



Chipping Barnet Area Committee

29 June 2021

Title	Feasibility Study – Hadley Road, Clifford Road and Woodville Road
Report of	Executive Director - Environment
Wards	High Barnet Ward
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Speed survey results plan (Drawing No. BC/001834-02-01) Appendix B – Drawing No: BC/001834-02_FS_100-01
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Summary

This report details the feasibility study undertaken to address the traffic and safety concerns in Hadley Road, Clifford Road and Woodville Road raised in a petition to the Chipping Barnet Residents Forum and subsequently at the Chipping Barnet Area Committee.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the detail of the feasibility study as outlined in this report.

<p>2. That the Chipping Barnet Area Committee notes that the Executive Director, Environment approves with the recommendation to install a 20mph limit in the area outlined in Appendix B, Drawing No. BC/001834-02_FS_100-01.</p>
<p>3. That the Chipping Barnet Area Committee notes that the Executive Director, Environment will carry out a statutory consultation on the proposed scheme indicated on Drawing No. BC/001834-02_FS_100-01. If any objections are received as a result of the statutory consultation, the Executive Director, Environment will consider and determine whether or not the scheme should be implemented and, if so, with or without modification, subject to funding being made available.</p>
<p>4. Agrees that the Executive Director, Environment allocates funding of £19,800 to consult, design and introduce the approved proposals.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition with 134 signatures was submitted to the Chipping Barnet Residents Forum on 8th January 2020, outlining concerns about speeding in Hadley, Clifford and Woodville Roads and requesting traffic calming measures. It was agreed at the Forum meeting to refer the matter to the Area Committee for consideration.
- 1.2 At the Chipping Barnet Area Committee on 22nd January 2020 it was agreed to carry out a feasibility study and report back to a future Chipping Barnet Area Committee meeting. This report summarises the outcome of the feasibility study and considers options to address the concerns raised.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The petition requested measures to help reduce and calm traffic on Hadley, Clifford, Woodville, Tudor and Latimer Roads following ‘a series of road traffic collisions, incidents of personal injury, numerous instances of “near misses” and damage to residents’ cars’. It suggested that ‘rising volume of traffic coupled with speeding and dangerous driving on all these narrow, residential roads is creating a highly hazardous environment’.
- 2.2 The roads are situated in High Barnet between Hadley Common to the north and Potters Road to the south. Hadley Road runs north to south and connects directly with Hadley Common, and Clifford Road extends parallel to the east and Woodville Road to the west. Latimer Road and Tudor Road run adjacent east to west and interconnect with all three roads. The roads are residential in character and the speed limit is 30mph, the standard speed limit in urban areas.
- 2.3 At a site meeting in December 2020, a lead petitioner informed that these roads are used as a short cut from East Barnet to Hadley Highstone, and that traffic volumes can be high especially on Hadley Road. Residents have reported damage to parked cars and there have been altercations between passing motorists.
- 2.4 At the site meeting the following observations were noted:
- Hadley Road appeared to be the busiest of the 3 roads, and is the most direct route for through traffic (It should be noted that traffic was relatively light on the

day of the visit, although local Tier 3 restrictions were in place at the time which would likely affect traffic volumes).

- Demand for on-street parking is high on all three roads. Many properties do not have driveways or have limited off-street parking space.
- Parking is mostly unrestricted and vehicles park on both sides of the road where there is available space. In all three roads some vehicles were parked partially on the footway.
- Vehicle activated signs are already present facing southbound traffic on Hadley, Clifford and Woodville Roads to deter speeding. Watch your speed – 30mph limit signs were also present in Clifford and Woodville Roads.

2.5 Accident History

2.5.1 Accident records for the 36-month period to December 2020 have been analysed for the study area. This is the latest data currently available from the police, and is provisional and subject to change. According to the data, there were three accidents in total all classified as slight in severity. Table 1 shows a summary of the accidents within the study area.

Table 1 – Summary of the Personal Injury Accident Data

Date	Severity	Summary
22/06/18	Slight	Hadley Road junction with Latimer Road - northbound vehicle collided with westbound vehicle turning right from Latimer Road into Hadley Road.
26/10/18	Slight	Potters Road junction with Hadley Road – southbound vehicle collided with westbound vehicle
09/08/20	Slight	Clifford Road – exact location and details of how collision occurred not provided (self-reported)

2.6 Speed survey

2.6.1 Speed surveys were carried out for 7 days from 25 April to 1 May 2021 at 7 sites on Hadley, Clifford and Woodville Roads. A plan showing the location of the survey sites is attached as Appendix A.

2.6.2 The surveys provide the 24-hour mean and 85th percentile speeds for each location during the survey period, which are recorded in Table 2 below.

Table 2 – Speed Survey Data

	Northbound		Southbound	
	85 th Percentile Speed (mph)	Mean Speed (mph)	85 th Percentile Speed (mph)	Mean Speed (mph)
Hadley Road (south of Crescent Way)	29.6	23.5	29.1	23.5
Hadley Road (north of Tudor Road)	29.6	23.5	29.1	23.5
Hadley Road (south of Tudor Road)	30.8	24.6	31.0	24.8
Clifford Road (north of Tudor Road)	32.4	26.0	31.9	26.1
Clifford Road (south of Tudor Road)	27.8	22.1	29.3	23.9
Woodville Road (north of Tudor Road)	25.8	21.6	24.2	20.1
Woodville Road (south of Tudor Road)	30.1	24.7	28.6	22.7

- 2.6.3 The average speed quoted is the mean speed of all vehicles using the road and the 85th percentile speed is the speed at which 85 per cent of vehicles travel at or below along a road or street (under free flow conditions).
- 2.6.4 The speed measurement is not particularly affected by exceptional speeds since the value of the very highest and lowest results does not affect the results. The 85th percentile speed is used in road design to determine the 'design speed' for new features on the road. It is usually close to the speed limit the road and might be characterised as the speed that the majority of motorists consider a sensible maximum for the conditions.
- 2.6.5 Conditions are usually considered at safe if the 85th percentile speed is not in excess of the speed limit by 5mph or more. Therefore, for a 30mph road the 85th percentile speed would ideally be less than 35mph.
- 2.6.6 Traffic surveys show that average traffic volumes are notably higher in Hadley Road than Woodville and Clifford Roads, as indicated in Table 3 below. In the stretch north of Tudor Road, the volume of traffic using Hadley Road is three times greater than that of Clifford Road and two and a half times that of Woodville Road. This might be expected as Hadley Road would be the most direct route for through traffic.

Table 3 – Percentage traffic Volumes

		Traffic Volumes (%)		
		Hadley Road	Woodville Road	Clifford Road
North of Tudor Road	northbound	58	22	20
	southbound	63	24	13
South of Tudor Road	northbound	44	24	32
	southbound	38	32	30

2.7 Proposed improvements

- 2.7.1 After reviewing the speed survey and accident data and in order to address the concerns raised by residents, it is proposed to introduce a 20mph speed limit in the area, to include the following roads: Hadley Road, Clifford Road, Woodville Road, Latimer Road, Tudor Road, Bosworth Road, Norfolk Road, Hurst Rise, Julian Close and Vincent Close.
- 2.7.2 The proposed scheme, which is illustrated in Appendix B, would include terminal signs indicating the extent of the scheme, along with repeater signs and roundel road markings at regular intervals within the area. At any time waiting restrictions (double yellow lines) would also be installed at the junction of Clifford Road and Potters Road to improve sightlines on the approach to the junction.
- 2.7.3 It is considered that the proposed scheme could be effective in reducing vehicle speeds and help to discourage use of the area by through traffic. The scheme would be monitored following implementation and if vehicle speeds remain high, the addition of further measures such as vehicle activated signs could be considered.
- 2.7.4 The indicative cost for proposed measures is detailed in paragraph 5.2.1. A robust estimate will be carried out during the detailed design stage and as part of this scheme development a road safety audit will be commissioned.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Installing a one-way system in Hadley, Clifford and Woodville Roads was considered but not recommended as it could lead to an increase in traffic speeds in these roads and may not be popular with residents due to increased journey times.
- 3.2 The option to install a 20mph zone with the inclusion of traffic calming measures speed cushions or raised entry tables was also considered but not recommended. Council policy opposes the use of vertical traffic calming measures apart from in exceptional circumstances. 20mph zones are usually installed around schools. The introduction of horizontal traffic calming measures such as kerb build-outs has also been considered however would result in the loss of kerbside parking places and there would be high costs associated with the installation of new gullies.
- 3.2 A proposal to formalise parking on the roads within the area was considered in light of the concerns about damage to vehicles and the current informal parking patterns in the area. However, this would lead to a reduction in parking opportunity for residents and as demand for on-street parking is high, this option is not recommended.
- 3.3 The only other option at this stage is not to proceed with the proposed improvements, however this will not address the concerns that have been raised by residents.

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 proposals here will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, and “Barnet will be amongst the safest places in London” 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 Area Committee funding of £5,000 was agreed at the Chipping Barnet Area Committee in January 2020 for the feasibility study.

- 5.2.2 “London Highway Maintenance and Projects Framework North Area” schedule of rates has been used to carry out a preliminary high-level cost estimate for the recommendation as shown below in Table 4, which will need to be refined upon completion of the detailed design.

Table 4 – Cost Estimate

Activity	Estimated costs
Detailed Design (Includes statutory processes, STATS searches, advertising, public consultation, surveys etc.)	£10,000
Build Cost	£8,000
Sub-TOTAL	£18,000
Implementation and post implementation Fees @ 10%	£1,800
GRAND TOTAL	£19,800

- 5.2.3 The work will be carried out under the existing PFI (electrical) and LHMP (non-electrical) term maintenance contractual arrangements.
- 5.2.4 The estimated cost of installing the recommended proposals is £19,800 and is requested from the Road Safety and Parking budget. It is considered that the proposals would improve safety in the area and is recommended by officers.
- 5.2.5 Should additional measures such as vehicle activated signs be recommended following a period of monitoring the scheme, it is expected that these will be funded from the Road Safety and Parking Fund.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Council's Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.
- 5.4.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.3 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.
- 5.4.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 5.4.5 Statutory consultation subject to funding will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5.5 Risk Management

- 5.5.1 A road safety audit subject to funding will be commissioned during detailed design stage.

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 carried out in relation to the scheme proposals with residents and Ward Councillors.

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**

5.3 Chipping Barnet Area Committee meeting, January 2020 (Item 6):
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9880&Ver=4>

5.4 Chipping Barnet Residents Forum, January 2020 (Item 1):
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=10051&Ver=4>

