

	<h2>Chipping Barnet Area Committee</h2> <h3>17 July 2017</h3>
<p style="text-align: right;">Title</p>	<p>Barnet Lane junction with Totteridge Lane Speed Reduction Measures</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Totteridge</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 - Drawing No. C2016_BC/001188-01-100-01 Appendix 2 – Three year summary of accidents</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 safety review of pedestrian/road safety improvements on Barnet Lane in the vicinity of its junction with Totteridge Lane. N20.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Chipping Barnet Area Committee notes the review of the Barnet Lane / Totteridge Lane, N20 pedestrian/road safety improvement as outlined in this report and the appendices to this report containing details of design proposals. 2. That the Chipping Barnet Area Committee agrees to implement the Officers preferred measures as set out in this report and detailed in Appendix 1.

<p>3. That if the Chipping Barnet Area Committee decide not to progress with the measures, no further action will be taken at this location.</p>
<p>4. That the Chipping Barnet Area Committee, gives instruction to the Commissioning Director for Environment to carry out a public consultation on the approved scheme once funding has been made available.</p>
<p>5. That subject to no objections being received to the public consultation, referred to in recommendation 4, the Chipping Barnet Area Committee instructs the Commissioning Director for Environment to introduce the approved scheme.</p>
<p>6. That the Chipping Barnet Area Committee agree that if any objections are received as a result of the public consultations, referred to in recommendation 4, the Commissioning Director for Environment will consider and determine whether the recommendation should be implemented or not, and if so, with or without modification.</p>
<p>7. That the Chipping Barnet Area Committee agree to allocate the funding for the agreed Option (CIL from this year's CIL Area Committee budget) to design and carry out public consultation and, subject to the outcome of that consultation, introduce the approved scheme.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to address the concerns highlighted for road safety and pedestrians crossing Barnet Lane junction with Totteridge Lane especially school children walking to The Totteridge Academy.
- 1.2 A petition was reported to the 22 March 2017 Chipping Barnet Residents Forum calling for *'an urgent review of a potentially dangerous situation involving speeding traffic and children going to/from The Totteridge Academy'*.
- 1.3 The lead petitioner, presented the petition of 91 signatures to the Forum, stating that vehicles travelling south on Totteridge Lane then taking the left hand fork onto Barnet Lane, were not approaching the junction with due care and the majority of cars were speeding around the corner and this could have potential for a conflict with pedestrians. Appendix 2 illustrates the accident data for the most recent 3 year period.
- 1.4 The issue was escalated to the Chipping Barnet Committee on the 17 May 2017. At this meeting The Committee unanimously agreed and it was therefore RESOLVED that :
 - a) a speed survey, costing up to £500 be agreed, with a report back to the next meeting (if the results are available by the July Meeting);
 - b) a stop line at the top end of Barnet Lane costings up to £1,500 be agreed;
 - c) The head teacher and Chairman of Governors from the local school was to be contacted to ascertain if they would be willing to consider implementing a School Travel Plan.

- 1.5 A site visit was undertaken with the lead petitioner and Cllr Stock and the following noted:
- Traffic is vigorous and free flowing especially at the morning and afternoon peak periods;
 - High traffic volumes on Barnet Lane and Totteridge Lane;
 - High Volumes of school children getting off the bus (251) at the War Memorial and crossing firstly Totteridge Lane and then Barnet Lane.
 - There is virtually no footway on the western side of Barnet Lane, children cross at the junction to reach the footway.
- 1.6 The Personal Injury Accident Data (PIA) for the latest three year period have been analysed, 11 in total all of which were classified as slight and a summary is contained in Appendix 2. The accidents are not directly attributed to speed.
- 1.7 The initial investigations and the site visit indicated that overall it would benefit pedestrians to:
- Install a 'Stop' sign and associated road markings;
 - Install a Vehicle Activated Sign (VAS) requesting traffic to 'Slow' on approach to the bend;
 - Additional 'SLOW' road markings;
 - Install a 'Children going to or coming from school' sign mounted on a lamp column on the south eastern side of Barnet Lane.
 - Repair the existing VAS sign sited 25m south of Oaklands Road
 - Proposals are illustrated on drawing BC/001188_01-100-01 Appendix 1.
- 1.8 Following the site visit it is not proposed to undertake a speed survey prior to the measures outlined in paragraph 1.8 above being installed. 1.9 A further proposal to make Barnet Lane 20mph may be considered at a later date after discussions with Totteridge Academy and subject to funding being made available.
- 1.9 At the site meeting it was also noted that vehicles turning left or right from Oaklands Road had visibility issues because of the sharp bend, a traffic mirror was suggested to help alleviate the situation. However, the highway authority does not generally install mirrors on the highway, in view of various potential issues that could also affect road safety.

These issues include:

- Distortion of reflected image and difficulty judging position and speed of an approaching vehicle from the mirror image.
- Visibility issues during bad weather, such as rain, frost and snow.
- Maintenance issues – mirrors could be prone to vandalism, and maintenance of their alignment and cleanliness is critical.
- Reliance on the mirror's restricted image may compromise the safety of other road users (pedestrians and cyclists) who do not appear in the mirror.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The measures illustrated in Appendix 1 are recommended as Barnet Lane junction with Totteridge Lane has been flagged by residents as a potential danger to children going to and coming from school.
- 2.2 A mirror on Barnet Lane at the junction of Barnet Lane at the junction Oaklands Road for the reason set out in paragraph 1.9 above.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Consideration was given to implementing a 20mph speed limit, however at the Area Committee meeting on 17 May the Commissioning Director for Environment explained that for a 20mph scheme to even be considered the neighbouring school would have to have a School Travel Plan, which currently The Totteridge Academy do not. The Commissioning Director further stated that a 20mph limit would require the installation of physical traffic calming measures to effectively slow traffic which would need to be agreed with local Ward Councillors and subject to funding being made available. The Head Teacher and the Chairman of Governors from the local school have been contacted to ascertain if they would be willing to consider implementing a School Travel Plan. The Academy responded that they were concerned about speeds on Barnet Lane. Unfortunately, the deadline for School Travel Plans was the 28 June, however, the Safe and Sustainable Travel Team will engage with The Totteridge Academy to produce a School Travel Plan for next year.
- 3.3 The only other option at this stage is to not proceed with any of the proposed improvements. This will however not address the original concern raised by local residents and the school.

4 POST DECISION IMPLEMENTATION

- 4.1 If the reports recommendation is approved, the scheme would be progressed to consultation and implementation stage in the 2017/2018 financial year.

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.
- 5.1.2 The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet’s Joint Strategic Needs Assessment.

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

5.2.1 The cost of implementing the measures including illuminated signage, associated road markings and additional VAS sign is £12,000 and is requested from the Chipping Barnet Area Committee Budget.

5.2.2 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £351,583. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £230,500 minus items agreed at previous Committee meetings.

5.2.3 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.

5.5 **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 The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services

5.7 **Consultation and Engagement**

5.7.1 A statutory consultation will be carried out in relation to the scheme proposals.

5.8 **Insight**

5.8.1 None in relation to this report.

6 **BACKGROUND PAPERS**

6.1 22 March 2017 Chipping Barnet Residents Forum.

<https://barnet.moderngov.co.uk/documents/s39795/Referrals%20from%20Chipping%20Barnet%20Residents%20Forum%20May%20CBAC%20Report%20for%2017%20MAY%2017.pdf>

6.2 17 May 2017 Chipping Barnet Area Committee

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9244&Ver=4>

Appendix 2

Barnet La most recent 3 years injury accidents. Again no reference to speed having played a part in any of these.

Location (generally from south to north)	Severity	Circumstances
Totteridge Village j/w Barnet La	Slight	Light goods vehicle hit rear of slowing car (on Totteridge Village)
Totteridge Village j/w Barnet La	Slight	Car turning right out of Barnet Lane and car turning left in to Barnet Lane collided
Barnet La 30m north of Totteridge Village	Slight	Car stopped to give way to oncoming lorry. Following Motorcyclist drove into rear
Barnet La – near School	Slight	Southbound car braked to avoid oncoming police vehicle (overtaking). Second southbound car hit rear of first.
Barnet La – near School	Slight	Medium Goods Vehicle overtook horse-drawn vehicle causing horse to spook and horse-drawn vehicle to hit kerb and overturn
Barnet La – approx. 200m north of school	Slight	Southbound car veered onto wrong side of road, colliding with on-coming car
Barnet La near Playing Fields – south of pedestrian crossing	Slight	Northbound motorcycle hit rear of northbound car that was waiting to proceed
Barnet La near junction with Westcombe Drive	Slight	Southbound car crossed carriageway to pass parked car and hit oncoming car
Underhill/Mays La junction with Barnet La	Slight	Car from Barnet La turned right into path of westbound car on Underhill
Barnet La junction with Mays La/Underhill	Slight	Car from Barnet La turned left colliding with cyclist on Mays La
Underhill/Mays La junction with Barnet La	Slight	Car from Mays La turned right into Barnet La across path of oncoming car (on Underhill)

