

	Hendon Area Committee 27 June 2018
Title	Gaskarth Road – Proposed One-Way System between Playfield Road and Watling Avenue, HA8.
Report of	Strategic Director for Environment
Wards	Burnt Oak
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Collision Statistics Appendix B – Drawing BC/001349-04-100-01 Option 1-North Appendix C – Drawing BC/001349-04-100-02 Option 2-South
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Summary

This report details the feasibility study undertaken to address the inconsiderate parking outside Barnfield School and improve the flow of traffic especially at school opening and closing times.

Recommendations

1. That the Hendon Area Committee note the detail of the feasibility study as outlined in this report to implementing a one-way system on Gaskarth Road between Playfield Road and Watling Avenue.
2. That the Hendon Area Committee approve the officer preferred Option 1 for implementing a one-way system on Gaskarth Road as outlined in Drawing BC/001349-04-100-01 at Appendix B (“Preferred Scheme”).
3. That the Hendon Area Committee authorise the Strategic Director for Environment to consult residents and stakeholders on the Preferred Scheme.
4. That subject to no objections being received to the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to introduce the Preferred Scheme.
5. That the Hendon Area Committee resolve that if any objections are received as a result of the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. That the Hendon Area Committee approve the allocation of funding of £17,000 from this year’s CIL Area Committee budget to design and introduce the Preferred Scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Hendon Area Committee of 4 December 2017 considered a Members Item relating to inconsiderate parking and improvements to traffic flow on Gaskarth Road HA8 in which the following requirements were outlined:

‘That a feasibility study be undertaken into making Gaskarth Road part of a one-way system linked with Silkstream Road, terminating at the junction of Playfield Road. This would help relieve aggressive parking on Gaskarth Road, outside Barnfield Primary School, help with the flow of traffic at school opening and closing time, reduce the danger of a child being struck by a car mounting the pavement and reduce the deterioration of the pavements as well (thereby saving the Council the cost of repairing the pavements regularly).’

- 1.2 Following discussion of the item, the Committee RESOLVED that:

‘A feasibility study, costing up to £3,000, be agreed, with a report back to a future meeting of this Committee’.

Initial Observations

- 1.3 An initial site visit took place on 26 March 2018 and all potential solutions have been considered and appraised against the issues which were raised by the Members Item as detailed in sections 1.1 above.
- 1.4 There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety along Gaskarth Road between Watling Avenue and Playfield Road.
- 1.5 Although there was a minimal amount of 'through' traffic from Watling Avenue to the A5 Burnt Oak Broadway, the area was heavily parked especially outside the school making it difficult for vehicles to pass. It should be noted that the Council is currently undertaking a Statutory Consultation on the introduction of Residents Parking controls in Gaskarth Road and the surrounding roads (<https://engage.barnet.gov.uk/1419/documents/1461>). The outcome of this consultation is yet to be finalised.
- 1.6 The majority of vehicles travelling west on Silkstream Road turned right at Gaskarth Road towards Watling Avenue, a few however, turned left onto Gaskarth Road.

Accident History

- 1.8 Collision records for the 5 year period to 30 June 2017 have been studied along a length of Gaskarth Road between its junction with Watling Avenue to its junction with Playfield Road, and on Playfield Road to its junction with Montrose Avenue, collisions are summarised in Appendix A.
- 1.9 The collision resulted in one casualty which was considered slight. A vehicle turning right from Gaskarth Road into Watling Avenue turned into the path of a motorcyclist causing the rider to skid and crash into two parked cars. Speed was not cited as a contributory factor.

Proposed Layout Improvements General Details

- 1.10 Two one-way working options were investigated in relation to Gaskarth Road, one in a northerly direction and one in a southerly direction.
- 1.11 The first option is shown in Drawing No.- BC/001349-04-100-01 Option 1-North. **Appendix B.**
 - 1.11.1 The proposal is as follows vehicles travelling west on Silkstream Road will not be permitted to turn left into Gaskarth Road. Gaskarth Road will be one-way from its junction with Playfield Road in a northerly direction. This will improve traffic flows outside Barnfield School especially at School opening and closing times.
 - 1.11.2 However, this will result in the residents of Gaskarth Road having to exit via Watling Avenue and enter at the junction of Gaskarth Road and Playfield Road. This may cause an increase in traffic exiting on to Watling Avenue and

a subsequent impact on the traffic lights on Watling Road junction with Burnt Oak Broadway.

1.11.3 The proposed cost estimate of Option 1 is £17,000.

Detailed Design	£2,500
Safety audit, surveys etc	£2,500
Consultation & Notice of Proposal	£4,500
Construction (works cost)	£5,500
Implementation, supervision and post implementation costs	£2,000
TOTAL	£17,000

1.12 The second option – is shown in Drawing No. BC/001349-04-100-01 Option 2-South. **Appendix C.**

1.12.1 This proposal is as follows - Vehicles travelling west on Silkstream Road will be permitted to turn left into Gaskarth Road. Gaskarth Road will be one-way from its junction with Silkstream Road in a southerly direction to its junction with Playfield Road. This will improve traffic flows outside Barnfield School especially at School opening and closing times. Having Gaskarth Road one-way south bound means that residents in Playfield Road and Millfield Road will have to access the School via Silkstream Road.

1.12.2 However, residents of Gaskarth Road will not be able to exit on to Watling Avenue, all onward journeys will be via Montrose Avenue. This may increase traffic on Silkstream Road, this arrangement may require the re-configuration of the junction to include the possible future removal of existing buildout to facilitate a right and left hand turning lane at the junction of Silkstream Road and Gaskarth Road.

1.12.3 The proposed cost estimate of Option 2 is: £16,000

Detailed Design	£2,000
Safety audit, surveys etc	£2,000
Consultation & Notice of Proposal	£4,500
Construction (works cost)	£5,500
Implementation, supervision and post implementation costs	£2,000
TOTAL	£16,000

Summary of Proposals

Option	Brief Description	
1	One-Way on Gaskarth Road North bound	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Vehicles travelling west on Silkstream Road will not be able to turn left into Gaskarth Road. This will improve traffic flows at Barnfield School. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - May cause increased traffic exiting at Watling Avenue and may lead to greater congestion at the traffic lights on Watling Avenue junction with Burnt Oak Broadway.

Option	Brief Description	
2	One-Way on Gaskarth Road South bound	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Vehicles travelling west on Silkstream Road will be permitted to turn left into Gaskarth Road. This will improve traffic flows at Barnfield School. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Residents of Gaskarth Road will not be able to exit on to Watling Avenue, all onward journeys will be via Playfield Road and Montrose Avenue.

Conclusions and Recommendations

1.13 Officers recommendation is that Option 1 is chosen as it reduces the amount of traffic going past the school and will be beneficial in improving the flow of traffic in the area. In addition, this should cause the least amount of disruption or inconvenience to residents of Gaskarth Road, Millfield Road and Playfield Road. Therefore the Officer preferred scheme is Option 1 at a total estimated cost £17,000.

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendations are in response to a members Item calling for improved safety outside Barnfield School.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Option 2 was considered but not recommended due to the reasons set out above.
- 3.2 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 parking and traffic problems in the area.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Hendon Area Committee's agreement, consultation to residents, Metropolitan Police and emergency services would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2018/19 financial year.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals will 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. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.
- 5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as 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 An annual allocation of £150k is made to each Area Committee. The Hendon Area Committee balance is £123k for 2018/2019. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2018/19 due to a lack of CIL awards in 2017/2018 in the Hendon Area.

- 5.2.2 The estimated implementation costs of this recommendation are £17,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Hendon Area Committee (CIL) budget.
- 5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services, the PFI Contractor, who will charge a commuted sum for the maintenance – the cost of this can be absorbed within existing Council revenue budgets.
- 5.2.4 The work will be carried out under the existing PFI (electrical) and LoHAC (non electrical) term maintenance contractual arrangements.

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 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1984 and the subsidiary regulations made under that Act.
- 5.4.4 The terms of reference of the Area Committees under Article 7 of the Council's Constitution includes 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 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, assessed as low.

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 discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristics and persons who do not share it
- The broader 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.

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

5.7. Corporate Parenting

5.7.1 None in the context of this report.

5.8 Consultation and Engagement

5.8.1 Copies of the proposals have been forwarded to Barnfield School, the school would be in favour of Option 2 however, this is not the Officers recommended option.

5.8.2 Consultation on the proposals will be carried out and details of the proposals will also be outlined on the council's website.

5.9 Insight

5.9.1 The options developed for the scheme were informed through analysis of injury accident data and on-site observations of the issues.

6. BACKGROUND PAPERS

6.1. Hendon Area Committee 4 December 2017, Item 10.

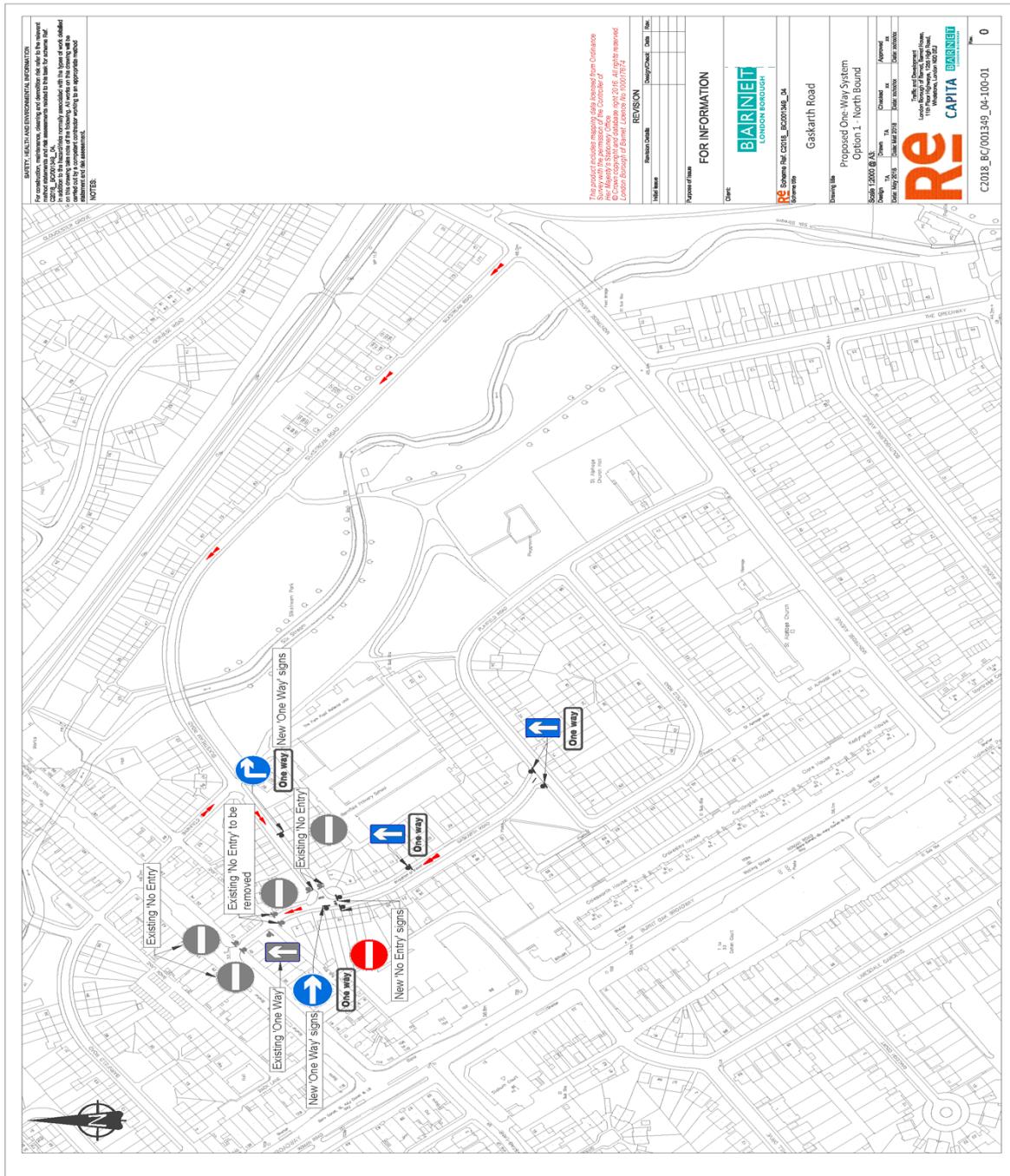
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9324&Ver=4>

Appendix A

Table 1 – Accident Data

REF.	LOCATION	DATE	No. Injuries	SEVERITY	DESCRIPTION
0113SX20785	Watling Avenue junction with Gaskarth Road	29/09/2013	1	Slight	Vehicle turned right out of Gaskarth Road without looking or indicating, into the path of an oncoming motorcyclist, the motorcyclist skidded and crashed into two parked vehicles.

Appendix B



Appendix C

