

	<p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">14 November 2017</p>
<p style="text-align: right;">Title</p>	<p>Village Road, N3 - Feasibility Study</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for 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: BC/001257-01-DESIGN-01 BC/001257-01-DESIGN-02</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the results of a feasibility study which involves investigating measures to reduce traffic problems on Village Road, N3 and it puts forward two Options for consideration to address the concerns at this location.</p>

<h2>Recommendations</h2>
<p>1. That the Finchley and Golders Green Area Committee note the review of the improvements on Village Road, N3 as outlined in this report and the appendices to this report and depicted on drawings BC/001257-01-DESIGN-01 & BC/001257-01-DESIGN-02.</p>
<p>2. That the Finchley and Golders Green Area Committee approve the Officer preferred Option 1 – Road markings and provision of two vehicle activated</p>

signs to be progressed to detailed design, as outlined in Appendix 1.
3. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a consultation on the preferred Option.
4. That subject to no objections being received to the consultation, referred to in recommendation 2, the Finchley and Golders Green Area Committee instruct the Strategic Director for Environment to introduce the approved proposal.
5. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed proposal 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 of £20,350 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved Option.

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Finchley and Golders Green Area Committee on the 2 August 2017, Councillor Daniel Thomas introduced his application for Community Infrastructure Levy (CIL) Funding, to look at Options for addressing problems arising from heavy traffic around Village Road, N3.
- 1.2 Following discussion of the item, the Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:
- 'To approve a feasibility study at a cost of £5,000 to look at potential solutions to address the issues.'*
- 1.3 This report is therefore needed to investigate Options to address the traffic problems on Village Road.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This particular approach to prioritise traffic improvements is informed by i) site observations and discussions with local residents, and ii) speed survey data.
- 2.2 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data to 31 October 2016. This is the latest data that was available from the police and the 2016 data is provisional and subject to change. According to the data, there were no accidents in the last 60 months. The last recorded collision in Village Road dates back to 18 December 1990.
- 2.3 Village Road is currently subject to a 20mph speed limit and does not serve any bus routes. A traffic speed survey was conducted from 14 September 2017 to 20 September 2017 on the northern end of Village Road (Site 1) and on Hendon Avenue (Site 2).

The figures in the tables below indicate the 24 hour mean and 85th percentile (free flow) speeds for each day at both locations.

Table 1 – Speed Data (Site 1)

Date	Northbound		Southbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
14/09/2017	19.5	15.7	20.1	16.2
15/09/2017	19.5	15.9	19.2	16.1
16/09/2017	20.6	16.1	20.4	16.4
17/09/2017	19.9	16.5	20.6	16.3
18/09/2017	19.2	15.6	19.0	15.5
19/09/2017	20.1	16.2	20.4	16.2
20/09/2017	19.5	15.7	19.9	15.4

Table 2 – Speed Data (Site 2)

Date	Eastbound		Westbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
14/09/2017	23.0	18.4	22.8	19.3
15/09/2017	22.6	19.4	23.9	19.6
16/09/2017	20.8	18.0	23.5	20.2
17/09/2017	22.6	18.7	23.3	19.4
18/09/2017	23.5	19.2	24.4	19.7
19/09/2017	24.2	19.4	25.3	20.2
20/09/2017	23.7	19.1	24.4	19.7

- 2.4 As shown in the tables above, the vehicle speeds are appropriate for a 20mph speed limit as per the Department of Transport (DfT) recommended threshold of 24mph for implementing a 20mph speed limit.
- 2.5 Following the site survey, discussion with residents and a review of the vehicle movements, two Options to address traffic problems on Village Road have been developed, which are summarised in table 3 below:

Table 3 – Design Options

Option	Summary
	This Option involves refreshing the existing road markings on the northern

<p style="text-align: center;">Option 1 BC/001257_01-DESIGN-01</p>	<p>end of Village Road.</p> <p>It also involves providing a vehicle activated sign ('Bend Ahead') on the westbound approach to Village road and a vehicle activated sign ('20 SLOW DOWN') on the northbound approach to Village Road.</p> <p>In addition, the damaged timber bollards on Village Road are to be replaced to discourage illegal parking on the grass verge and the damaged grass verge is to be repaired.</p>
<p style="text-align: center;">Option 2 BC/001257_01-DESIGN-02</p>	<p>This Option involves refreshing the existing road markings on the northern end of Village Road.</p> <p>It also involves providing a vehicle activated sign ('Bend Ahead') on the westbound approach to Village road and a vehicle activated sign ('20 SLOW DOWN') on the northbound approach to Village Road.</p> <p>In addition, cobbled paving setts along certain sections are to be provided to replace part of the grass verge. The damaged timber bollards on Village Road are to be replaced to discourage illegal parking on the grass verge.</p>

- 2.6 The above Options have been reviewed on site by officers and Option 1 which is detailed on drawing BC/001257_01-DESIGN-01 is the preferred Option.
- 2.7 Option 2 which is detailed on drawing BC/001257_01-DESIGN-02 is not recommended as Village Road is located in a conservation area (Finchley Garden Village). In order to preserve the special character and appearance, providing cobbled edging to replace sections of the green is not recommended.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 In addition to the two Options set out above, the only other Option at this stage is not to proceed with any of the proposed improvements; however this will not address the original concern raised by residents regarding traffic problems on Village Road.
- 3.2 Option 1 is the preferred Option and Option 2 is not recommended.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved and subject to funding being approved, detailed design would be undertaken. Ward members and residents living in close proximity to Village Road, N3 would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

- 5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

- 5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate as shown in Table 4 and 5 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 4 –Cost Estimate Option 1

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, safety audits etc.)	£ 4 000
Build Cost	£14 500

Sub-TOTAL	£18 500
Implementation & post implementation fee @ 10%	£1 850
GRAND TOTAL	£20 350

Table 5 –Cost Estimate Option 2

Activity	Estimated costs
Detailed Design (Includes advertising, safety audits etc.)	£ 4 000
Build Cost	£20 500
Sub-TOTAL	£24 500
Implementation & post implementation fee @ 10%	£2 450
GRAND TOTAL	£26 950

- 5.2.2 The estimated cost of installing the recommended Option 1 is £20,350 and is requested from the Area Committee budget.
- 5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £58,554. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £70,921 minus items agreed at previous Committee meetings.
- 5.2.4 The maximum that can be approved from the CIL Area Committee budget is £25,000.
- 5.2.5 The Committee should note that Option 2 is above the maximum budget for the Area Committee CIL funding of £25,000. Therefore, if recommended, Option 2 cannot be fully funded by the Area Committee and would need to be prioritised in the 2018/19 Local Implementation Plan (LIP) Budget.

5.3 Social Value

- 5.3.1 As procurement is via existing term or framework agreements, there are no relevant social value considerations in relation to this work.

5.4 Legal and Constitutional References

- 5.4.1 The Council's constitution, In Article 7, states that Area Committees: "In relation to the area covered has responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees".

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 Equality Act 2010 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 public consultation will be carried out on the proposals and details of the proposals will also be outlined on the council's website.

5.8 Insight

- 5.8.1 The proposals have been informed by through the analysis of personal injury accident data, speed surveys and on site observations of the issues.

6. BACKGROUND PAPERS

- 6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 2 AUGUST 2017

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