

	<h2>Chipping Barnet Area Committee</h2> <h3>17 July 2017</h3>
<p style="text-align: right;">Title</p>	<p>Hadley Green and Hadley Highstone, EN5</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>High Barnet</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/001188-02-100-01 Appendix 2 – Three year summary of accidents Appendix 3 – Speed data</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 Hadley Green and Hadley Highstone and towards the borough boundary with the county of Hertfordshire.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Chipping Barnet Area Committee notes the review of the Hadley Green and Hadley Highstone, EN5 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

<p>recommended measures as set out in this report and detailed in paragraph 1.10 and as shown on drawing No. BC/1188-02-100-01</p>
<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 proposals 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 Hadley Green and Hadley Highstone. Hadley Highstone residents feel a strong sense of community and strongly favour walking as a means of utilising local facilities. It was felt that excessive speeds contributed to the difficulty for pedestrians crossing Hadley Highstone.
- 1.2 A petition was reported to the 22 March 2017 Chipping Barnet Residents Forum calling for *'the Council to adopt a 20mph speed limit with pedestrian refuges along Hadley Green and Hadley Highstone in order to establish a safer, healthier environment'*.
- 1.3 The lead petitioner presented the petition of 313 signatures to the Forum, stating that vehicles travel through Hadley Green and Hadley Highstone at speeds in excess of the legal limit and has potential for a conflict with pedestrians. Appendix 2 illustrates the accident data for the most recent 3 year period.
- 1.4 It was also noted that the road markings on Hadley Green Road as it merges with Dury Road could be misleading as traffic may appear to be heading to the junction mouth when in fact it is travelling straight towards Dury Road.
- 1.5 Hadley Green and Highstone is served by the numbers 84 and 626 buses, which have also been observed speeding.

- 1.6 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 the Committee agrees the expenditure of £1500 from the CIL Infrastructure budget for the Chipping Barnet Area Committee for a feasibility study and speed and volume counts to be carried out on Hadley Green and Highstone.
- 1.7 A site visit was undertaken with the lead petitioner and resident and the following noted:
- Traffic travelling south on Barnet Road towards Hadley Highstone, appears not to observe the speed limit change from 40mph to 30mph;
 - Signage informing drivers that they were no longer in Hertfordshire but were now in London Borough of Barnet was in poor repair;
 - A vehicles was observed ignoring the 'NO ENTRY' Road markings on Kitts End Road.
 - There is a central reservation used as a crossing point by pedestrians especially outside the Memorial Hall.
 - Road markings at the junction of Hadley Green Road where it meets Dury Road are misleading.
 - Traffic is vigorous and free flowing especially the morning and afternoon peaks.
 - There is a fixed speed camera on Barnet Road south of the borough boundary with Hertfordshire
- 1.8 The Personal Injury Accident Data (PIA) for the latest three year period have been analysed, 7 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.
- 1.9 Appendix 3 details speed survey data on Hadley Highstone for 6 months in the northerly direction and 3 months in the southerly direction.
- 1.10 The initial investigations and the site visit indicated that overall it would benefit pedestrians to:
- Install a 'Gateway' telling drivers they were now in the London Borough of Barnet and that Hadley Highstone welcomed careful drivers.
 - Dragons teeth road markings at the boundary to emphasise the speed limit;
 - Additional 'SLOW' road markings along Barnet Road and Hadley Highstone;
 - Install a pedestrian crossing point outside the Memorial Hall with dropped kerbs and tactile paving and utilising part of the central reservation as a pedestrian refuge also with tactile paving flush with the carriageway;
 - Additional sign and post at Kitts End Road emphasising the 'NO ENTRY' road marking;
 - Formalise the junction road markings on Hadley Green Road where it meets Dury Road

- Proposals are illustrated on drawing BC/001188_02-100-01 Appendix 1.

1.11 Metroline Potters Bar Garage have been contacted concerning speeding buses during the evenings, with TfL customer Services also alerted, the complaint will be logged by TfL and will be escalated to their performance account manager if the speeding issues with safety concerns are not resolved.

2 REASONS FOR RECOMMENDATIONS

2.1 The measures illustrated in Appendix 1 are recommended as speeding and high volumes of traffic on Hadley Green and Hadley Highstone are perceived to pose a problem for pedestrians especially children coming from dance classes at Hadley Memorial Hall.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1.1 The Council agreed at a Cabinet meeting in April 2014 that 20mph limits and zones would only be considered near schools. There are no schools in the vicinity of Hadley Highstone which therefore does not meet the current criteria for 20mph limit and zones.

3.1.2 A petition on behalf of Hadley Commoners Association was submitted to the 5 July 2017 at the Chipping Barnet Residents Forum stating '*I have been a Hadley Common resident for 50 years and consider it a ridiculous, unnecessary and unenforceable proposal just when the rest of London is dispensing with these zones*'. This petition supports the recommendation not to proceed with a 20 mph zone in this location.

3.2 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.

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 boundary gateway signage and illuminated 'NO ENTRY' sign and post 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 public 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)

Appendix 3.

We have 6 months data for Hadley Highstone in the northbound direction

	Average speed (mph)	85 th percentile speed (mph)
11.11.16 to 14.01.17	28.2	33.7
22.01.17 to 27.03.17	28.1	33.7
27.03.17 to 06.05.17	28.7	34.0

We only have 2 months in the southbound direction:

08.03.17 to 11.05.17 - average speed 24.5mph and 85th percentile speed 30mph.