists to reach these and particular consideration given to negotiating difficult areas. Coloured surfacing is not required on cycle lanes and the use of this has generally been avoided in Barnet generally, because of the implications for future maintenance and appearance of the street scene. However in difficult locations it may help to highlight the presence of a route or cyclists generally when other treatments are not an option and review below identifies some locations where this might be part of a solution. Consideration is given below to the feasibility of making provision in different sections of the road, noting constraints and potential issues, locations where more detailed investigations would be needed or alternative approaches might be appropriate.

Cost of provision of facilities on the sections between major junctions may be relatively modest (although more major proposals in the Chipping Barnet Area in conjunction with other work are

Coniston Close to Rasper Road

The carriageway is around 12 metres wide without other features except bus stops and a zebra crossing from Coniston Road to Green Road. Parking is essentially unrestricted and is common. An arrangement permitting parking on one side of the road only with a buffer zone then a cycle lane, two general traffic lanes and a second cycle lane could be accommodated. The lanes would start after the crossing and bus stops (or be discontinuous through these features assuming they were present in the area to the south).

The overall carriageway width increases between Green Road and Rasper Road and a central reserve is provided with a zebra crossing (and a bus stop). Cycle lanes would be discontinuous through the controlled area of the zebra crossing but proposed changes to current regulations are expected to provide more options for providing greater continuity through this area.

Costs to introduce signs, lines and parking restrictions would be in the order of £5000 excluding the costs of development, detailed design, consultation and supervision etc.

Rasper Road to south of Whetstone Signals

Two 6m+ carriageways are provided separated by a discontinuous central reservation. Tidal peak hour parking restrictions are provided at the south end of this stretch with 'at any time' parking restrictions further north. Without restricting parking further it is almost inevitable that a cycle lane in the area would not be useable outside peak periods. Extension of the peak hour restrictions to cover a greater part of the day, if not all the time, should be included. Some compromise on lane continuity to accommodate loading may be needed.

More extensive work to consider measures to assist cyclists turning into or out of Friern Barnet Road has not been included here but may be beneficial.

Whetstone signals

The current traffic management arrangements at the junction are complex and the junction operates close to capacity at the moment. Any proposals for cycle provision at the junction would require traffic modelling to determine impacts on the operation of the junction and the A1000.

Cyclists travelling ahead on the A1000 need to move out of (or to the right of) the left hand turn lane. The provision of advanced stop line (ASL) reservoirs for cyclists would be the most basic provision but space constraints limit the options for providing feeder lanes to these without reducing lanes available, and consequent impacts on junction operation. While layouts involving ASLs but no significant feeder lane are available they would be unsuitable in the context of a superhighway route.

Major changes to the junction are likely to be needed to make good provision for cyclists here. Alternative junction layouts to help accommodate the development growth expected in the area are being investigated currently which may provide the opportunity to achieve this.

Whetstone High Road (Athenaeum Road to Downland Close)

The carriageway width is generally between 12 and 13 metres with tidal parking restrictions at peak hours (7-10am southbound and 4-7pm southbound). In order to provide for general traffic lanes and a cycle lanes in each direction parking on one side of the road would need to be restricted throughout the day. Parking could be retained on the other side of the road with a buffer zone provided to the

cycle lane. The wide footways in the area might permit alternative parking provision to be made in some locations. Dedicated provision would also be needed to accommodate loading and disabled parking. Where pedestrian refuges are provided the space is sufficient to permit a cycle lane and a general traffic lane to be provided on each side.

Whetstone High Road (Downland Close to Travelodge/Halfords)

North of Downland Close pedestrian refuges, with central hatching and turning gaps are provided. Parking controls are mainly 7am-7pm with some tidal restrictions provided. The overall carriageway width is around 12m and a cycle lane and general traffic lane in each direction could be accommodated, with possible adjustments to the central features. Restricting parking further to 24 hours or at least 7am-7pm throughout would be needed.

South of Buckingham Avenue (Travelodge/Halfords) to Friern Mount Drive

The main carriageway width is between 12 and 13 metres wide. There are central queuing / right turn pocket areas in parts of the road. A zebra crossing with a central refuge is provided just north of Buckingham Avenue and a pedestrian refuge near Friern Mount Drive. A service road is present on the east side of the road. Parking is unrestricted except at the zebra crossing and bus stops in the area. There is space past the central features for a cycle lane and general traffic lane to be provided – with parking restricted where this is not already the case. Parking in the service road would still be possible. Where central markings etc are not present parking might also be accommodated on one side of the A1000. Provision for southbound cycles might also be made in the service road if necessary but this would be a poorer option for cyclists and introduce complications crossing side roads.

Friern Mount Drive to Farnham Close

The carriageway is around 12 metres wide. Parking is currently unrestricted but most properties have off-street parking. A cycle lane and general traffic lane in each direction could be provided. Parkign might be provided on one side of the road with a buffer zone to the cycle lane if needed.

Farnham Road to Walfield Avenue (north)

The main carriageway is between 10.5m and 12.5 with a narrow service road on the west side. A zebra crossing with pedestrian reservation is provided near the junction with Walfield Avenue (south). Space is adequate past the crossing for cycles and general traffic. Parking is unrestricted except at the crossing currently. With cycle lanes provided parking might be provided on one side of the road in part of the area. Parking in the service road currently occurs even though in the northern part there is really inadequate space for this.

Walfield Avenue (north) to Lyonsdown Road

The carriageway varies between 9.5m and about 13m wide with right turn provision at the junctions of Northumberland Road and Willenhall Avenue. On-street parking is currently unrestricted although demand at this location is not great. Some adjustment to the central markings may be required to accommodate cycle lanes.

Lyonsdown Road junction

The current arrangement at this junction presents difficulties for southbound cyclists who need to move across the left turn slip road to continue ahead. A heavy left turning movement would still be a problem if a nearside cycle lane were provided due to left-turners cutting across cyclists travelling ahead. A cycle lane could be provided moving from the nearside to a position between the left and ahead lanes (with relocation of the pedestrian refuge at the crossing to the west), but the conflict with left turning traffic would still exist to some degree. An alternative arrangement that provides for ahead and straight-on movements for all traffic from the left hand southbound lane might be introduced. Prominent road markings (cycle symbols centrally in the lane and possibly a coloured surface treatment across the full width of the lane) could then be used to encourage cyclists to take a primary (central) position in the lane and to encourage other users of the lane to think of it as a space primarily for cyclists which other road users have been permitted to use too.

Either arrangement would require narrowing of the northbound carriageway and relocation of the central reservation. Two southbound lanes of traffic passing the junction could make turning movements more difficult and potentially less safe however. Full signalisation of the junction might

also need to be considered. (A wide footway exists on to the east on the southbound approach to the junction, but would not provide a practical alternative route as it would need to stop at the junction).

Lyonsdown Road to Raydean Road

Away from the Lyonsdown Road junction the main carriageway is around 10-10.5m wide. Parking is uncontrolled and on street parking associated, at least in part, with the motor works to the west of the road, occurs. A service road is present for part of the stretch on the west of the road with a wide eastern footway. Two pedestrian refuges are present within this stretch with a right turn pocket associated with the adjacent side road in each case. Space is inadequate to accommodate both a general traffic lane and a cycle lane in both directions within the current carriageway if the refuges are retained. At present space for southbound cyclists past the islands is within a range that may result in vehicles trying to pass cyclists where space does not permit. Except at the islands there is space to accommodate a cycle lane and a general traffic lane in each direction if parking is prevented. Adjustments at the refuges and junctions to widen the road locally would be needed at the pedestrian refuges. The wide footways provide scope for adjustments and might permit alternative parking provision to be made in some locations if necessary.

Raydean Road to Station Road

The carriageway continues around 10m wide to the approach to the signals. A right turn waiting facility for southbound traffic turning into Raydean Road is provided. Tidal waiting restrictions (7-10am southbound, 4-7pm northbound) are provided through much of this stretch. Cycle and general traffic lanes can be accommodated with further restrictions to parking, however at the junction with Raydean Road localised carriageway widening so that the right turn provision can be retained would be advisable to avoid right turners holding up traffic travelling ahead. The service road at this location could provide an alternative route for northbound cyclists (if the current northbound no entry restriction were removed for all traffic or via a contra-flow cycle lane). However parking in the service road would then need greater control, and keeping the route on the main carriageway would be preferable from the point of view of continuity of the route.

A1000 junction with Station Road

In order to maintain the current number of general traffic lanes at the junction (and so maintain junction capacity) adjustments to the junction would be needed. The left turn slip roads from the southbound A1000 into Station Road and from Station Road to the A1000 will also present difficulties for cyclists. Wide service road west of the junction and space on the central island suggest that a significant redesign of the junction to provide more space in a more conventional arrangement may be possible. The service road might provide a bypass for northbound cyclists in some potential arrangements and this help reduce the scale of work needed at the main junction. However to accommodate southbound cyclists and other traffic (and to ensure provision for turning cyclists) significant redesign is likely to be needed. Construction costs for a major junction improvements might be in the region of £1M+ and the likelihood that significant expensive utility diversion would be needed would increase this considerably. A study to identify and model outline proposals, including lower cost proposals if possible, could be expected to cost around **£25,000**.

Station Road to Underhill

The existing carriageway space under the bridge would not accommodate the existing general traffic a lanes and cycle lanes. Some cycle provision might be made on the wide western footway but this would come into conflict with the Fairfield Way and Underhill junctions. However using the wide footway to provide a widened carriageway overall and relocate the pedestrian crossing refuge further west could permit a cycle lane to be provided on the carriageway in each direction. Localised widening at the Underhill junction would be needed and previous investigations in this area have highlighted the presence of utility services that would be particularly expensive to divert. Once again a study to identify and model outline options would be needed as a first step at a cost of around £20,000.

The current left turn lane arrangement into Fairfield Way and Underhill will present a particular difficulty for cyclists. This might be addressed by restricting some turning movements but with potentially adverse impacts on the surrounding network and the operation of the traffic signals. Provision of a cycle lane within the widened carriageway approaching an advanced stop line at the signals between the two general traffic lanes would be an alternative or an arrangement similar to that suggested for Lyonsdown Road might also be employed, using a coloured surface across the full

width of the inside lane to encourage road users to think of the entire lane as space primarily for cyclists that other road users are permitted to use.

Barnet Hill

The road is currently mainly set out with two general traffic lanes uphill and a single lane downhill. The uphill lane provides an opportunity for lighter motor vehicles to pass slow moving buses or lorries on the hill. The (approx.) 10m carriageway would provide just enough room for a single general traffic lane and a cycle lane in each direction. A wider than minimum cycle lane would be needed on the downhill side of the road because of the presence of the wall adjacent to the carriageway and would be desirable on the uphill side to allow for cyclist 'wobble' while travelling uphill.

Removal of the 'overtaking' facility for uphill traffic might increase driver frustration and could be expected to have some impact on traffic capacity of the A1000, although the presence of traffic signalled junctions at both ends may limit the impact of this.

A1000 junction with the Meadway

The overall highway width each side of the junction provides very limited scope to introduce cycle lanes without impacting on the operation of the junction. The footways are relatively narrow in this area and heavily used so taking significant space from these is not really an option. However loss of general traffic lanes at the stop line would undoubtedly affect the junction capacity. Without restricting movements into or out of Meadway or accepting the impacts on the main road of reduced traffic capacity at the junction, a solution using a coloured surface treatment to highlight the whole inside lane in both directions on the A1000 (as suggested at the Lyonsdown Road and Underhill junctions) might provide a suitable means of maintaining the continuity of the route.

High Street from the Meadway junction to Wood Street

Much of the High Street maintains two general traffic lanes in each direction currently, with parking, loading and some bus stop and stand provision in inset bays. However at the narrowest point the general width and bus stops restrict the available width to one lane in each direction. In order to accommodate cycle lanes through this part of the High Street reduction to a single general traffic lane in each direction throughout would be needed. Separately adjustments to mitigate the effects of the pinchpoint on general traffic movement are being explored. Care would be needed in arrangements at the Wood Street junction but reasonable provision within the space available seems feasible in conjunction with a single general lane in each direction further south.

Wood Street to Moxon Street

The width of road beside the church would prevent the provision of cycle lanes. Cycle use of the stretch could be made prominent by the use of cycle route signs, cycle carriageway signing in the centre of each lane and possible coloured surfacing. Other options might be to introduce wider environmental changes throughout the High Street to change the character of the street to one where a 20mph speed limit could apply and traffic would be less dominant while still able to pass through, or to introduce one way traffic with a contra-flow cycle lane in conjunction with wider changes to traffic movement in the area.

High Street from Moxon Street to St Albans Road

The carriageway narrows from around 11m just north of Moxon Street to about 9m at The Spires before widening again to about 13m before the St Albans Road junction. Parking bays are provided in parts of the road.

A general traffic lane and a cycle lane in each direction could be provided through the entire length, but only limited parking could be retained. An arrangement that introduced a 20mph environment throughout the High Street and providing for cyclists in general traffic lanes through a less traffic dominated environment would be an alternative. The costs of developing and implementing such a scheme would clearly be high (in excess of £1M).

St Albans Road to Hadley Green Road

The carriageway width is mainly around 11 to 11.5m with a short stretch at Hadley Parade around 10m wide. A pedestrian refuge and build out is provided just north of Hadley Parade with lane widths of approx. 3.5m through this gap. These widths are not ideal for cyclists being with in a range that may encourage other vehicles to pass too close. Parking control varies from 'at any time' restrictions permitting loading only out of peak hours and parking bays allowing parking for residents or pay by phone. To provide a cycle lane and a general traffic lane through this area in each direction would

have an impact on permitted parking. Parking on one side of the road only with a buffer zone to the cycle lane could be accommodated at the widest points only. A change to the environment as suggested above could allow cycling in a 20mph area in lanes shared with general traffic, so retaining more space for other uses.

Hadley Green Road to Dury Road

The carriageway width through Hadley Green is slightly too narrow, at least in part, to accommodate adequate on-carriageway cycle lanes and general traffic lanes. Measures to mitigate the effects of a slightly sub-standard layout would need to be investigated. Permitted parking would also need to be restricted or removed.

There may also be scope to widen slightly onto the adjacent green at a cost of perhaps £50,000 over the 500m of Hadley Green. Further investigation into the maintenance implications of widening onto the adjacent green would be required. A route across the green would not be acceptable because it is recognised as an important area of grassland.

Hadley Highstone

A section of the road has a central reservation. On carriageway cycle lanes might be provided through this section if parking were prevented (and without restricting parking in the laybys). Currently on street parking, presumably by local residents, is common. If the central reserve were removed parking could be retained on one side of the road (with a buffer zone and then the cycle lane). The single carriageway sections are wide enough to accommodate cycle lanes. Again restriction of parking would be needed.

Special consideration would need to be given to treatment at the pedestrian island north of Dury Road. Provision of cycle symbols on the carriageway to highlight the presence of cyclists past the island and encourage them to take a primary road position at this point may be sufficient but depending on exact dimensions and detailed layout consideration adjustments or alternative pedestrian facilities may be needed.

Construction costs for provision of cycle lanes and associated parking restrictions and signage only in the area would be below £10,000. The construction costs would increase considerably if the central reserve were removed, the pedestrian refuge changed or other more major works were required. An alternative approach might be to consider a major re-design of the street environment in this location, although clearly this would be more expensive still.

North of Hadley Highstone

In this area the carriageway is generally too narrow to accommodate dedicated cycle lanes. The eastern footway is generally too narrow to accommodate shared use and there is little scope to widen the carriageway or make cycle provision on the western verge. Alternative routeing onward towards Potters Bar via Kitts End Road may be preferable to trying to treat the A1000.