

	<h2>Hendon Area Committee</h2> <h3>6 July 2016</h3>
<b>Title</b>	<b>Devonshire Road, NW7 – Additional Request for Traffic Calming measures</b>
<b>Report of</b>	Commissioning Director for Environment
<b>Wards</b>	Mill Hill
<b>Status</b>	Public
<b>Enclosures</b>	Appendix A - Drawing Nos. GC2418-CAP-00-XX-DR-C- 002 003
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<h2>Summary</h2>
This report details the additional request for Traffic Calming Measures on Devonshire from a local ward councillor on Devonshire Road, NW7.

<h2>Recommendations</h2>
<ol style="list-style-type: none"> <li>1. That the Committee note the detail of the scheme that was agreed at the March 2016 Hendon Area Committee for measures on Pursley Road and Devonshire Road, NW7.</li> </ol>
<ol style="list-style-type: none"> <li>2. That the Committee note the detail of studies undertaken below and agree that apart for the scheme agreed in 1. above no further action is taken at this location.</li> </ol>

**1. WHY THIS REPORT IS NEEDED**

- 1.1 The October 2015 Hendon Area Committee received a verbal representation from Councillor Sury Khatri who spoke about the risks associated with dangerous driving along Devonshire Road. Following discussion, the Committee RESOLVED the following *Action: That the Highways Officer (Traffic and Development Manager) bring a further update report to the next meeting of the Hendon Area Committee with cost estimates of the feasibility study relating to a review of the Traffic Calming Measures for the stretch of road along Pursley Road and Devonshire Road to the Holder Hill Road Roundabout excluding the section of Devonshire Road that has already been approved in item 13.*
- 1.2 At the January 2016 Hendon Area Committee, the Committee agreed the Pursley Road/Devonshire Road Traffic Scheme - Improvements to reduce the spread of traffic on Pursley Road and Devonshire Road and the expenditure of £16,000 to undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.

*RESOLVED the following:*

*In the matter of Pursley Road/Devonshire Road Traffic Scheme*

- i) That the Committee notes the update in Appendix 1 of this report.*
  - ii) That the Committee agrees the expenditure of £16,000 to undertake feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.*
- 1.3 At the March 2016 Hendon Area Committee, the committee agreed the design of the Pursley Road/Devonshire Road Traffic Scheme and

RESOLVED the following:

- i) That the Committee note the detail of the feasibility study as outlined in this report in relation to Pursley Road and Devonshire Road, NW7:*
- ii) That the Committee, having noted the above in 1, agrees the expenditure of £7,500 from the Hendon Area Committee budget and authorises the Commissioning Director for Environment to consult on and implement the proposed traffic scheme on the sections of Pursley Road and Devonshire Road.*

## **Background**

- 1.4 A feasibility study was undertaken to investigate the following concerns which have been raised in relation Pursley Road and Devonshire Road, NW7 including:
- a. High traffic volumes
  - b. Inappropriate / excessive speeding
  - c. A number of collisions
  - d. Conflict with Cyclists

- 1.5 A Scheme to address these issues was agreed at the March 2016 Hendon Area Committee as shown on Drawing No. GC2418-CAP-00-XX-DR-C-002 003.
- 1.6 Councillor Khatri raised on-going concerns regarding the speed of vehicles on Devonshire Road at the March Committee however at the time no further action was proposed. At a subsequent site meeting in the vicinity of Devonshire Road, Councillor Khatri again raised concerns over safety and the speed of traffic on Devonshire Road and requested that a mini roundabout be installed at the junction of Devonshire Road with Lee Road and Oakhampton Road.
- 1.7 It was discussed that as they was funding remaining from the initial feasibility study which was carried out on the Pursley Road/Devonshire Road study that a traffic survey could be undertaken at this junction and an initial assessment undertaken as to the suitability of the location for a mini roundabout.

### Initial Observations

- 1.8 The Councillor has raised concerns that vehicles are travelling in excess of the speed limit in this location and has witnessed vehicles overtaking on the wrong side of the traffic island shown in the image below.



Fig 1 – 2015 Google Street View Imagery  
[Map data ©2016 Google]

- 1.9 A traffic survey was undertaken on 15 June 2016 between 7am – 9.30am and 4.30pm – 6.30pm to inform whether the location would be suitable for the installation of a mini roundabout. The results of the traffic survey are detailed in Table 1 and Figure 2 below. The results of the survey show that there almost no traffic from the sides roads in comparison to the number of vehicles using Devonshire Road.

**Table 1: Devonshire Road/Oakhampton Road/Lee Road - Traffic count**  
Date: 15.06.16

TIME	MOVEMENT											
	Devonshire Road (EB)			Lee Road			Devonshire Road (WB)			Oakhampton Road		
	A	B	C	D	E	F	G	H	I	J	K	L
07:00 - 07:30	1	267	0	6	0	2	0	198	1	2	0	5
07:30 - 08:00	2	351	2	6	0	3	8	317	2	2	0	11
08:00 - 08:30	0	305	1	7	0	1	1	398	1	9	0	10
08:30 - 9:00	0	315	0	1	0	2	0	303	2	8	0	9
09:00 - 09:30	0	265	0	1	0	1	2	233	0	3	0	6
16:30 - 17:00	0	302	1	7	0	4	7	324	0	6	0	4
17:00 - 17:30	0	303	0	4	0	0	8	303	2	1	1	11
17:30 - 18:00	1	334	0	0	0	1	5	334	1	3	0	4
18:00 - 18:30	2	279	1	0	0	0	4	279	3	11	0	5

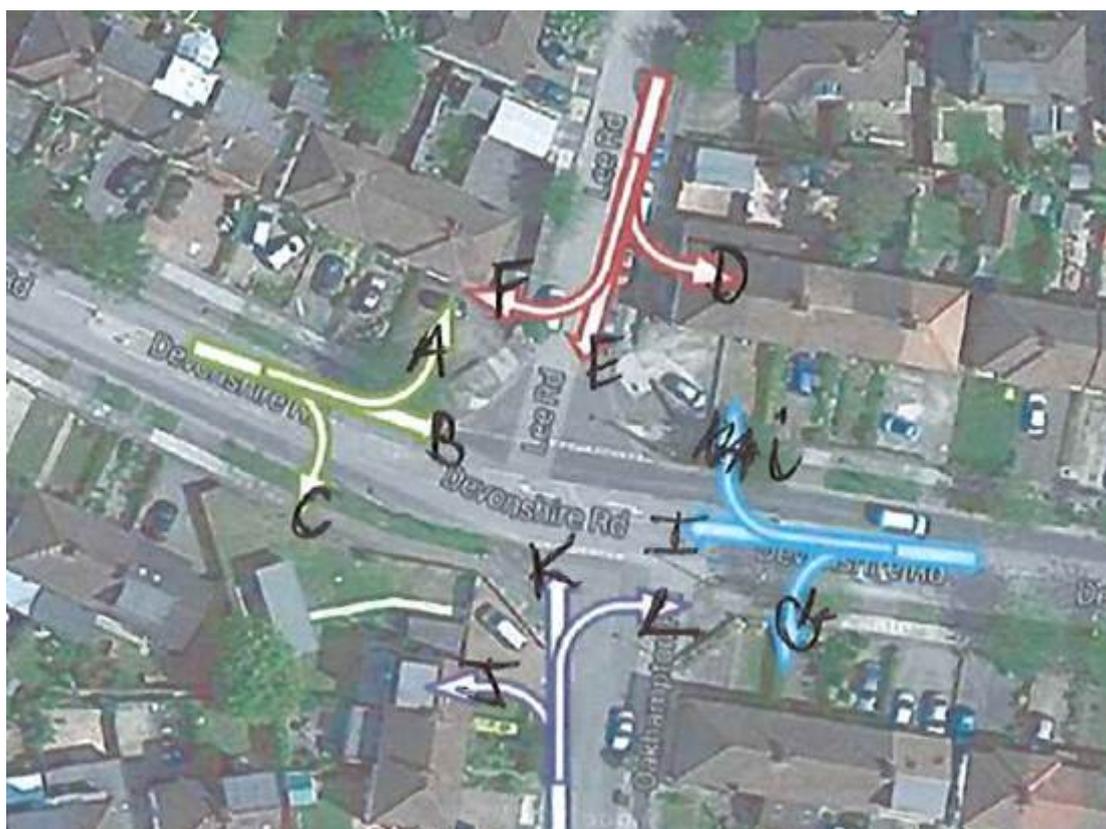


Figure 2: Turning Movements for the Devonshire Road/Oakhampton Road/Lee Road traffic Counts

- 1.10 Accidents – There was one slight accident within this section over the last 5 years. The accident happened at night and involved a vehicle travelling out of a private driveway.
- 1.11 Design Manual for Roads and Bridges (DMRB) says that “Mini-roundabouts must not be used at a junction where the forecast traffic flow on any arm is below 500 vehicles per day (2-way Annual average daily Traffic (AADT))”. In addition, “four-arm mini-roundabouts introduce additional conflicts and can create difficulty for drivers’ perceptions of the layout and turning flows. They are not recommended where the sum of the maximum peak hour entry flows for all arms exceeds 500 vehicles/hour”.

- 1.12 Design Manual for Roads and Bridges (DMRB) also says that “A *mini-roundabout must not be used as a speed reduction measure in isolation. Where a mini-roundabout is used within a traffic-calming scheme, speed reduction must be achieved by means of suitable speed reduction measures on the approach. If the required speed reduction cannot be achieved, then a mini-roundabout must not be provided*”.
- 1.13 Finally and although normally a mini-roundabout is a low cost option for junction design, possible diversions for 3rd part companies (Virgin Media, British Telecom, National Grid, Uk Power, Thames water) will increase considerable the implementation cost for this option.

## **Conclusions and Recommendations**

- 1.14 The request for a mini roundabout at this location has been considered, however, due to the concerns above officers recommend that the location would not be suitable for the installation of mini-roundabout and that no further action is taken at this location (apart from the improvements to road marking which were previous agreed at the March 2016 Committee and shown in GC2418-CAP-00-XX-DR-C-003).

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendation not to install a mini-roundabout at the junction of Devonshire Road with Lee Road and Oakhampton Road has been detailed in paragraphs 1.9-1.14 above.

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

- 3.1 Alternative option for Pursley Road and Devonshire Road are already being progressed through S278, LIP and Area Committee funded Schemes.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 None in context of this report.

## **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 The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

## **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 The additional feasibility and survey has been undertaken within the original budget that was agreed for Pursley Road/Devonshire at the January 2016 Hendon Area Committee.

## **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, in section 15 headed "Responsibility for Functions" (Annex A) 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, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

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.

## **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 unlawful 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 from different groups.

5.6.2 No changes are proposed as a result of this report.

## **5.7 Consultation and Engagement**

5.7.1 None in the context of this report.

## **5.8 Insight**

5.8.1 The options developed for the scheme were informed through analysis of injury accident data, traffic surveys and on site observations of the issues.

## **6. BACKGROUND PAPERS**

6.1 Hendon Area Committee October 2015

<http://barnet.moderngov.co.uk/documents/s26631/Devonshire%20Road%20Traffic%20Management%20Scheme.pdf>

6.2 Hendon Area Committee January 2016

<http://barnet.moderngov.co.uk/documents/s28661/Hendon%20Area%20Committee%20Progress%20Report.pdf>

6.3 Hendon Area Committee March 2016

[https://barnet.moderngov.co.uk/documents/s30852/HENDON%20Pursley%20Rd\\_Devonshire%20Rd%20Report%20Final%20Cleared.pdf](https://barnet.moderngov.co.uk/documents/s30852/HENDON%20Pursley%20Rd_Devonshire%20Rd%20Report%20Final%20Cleared.pdf)

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