

	<h2>Chipping Barnet Area Committee</h2> <h3>22 January 2020</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Ashmole Academy School, N14</b></p>
<p><b>Report of</b></p>	<p>Interim Executive Director, Environment</p>
<p><b>Wards</b></p>	<p>Brunswick Park</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>No</p>
<p><b>Key</b></p>	<p>No</p>
<p><b>Enclosures</b></p>	<p><b>Appendix 1 - Drawings:</b> BC/001546-05_FS-100-01 – Feasibility Drawing</p>
<p><b>Officer Contact Details</b></p>	<p>Geoff Mee – Interim Executive Director, Environment <a href="mailto:Geoff.Mee@barnet.gov.uk">Geoff.Mee@barnet.gov.uk</a></p>
<h3>Summary</h3>	
<p>This report details a proposal to introduce safety measures in the vicinity of the Ashmole Academy, N14, including two raised zebra crossings on Arlington Road, N14 and a 20mph speed zone in the area.</p>	

<h3>Officers Recommendations</h3>
<p>1. That the Chipping Barnet Area Committee note the review of the improvements on Arlington Road and nearby roads as outlined in this report and the appendices to this report.</p>
<p>2. That the Chipping Barnet Area Committee, noting the Council’s Policy on traffic Calming, agrees the Officer proposal to be progressed to detailed design and implementation, as outlined in Appendix 1 - Drawing No. BC/001546_FS_100-01, including two new raised zebra crossings and a 20mph speed zone area near Ashmole Academy.</p>
<p>3. That the Chipping Barnet Area Committee gives instruction to the Interim Executive Director for Environment to carry out a consultation on the approved proposals.</p>

<p><b>4. That subject to no objections being received to the consultation, referred to in recommendation 3, the Chipping Barnet Area Committee instruct the Interim Executive Director for Environment to introduce the approved proposal.</b></p>
<p><b>5. That the Chipping Barnet Area Committee agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Interim Executive Director for Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.</b></p>
<p><b>6. That the Chipping Barnet Area Committee note that the scheme is funded by S106 related to the new development of Ashmole Academy Primary School to design and carry out consultation and, subject to the outcome of that consultation, introduce the approved scheme; and that funding is not required from the Chipping Barnet Area Committee Budget.</b></p>

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 Ashmole Academy School is split between two sites comprising a Secondary School with access from Cecil Road and the newly built Primary School with access from Summit Way.
- 1.2 A planning permission was granted on 17 March 2017 for Ashmole Academy, Cecil Road, London, N14 5RJ. The development was for the erection of a non-residential institution (Use Class D1) for use as a 420-place primary school for pupils aged 4-11 years, incorporating building and erection of a two-storey academic building including outdoor play space, car/cycle parking areas and landscaping.
- 1.3 Following the approval and the construction of the Primary School on Summit Way, a Section 106 (S106) agreement was signed requiring the following Highways contributions:
- Provision of a crossing facility at the junction of Arlington Road and Summit Way in the vicinity of the proposed school;
  - Improvements to crossing facilities in the area;
  - Undertaking the feasibility and approval for traffic calming measures;
  - Provision of School Keep Clear Road markings on Summit Way fronting the vehicular access to the proposed School.
- 1.4 School Keep Clear (SKC) markings and Double Yellow Lines (DYL's) have been provided already outside the primary school entrance on Summit Way to guarantee visibility for pedestrians, especially school children. Existing SKC markings are also present along Cecil Road on the access to the Secondary School.
- 1.5 Speeding and lack of crossing facilities have been identified as safety concerns by the School Travel Plans for Ashmole Academy both primary and secondary school.
- 1.6 This report details outcome of the feasibility study and the proposal to introduce the following measures:

- Two raised zebra crossings on Arlington Road, one near its junction with Summit Way to serve the Primary School and one at its junction with Cecil Road to serve the Secondary School;
- A new 20mph speed zone with associated signs, road markings and VAS;
- Repaving of the footway area outside the primary school entrance on Summit Way.

1.7 The safety measures above have been proposed considering the following standard specifications and regulations:

- **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.

1.8 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'.*

1.9 Ward Councillors have been consulted on the vertical measure and did not comment on the vertical measures in these two locations to support the 20 mph zone.

## 2. REASONS FOR RECOMMENDATIONS

### Site Observations:

- 2.1 A site visit took place in March 2019 and all potential solutions have been considered and appraised against the issues raised.
- 2.2 A new vehicular access for Ashmole Academy Primary School has been provided on Summit Way but it is in poor condition and it is currently in regular use as a school access for both vehicles and pedestrians.
- 2.3 Roads surrounding the school are residential in character, are subject to a 30mph speed limit and are not part of any bus route.
- 2.4 There were issues noted during the site visit which could have an impact on vehicle and pedestrian safety:
  - The layout around the school is dominated by driveways and unrestricted parking that increases the potential conflicts between pedestrian and vehicles, especially at school times.
  - Although there is a raised table with crossing facilities on Chase Way at the junction with Cecil Road, no crossing facilities are present along Arlington road and Summit Way.

**Traffic surveys:**

- 2.5 **A Pedestrian survey** was carried out on 13 March 2019 on Arlington Road near its junction with Summit Way to establish the most popular crossing points for pedestrians, especially school children. The survey was carried out for 1 day from 7:00 to 10:00 am and from 14:30 to 18:00 pm on the sites shown on the map below in Fig.1 and results are shown on the table below in Table 1.
- 2.6 Results summarised in Table 1 show that most pedestrian cross the road on Summit Way near its junction with Arlington Road and they cross Arlington Road in the area North-East of its junction with Summit Way.

SITE	Total number of peds	
	am	pm
A-B	24	28
B-A	44	30
C-D	0	0
D-C	0	1
E-F	0	0
F-E	0	0
G-H	13	83
I-J	6	23
j-I	45	10
H-G	92	12
K-L	63	48
L-K	70	63

Table 1 –Pedestrian Survey Results

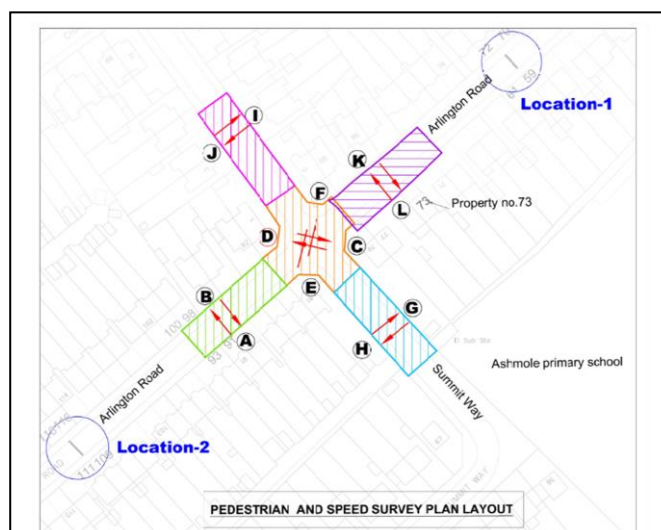


Fig.1 Pedestrian survey location plan (March 2019)

- 2.7 A pedestrian survey near the access road to the secondary school (Cecil Road) was not carried out at the time. However, the proposed location for this pedestrian crossing is based on site observations and it should be noted that the only feasible location would be outside nos. 28-30 as stated below.
- 2.8 **A speed survey** was carried out in May 2019 for 7 days 24-hours on two sites on Arlington Road near its junction with Summit Way as shown on Fig.2 below. Results are shown on Table 2 below.

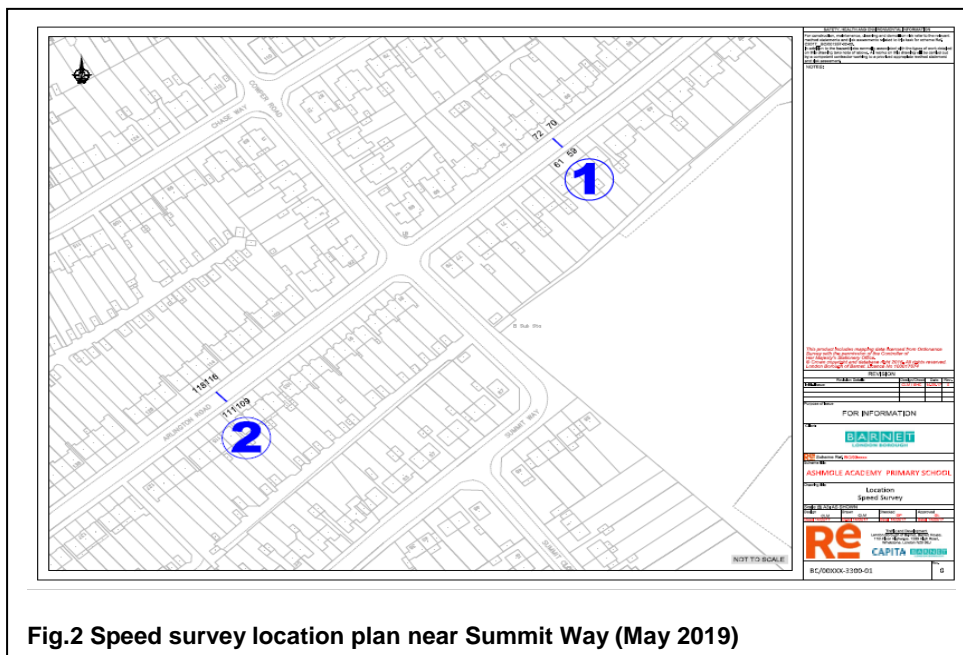
**Table 2 – Speed Survey Results**

	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
<b>Location 1</b>	31.8	25.7	31.2	25.5
<b>Location 2</b>	32.3	26.3	31.9	26.1

*Note:*

*85<sup>th</sup> percentile speed: 85% of traffic travels at or below this speed*

*Mean speed: The average taken by summing all vehicle speeds and dividing by the number of vehicles.*



**Fig.2 Speed survey location plan near Summit Way (May 2019)**

- 2.9 **A speed survey** was carried out in December 2019 for 7 days 24-hours on two sites on Arlington Road near its junction with Cecil Road as shown on Fig.3 below. Results are shown on Table 3 below.

**Table 3 – Speed Survey Results**

	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed

<b>Location 1</b>	28.5	22.6	26.8	21.4
<b>Location 2</b>	28.0	22.7	27.3	21.7

Note:

85th percentile speed: 85% of traffic travels at or below this speed

Mean speed: The average taken by summing all vehicle speeds and dividing by the number of vehicles.

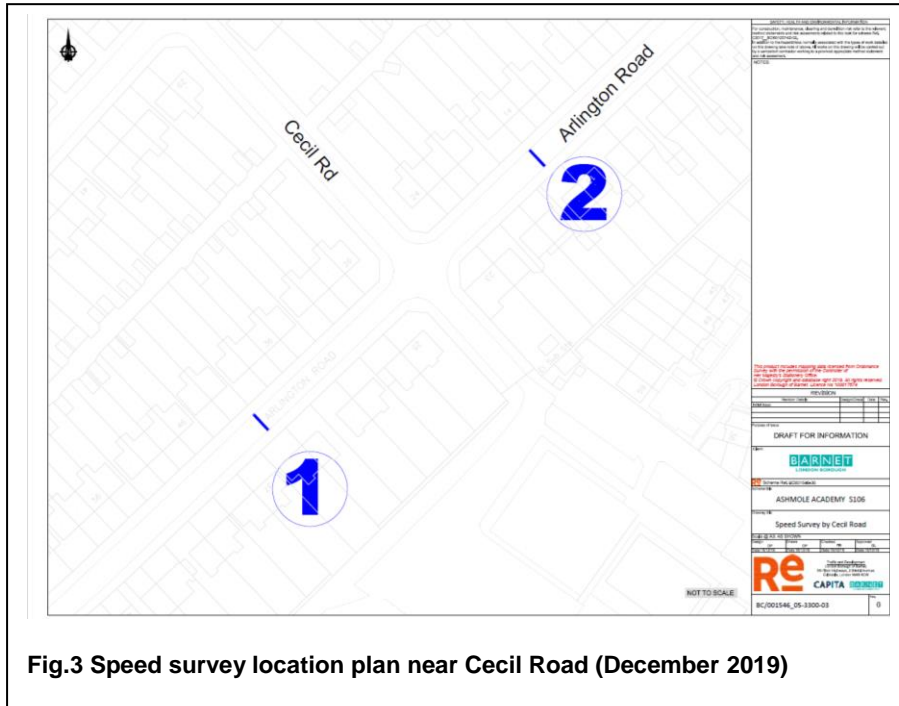


Fig.3 Speed survey location plan near Cecil Road (December 2019)

2.10 **Collisions Data:** The Personal Injury Collision Data was analysed investigating five years until the end of February 2019. This is the latest data that was available from the police and the 2019 data is provisional and subject to change. Four accidents have been reported on Arlington Road at junction with Hampden Way and at the junction with Burleigh Gardens. One of the accident on Burleigh Gardens was slight and involved a school child.

#### Feasibility and Proposals:

2.11 The proposals aim to reduce speeding and improve road safety in the area for all road users, particularly for pedestrians and school children. They are shown on attached drawing no. BC/001546-05\_FS\_100-01 and include:

- i. A new raised zebra crossing on Arlington Road outside no. 73, in the vicinity of junction with Summit Way;
- ii. A new raised zebra crossing on Arlington Road outside nos. 28-30, in the vicinity of junction with Cecil Road;
- iii. A new 20mph speed zone on Arlington Road and on adjacent roads near the school. This will include signage, road markings and 2 Vehicle Activated Signs (VAS);
- iv. A new uncontrolled crossing point with tactile paving on Summit Way at its junction with Arlington Road and repaving of footway area outside school gates on Summit Way.

It should be noted that School keep Clear markings and Double Yellow Lines have recently been installed on Summit Way outside the school entrance. These measures were installed as emergency feature following a temporary Traffic Order. They will be subject to consultation together with the above proposals and a permanent Traffic Order will follow after the consultation.

- 2.12 As a result of this investigation the raised zebra crossings are highly recommended, and having considered as exceptional circumstances, Officers believe that these measures would be appropriate at this particular area.
- 2.13 The 20mph speed zone will address the existing speeding in the area and the raised zebra crossings will benefit pedestrians' safety, especially school children walking in the area, as well as enforce the speed limit.

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

- 3.1 In addition to the proposals set out above, the only other option at this stage is to install standard zebra crossings together with the 20mph speed limit. However, officers believe that the raised crossings would be more effective in speed reduction and would benefit pedestrians' safety.
- 3.2 An alternative proposal would be installing only the zebra crossing near Summit Way as this is serve younger children aged under 11, attending a primary school. However, since a 20mph has been proposed along the whole length of Arlington Road, both raised crossing will help in enforcing this new speed limit and reducing speed along the whole road.
- 3.3 The only other Option at this stage is not to proceed with the prosed improvements, however, this will not address the concerns raised by the school neither satisfy the S106 agreement.

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

- 4.1 Once the recommendation is approved, a detailed design would be undertaken. Ward members and residents living in the area would be notified of the intention and comments invited through a statutory consultation. Implementation would follow once any issues have been considered and resolved where possible with a view to implement.

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

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

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic", "Barnet's children and young people will receive a great start in life", "Barnet will be amongst the safest places in London" and "a responsible approach to regeneration, with thousands of new homes built" by helping

residents to feel confident walking to school, helping to reduce traffic 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 The scheme will be funded by Section 106 for the development of Ashmole Academy Primary School and funding is not being requested from the Chipping Barnet Area Committee budget.

## 5.3 **Social Value**

5.3.1 No in relation to this scheme.

## 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.

## 5.5 **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 Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.



5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

### **5.7. Corporate Parenting**

5.7.1. Not applicable in the context of this report

### **5.8. Consultation and Engagement**

5.8.1. A statutory consultation will be undertaken as set out above.

### **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 The planning permission and S106 Ashmole Academy, Cecil Road, London, N14 5RJ (Reference number 16/5606/FUL)

