

	<p><b>ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER</b>  <b>11<sup>th</sup> December 2017</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Woodhouse Road, N12 – Safety Improvement Scheme</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director - Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Coppetts and Woodhouse</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Drawing Number BC000867-37-100-001                  Appendix A - Consultation Responses and Officer Comments</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Lisa Wright – Traffic and Development Manager  <a href="mailto:Highwaycorrespondence@barnet.gov.uk">Highwaycorrespondence@barnet.gov.uk</a>                  Tel: 0208 359 3555</p>

## Summary

A proposal was developed for Woodhouse Road, N12 to improve safety and as part of an accident reduction scheme. Statutory consultation has been undertaken on the proposals and this report summarises the objections and comments received and determines whether the proposals should be introduced or not, and if so, with or without modification.

## Decisions

That having considered the objections received to the statutory consultation on the proposals outlined in this report, the Strategic Director for Environment authorises that officers should implement the Safety Improvement Scheme on Woodhouse Road as per the original scheme but with modifications to the length of waiting restriction at Horsham Avenue, Ashurst Road, Petworth Road and Lynhurst Avenue junction as detailed in this report.

### 1. WHY THIS REPORT IS NEEDED

- 1.1 The Safety Improvement Scheme on Woodhouse Road is one of the Local Implementation Plan (LIP) Schemes have been identified for safety improvement and accident reduction. The extent of the scheme is from Woodhouse Road junction with Petworth Road to junction with Colney Hatch Lane and Friern Barnet Lane. Colney Hatch Lane and Friern Barnet Lane junction is accessed on a separate scheme.
- 1.2 A proposal was developed to incorporate the following engineering measures:
  - i. Proposed tactile paving at the pedestrian island;
  - ii. The provision of 'At any time' (double yellow lines) waiting restriction at Woodhouse Road, Horsham Avenue, Lyndhurst Avenue junction, Ashurst Road junction and Petworth Road junction;
  - iii. Proposed give way triangle road markings at Horsham Avenue, Lyndhurst Avenue and Ashurst Road;
- 1.3 Ward Councillors were consulted on the proposals and did not raise any objections. A statutory consultation was undertaken on the scheme for a period of three weeks from 8 June 2017. Letters were distributed to 210 properties in the local area including businesses. The proposals were also advertised in the local newspapers and the London Gazette. In addition, similar notices were erected on street in the vicinity of the affected roads inviting comments.
- 1.4 A total of 12 responses were received from local residents during the consultation period outlining residents' comments and concerns. Of the responses received, two supported the scheme, nine objections were received, with all the objections being related to the length of the 'At any time' parking restriction. One response received made comment relating to the operation of the Woodhouse Road Colney Hatch Lane junction.
- 1.5 A more detailed summary of the responses and comments is included in the appendix, together with officer commentary.

## **2. REASONS FOR DECISIONS**

- 2.1 The proposals are recommended to improve safety for drivers to enter and exit the junction and pedestrians to cross the roads safer without visibility being obstructed by parked vehicles.
- 2.2 The formalisation of the existing island with tactile paving and the introduction of waiting restrictions on both sides of pedestrian refuge island aim to encourage pedestrian to use the crossing facility at Woodhouse Road and prevent obstructive parking close to pedestrian refuge island causing congestion and conflict to traffic flow especially larger vehicles.
- 2.3 Following the objections from the residents during the statutory consultation period, it is proposed to reduce the length of the double yellow lines on

Petworth Road by 8 metres, Ashurst Road by 8 metres, Horsham Avenue by 5 metres and Lyndhurst Avenue junction by 5 metres.

- 2.4 Notwithstanding the reduction in the length of the proposed lines, it is considered that safety benefits of reducing conflict caused by parked vehicles for traffic to turn in and move out of junction will still be achieved but there will be less impact on parking for local residents.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 3.1 Alternative options could be not to proceed with the proposal, however, this would not address the original concerns raised.
- 3.2 There have been requests to remove the proposed 'At any time' waiting restriction at Petworth Road, Ashurst Road and Horsham Avenue. However, complete withdrawn of the proposal for parking restriction will not able to prevent and enforce obstructive parking close to the junction posing risk to pedestrian and driver turning in and moving out of these junctions. The reduction in the length of the restriction is therefore considered to be the most beneficial option.

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

- 4.1 If the report's recommendations are approved, the scheme would be progressed to implement as soon as practicable.

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

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

- 5.1.1 The proposals will particularly help to address the Corporate Plan 2015-2020 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.

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

- 5.2.1 Funding for accident reduction scheme has been approved by TfL for financial year 2017/18.
- 5.2.2 The estimated budget for the proposed construction is £6500.00 and will be funded as part of the 2017/18 Local Implementation Plan (LIP) which has a projected combined full year allocation of £400,000 for Accident Reduction schemes.

5.2.3 Procurement will be via the term LoHAC contract with Conway and Aecom and the PFI street lighting agreement.

### **5.3 Legal and Constitutional References**

5.3.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

5.3.2 The Council as the Highways Authority has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1984.

5.3.3 The Traffic Management Act 2004 places obligations on traffic authorities to manage their road network with a view to achieving 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.

5.3.4 Statutory consultation has been carried out in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.3.5 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the Road Traffic Regulation Act 1984. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2),) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

### **5.4 Risk Management**

5.4.1 It is not considered that the issues involved are likely to give rise to policy considerations as the proposed measures have a specific purpose and benefit which has been outlined within the consultation material.

5.4.2 These would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, assessed as low.

### **5.5 Equalities and Diversity**

5.5.1 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

5.5.2 The broad purpose of this duty is to integrate consideration of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

5.5.3 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. It is not considered that it will particularly disadvantage any protected group.

5.5.4 It is considered that the Council has complied with section 149 of the Equality Act 2010 in considering these issues.

## **5.6 Consultation and Engagement**

5.6.1 A statutory consultation has been undertaken as set out in section 1.4 and this report deals with the objections and comments received

## **6 BACKGROUND PAPERS**

6.1 15 March 2017 Environment Committee Report - Local Implementation Plan (LIP) Work Programme 2017/18

<https://barnet.moderngov.co.uk/documents/s38575/Local%20Implementation%20Plan%20LIP%20Work%20Programme2%2001718.pdf> .

## **7. DECISION TAKER'S STATEMENT**

7.1 *I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.*

## **8. OFFICER'S DECISION**

### **I authorise the following action**

8.1 That having considered the objections received to the statutory consultation on the proposals outlined in this report that Officers should implement the Woodhouse Road scheme as per the original scheme but with modifications to the length of waiting restriction at Horsham Avenue, Ashurst Road, Petworth Road and Lynhurst Avenue junction as detailed in this report.

**Signed**                    Strategic Director – Environment

**Date**                      11<sup>th</sup> December 2017

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