

	<p><b>Finchley and Golders Green Area Committee</b></p> <p><b>14 Novemeber 2017</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Links View – Dollis Road, N3 – Road Safety Improvements</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>West Finchley, Finchley Church End</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>Appendix 1. General Layout. Drawing number BC/001030-03-100-01 Appendix 2. Accident Summary Appendix 3. Summary of Objections</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Therese Addison <a href="mailto:highways.correspondence@barnet.gov.uk">highways.correspondence@barnet.gov.uk</a></p>

<h2>Summary</h2>
<p>A proposal was developed to introduce traffic calming measures in Dollis Road and to improve the visibility for vehicles exiting Links View onto Dollis Road. Statutory consultation has been undertaken and this report summarises the objections and comments received to the proposal, and to determine whether the proposals should be introduced or not, and if so, with or without modification.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> <li>1. That the Finchley and Golders Green Committee agree to allocate the funding of £20,000 CIL from this year’s CIL Area Committee budget, having considered the objections as set out in Appendix 3 attached, received to the statutory consultation on the proposals outlined in this report, authorise the Strategic Director for Environment to instruct Officers to proceed with the scheme, as per the</li> </ol>

original proposal shown in the consultation drawing No. C2016\_BC/001030-03-100-01, but to remove the cutting back of bushes and re-siting of the road name plate as these are the property of Links View Management Co Ltd who have agreed to undertake any necessary works themselves.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to highlight the responses received to the statutory consultation carried out in relation to the installation of five sets of speed cushions on Dollis Road N3.
- 1.2 This scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and local schools and for those who make use of pedestrian footways.
- 1.3 A petition was reported to the 26 October 2016 Finchley and Golders Green Area Committee which highlighted road safety issues for pedestrians crossing Dollis Road and vehicles entering/exiting Links View. The lead petitioner requested a site visit with officers and residents in order for discussions to take place.
- 1.4 At this meeting, it was unanimously RESOLVED that:  
*In addition to the funding remaining from Crescent Road issues, up to £5000 for a feasibility study to take place to address three issues. The three issues are safety of traffic emerging from Links View, speeding in Dollis Road and the need for a crossing on Dollis Road near to its junction with Crescent Road.*
- 1.5 The Committee unanimously agreed that the Strategic Director for Environment to instruct Officers to visit Links View Road and update members of the Committee.
- 1.6 A site visit was undertaken on Thursday 9 March 2017, attended by Officers, the lead petitioner, concerned residents, Councillor Houston and Councillor Tierney. The following was noted:
  - High volumes of traffic on Dollis Road;
  - Traffic is vigorous and free flowing in both directions;
  - No formal or informal crossing points for pedestrians;
  - Dollis Road is a bus route (382);
  - Poor visibility for vehicles exiting and entering Links View;
  - Part on footway parking on both sides of Dollis Road;
  - Dollis Road is part of the CE CPZ Monday – Friday 2pm – 3pm.
- 1.7 According to the Personal Injury Accidents Data for the latest 3 year period, there were 9 Personal Injury Accidents (PIA's) between 31 August 2011 and 31 August 2016. All accidents were classified as '**slight**' and are summarised in Appendix 2.

- 1.8 Based on site visit observations, drawing **BC/001030-03-100-01** shows the proposed layout including the following measures:

***Feasibility Design Proposals***

- a) A series of traffic calming speed cushions on Dollis Road commencing from its junction with Crescent Road and extending west beyond its junction with Gordon Road for a distance of 350 meters.
  - b) Road hump warning signs with supplementary distance plate to warn drivers of speed cushions on Dollis Road.
  - c) An additional Vehicle Activated Sign (VAS) mounted on existing lighting column outside 60-62 Dollis Road.
  - d) Re-mark junction road markings on Links View at its junction with Dollis Road, bringing the 'give way' line forward to the outer edge of the existing islands in order to improve visibility issues.
  - e) New traffic sign 'Side Road Ahead' on right to alert vehicles of traffic entering/exiting Links View.
  - f) Existing foliage to be cut back on both corners of Links View.
  - g) New tactile paving and dropped kerbs on each corner of Links View.
  - h) Existing road name plate to be repositioned to the back of the boundary splay.
- 1.9 The Committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:
- 'That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:*
- 'Generally this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required'.*
- 1.10 Ward Members at the site meeting were in favour of the implementation of vertical traffic calming measures.
- 1.11 Options were reported to the Finchley and Golders Green Area Committee on 2 August 2017. It was resolved that the Committee agree to implement the safety scheme on links View and Dollis Road N3, which included the vertical measures. The Committee agree that if any objections are received as a result

of the statutory consultation, the Strategic Director for Environment will, in consultation with ward members consider and determine whether the agreed option should be implemented or not, and if so , with or without modification.

1.12 The Committee agreed to allocate the funding for the agreed option (CIL from this year's CIL Area Committee budget) of £20,000 to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the agreed option.

1.13 A public consultation was undertaken on the scheme between 21 September and 20 October 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (raised traffic calming measures) and a letter and plan distributed to 212 properties in and near the affected roads inviting comments or objections, of these 5 returned a negative opinion and 5 returned endorsements.

1.14 Only 10 responses to the public consultation were received. Of the responses:

- Four were concerned at the possible increase in noise pollution and vibration due to vehicles slowing down and then accelerating between the speed cushions.
- Three pointed out that the signage and foliage at Links View belonged to the Links View Property Management Co. Ltd.
- 5 others were in favour of the scheme some with additional comments regarding the desired removal of parking bays on Dollis Road close to the junction with Links View.

1.15 The concerns are set out in more detail in **Appendix 3**. Having considered all the representations received, it is recommended that the project proceed, with or without modifications as it has obvious benefits for residents, vehicles and local schools as well as all those who use the footway including vulnerable pedestrians.

## 2. REASONS FOR DECISIONS

2.1 The proposal is recommended as the scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and schools and for those who make use of the pedestrian footways. The objections to the scheme are not considered to outweigh the benefits of addressing concerns relating to speeding traffic on Dollis Road. Responses have highlighted the desire for traffic calming speed cushions.

## 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The alternative option would be as above (paragraph 1.8), but without the inclusion of traffic calming speed cushions. Although this would be beneficial to Links View, it would have no speed reducing impact on Dollis Road.

3.2 An alternative option would be not to progress with the measures but this would not address the concerns raised by residents.

#### 4. **POST DECISION IMPLEMENTATION**

4.1 Once the decision is approved detailed design will be completed and residents of the affected properties and Ward Councillors will be advised of the outcome of the decision and the measures will be implemented during the 2017/2018 financial year.

#### 5. **IMPLICATIONS OF DECISION**

##### 5.1 **Corporate Priorities and Performance**

The proposals here will particularly assist 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. 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 Council funding of £5,000 was agreed from the Finchley and Golders Green Area Budget in October 2016 to carry out the initial review of Links View preliminary design and layout proposals.

5.2.2 The estimated implementation cost for the recommendations is £20,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest 1). The costing will be funded from the 2017/2018 CIL Funding for the Finchley and Golders Green Area Committee.

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 work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

##### 5.3 **Social Value**

None in the context of this report.

##### 5.4 **Legal and Constitutional References**

- 5.4.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.
- 5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on 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.
- 5.4.4 The Council's Constitution, in Article 7, states that that Area Committees: "In relation to the area covered have 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 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.
- 5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, these are assessed as low.

## 5.6 Equalities and Diversity

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

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

A statutory consultation has been undertaken as set out above and this report deals with objections and comments received.

## 5.8 Insight

5.8.1 None in relation to this report.

## **6 BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee of 26 October 2016

<http://committeepapers.barnet.gov.uk/ieListDocuments.aspx?MIId=8750>

**The Committee agreed that in addition to the funding remaining from Crescent Road Issues, up to £5,000 for a feasibility study to take place to address three issues. The three issues are safety of traffic emerging from Links View, speeding on Dollis Road and the need for a crossing on Dollis Road near its junction with Crescent Road and report findings back to a future committee meeting.**

6.2 Finchley and Golders Green Area Committee of 2 August 2017

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=712&MIId=9273&Ver=4>

**The Committee agreed to allocate the funding for the agreed Option (CIL from this year's CIL Area Committee budget) of £20,000 to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the agreed option.**

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## **Appendix 2.**

### **Dollis Road Personal Injury Accidents Summary BC/000742-07**

#### **Dollis Road between Abercorn Road and Crescent Road, LB Barnet.**

#### **Personal Injury collisions 5 yrs, to 31<sup>st</sup> August 2016.**

There were 9 Personal Injury Accidents (PIA's) between 31<sup>st</sup> August 2011 and 31<sup>st</sup> August 2016.

All accidents were classified as '*slight*'.

1. Dollis Road j/w Abercorn Road, 7<sup>th</sup> November 2011, time 12.30, involved a pedestrian being hit by reversing vehicle, driver failed to look with due care and attention.
2. Dollis Road j/w Gordon Road 9<sup>th</sup> April 2012, time 10.23, involved a vehicle whose tyre blew out in wet conditions, vehicle then hit wall.
3. Dollis Road, 9<sup>th</sup> April 2012, time 16.55, involved a vehicle travelling too fast, losing control in wet conditions and colliding with bridge.
4. Dollis Road j/w Abercorn Road, 1<sup>st</sup> October 2012, time 14.03, involved a vehicle swerving to avoid another vehicle and hitting a wall.
5. Dollis Road 5<sup>th</sup> December 2012, time 23.25, involved a vehicle travelling in dark and icy conditions, losing control on a bend and colliding with the kerb, lamppost and bollard.
6. Dollis Road, 30<sup>th</sup> April 2013, time 22.25, involved a vehicle travelling in dark conditions being dazzled by headlights, losing control and colliding with bridge.
7. Dollis Road j/w Abercorn Road, 28<sup>th</sup> November 2014. Time 00.54, involved a vehicle depressing the accelerator instead of the brake and collided with another vehicle.
8. Dollis Road j/w Abercorn Road, 25<sup>th</sup> July 2016, time 23.15, involved driver of first vehicle being distracted in the car and colliding with second vehicle.
9. Dollis Road j/w Crescent Road, 2<sup>nd</sup> December 2015, time 16.11, involved a vehicle whose driver was under the influence of alcohol, failed to observe road markings and signage at a junction give way and hit nearside of a motor cycle causing the rider to fall off.

**Conclusion:** weather conditions and general bad driving accounted for the accidents.

**Dollis road between Abercorn Road & Crescent Road, LB Barnet  
Personal Injury Collisions - 5 years 31- Aug -2016 (provisional)**

