

	<h2>Chipping Barnet Area Committee</h2> <h3>12 February 2015</h3>
<p style="text-align: right;">Title</p>	<h2>Victoria Road Area Traffic Management Scheme</h2>
<p style="text-align: right;">Report of</p>	<p>Interim Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Chipping Barnet</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>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)</p>
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<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 (85%ile) 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.