



Speed control humps



Speed cushions

Traffic calming in Brim Hill, Deansway and Addison Way. What do you think?

The traffic calming funds made available by the Director for London were specifically allocated for use in Brim Hill and Deansway, but, at the insistence of the Residents Association, these funds have been increased to provide traffic calming for Addison Way. It is appreciated that other Suburb roads have pressing claims for traffic calming measures, but these would require funding from Barnet Council, who have shown a marked reluctance to pay for any such measures on the Suburb.

The RA have therefore seized this opportunity provided by the Director to improve conditions for some hard-pressed residents while trying to ensure that such schemes should not seriously disadvantage other residents. The design work will be carried out by Barnet Council traffic engineers on behalf of the Director of Traffic and LBB will consider the views of all residents affected by these schemes. The RA, the HGS Trust and English Heritage will ensure that designs and materials are appropriate to the Conservation Area and will, if necessary, add funding to achieve suitable quality.

There are many ways of calming traffic at present, such as: **Speed Control Humps:**

The traditional road hump, extending the full road width. It is the most effective method of reducing traffic speed, but not normally permitted on bus routes. These have been in use in Oakwood Road for the past ten years and have proved

highly effective in reducing both speed and volume of traffic.

Speed Cushions:

Raised rectangular pads or areas of road surface designed to be straddled by buses. These are much less effective at reducing car speeds and have negligible effect on larger vehicles. For this reason the RA do not believe they would form an effective solution for any of the roads in question. Examples can be seen nearby in Muswell Hill Road and Frognal.

Speed Tables:

A raised area of full road width of sufficient length to avoid the sort of jolting buses experience with humps. When installed as a treatment over an entire road junction they can be visually intrusive. Hence the RA would recommend their use only across the normal road width. Examples can be seen in Frognal and Tetherdown where they are also used as pedestrian crossing points.

Road Closures/Banned Turns/No Entry:

All these measures can be used to discourage rat-running, but may result in longer journeys for local residents, detours and traffic transferring to other roads. Such measures are normally only implemented after considering the wider implications for the local areas.

Width Restrictions:

Can be used to restrict the size of vehicles using a road or to provide a pinch-point for reducing speed.

Alternate Parking:

A restriction on road width by

alternate build-outs of the kerb line combined with parking allowed only on alternate sides of the road. This creates a chicane effect but results in considerable loss of kerb-side parking.

Not all methods are applicable in every situation due to individual circumstances and a balance has to be maintained between the interests of various groups of residents.

Brim Hill and Deansway

These roads are part of the H3 bus route and therefore speed humps are ruled out. There is already sufficient random kerb-side parking to conclude that alternate parking would result in loss of parking for little benefit.

The RA suggest that eight to ten well-designed speed tables would be the preferable solution for these roads, combined with entry treatments at each end of Brim Hill. A speed table in Brim Hill close to the junction with Ossulton Way should also be designed to give a much-needed facility for pedestrians crossing Brim Hill.

Addison Way

The use of speed humps would be possible since this road does not form part of a bus route and, correctly designed, would reduce vehicle speeds to about 20mph, providing the greatest deterrent to rat-running traffic.

The RA would wish to see speed humps throughout the length of Addison Way, consistent with Oakwood Road. These should be combined with a width restriction to prevent large vehicles using Addison Way as

an alternative to the A1. The width restriction could be placed in the slip-road between Addison Way and Falloeden Way or in Addison Way immediately to the west of that junction. The latter position would have the advantage of preventing Oakwood Road-Addison Way being used as a through route for large vehicles avoiding Falloeden Way.

Additional pedestrian refuges, with prominent 'Keep Left' signs adjacent to the garage would assist pedestrians and inhibit vehicles driving through the garage forecourt.

The Residents Association have studied the alternatives and have put forward a view. It is important that schemes should be broadly acceptable to residents, since dissension between groups can all too often cause proposals to be delayed or even cancelled, as has happened on the Suburb in the past.

Do you live in any of these roads? If so, are you in favour of some form of traffic calming? Are you for or against the RA's proposals? Would you add any different solution?

Do you live elsewhere? If so, would these proposals affect you? Are you for or against these proposals? Would you add any different solution?

We need to know your individual opinion - for or against - affected or unaffected. Please let us know what you think. These views will help in formulating detailed designs, then Barnet Council will consult on those designs with all affected residents.

Send your views to Ken Murrell, Chairman, Roads and Traffic Committee, 167 Hampstead Way, NW11 7YA.

Supper party for former HBS old girls

The Henrietta Barnett School Association (formerly the Old Girls' Association) is holding a supper party on Monday 27th March 2000 in the main school hall. This event is held annually for anyone who attended the school. In particular it is a special reunion for all those who left school 10, 20 and 30 years ago.

If you would like to attend, please telephone 020 8446 3344.



Speed tables

Did you capture the moment?

A reminder of the RA/Archive Trust millennium photo competition announced in the last Suburb News.

The Archive Trust is looking to build a collection of pictures of life on the Suburb in millennium year and the competition is for pictures which will be judged partly on quality but mainly on

observation of contemporary life in a Suburb setting.

Prizes will be given for photographs in four categories; Events; Family life; Open spaces and gardens; Transport and shopping.

Entries to the Garden Suburb Gallery by 1 June 2000.



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