

	<h2>Chipping Barnet Area Committee</h2> <p>22 January 2020</p>
<b>Title</b>	<h3>Queens Avenue – Request for 20mph Limit</h3>
<b>Report of</b>	Interim Executive Director, Environment
<b>Wards</b>	Oakleigh
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - Option drawings
<b>Officer Contact Details</b>	Geoff Mee- Interim Executive Director for Environment <a href="mailto:geoff.mee@barnet.gov.uk">geoff.mee @barnet.gov.uk</a>

## Summary

The aim of this report is to detail the results of a feasibility study investigating the introduction of a 20 mph limit in Queens Avenue, N20. It outlines the proposal to address pedestrian and road safety and puts forward the proposal for consideration to address these issues.

## Officers Recommendations

1. That the Chipping Barnet Area Committee notes the review of the safety improvements on Queens Avenue, N20 in the proposal set out in this report and as shown on the drawings in Appendix A
2. That the Chipping Barnet Area Committee instructs the Interim Executive Director, Environment to instruct officers to carry out a statutory consultation on the proposal shown on Appendix A, Drawing no. BC/001688-01-FS-100-01.
3. That subject to no objections being received to the statutory consultation, referred to in recommendation 2 the Committee authorise the Executive Director, Environment to implement the proposal.

**4. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £8,000 to implement the approved proposal.**

**1. WHY THIS REPORT IS NEEDED**

**Background.**

- 1.1 At the 2 July 2019 Chipping Barnet Area Committee, a Members Item was raised by Councillor Sowerby for a feasibility study to investigate introducing a 20mph Limit in Queens Avenue, N20 and funding of £7,500 was approved. It was agreed that the investigation area would be confirmed in discussion with Ward Councillors.

**Site visit and Findings**

- 1.2 On Wednesday 30 October between 8.00 and 9.30 am a site visit was carried out by officers, the weather was dry and with good visibility conditions.
- 1.3 Queens Avenue is a two way residential street with School Keep Clear markings (Mon – Fri 8am – 5pm) and double yellow lines at its junction with Orchard Avenue. In addition, there are 2 CCTV cameras at this junction enforcing the School Keep Clear markings. Orchard Avenue is a private road with the School entrance at the end. There are no other parking controls in this road.
- 1.4 The street is well illuminated and there are 2 School warning signs along Queens Avenue.
- 1.5 An informal “One Way” system was observed, followed by the majority of vehicles, egressing from south of Myddelton Park and exiting by the north side. Some of cars parked in the first southern section and ‘Park and Stride’ with the children to the School entrance. The majority stop adjacent to the School Keep Clear markings and drop the children. A couple of vehicles were observed stopping on the double yellow lines.
- 1.6 In addition, it was observed that there were no significant obstructions or queues forming during the site visit.
- 1.7 It was confirmed with Ward Councillors that the investigation would focus on the Queens Avenue and not the wider area.

**Accident History**

- 1.8 As part of this feasibility study, the personal injury data was analysed investigating 5 years of accident data to December 2018. This is the latest data available from the police and is provisional and subject to change. According to the data, there were 2 accidents in total and the severity of both collisions classified as slight. Both collisions took place in Myddleton Park with its junction with Queens Avenue. Table 1 shows a summary of the accidents within the study area.

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

Date	Severity	Summary
25/04/2015	Slight	5 years old pedestrian hit by car due to careless, reckless or in a hurry
21/05/17	Slight	Two cars involved in this collision. Failed to look properly

**Speed survey**

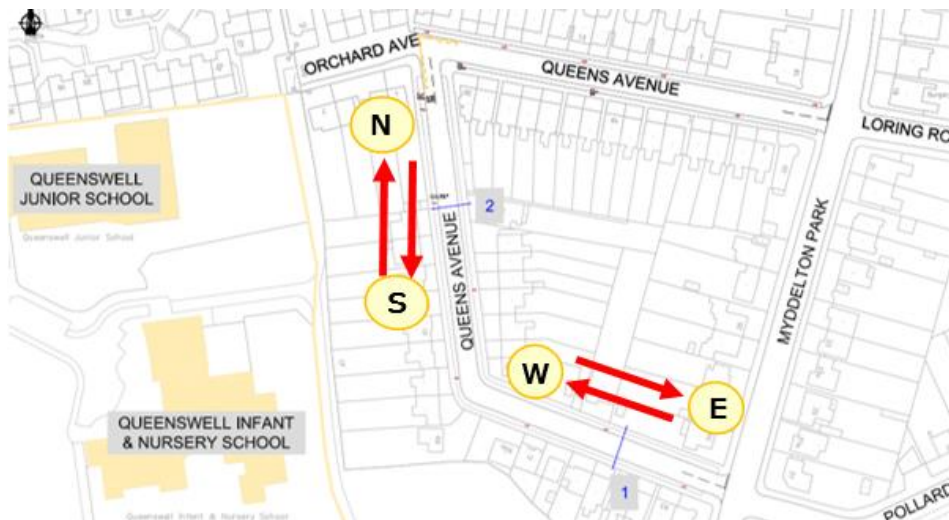
1.9 A seven days traffic speed survey was conducted from 4 November to 11 November 2019 on Queens Avenue. The figures in table 2 and 3 below indicate the 24 hours mean and 85th percentile (free flow) speeds for each road for each day.

Date	Westbound	Eastbound
	85 <sup>th</sup> Percentile Speed Mph	85 <sup>th</sup> Percentile Speed Mph
04/11/2019	19.3	19.0
05/11/2019	20.0	20.3
06/11/2019	19.4	19.6
07/11/2019	19.7	20.4
08/11/2019	19.0	19.0
09/11/2019	19.4	21.4
10/11/2019	21.0	20.2
<b>Average</b>	<b>19.5</b>	<b>20.1</b>

***Table 2 – Speed Data-Location 1 Queens Avenue***

Date	Northbound	Southbound
	85 <sup>th</sup> Percentile Speed Mph	85 <sup>th</sup> Percentile Speed Mph
04/11/2019	18.8	19.8
05/11/2019	19.5	20.6
06/11/2019	20.0	20.7
07/11/2019	17.7	19.8
08/11/2019	18.8	20.1
09/11/2019	22.2	21.4
10/11/2019	21.8	20.4
<b>Average</b>	<b>19.6</b>	<b>20.4</b>

***Table 3 – Speed Data-Location 2 Queens Avenue***



**Figure 1. Survey locations and directions**

1.10 In addition to the speed information, from the survey results showed a low volume of cars with an average of only 522 vehicles a day, with the following distribution at peak hours:

<b>Peak Hours</b>	<b>% Vehicles Westbound</b>	<b>% Vehicles Eastbound</b>
8.00-9.00 am	35.67%	19.72%
2.30-3.30 pm	21.66%	8.45%

**Table 3 – This distribution has been calculated for Location 1**

1.11 The survey shows that the majority of vehicle movements are at peak times with over 50% in the westbound direction and a 28% in the east bound, which corroborates with what was observed during the site visit regarding the informal ‘one- way’.

**Standards and considerations for 20 mph speed zone and limit schemes**

1.12 Following the standard specifications as below:

- **20 mph speed ‘Limits’ schemes:** are enforced by signs alone and further traffic calming measures are not needed. However, this would be most appropriate where 85th percentile speeds are already low (24 mph or below).
- **20 mph speed ‘Zone’ schemes:** using terminal (zone exit) signs together with suitable traffic calming measures to provide a ‘self-enforcing’ element. Even though there is a relaxation in the number of traffic calming measures needed, the TRSGD 2016 set outs that at least 1 physical traffic calming feature is required within a 20 mph Zone. Beyond that, traffic authorities may, at their discretion, place any combination of the following at 100 metres (maximum) intervals:
  - additional physical traffic calming features;
  - upright signs;
  - 20 mph roundel markings.

1.13 In conclusion, due to the 85% percentile speed being under 24 mph, no traffic calming measures are required in Queens Avenue and a 20 mph limit can be installed.

### **Proposed layout improvements**

1.14 Having considered all the above, the speeds at this location are already low, even with the informal 'one-way operation in place. Therefore, installing additional measures is not critical in terms of speed and safety for road users.

1.15 Notwithstanding this, due to the proximity to Queens Junior, Infant and Nursery Schools, it would be beneficial to provide a 20 mph speed limit in this area which meets the Council's Policy and will; assist in reminding drivers to keep the speed low and improving the safety of all road users, especially pupils attending the school.

1.16 This proposal is detailed in Appendix A-Drawing and includes the introduction of a 20 mph speed limit on Queens Avenue, comprising of only 20 and 30 mph terminal signs and repeater 20 mph roundel road markings., Double yellow lines are also proposed . as additional measures to improve visibility and prevent cars from parking in proximity of both junctions with Myddleton Park Road

### Cost Estimate

Detailed Design	£2,000
Safety audit, surveys etc	£1,250
Consultation & TMO	£3,000
Construction (works cost)	£3,750
Implementation, supervision and post implementation costs	£1,500
TOTAL	£11,500

**Table 4 – Cost Estimate for proposal**

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The recommendation to progress introducing of a 20 mph Speed Limit on studied area is to improve the road safety around the Schools highlighted in this report.

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

3.1 The only other Option at this stage is do nothing. However, this will not introduce an improvement in the area.

## **4. POST DECISION IMPLEMENTATION**

4.1 Once the recommendation and funding is approved, detailed design would be undertaken and statutory consultation will be carried out. Implementation would follow once any issues have been considered and resolved where possible.

## **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 to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced 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 An annual allocation of £0.150 m is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.096m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.”

5.2.2 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate for all options as shown below in Tables 5 and 6 which will need to be refined by LOHAC upon completion of the detail design:

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

5.2.4 For the proposal, a sum of £11,500 is requested from the 2019/20 Chipping Barnet Area Committee (CIL) funding for the undertaking a statutory consultation, detail design and implementation subject to the outcome of the consultation.

## 5.3 **Social Value**

5.3.1 None in relation to this report.

## 5.4 **Legal and Constitutional References**

5.4.1 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.

5.4.2 The Traffic Management Act 2004 places obligations on 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 Road Traffic Regulation Act 1984 places a duty on authorities 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.

## 5.5 **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 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 who share a relevant protected characteristic and those who do not share it.

5.6.2. 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

5.6.3. 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.

## **5.7 Corporate Parenting**

5.7.1 No in context of this report

## **5.8 Consultation and Engagement**

5.8.1 Subject to Committee approval, a Statutory consultation will be carried out on the proposals and details of the proposals will be outlined on the council's website.

## **5.9 Insight**

5.9.1 The proposals have been informed through the analysis of personal injury accident data, speed surveys, and site observations.

## **6. BACKGROUND PAPERS**

6.1 Chipping Barnet Area Committee 2 July 2019. Refer to Item 9

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=711&MIId=9878&Ver=4>

---