

	<p style="text-align: center;"><b>Finchley and Golders Green Area Committee</b></p> <p style="text-align: center;"><b>14 November 2017</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Leslie Road/ Leopold Road – Request for One-Way and 20 mph</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>East Finchley</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p><b>Appendix 1- Design Drawing:</b> BC/000742_03-DESIGN-01</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake- Strategic Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p>

### Summary

The aim of this report is to detail the results of a feasibility study which involves investigating measures to improve road safety on Leopold Road and Leslie Road such as introducing a one way system, reducing the speed limit to 20mph and providing 'Keep Clear' road markings at the junction with the High Road.

## **Recommendations**

- 1. That the Finchley and Golders Green Committee note the review of the one-way system on Leslie Road and Leopold Road as set out in this report and shown on drawing BC/000742\_03-DESIGN-01.**
- 2. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a statutory consultation.**
- 3. That subject to no objections being received to the statutory consultation, referred to in recommendation 2, the Finchley and Golders Green Area Committee instruct the Strategic Director for Environment to introduce the approved proposal.**
- 4. 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 2, 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.**
- 5. That the Finchley and Golders Green Committee agree to allocate the funding of £12,650 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 proposal.**

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 An informal consultation was carried out in September/ October 2016 with local residents regarding proposals to extend the East Finchley Controlled Parking Zone (CPZ) into Leslie Road and Leopold Road N2.
- 1.2 Having considered the results of the parking consultation, it was decided that a CPZ would not be pursued on these roads.
- 1.3 However, as part of the consultation a number of other non parking issues were raised by the respondents including requests to reduce the speed to 20mph and to introduce a one-way system on Leslie Road and Leopold Road.
- 1.4 It should also be noted that a petition co-signed by 56 households, requesting for the roads to be made one-way and for a 20mph speed limit to be introduced, was reported to the Finchley and Golders Green Area Committee in October 2016.
- 1.5 Following the petition, and with local member support, the Finchley and Golders Green Committee discussed the options for reducing the speed limit to 20mph and introducing a one-way system during the Committee Meeting on the 27 April 2017.
- 1.6 Following discussion of the item and having considered the petition, the committee therefore resolved:
  - 1) To authorise the Commissioning Director for Environment and his officers to undertake a feasibility study on the possible introduction of a 20mph

limit and one-way traffic system on Leslie Road and Leopold Road N2 and to report the findings of that study to a future meeting of this Committee.

- 2) To authorise the Commissioning Director for Environment and his officers to draw up alternative waiting restriction proposals in discussion with East Finchley ward councillors, and to report back to a future meeting of this Committee.

- 1.7 This report is therefore required to investigate the feasibility of introducing a 20mph speed limit and a one-way traffic system with a view to addressing the issues of vehicle conflicts which often result in 'stand-off' situations on Leslie Road and Leopold Road N2.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 This particular approach is informed by i) site observations, and ii) vehicle and speed survey data.
- 2.2 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data from 31 October 2016. This is the latest data available from the police; the 2016 data is provisional and subject to change. According to the data, there were a limited number of accidents (five accidents in total all coded as slight).

**Table 1 – Summary of the Personal Injury Accident Data**

<b>Date</b>	<b>Summary</b>
December 2011	V1 pulled out, and turned right across path of V2 causing collision.
December 2013	V2 turned right as V1 went to overtake, causing collision. V1 then hit a traffic island.
December 2013	V2 changed lane to right and braked hard in front of V1. V1 then braked hard and flipped into rear of V2.
December 2013	V1 collided with rear of static V2.
December 2015	V1 turned right across path of V2.

- 2.3 Whilst five accidents have been recorded (four at the junction with Leopold Road and High Road and one at the junction with Leslie Road and High Road), none of the accidents were directly related to high vehicle speeds. It should be noted that four out of the five accidents involved powered two wheelers.

- 2.4 Leslie Road and Leopold Road are both currently subject to a 30mph speed limit and there is not a bus route on either road. A traffic speed survey was conducted from 19<sup>th</sup> to 26<sup>th</sup> June 2017 on both roads. The figures in table 2 below indicate the 24 hour mean and 85<sup>th</sup> percentile (free flow) speeds for each day.

**Table 2 – Speed Data**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
19/06/2017	25.4	20.6	24.0	18.9
20/06/2017	25.6	20.1	23.5	18.9
21/06/2017	25.6	20.5	24.2	19.4
22/06/2017	25.8	20.9	23.3	18.4
23/06/2017	25.9	21.0	23.8	18.9
24/06/2017	25.4	20.3	23.7	19.0
25/06/2017	25.2	20.7	24.2	19.3

- 2.5 The Council agreed at a Cabinet meeting in April 2014 that 20mph limits and zones would only be considered near schools. Martin Primary School is located in the vicinity of Leslie Road/Leopold Road and has recently requested a 20mph zone on Leopold and Leslie Road as part of their School Travel Plan.
- 2.6 Following the site survey, accident analysis and a review of the vehicle movements, proposals to introduce a one-way traffic system and 20mph zone on Leslie Road and Leopold Road have been developed.
- 2.7 The proposals involve converting Leslie Road to one-way in a south-westbound direction and continuing onto Leopold Road in a one-way north-eastbound direction with entry into Leslie Road from Church Lane prohibited.
- 2.8 It is proposed to convert Leslie Road and Leopold Road to a 20mph zone. 20mph zone terminal signs will be mounted on new posts facing traffic heading in a southwest direction on Leslie Road, the 30mph terminal signs on Leslie Road facing traffic heading in a southeast direction are to be removed and replaced with no entry signs, and 'End of 20mph zone' signs are to be provided on Leopold Road facing traffic heading in a northeast direction.
- 2.9 Also, in order to address the collisions involving powered two wheelers on the High Road junction with Leslie Road, "KEEP CLEAR" markings have been proposed to improve the inter-visibility at the junction. The proposals are shown in BC/000742\_03-DESIGN-01.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

3.1 In addition to the Option set out above, the only other Option at this stage is not to proceed with the proposed improvements; however this will not address the original concerns raised by residents on Leslie Road and Leopold Road.

#### 4. POST DECISION IMPLEMENTATION

4.1 Once the recommendation is approved, detailed design would be undertaken. Statutory consultation will be carried out 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 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 for the proposals as shown below in Table 4, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 3 –Cost Estimates**

Activity	Estimated costs
Detailed Design (Includes statutory processes, STATS searches, advertising, public consultation, safety audits etc.)	£4 000
Build Cost	£7 500
Sub-TOTAL	£11 500
Implementation & post implementation fee @ 10%	£ 1 150
<b>GRAND TOTAL</b>	<b>£12 650</b>

5.2.2 Procurement of the works should be via the existing London Highways Alliance Contract (LOHAC) and the Council's Street Lighting provider as appropriate.

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.

### 5.3 **Social Value**

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations related to their work.

### 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 an obligation on local traffic 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.

5.4.4 CIL is a planning charge that was introduced by the Planning Act 2008 to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations").

5.4.5 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

5.4.6 Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with

addressing the demands that development places on an area.

5.4.7 As a result of this, 15% of the CIL budget is allocated to the Area Committee.

## 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

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.

Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.

The proposals in this report are not expected to disproportionately disadvantage individual members of the community.

It is considered that the Council has met its public sector equalities duty in considering these issues

## 5.7 Consultation and Engagement

5.7.1 A public consultation will be carried out on the proposals and details of the proposals will be outlined on the council's website.

## 5.8 Insight

5.8.1 The proposals have been informed by site and speed surveys in the study area.

## **6. BACKGROUND PAPERS**

- 6.1 Leslie Road and Leopold Road, N2- Results of Parking Consultation 27<sup>th</sup> April 2017  
<https://barnet.moderngov.co.uk/documents/s39392/Leslie%20Road%20and%20Leopold%20Road%20N2%20Results%20of%20Parking%20Consultation.pdf>
- 6.2 Decisions of Finchley and Golders Green Area Committee 27<sup>th</sup> April 2017  
<https://barnet.moderngov.co.uk/documents/g9313/Printed%20minutes%2027th-Apr-2017%2018.30%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>