

	<h2 style="margin: 0;">Hendon Area Committee</h2> <h3 style="margin: 0;">4 December 2017</h3>
Title	Brent Green NW4 - Road Safety Improvements
Report of	Strategic Director for Environment
Wards	West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Summary of objections, waiting and loading amendments and traffic calming humps. Appendix 2 – Drawing No. C2016_BC/001108-02-100-01
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Summary

The Council agrees that this project addresses the concerns highlighted regarding road safety measures, and for pedestrians crossing Brent Green close to the junction with Water Brook Lane NW4.

Following consultation with residents, objections to the implementation of the raised traffic calming measures with additional pedestrian crossing point and amendments to the waiting and loading restrictions, have been received.

The report determines whether the proposals should be introduced or not, and if so, with or without modification.

Recommendations

That the Hendon Area Committee authorises that the Strategic Director for Environment, having considered the objections as set out in the appendix attached, received to the statutory consultations on the proposals outlined in this report instruct officers to proceed with the implementation of the scheme, as per the original proposal shown in the consultation drawing No. C2016_BC/001108-02-100-01.

1. WHY THIS REPORT IS NEEDED

- 1.1 The report is needed to highlight the responses received to the statutory consultation carried out in relation to the installation of two traffic calming road humps and an additional pedestrian crossing point at Brent Green junction with Water Brook Lane NW4, and the consequential changes to the current waiting and loading restrictions on Brent Green.
- 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 the pedestrian footways.
- 1.3 A Members Item was raised at the 20 February 2017 Hendon Area Committee calling for
 - A dedicated crossover close to Nishmas Yisroel.
 - Traffic calming measures such as speed humps.
 - Better signage and speed warnings.
 - Better Road markings.
 - A reduction in the kerb height to aid the elderly, wheelchair users and those with buggies.
- 1.4 It was also noted that Brent Green was a notorious short cut used by many to avoid traffic on Brent Street and motorists frequently race up and down this narrow road at high speeds. It was also noted that access out of or in to the two cul-de-sacs accessible from Brent Green was precarious, However more importantly was the need for a crossing point for pedestrians and children crossing to visit the synagogue or day nursery. The synagogue also hosts activities for children with learning difficulties on Sundays and easy access for them is of paramount importance.
- 1.5 The Hendon Area Committee meeting on the 20 February 2017 unanimously agreed and it was therefore **RESOLVED:**
That the Committee agreed the expenditure of £25,000 from the CIL Infrastructure budget for the Hendon Area Committee for a feasibility study to be carried out for road safety measures to be implemented on Brent Green.
- 1.6 Site visits were undertaken and the following noted:
 - Brent Green has payment parking 9am – 5.30 Monday to Friday, offset, on both sides of the road.
 - Goodyers Gardens and Water Brook Lane are within the HC1 CPZ Monday to Friday 11am-12pm
 - The yellow line waiting restrictions on Brent Green, Water Brook Lane and Goodyers Gardens are Monday to Friday 11am – 12pm.
 - All road markings need refreshing.
 - Access/egress from Water Brook Lane had visibility restrictions due to the lack of give way lines.
- 1.7 The Personal Injury Accident Data (PIA) were also analysed.
- 1.8 Drawing C2016_BC/001108-02-100-01 Option 1 shows the proposed layout which includes the construction two traffic calming road humps and an informal crossing point on Brent Green close to the junction with Water Brook Lane. The crossing point will incorporate dropped kerbs, tactile paving and safety bollards.
- 1.9 The proposal also includes:
 - new 'Slow' road markings on Brent Green approaching the junction with Water Brook Lane and Goodyers Gardens.

- re-marking all existing road markings including parking bays.
- 19.5m of single yellow lines to become double yellow lines on the south side of Brent Green extending into Water Brook Lane.
- 10m of single yellow lines change to double yellow lines on the north side of Brent Green close to the slip road.
- Two new signs 'Children going to or from a school or playground' with sub plate showing direction.

1.10 The alternative Option would be to do nothing but this would not address the initial concerns raised by residents regarding the safety aspect of Brent Green.

1.11 The scheme as consulted is shown on Consultation Drawing No. C2016_BC/001108-02-100-01 and incorporates:

- Two traffic calming road humps
- single yellow lines on Brent Green close to the junction with Water Brook Lane to become double yellow lines
- Single yellow line on Brent Green close to the slip road, to become double yellow lines
- Two new 'Children going to or from a school or playground' with sub plate showing direction;
- Additional 'SLOW' road markings.
- Refreshing of all existing road markings:

1.12 A public consultation was undertaken on the scheme between 29 June 2017 and 21 July 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (extension of waiting and loading restrictions and traffic calming road humps). Press and on-street notices were provided for the statutory changes and a letter and plan distributed to 59 properties in and near the affected roads inviting comments or objections, of these 3 returned a negative opinion, there were no endorsements. Only three responses to the public consultation were received. Of the responses:

- One commented although he agreed in principle did not agree with the traffic calming road humps and suggested all of Brent Green have double yellow lines.
- One is concerned that the first parking bay on Brent Green is causing visibility issues for vehicles exiting the Pillar Hotel.
- One is concerned as the fence at Nishmas Yisroel is too high and causes visibility issues when exiting Water Brook Lane.

1.13 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'.

1.14 Ward Members have been notified on the measures in this scheme and no objections have been made specifically to the implementation of vertical traffic calming measures at this area.

- 1.15 The concerns are set out in more detail in **Appendix 1**. Having considered all the representations received, it is recommended that the project proceed, 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 of speeding traffic and road safety on Brent Green. Responses have highlighted the desire for additional waiting and loading restrictions, which may be considered at a later date and after analysis of post construction speed data.

3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 3.1 There were no other options considered.
- 3.2 The alternative Option would be to do nothing but this would not address the initial concerns raised by residents regarding the safety of Brent Green.

4. POST DECISION IMPLEMENTATION

- 4.1 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 2017/18 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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.

- 5.1.2 The proposal also helps create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.

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

- 5.2.1 The estimated cost of the overall scheme for the recommended Option is £25,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1). The cost of £25,000 was agreed to be funded from the 2017/18 Hendon Area Committee CIL allocation (20 February 2017 Area Committee meeting).

- 5.2.2 If the scheme is to be implemented, the authorisation for spend and reporting of spend will be undertaken in line with the council budget monitoring and reporting process. In addition, current contracts will be used and at this stage no additional procurements are required.

5.2.3 At this stage there are no implications on property, staffing or IT.

5.3 Social Value

5.3.1 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 Councils Constitution, in Article 7, states that the 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 and 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 Section 149 of 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 introduction of dropped informal crossing point would be compliant with the Disability Discrimination Act 1995 (DDA) and benefit mobility impaired residents along with people with wheelchairs and pushchairs.

5.7 Consultation and Engagement

5.7.1 A consultation has been carried out and residents and Ward Councillors will be made aware of the decision to proceed to implementation at the site.

5.8 Insight

5.8.1 None in relation to this report.

6 BACKGROUND PAPERS

6.1 20 February 2017 Hendon Area Committee;

<http://barnet.moderngov.co.uk/documents/s37991/Non%20Funding%20Members%20Items.pdf>

It was resolved that CIL funding of up to £25,000 be agreed to carry out a feasibility study that would investigate safety improvements including a review of waiting restrictions

6.2 It was resolved to implement the officer preferred option on Brent Green as illustrated in Appendix 2.