

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

<h2>Summary</h2>
<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>

<h2>Recommendations</h2>
<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.