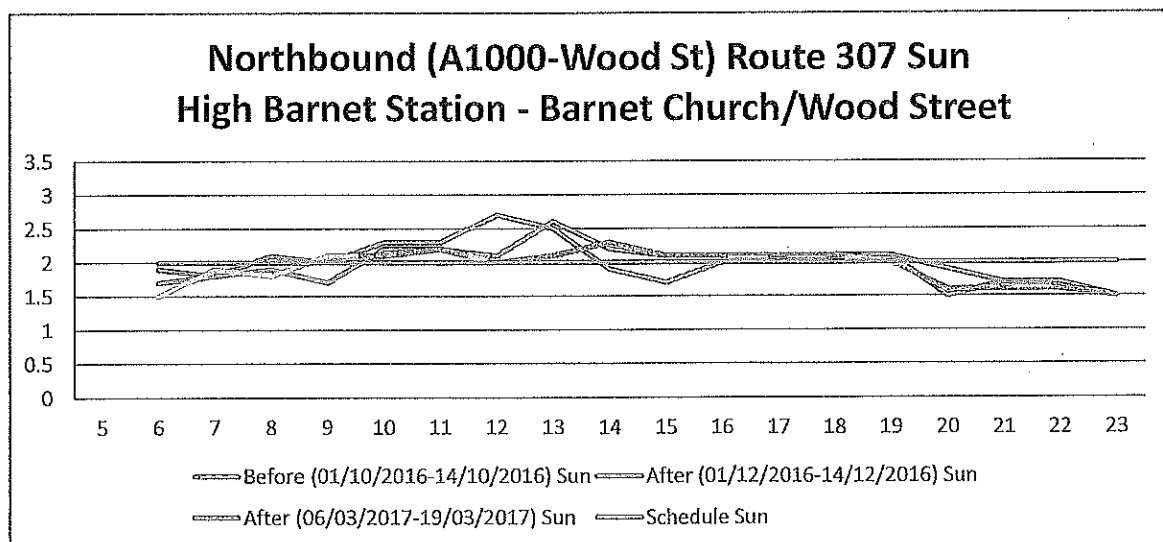
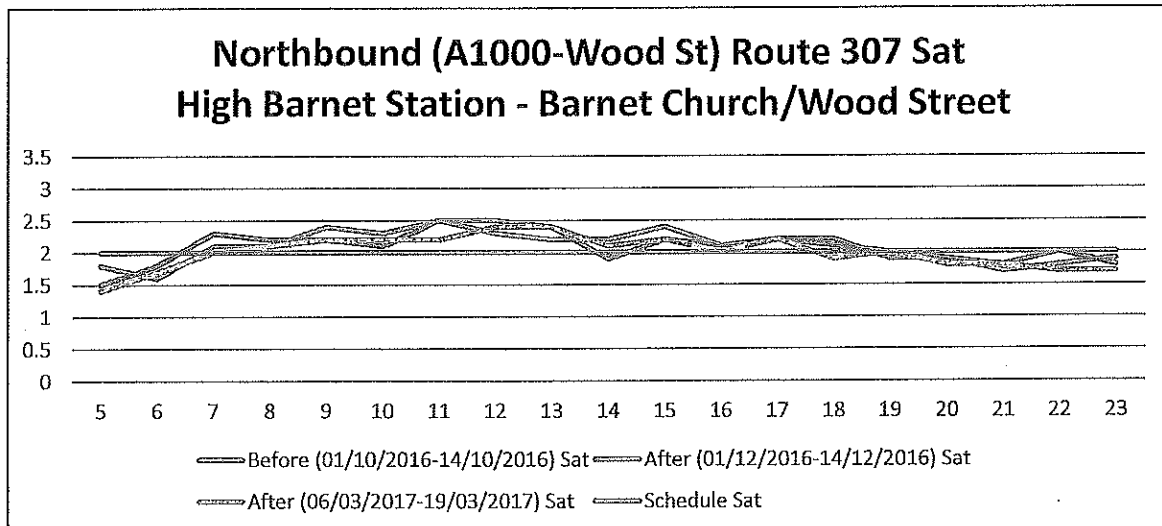
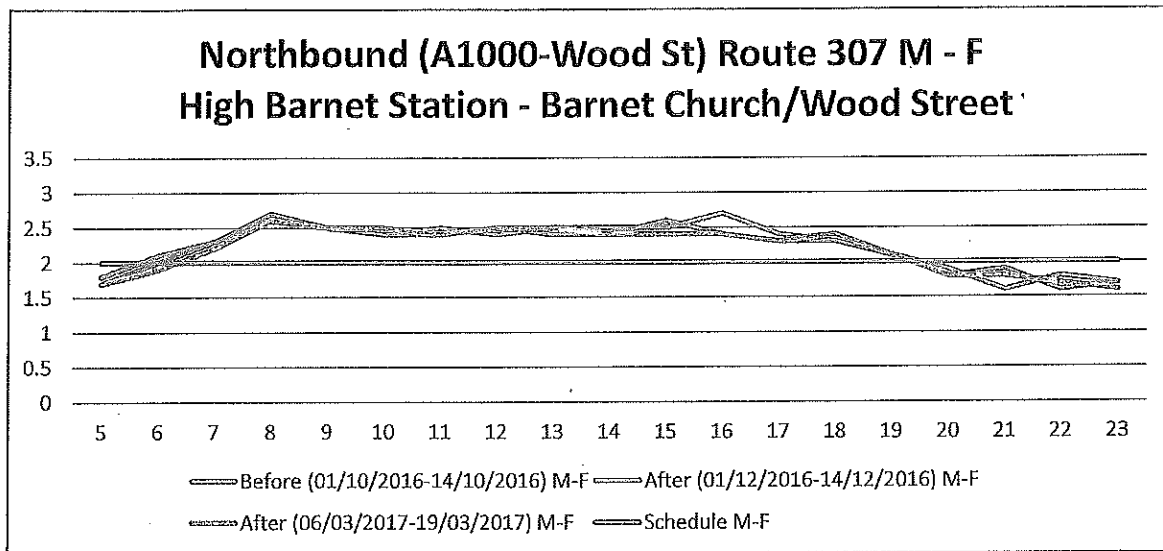
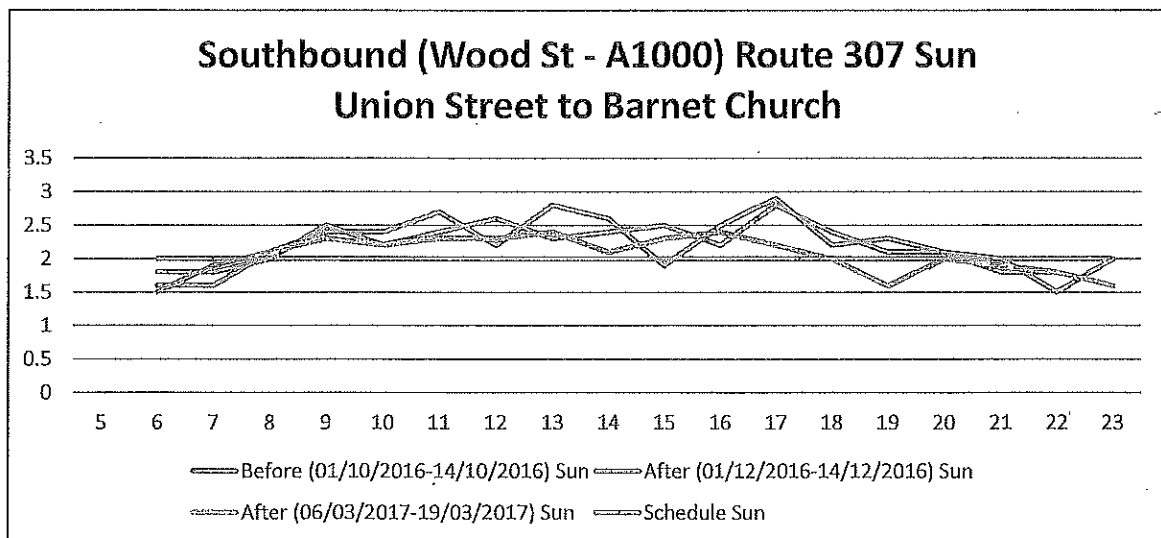
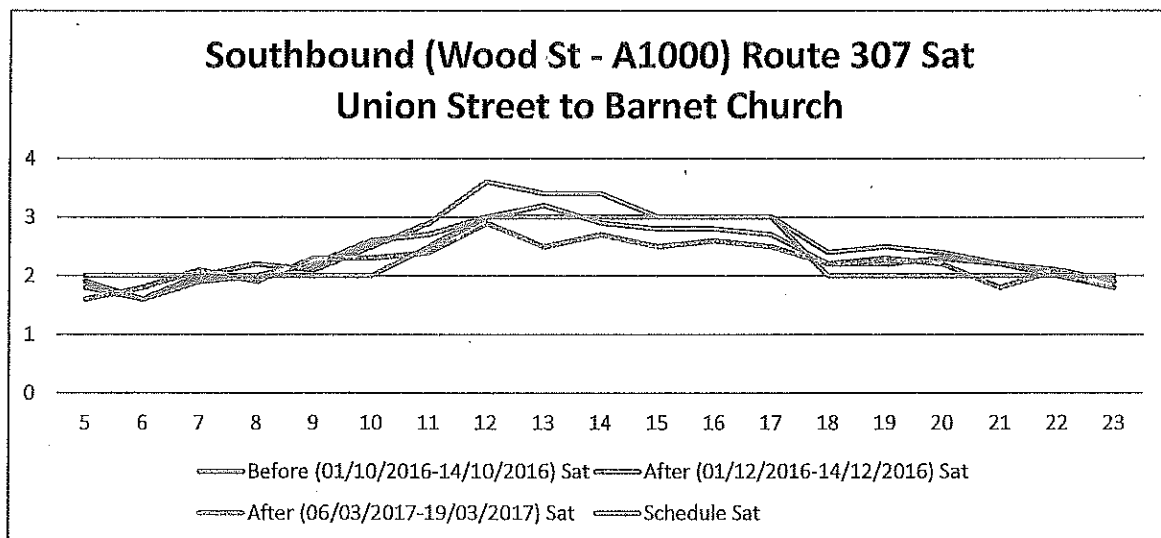
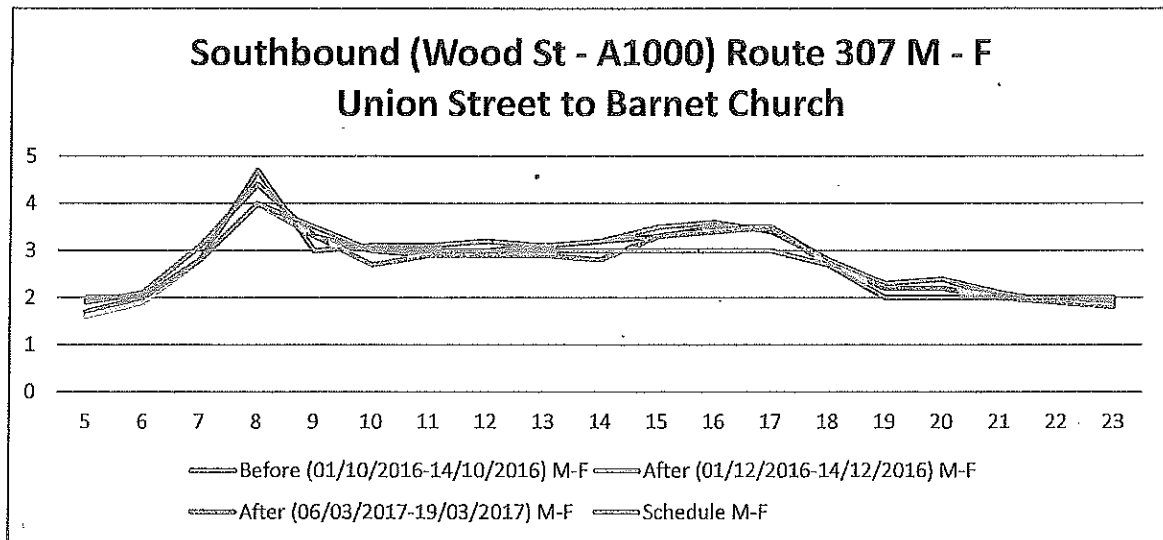


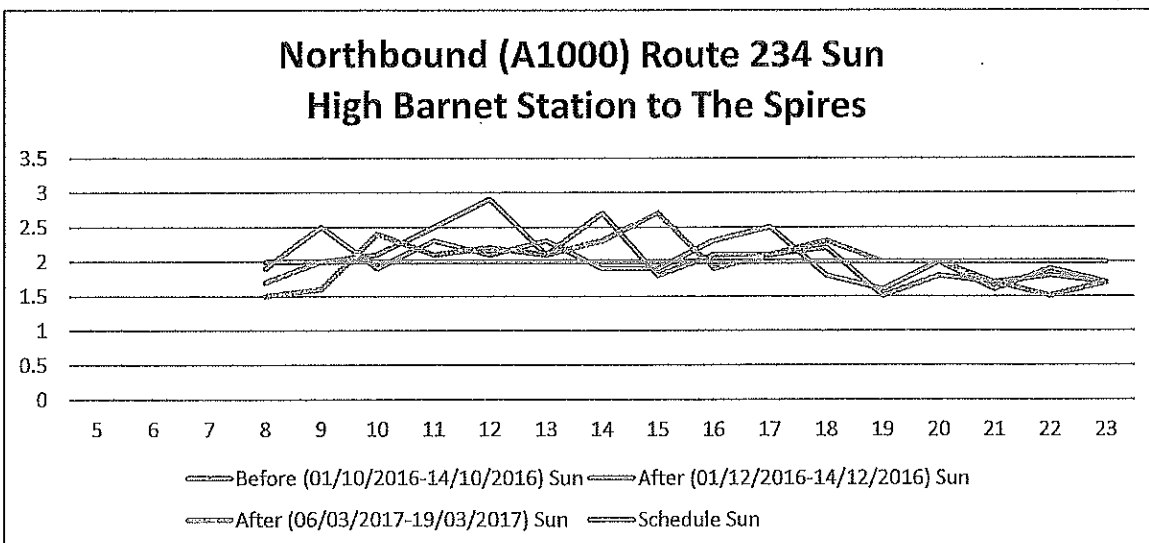
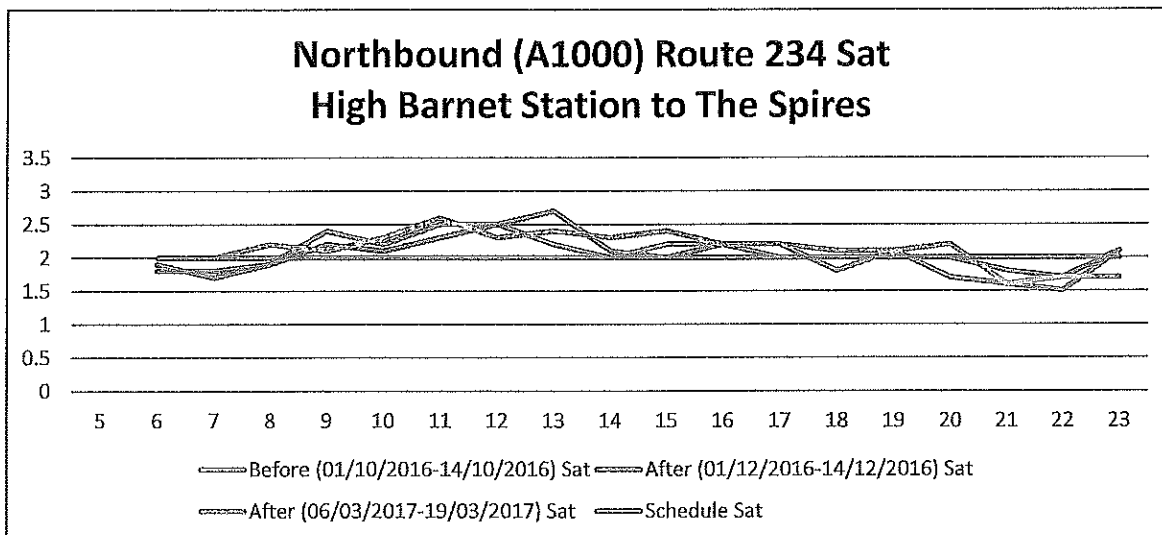
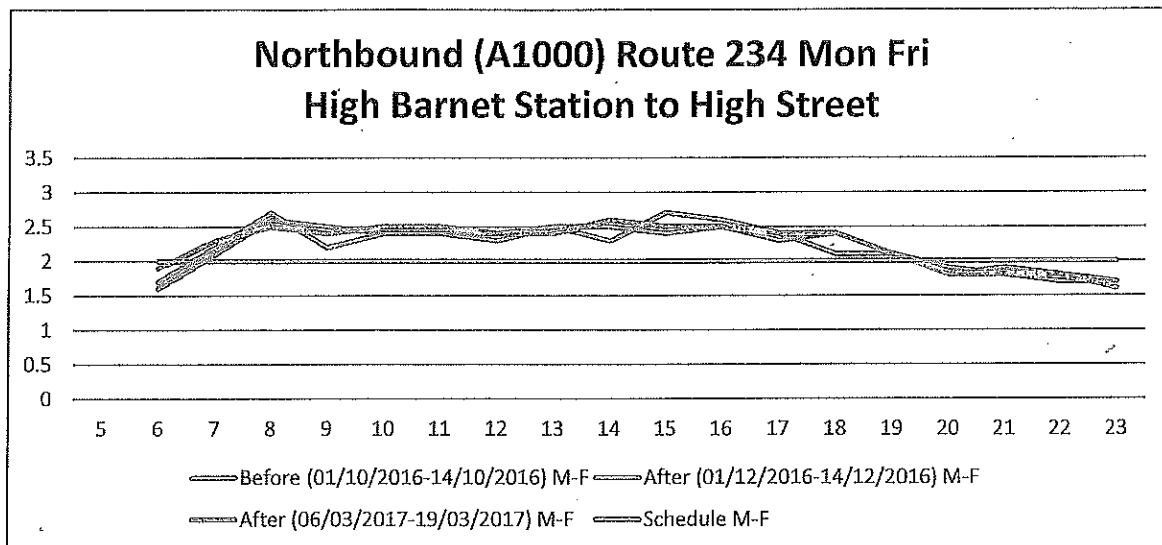
Appendix A - Bus journey Time Graphs



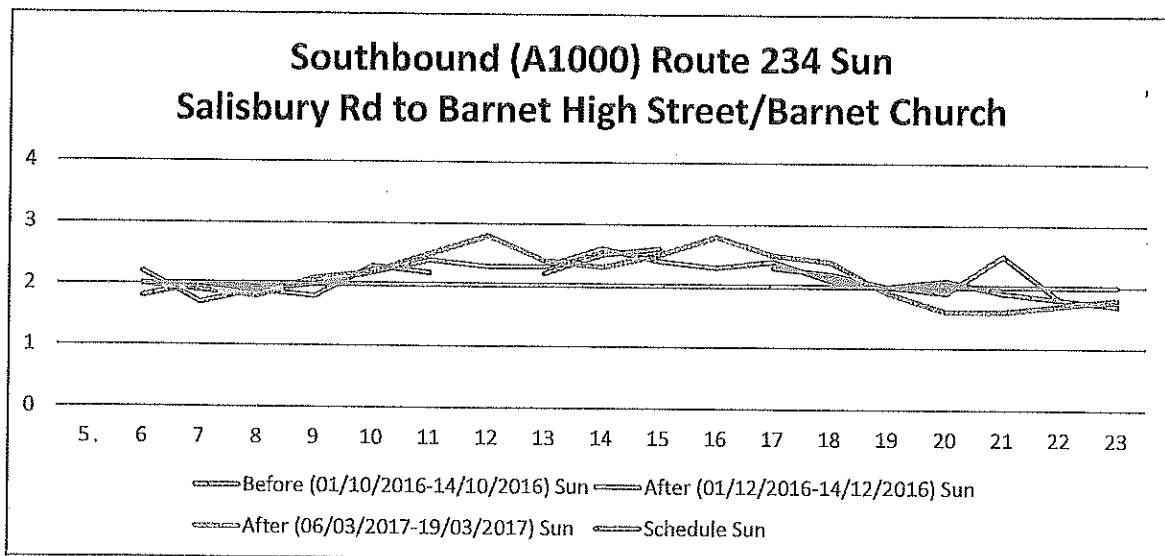
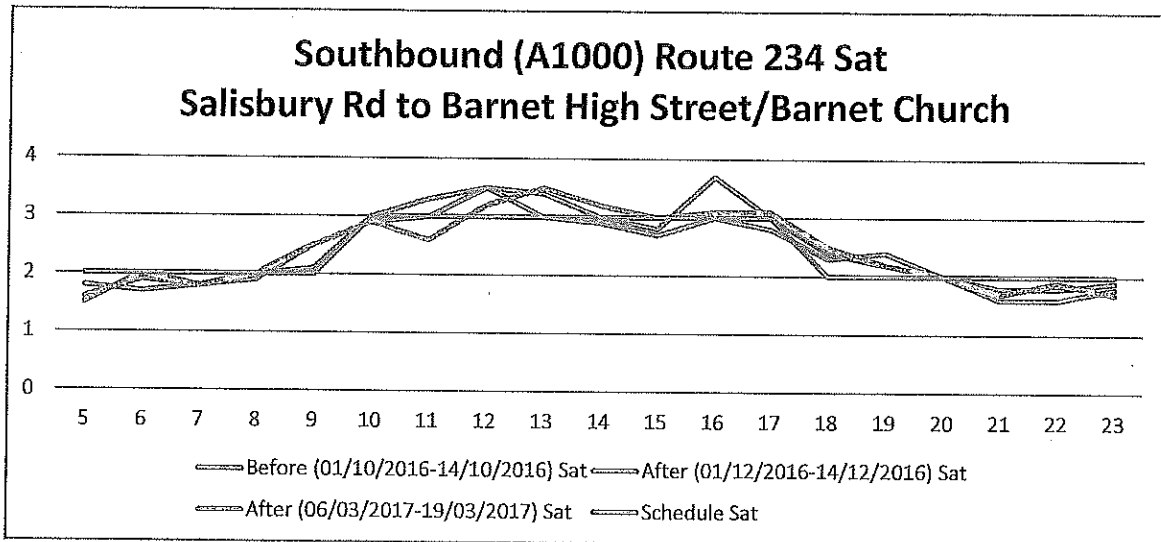
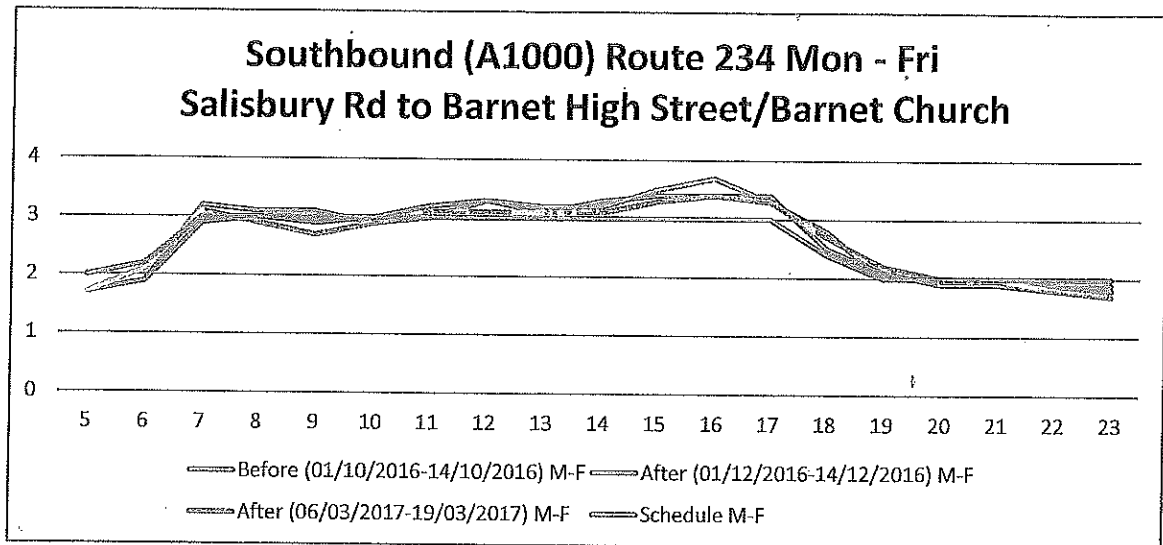
Appendix A - Bus journey Time Graphs



Appendix A - Bus journey Time Graphs



Appendix A - Bus journey Time Graphs



Appendix B – Summary of traffic count data before and after introduction of banned turns at A1000 j/w Wood Street

Union Street (one way section)				
	Before Tues 20/03/2012	After Thur 08/12/2016	After Tues 09/05/2017	After Thur 11/05/2017
07:30-09:30	176	195	218	210
% change		11%	24%	19%
12:00-14:00	247	268	276	264
% change		9%	12%	7%
1600-1800	295	273	273	284
% change		-7%	-7%	-4%
Aggregate	718	736	767	758
		3%	7%	6%

Salisbury Road (one way)			
	Before Tues 20/03/2012	After Thur 04/05/2017	After Tues 09/05/2017
07:30-09:30	482	507	514
% change		5%	7%
12:00-14:00	275	341	352
% change		24%	28%
1600-1800	374	447	419
% change		20%	12%
Aggregate	1131	1295	1285
		15%	14%

Stapylton Road				
	After Thurs 04/05/2017		After Tues 09/05/2017	
	Southbound	Northbound	Southbound	Northbound
07:30-09:30	835	849	642	710
12:00-14:00	732	716	690	658
16:00-18:00	694	982	791	899
Aggregate	2261	2547	2123	2267

* Note no before data for this location

Moxon Street						
	Before Tues 20/03/2012		After Thurs 04/05/2017		After Tues 09/05/2017	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
07:30-09:30	159	107	179	156	173	161
% change			13%	46%	9%	50%
12:00-14:00	123	132	121	164	101	187
% change			-2%	24%	-18%	42%
1600-1800	98	200	103	191	132	255
% change			5%	-5%	35%	28%
Aggregate	380	439	403	511	406	603
% change			6%	16%	7%	37%

Park Road						
	Before Tues 20/03/2012		After Thurs 04/05/2017		After Tues 09/05/2017	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
07:30-09:30	168	117	224	144	198	111
% change			33%	23%	18%	-5%
12:00-14:00	145	141	196	170	235	156
% change			35%	21%	62%	11%
1600-1800	161	211	222	133	201	155*
% change			38%	-37%	25%	-27%*
Aggregate	474	469	642	447	634	422
% change			35%	-5%	34%	-10%

*Note missing data last 15 mins

Fitzjohn Avenue						
	Before Tues 20/03/2012		After Thurs 04/05/2017		After Tues 09/05/2017	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
07:30-09:30	21	9	182	140	224	180
% change			767%	567%	967%	757%
12:00-14:00	17	16	83	81	145	132
% change			388%	376%	753%	676%
1600-1800	9	21	167	207	201	220
% change			1756%	2200%	2133%	2344%
Aggregate	47	46	432	428	570	532
% change			819%	811%	1113%	1032%

	From Wood St		From A1000 High Street (north)		From A1000 High Street (south)			
	Before Tues 20/03/2012	After 08/12/2016	Before 20/03/2012	After 08/12/2016	Before 20/03/2012	After 08/12/2016	Before 20/03/2012	After 08/12/2016
	Ahead to High Street (south)	To High Street (south) inc u-turn	Ahead to High Street (south)	To High Street (south)	To Wood Street U-turn	To Wood Street (inc u-turn)	To High Street (north)	To High Street (north)
0730-0930	962	865	1025	827	1085	1016	1201	1072
1200-1400	864	874	902	847	811	825	942	932
1600-1730	1029	998	1100	1000	933	0	1083	0
Aggregate	2855	2737	3027	2674	2829	1841	3226	2004

Appendix C: Summary of comments from Ward Members, Members of the public and local MP about operation of the scheme

Ward member comments

Cllr Wendy Prentice: It is total mayhem trying to get through Barnet High Street in the mornings, I have had so many complaints

Cllr Bridget Perry: The whole of High Barnet was gridlocked this morning. It took me 1 full hour to get three streets from Sebright Road to Union Street

Cllr Perry: Both Cllr Prentice and Myself were besieged by irate constituents complaining about this obstruction. There has never been a problem at this junction.

Cllr Tim Roberts: Closure is a matter of concern for many local residents who cannot now access the High Street from Wood Street as they have been able to do in the past

Correspondence received from members of the public	
Barnet address (Yes/No/Unknown)	Summary of enquiry
Unknown	Objects to the possible permanent closure in Wood street EN5. Does not believe that the road is designed to take this sort of congestion and believes it will create a lot of issues
No	Will the left turn be restored?
Unknown	Is the restriction permanent or temporary – route planning using SatNavs is affected
Unknown	Why is closure in place?
Unknown	What the reason for blocking the left turn from Wood Street into the High Street is, this is not helping local trade or traffic at all
Yes	Increased traffic, congestion and idling vehicles in Salisbury Road.
Yes	Road changes seem to have created a very bad traffic hotspot
Yes	Travel time for car trip (with disabled passenger) from the west side of the town into the town centre increased from 10 minutes to up to 45 minutes
Unknown	Cars are diverting along Alston Road, Stapylton Road and The Drive which are residential, have limited pedestrian crossings and are used by many children
Yes	Requesting information about the trial. There was not in my experience 'light use' of the junction in either of the temporarily banned directions.
Unknown	As Union street is so narrow (especially by the side of the Black Horse pub) and with the much increased volume of traffic, cars are regularly having to mount the pavement to get past coaches/lorries/vans. This part of the road can barely accommodate two cars passing each other. There are also problems when coaches/lorries are driving down union street by the residential parking bays, as once again, there isn't always room to get a large vehicle and smaller vehicle past each other.
Unknown	Enquiry about sign indicating High Street to be pedestrianized and asking when this will occur. [Possible misinterpretation of signs related to closure of left turn]

Post-trial Comment from Theresa Villiers MP:

I very much welcomed the removal of barriers to prevent a right turn out of the High Street into Wood Street, and vice versa, at the junction by St John the Baptist Church in High Barnet.

I gather there is a suggestion that a consultation should take place on whether to re-impose these turning restrictions. I would urge the Council not to do this. It seemed to me to be clear that the majority of residents did not support the turning restrictions. Nor was there any sign that these restrictions improved traffic flow.

I would be grateful if you could take this into account in your decision on the future of the scheme which was recently trialled.

KEY:

ALL EXISTING CAMPAIGNARY MARKINGS WITHIN THE EXTENTS OF THE TRADING TO BE RETAINED

- EXISTING FOOTWAY
- EXISTING CURBWAY
- EXISTING PAVED ISLAND
- EXISTING BUILDING
- EXISTING LANDSCAPE
- PROPOSED FOOTWAY
- PROPOSED LANDSCAPE
- PROPOSED TRAFFIC ISLAND



TYPICAL SHAPE OF SIGN RULE
SIGN AT WOOD STREET /
WOOD STREET JUNCTION
(SEE 1:500 SCALE & 0.5m (165ft))

NOTE:
ALL FEATURES ARE SHOWN AT SUITABLE LOCATIONS AND ARE BE SUBJECT TO CHANGE FOLLOWING SCOPE OF STUDY, RESPONSES TO CONSULTATION RESPONSES AND REVISED DESIGN

WARNING: USUALLY TO ALL PROPOSED SIGNS TO BE MONITORED AT APPROPRIATE POINTS TO ENSURE SIGNS ARE CLEARLY VISIBLE ABOVE EXISTING SIGNS AND ENSURE THEY ALSO DO NOT RESTRICT FORWARD VISIBILITY TO SUITABLE SIGNAL SIGNS

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PROJECT: CHIPPING BARNET, A1000

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PROJECT: CHIPPING BARNET, A1000

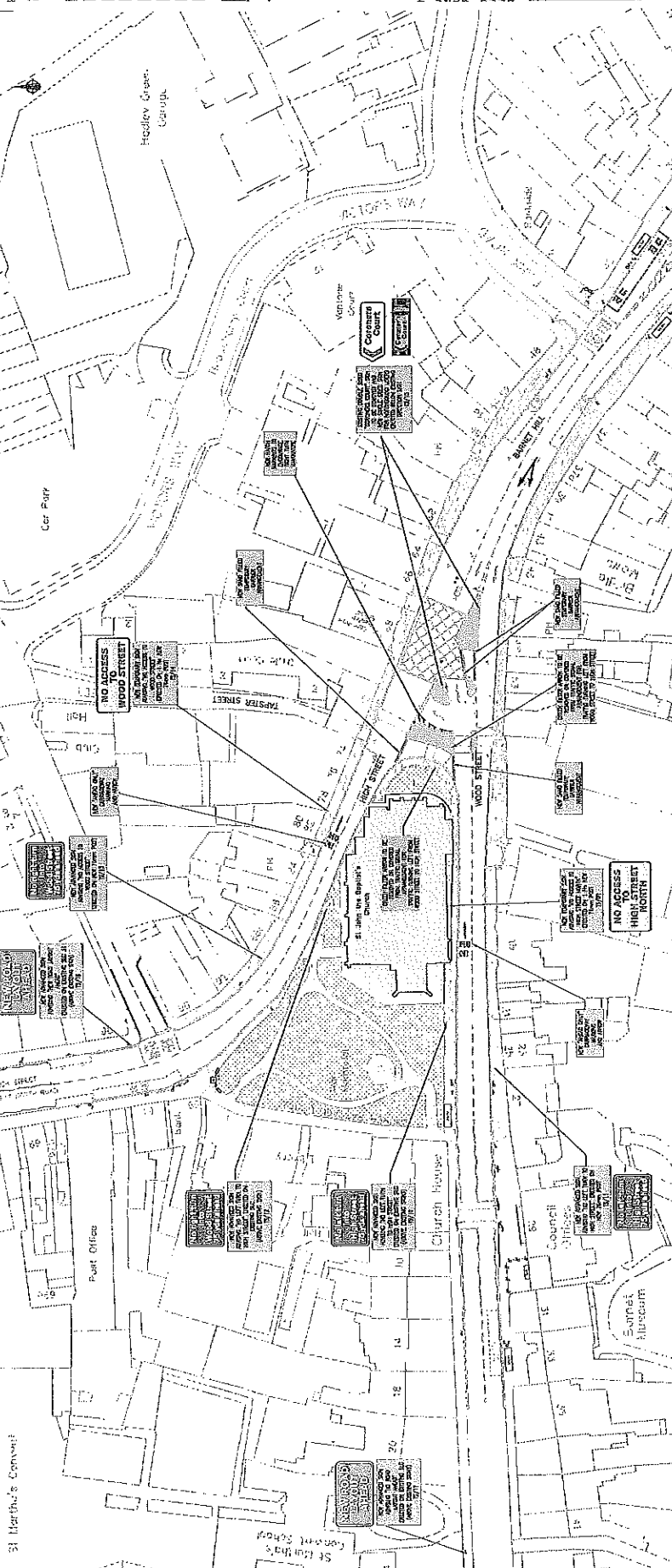
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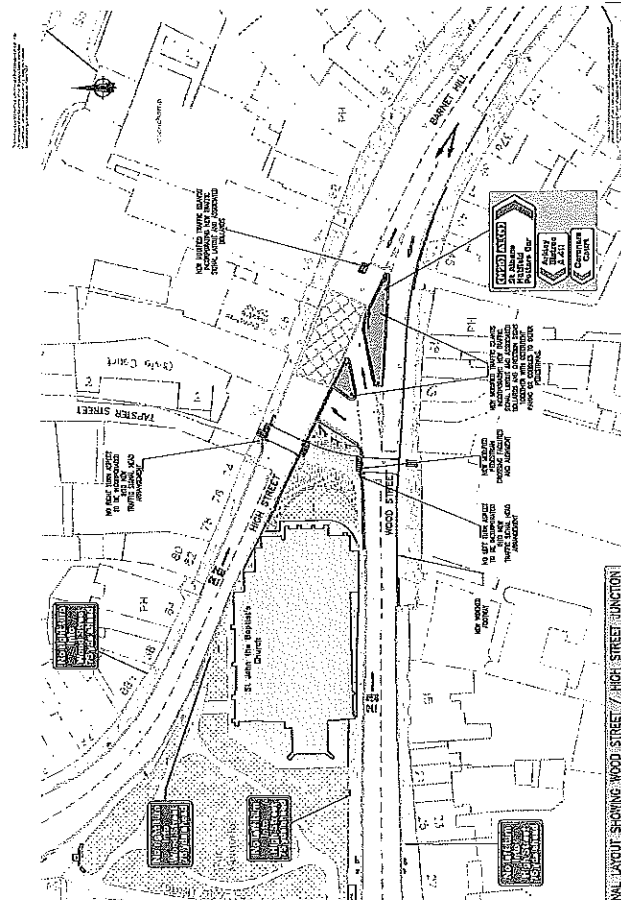
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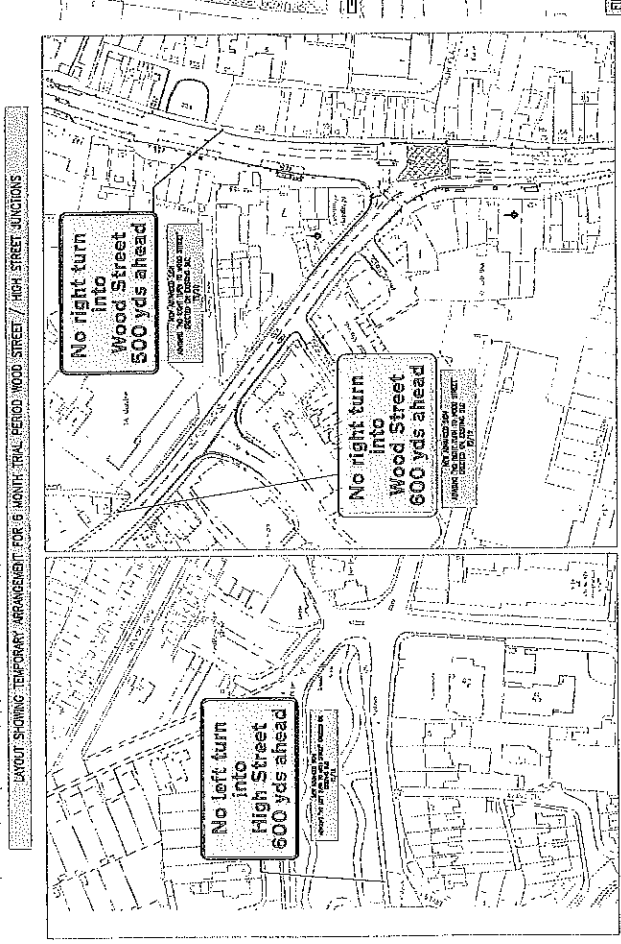
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LAYOUT SHOWING TEMPORARY ARRANGEMENT FOR 8 MONTHS, TRAIL HEAD, WOOD STREET / HIGH STREET JUNCTIONS



FINAL LAYOUT SHOWING WOOD STREET / HIGH STREET JUNCTION



LAYOUT SHOWING TEMPORARY ARRANGEMENT FOR 8 MONTHS, TRAIL HEAD, WOOD STREET / HIGH STREET JUNCTIONS

CHIPPING BARNET, A1000
WOOD STREET JUNCTION IMPROVEMENT
PARK ROAD, PROHIBITION OF RIGHT TURN

PRELIMINARY DESIGN
SHOWING TEMPORARY LAYOUT AND
FINAL LAYOUTS

Scale: A1
Sheet: 1/500
Date: 01/11/2015

Project No: CS83346
Client: CHIPPING BARNET, A1000

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