

	<p>Finchley and Golders Green Area Committee</p> <p>27 April 2017</p>
<p style="text-align: right;">Title</p>	<p>Junction of Regents Park Road / Tillingbourne Gardens, N3</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>Finchley Church End</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 - Drawings Appendix 2 - Collision Plots</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the outcome of the review of the Regent Park Road junction with Tillingbourne Gardens, N3 and the sets out the Options to amend the layout of the junction and surrounding roads.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Finchley and Golders Green Area Committee note the review the junction of Regents Park Road with Tillingbourne Gardens, N3 as outlined in this report and the Appendices to this report containing details of design proposals and safety investigation. 2. That the Finchley and Golders Green Committee decides which of a combination of measures should be progressed to detailed design and public consultation, as outlined in Appendix 1, namely: <ol style="list-style-type: none"> a. Option 1 - No Entry into Tillingbourne Gardens junction from Regents Park Road incorporating a 'One-Way' system;

- b. **Option 2 - Banned Right turn ban from Regents Park Road into Tillingbourne Gardens junction. Tillingbourne Gardens to remain a 'Two-Way' system.**
- c. **Option 4 - 'Yellow Box' marking, double yellow lines and the shortening of the parking bay on Regents Park Road.**

3. **That the Finchley and Golders Green Area Committee, give instruction to the Commissioning Director for Environment to carry out a statutory consultation on agreed Option.**
4. **That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Finchley and Golders Green Area Committee instruct Commissioning Director for Environment to introduce the approved Option.**
5. **That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Commissioning Director for Environment will consider and determine whether the approved option should be implemented or not, and if so, with or without modification.**
6. **That the Finchley and Golders Green Area Committee agree to allocate the funding for the approved Option (CIL from this year's CIL Area Committee budget to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the approved Option.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Councillor Old has requested that a Member's Item be considered on the following matter:

"Residents of Tillingbourne Gardens and their visitors have been experiencing difficulties egressing from that road into Regents Park Road, especially if they wish to turn right towards Finchley Central.

Regents Park Road is particularly wide at this point as it caters for traffic approaching and leaving Henley's Corner. Lane markings in the area are perfectly clear but substantial numbers of vehicles going south towards Henley's Corner go over to the "wrong" side of the road to "jump the queues". Visibility for motorists emerging from Tillingbourne Gardens is hampered by traffic queuing and further exacerbated by parked vehicles in Regents Park Road. The risk of collision with the queue jumping vehicles speeding along the "wrong" side of the road is substantial.

At a site visit in September Highways officers identified measures that might substantially alleviate the danger and Committee's agreement to finance the drawing up of a detailed plan is sought."

- 1.2 An initial site meeting was carried out in Thursday 15 September 2016 with Councillor Old and Officers to view the issues raised by Councillor Old.
- 1.3 As part of the review a site visit was carried out by Officers on Thursday 22 December 2017. The site visit investigated the existing site conditions on Regents Park Road between the junctions of Charter Way and Tillingbourne Gardens. A subsequent site visit was carried out on Wednesday 25 January 2017 during which AM Peak traffic conditions were assessed making use of a video camera to determine and record the magnitude of the abuse of the right turn feeder lane on Regents Park Road. During the site visits the following observations were made:
- The 'Keep Clear' markings at the junction of Regents Park Road junction with Tillingbourne Gardens were not being adhered too. Southbound cars and heavy good vehicles frequently stopped on the keep clear markings when traffic queues from the junction of Henley's Corner tailed back.
 - A large amount of traffic heading eastbound on the A406 entered Charter Way in order to turn right onto Regents Park Road to access Golders Green. It is currently not possible to gain entry to Golders Green from the A406 eastbound junction with Henley's Corner.
 - Vehicles trying to turn right onto Regents Park Road from the junction of Charter Way struggled to find gaps in the southbound traffic to enter safely. Several times vehicles had to make use of the right turn feeder lane pocket to gradually merge with the southbound traffic stream.
 - Illegally parked goods vehicles were observed on several occasion on the double yellow line 'at any time' waiting restrictions on the northbound side of Regents Park Road opposite the junction of Tillingbourne Gardens.
 - A very low number of vehicles (one in total) were observed exiting and entering the junction of Tillingbourne Gardens with Regents Park Road during the site visit.
 - Parking to the north of the junction of Tillingbourne Gardens is currently positioned to close to provide sufficient forward visibility for vehicles exiting Tillingbourne Gardens.
 - During peak hours traffic queues were observed tailing back from Henley's Corner past the junction of Tillingbourne Gardens. Southbound vehicles that got impatient waiting to enter the traffic lanes further down towards the A406/A1 made use at times of the right turning pocket lane on Regents Park Road to jump traffic queues. Regents Park Road is currently a two lane road up to the junction of Henley's Corner where it widens to four lanes roughly 500 metres before the junction.
- 1.4 Drawing No. **C2016_BC001030-05-Existing-01** shows the existing street layout.

- 1.5 An analysis was also carried out on the Personal Injury Accident data investigating the most recent 52 months of accident data from 1 April 2012 to 31 July 2016. Drawing No. **C2016_BC001030-05-Collision-01** shows this information.

From the accident information the following was surmised:

- No accidents took place at the junction of Tillingbourne Gardens and Regents Park Road.
- One accident took place within Tillingbourne Gardens involving a vehicle that reversed at speed out of the hotel car park into a parked car.
- Six accidents took place at the junction of Charter Way and Regents Park Road. Two of these accidents were shunting accidents on Charter Way. The remaining four on the northbound of Regents Park Road were related to right turners, u-turning or shunts.
- One accident was recorded at the junction of Beechwood Avenue with Regents Park Road.

- 1.6 Two design options were prepared and Drawing Nos. **C2016_BC001030-05-Design-01-01 to 03** and **C2016_BC001030-05-Design-02-01 to 03** show the proposed layouts. The Options are designed to address the issues raised by Councillor Old, site observations and the Personal Injury Accidents that have occurred in the vicinity.

Option 1 Proposal: No Entry into Tillingbourne Gardens junction from Regents Park Road incorporating a One-Way system.

- The junction of Tillingbourne Gardens with Regent's Park Way to be converted to one-way in a westbound direction with an out only exit. Vehicles that want to access Tillingbourne Gardens will have to enter from the junction with the A406 North Circular Road. This measure will eliminate rat running for vehicles attempting to avoid the Henley's Corner signalised junction.
- The northbound right turning pocket on Regent's Park Road at the junction of Tillingbourne Gardens to be removed to provide an additional southbound traffic lane onto the A406 and A1 westbound.
- The parking bay on southbound of Regents Park Road near the junction of Tillingbourne Gardens is to be shortened and double yellow lines to be extended to provide adequate forward visibility for vehicles exiting from Tillingbourne Gardens.
- The 'Keep Clear' markings at the junction of Tillingbourne Gardens and Regents Park Road to be replaced with a 'Yellow Box' marking to ensure Tillingbourne Gardens junctions is kept clear.
- Tillingbourne Gardens junction with A406 North Circular to be changed to a one-way entry only junction. Parking on A406 outside Queensborough

Court to be relocated to Tillingbourne Gardens to make room for a deceleration lane on the A406 for left turning traffic entering Tillingbourne Gardens. (Proposal needs to be discussed with TfL.)

- Double Yellow line restrictions in Tillingbourne Gardens to be removed to replace the parking spaces lost outside Queensborough Court and act as a measure to calm traffic speeds in wider one-way system.

Option 2 Proposal: Banned Right turn from Regents Park Road into Tillingbourne Gardens junction. Tillingbourne Gardens to remain a Two-Way system.

- The right turn into Tillingbourne Gardens from Regents Park Road to be banned to all traffic.
- The northbound right turning pocket on Regent's Park Road at the junction of Tillingbourne Gardens to be removed to provide an additional southbound traffic lane onto the A406 and A1 westbound.
- The parking bay on southbound of Regents Park Road near the junction of Tillingbourne Gardens is to be shortened and double yellow lines to be extended to provide adequate forward visibility for vehicles exiting from Tillingbourne Gardens.
- The 'Keep Clear' markings at the junction of Tillingbourne Gardens and Regents Park Road to be replace with a 'Yellow Box' marking to ensure Tillingbourne Gardens junctions is kept clear.

- 1.7 If a 'Yellow Box' marking is installed on Regents Park Road at the junction with the location could be enforced with a CCTV camera as part of Barnet's approach to Moving Traffic Contraventions.

2. REASONS FOR RECOMMENDATIONS

- 2.1 A meeting was held with Councillor Old and Officers on the 21 February 2017 during which the above options were tabled and discussed. Councillor Old raised concerns to aspects of the proposals based on the following reasons:

- *Closure of Tillingbourne Gardens junction with Regents Park Road* – Local residents would object to the closure of the junction as it would lead to visitors from the Hotel entering from the junction of the A406 and driving along Tillingbourne Gardens. Councillor Old was concerned that this would increase traffic volumes along Tillingbourne Gardens.
- *Conversion of Tillingbourne Gardens to one-way* – Councillor Old was concerned that the removal of the double yellow restrictions along Tillingbourne Gardens would lead to Hotel visitors parking along Tillingbourne Gardens.

- 2.2 Following the meeting Councillor Old discussed the proposal with the other Ward Councillors for Finchley Church End who supported his view.

2.3 The officer recommendation would be to implement one of the two options outlined in Section 1. However, the proposal favoured by the Ward Councillors is for the replacement of the 'Keep Clear' marking with a 'Yellow Box' marking, and the shortening of the parking bay on Regents Park Road to improved forward visibility for vehicles exiting Tillingbourne Gardens. Double yellow lines will replace the section of parking bay, this is shown as Option 4 – Drawing No. **C2016_BC001030-05-Design-04-01 to 02**.

2.4 The Committee is therefore requested to confirm which Option is approved, from Option 1, 2 or 4 as set out in this report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The request from Councillor Old at the initial site meeting was for some form of traffic island to be installed on Regents Park Road to physically prevent travelling down the right turning pocket lane. Therefore a third option was produced to investigate if this was achievable.

3.2 **Option 3** as shown in Drawing No: **C2016_BC001030-05-Design-03-01** Proposal: Installation of traffic island in Regent Park Road to deter traffic from travelling down the right turning pocket lane. This option was not further considered as it would be very likely that pedestrians would use the island as a crossing point.

Therefore, this is deemed to be unsafe for the following reasons:

- Regents Park Road is roughly 19.6 metres wide at this point. It is ill advised to install an uncontrolled pedestrian crossing in a road that is over 10 metres wide due to the time it takes for a pedestrian to cross the road.
- Long traffic queues form along this part of the road which would require pedestrians to weave in and out of the traffic to find gaps to cross.
- The crossing would be in close proximity with the Tillingbourne Gardens junction which would result in pedestrian conflicts with right turning traffic out of Tillingbourne Gardens.

3.3 The installation of high containment kerb such as 'Trief' kerb on the island could be considered but it is likely that pedestrians would still try to cross at this location at even more added difficulty and risk. There are currently no pedestrian collisions along this section of road to justify the installation of a pedestrian crossing. It is also very likely by encouraging pedestrians to cross at this location it would lead to future pedestrian collisions.

Therefore, this Option is not recommended.

3.4 The only other option at this stage is to not proceed with any of the proposed improvements for the scheme; however, this will not address the original concern raised regarding vehicles exiting Tillingbourne Gardens, N3.

4. POST DECISION IMPLEMENTATION

4.1 If the report's recommendations are approved, the scheme would be progressed to implementation stage.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

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

5.2.1 CIL funding of £5,000 was agreed from the Finchley and Golders Green Area Budget to carry out the initial review of the junction including the preliminary design and layout proposals.

5.2.2 The estimated implementation costs of the 2 preferred options and the 4th Option put forward by Ward Councillors are set out below (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1). The cost will be funded from the Finchley and Golders green Area Committee Budget.

- Option 1 – £8,875*
- Option 2 – £4,370*
- Option 4 – £1,930*

*None of the above costs include a price for the installation of CCTV equipment to monitor the junction. If a CCTV camera was to be installed this would come out of a separate funding pot.

5.2.3 If a CCTV is subsequently installed at this location, the future maintenance of CCTV apparatus and any electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.

5.2.4 The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, in section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge

various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4.3 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.

5.5 Risk Management

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

5.6 Equalities and Diversity

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies 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.

5.6.2 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community.

5.7 Consultation and Engagement

5.7.1 A statutory consultation will be carried out in relation to the recommendation Option.

5.8 Insight

5.8.1 None in relation to this report.

6. BACKGROUND PAPERS

6.1 Finchley and Golders Green Area Committee 26 October 2016 minutes:
<https://barnet.moderngov.co.uk/documents/s35390/Members%20Item%20-%20Cllr%20Old.pdf>

<https://barnet.moderngov.co.uk/documents/g8750/Printed%20minutes%2026th-Oct-2016%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>