

APPENDIX A

Montagu Road area Traffic and Parking

1: Issues

Resident Issues

Traffic congestion during drop-off and pick-up times for the school and the Madrassa

- There are high levels of traffic flow in the area at these times, which is considered especially dangerous for children and pedestrians.
- Congestion builds up at the junction of Montagu Road and Algernon Road, due to parked vehicles on both sides of the road between Montagu Road and Station Road reducing traffic flow to one lane. Congestion then also builds up along Montagu Road, which is one way between Dartmouth Road and Algernon Road, as vehicles find it difficult to exit onto Algernon Road.

Noise pollution

- As a result of the traffic congestion that is caused at the junction of Montagu Road and Algernon Road, motorists become irate, which leads to verbal confrontations/shouting between motorists and horn blasting.

Parking problems during drop-off and pick-up times for the school and the Madrassa

- Motorists picking up and dropping off children utilise all the available kerbspace in Montagu Road and there is nowhere for residents to park. Although this is usually for relatively short periods, it is particularly an issue during the Madrassa which takes place on weekday evenings and on Saturday mornings, at times when the Controlled Parking Zone (CPZ) is not in operation. This also co-incides with residents returning home from work in the evenings and on Saturdays when most residents are not working but are trying to go about their daily lives. The result is residents find it difficult to find a space to park within a reasonable distance of their home as parents utilise any available space to pick up and drop off their children.

School Travel Plan (STP)

- Concerns expressed regarding child road safety as children have been seen regularly running out into the road between parked cars, and that the school did not have a valid STP (prior to 2012)
- Later concerns related to the STP are regarding the Madrassa not being included.

School Issues

Access to the school

- Parked vehicles cause obstruction to the vehicular and pedestrian entrances/exits which obscures sightlines for vehicles and can severely impact on pedestrian safety.

The school has two car parks and initially these were used by motorists to pick-up and drop-off their children as an alternative to using the public highway. However, the school have since reassessed their position in allowing the use the car parks for this purpose as these spaces are also used as playgrounds. There are safety issues linked to confusion amongst the children, and therefore, they took the decision to close their car parks during these times on safety grounds.

The school place wardens at the vehicular entrances to advise motorists that they cannot enter the car parks and to help to keep vehicles moving along the road.

2: Possible Solutions

Officer Suggestions

Option 1: School Keep Clear Markings and 'drop off' yellow line on Montagu Road

The provision of school keep clear markings on Montagu Road outside the school's pedestrian entrance to improve pedestrian safety, and the introduction of a length of yellow line waiting restriction outside the school to provide a length of kerblines for vehicles to momentarily pull in to allow children to board and alight, thereby also allowing motorists to move on more quickly.

The provision of school keep clear markings and yellow lines would result in the removal of approx 6-7 parking spaces in Montagu Road which are currently available to permit holders. It is considered that restrictions are necessary on safety and traffic management grounds, and that there is sufficient parking spaces in the local vicinity for local residents to park their vehicles, albeit some spaces may be further away than the spaces residents are currently used to parking in. The combination of the parking bay removal and the provision of the school keep clear markings and yellow lines, would result in the frontage of the school being more 'open', which would also ultimately improve movement of vehicles entering and exiting the site, and improve the safety of children crossing the road at the school entrance.

Option 2: Provision of double yellow lines at the Montagu Road/Algernon Road junction and along Algernon Road

The provision of 'at any time' double yellow line waiting and loading restrictions on the western side of Algernon Road would be of benefit to enable improved 2 way traffic flow in Algernon Road between Montagu Road and Station Road. It would reduce the traffic queues which build up in Montagu Road during the school and Madrassa dropping off and picking up times and in Station Road as motorists struggle to enter the local road network.

The provision of yellow lines would result in a loss of approx 6 permit/pay by phone parking spaces and a certain amount of 8am to 6.30pm waiting restriction. It is considered that there is sufficient available kerbside space in Algernon Road to compensate for the loss of place for overnight parking, however, a length of pay by phone parking bay in Algernon Road would be converted to resident permit holders only in order to maximise resident parking provision.

It is not envisaged that the proposed measures would impact on the local Surgery at 42 Station Road as disabled badge holders would be able to utilise the disabled bays and yellow lines of the eastern side of Algernon Road, and there would still be a certain amount of pay by phone parking further along the road for the use of other visitors to the surgery.

Option 3: Proposed focussed area for park and stride/drop off – Vicarage Road (between Algernon Road and Dartmouth Road) and Algernon Road (by Vicarage Road)

As it stands the stretch of Vicarage Road between Algernon Road and Dartmouth Road has minimal frontages, as it runs along the sides of properties in Algernon Road, Mount Road and Dartmouth Road. Therefore there is little demand from resident permit holders to park along this length of road despite there being approximately 27 parking spaces in the road. The road falls within the Monday to Friday 10am to 11am CPZ, and therefore on a weekday, there would be scope for parents/carers to take up approximately 90% of the parking spaces on the road, as a park and stride area – with a potential for similar for after school activities.

In addition, there is the potential to utilise the seldom used resident permit/business permit and pay by phone parking spaces on Algernon Road (outside and opposite St John's church) as part of this option. However, consideration would need to be given as to whether general usage of these parking spaces would increase should the changes outlined in the other options be introduced.

The thought behind this option is that more or less any available parking space in the area could be utilised as length of kerbside space which allows boarding and alighting – even during the controlled periods. For the Madrassa/School picking up period the parking spaces in the area are generally unrestricted (as the CPZ ends at 5pm), so it is considered that parents whether early arriving or not, could park and wait in parking spaces further afield to the school – and walk to the school themselves at the end of Madrassa/School to pick up their children before walking back to their vehicles.

Although not necessarily requiring many changes on-street, this option requires a change of mindset from parents and the school. If adopted this could ultimately reduce the number of vehicles needing to travel along the stretch of Montagu Road between Dartmouth Road and Algernon Road, which in turn could reduce the congestion encountered after picking up times.

Option 4: Proposed 'at any time' waiting restrictions at the junctions of Montagu Road and Dartmouth Road and Montagu Road and Bertram Road

These measures would improve sightlines and road safety at the junctions, and if other options which encourage walking to school from slightly further afield, would improve pedestrians' ability to cross by permanently deterring motorists from parking too close to junctions.

Additional options/suggestions

Residents also put forward suggestions for a one way system to be introduced in Algernon Road, in addition to the existing one way system operational in Montagu Road, which was originally introduced as a result of traffic issues occurring related to the previous tenant Barnet College.

Initial thoughts on this is this suggestion is that it may not necessarily be a simple and inexpensive solution which could in theory just displace the traffic problems elsewhere within the local area road network rather than solve the problems. Therefore, this option would have to be assessed on a basis over the wider local area (detailed later in the report).

It was also suggested that the CPZ hours of control to be extended to later in the evenings in order to deter parents from parking in Montagu Road and waiting for their children to exit the Madrassa, thereby protecting parking for residents on their return home from work.

This suggestion does have some merit. Although, it must be noted that this may not necessarily deter vehicles from parking should the driver remain in the vehicle, as they could simply drive away when approached by a Civil Enforcement Officer. As with option 2 it would also require a degree of co-operation and a change in current mindset of parents. However, given the reported issues in the road, the possibility of extending the hours of the CPZ is considered viable and therefore could be considered, especially as events do take place in the area outside the current operational hours of the CPZ.

Feedback from residents, representatives of the school and other interested parties who attended the meeting was very positive, and overall it seems that people were interested in working together to improve the area.

The most favourable options were for the traffic management measures suggested in option 2 for Algernon Road and for the provision of drop off areas further away from the school to deter a certain number of vehicles from travelling along Montagu Road in option 3. The majority of residents who commented in relation to the parking in the westernmost section of Montagu Road were in favour of an extension of the CPZ operational hours. However, some residents, who live slightly further away and who may not experience the height of the problems, were either undecided or were against the idea of extending the hours.

The representatives and users of the school were very keen on the prospect of introducing measures to improve pedestrian safety in Montagu Road in place and were amenable to promoting a 'park and stride', 'kiss and drop' kind of system. There was some concern amongst local residents regarding the possible loss of parking places in Montagu Road which would result from the introduction of measures in option 1.

3: Survey Outcome

Surveys

The parking surveys were carried out in October 2011, and the traffic surveys which included junction counts and origin and destination data, were carried out at the end of January 2012.

The parking surveys took place on Tuesday, Wednesday, Thursday, Saturday and Sunday. Counts were taken at 6am, 8am, 10am, 1pm, 3pm and 7pm.

The junction count surveys and the origin as destination surveys took place at the same time on Wednesday and Thursday between 7am to 10am and 2pm to 8pm, (a total of 9 hours a day) and on Saturday between 8am to 1pm, (a total of 5 hours). Results were collated in 1 hour periods.

Survey Results

Parking Survey

At the time the surveys were carried out in the roads and sections of roads within the 'all day' CPZ, operational between 10am and 5pm Monday to Friday, that being Algernon Road, Montagu Road, and parts of Dartmouth Road and Bertram Road, there were 144 live resident permits. This area consists of a possible 229 spaces for resident permit holders to park, and as such should all the permit holders park at the same time there would still be enough spaces for approximately a further 85 vehicles to park.

In the sections of Dartmouth Road and Bertram Road, and as well as Mount Road which are in the one hour CPZ, operational between 10am and 11am Monday to Friday, there were a total of 65 live resident permits recorded. This area consist of a possible 116 spaces for resident permit holders to park at any one time, and therefore there potentially could be enough space for approximately another 52 vehicles to park.

Further to this there are a possible 44 spaces for vehicles to park in Vicarage Road, and as our records show there are no live resident permits registered to this road, these can be utilised as an additional parking option for residents of the area.

The results show that in theory there are more than enough spaces for permit holders to park within the area, however, the survey results indicate that resident parking may be concentrated more heavily in certain places than in others, for example in Montagu Road.

The results show that there is a steady demand for resident parking throughout the day, with obvious higher demands in the mornings and late afternoon/early evenings when a higher majority of residents are at home.

In relation to Vicarage Road, analysis shows that some residents utilise the parking spaces in this road. However, the permit to space ratio data shows that as parking demand is lower in Vicarage Road it could accommodate a provision of certain amount of pick up and drop off points with a minimum detriment to resident parking as area wide parking provision shows it can accommodate the recorded resident parking demand. The surveys showed that 38 different vehicles parked in Vicarage Road, and of that 38, 63% were resident permit holders. Having assessed our permit data records, we could see that 21% of permit holders were residents of the all day section of Dartmouth Road and 17% from the all day section of Bertram Road. Of the remaining permit holder vehicles, 12% were residents of the one hour section of Bertram Road, 4% were from Mount Road and 46% from Audley Road. The higher percentage of parking from Audley Road residents reinforces the known perception that parking in Audley Road can be problematic due to high demands from residents.

On average:

- There are 38 spaces free at any one time in Algernon Road during the week, and 32 spaces during the weekend. The average number of resident permit holders parking in this road is 10.
- There are 28 spaces free at any one time in Montagu Road during the week, and 19 spaces during the weekend. The average number of resident permit holders parking in this road is 39. When looking further into the nature of parking that takes place in Montagu Road, on average there are 8 spaces free in the eastern section

of the road, between Dartmouth Road and Audley Road, and 16 spaces free on average in the western section of Montagu Road, between Dartmouth Road and Algernon Road.

- There are 21 spaces free at any one time in Vicarage Road during the week, and 20 spaces during the weekend. The average number of resident permit holders parking in this road is 9.
- There are 22 spaces free at any one time in the all day section of Dartmouth Road during the week, and 16 spaces during the weekend. The average number of resident permit holders parking in this section of road is 28.
- There are 14 spaces free at any one time in the 1 hour section of Dartmouth Road (the section furthest away from Montagu Road) during the week, and 7 during the weekend. The average number of resident permit holders parking in this section of road is 22.
- There are 32 spaces free at any one time in the section of Audley Road, between Vivian Avenue and Park Road, during the week and 21 spaces during the weekend. The average number of resident permit holders parking in this section of road is 59.

Recorded Area Statistics

Algernon Road

No. of properties - 38
 No. of live resident permits – 16
 No. of parking spaces – 55

Audley Road (Vivian Ave to Park Rd)

No. of properties - 245
 No. of live resident permits – 97
 No. of parking spaces – 119

Bertram Road (all day)

No. of properties – 60
 No. of live resident permits – 36
 No. of parking spaces – 52

Bertram Road (1hr)

No. of properties – 56
 No. of live resident permits – 28
 No. of parking spaces – 55

Dartmouth Road (all day)

No. of properties – 58
 No. of live resident permits – 35
 No. of parking spaces – 45

Dartmouth Road (1hr)

No. of properties – 58
 No. of live resident permits – 25
 No. of parking spaces – 45

Vicarage Road

No. of properties – 5
 No. of live resident permits – 0
 No. of parking spaces – 44

Montagu Road

No. of properties – 87
 No. of live resident permits – 57
 No. of parking spaces – 77

Mount Road

No. of properties – 61
 No. of live resident permits – 12
 No. of parking spaces – 16

Total

No. of properties – 668
 No. of live resident permits – 306
 No. of parking spaces – 508

Junction Count Survey

On a week day, an average of 518 vehicles travelled through the junction from Montagu Road into Algernon Road, during the recorded survey times. Analysis shows that generally the preferred traffic route with a greater traffic movement is vehicles turning right into Algernon Road, to travel towards Station Road. When assessing the junctions total movement data for traffic turning both right and left, it indicates that traffic increases at this location by an average of 443%, during the hours of 8am-9am, 3pm-4pm, 4pm-5pm and 6pm-7pm, where there is an average of 102 vehicles travelling through this junction per hour, from the quieter periods between 7am-8am, 9am-10am, 2pm-3pm, 5pm-6pm and 7pm-8pm, where there is an average of 23 vehicles travelling through this junction per hour. During the identified quieter periods, the highest number of vehicles travelling through the junction is 36 during the period of 5pm to 6pm, indicating the possibility of residents return home from work. This supports the claims of possible traffic problems occurring at this location, and indicates that the increased levels may indeed be attributed to the school and Madrassa drop-off and pick-up times. However, it is noted that the busier morning and evening times may also include resident vehicles as these times are also conducive to typical times when people may leave for and return home from work.

The results show that Saturday has a significantly lower traffic flow to that of the identified busier periods during the week. The busiest recorded hours on Saturday is being between 9am to 10am and 12pm to 1pm, with an average of 44 vehicles travelling through the junction, and the quietest being between 8am and 9am when only 11 vehicles were recorded.

In relation to traffic flow in Algernon Road, on a week day, an average of 1779 vehicles travelled through the road, with an average of 895 a day heading south from Station Road to Vicarage Road during the week and 346 during the recorded survey times on Saturday, and an average of 885 vehicles a day travelling in the other direction, from Vicarage Road to Station Road during the week and 336 on Saturday.

Analysis shows that although the traffic flow in Algernon Road fluctuates during the different time periods, the levels are not significantly different throughout the day. The lowest notable counts being during the first early morning time periods, that being 7am to 8am during the week and 8am to 9am on Saturday, and the highest notable counts being during the week between 8am to 9am and between 3pm to 7pm. On Saturday the highest notable counts are between 10am to 11am and 12midday to 12pm. During the week, the average number of vehicles that travel southbound along Algernon Road is 101 per hour and the number travelling northbound per hour is 99. On Saturday the average number of vehicles travelling southbound per hour is 69 and northbound 67.

The levels of vehicles travelling through Algernon Road indicates that this road may be used by motorists as a main thoroughfare through the local road network as an alternative route to using the main direct through routes, such as Station Road, Vivian Avenue or the A5 Edgware Road. In addition to this when comparing the through traffic data for Montagu Road, the higher levels of traffic are recorded at specific times of the day, such as pick up and drop off times, suggesting that vehicles may only travel through Montagu Road when the destination is intended to be Montagu Road, that being a resident of Montagu Road or visitor to the school.

An average of approximately 803 vehicles turn left from Algernon Road into Station Road per day and 486 turn right during the week, and during the week an average of

approximately 601 vehicles turn right from Station Road into Algernon Road and 300 turn left from Station Road into Algernon Road. For the aforementioned traffic movements, although traffic numbers are lower on Saturday, the turning ratios are similar to that during the week.

At the opposite end of Algernon Road, per day an average of approximately 683 vehicles entering Algernon Road originate from Mount Road during the week and 282 on Saturday.

On average there were 1112 vehicles recorded per day during the week travelling along Audley Road. Of this, an average of 247 of the vehicles recorded turned from Audley Road into Montagu Road.

Figures show that potentially we could displace an average of approximately 900 additional vehicles a day along Audley Road if Algernon Road was to become one way only, thereby almost doubling the traffic flow in Audley Road. Audley Road is a densely populated road where survey analysis has shown that a high level of parking takes place. As any changes of to the nature of traffic flow in Algernon Road could significantly increase the traffic flow along Audley Road, with vehicles parked on both sides, the road is only wide enough for vehicles to travel one way at a time and therefore at it is also a long road, this could therefore impact on road safety. Not only leading to a higher traffic flow but could also effect speed and cause congestion at certain locations in the road as vehicles would not necessarily be able to pass each other in any location other than at junctions.

Origin and Destination Survey

On average, the survey data shows that the most common route taken through the local road network in this area is from Mount Road to Station Road, via Vicarage Road and Algernon Road, and vice versa. This indicates that motorists may be using this route as a cut through between the major road networks within the area, or may habitually be utilising this route as it could be considered to be the easiest and most direct route through the local road network.

The data indicates that the nature of the journeys vary from motorists who pass through the area, motorists who are visiting residents or amenities within the area, or residents themselves going about their daily lives, coming and going to work etc.

Time periods

On average, over 1000 different journeys were recorded through the area a day between 8am and 9am, over 700 between 9am and 10am, over 800 between 3pm and 4pm, and over 700 between 6pm and 7pm.

The number of journeys through the area may be higher than an average residential area, due to other contributing factors such as the number of local amenities within the residential area, i.e, school, community centre, places of worship, doctor's surgery, and the areas close proximity to larger major road networks, such as the A41, A5 and their main connecting roads.

Durations

Audley Road (between Vicarage Road and Vivian Avenue)

The data shows that the majority of vehicle journeys took between 1 minute and 1 minute 30 seconds to travel the length of Audley Road.

Montagu Road (between Audley Road and Algernon Road)

The recorded journeys showed vehicles took between 30 seconds and 7 minutes to complete, with the most typical time taken recorded to take between 1 and 2 minutes. Between 8am and 9am the typical time taken was 1 to 3 minutes.

Montagu Road (between Dartmouth Road and Algernon Road)

The recorded journey times showed vehicles took between 20 seconds and 1 hour to pass through the two cameras. Between 8am and 9am the typical time taken was between 30 seconds and 9 minutes, between 3pm and 4pm the typical time taken was 40 seconds to 1 hour, and between 6pm and 7pm the typical time taken was 30 seconds to 30 minutes.

Mount Road to Algernon Road

The recorded journey times showed vehicles took between 12 seconds and 1 hour 30 minutes to pass through from the camera in Mount Road to the camera in Algernon Road. The most typical time take to do the journey was between 20 seconds and 1 minute. Between 8am and 9am records show vehicles took between 30 seconds and 1 minute to travel through, between 9am and 10am it took 20 seconds to 50 seconds to undertake the journey and between 3pm and 4pm it took between 20 seconds and 1 minute and 20 seconds.

Algernon Road to Mount Road

The recorded journey times showed vehicles took between 15 seconds and 1 hour to pass through from the camera in Algernon Road to the camera in Mount Road, with the most typical time taken to do the journey being between 30 to 35 seconds. Between 8am and 9am records show it took vehicles 15 to 20 seconds, between 9am and 10am it took vehicles 25 to 40 seconds, between 3pm and 4pm it took 30 seconds to 1 minute to do the journey and between 5pm and 7pm it took 30 to 45 seconds.

The varying journey times may indicate that it may be difficult at times for traffic to move through the road network with ease, possibly encountering problems due to parked vehicles reducing the width of the roads and therefore causing obstructions to through traffic preventing vehicles for passing through with ease and thereby causing congestion. The greater the level of vehicles travelling through, the higher the congestion build up and the longer the journeys will take. The data also indicates that some of the longer journey periods recorded show that vehicles do stop for various lengths of time in the area, while it is difficult to ascertain the reasons for doing so, it could be concluded that it is either visitors to residents or the local amenities such as the school, suggesting that vehicles do wait for longer periods of time to pick up their children.