

	<p>Hendon Area Committee</p> <p>24 July 2017</p>
<p style="text-align: right;">Title</p>	<p>Abercorn Road, Traffic Management Scheme</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – Option A Outline Appendix 2 – Option B Outline Appendix 3 – Option C Outline</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<p>Summary</p>
<p>This report details the results of the second round of consultation for the Abercorn Road, Traffic Management Scheme that was agreed by the Hendon Area Committee and the Environment Committee to address the traffic and safety concerns raised regarding Abercorn, NW7 and agree funding. The first consultation raised concerns regarding the proposed one-way operation that for Abercorn Road.</p> <p>The second consultation provided residents with an alternative proposal and asked for their feedback. This report investigates responses obtained and asks the Hendon Area Committee to approve either Option A for implementation or Option C for Consultation and Implementation.</p>

Recommendations
1. That the Committee notes the results of the informal consultation results as set out in this report.
2. That the Committee approves either the Officer recommended Option A or the residents preferred Option C be progressed.
3. That if Option A is approved the Committee give instruction to the Strategic Director for Environment to implemented the approved Option A and advise local residents of this decision and proceed to the implementation of the scheme.
4. That if Option C is approved, the Committee give instruction to the Strategic Director for Environment to carry out a statutory consultation on the approved Option C.
5. That subject to no objections being received to the statutory consultation, referred to in recommendation 4, the committee instructs Strategic Director for Environment to introduce the approved Option C.
6. That the Committee agrees that if any objections are received as a result of the statutory consultations on Option C, referred to in recommendation 4, the objections will be reported back to a future Hendon Area Committee meeting for consideration to determine whether the agreed Option C should be implemented or not, and if so, with or without modification.
7. That the Committee notes that the funding for the agreed Option is included in the Local Implementation Plan (LIP) 2017/18 budget to introduce the approved Option.

1. WHY THIS REPORT IS NEEDED

- 1.1 A request was received from a Ward Member to review the following concerns:
- *High traffic volumes in Abercorn Road*
 - *Inappropriate / excessive speeding*
 - *A number of collisions reported at Abercorn Road junction with Dollis Road and Firth Lane*
 - *Restricted visibility exiting Abercorn Road at its junction with Dollis road, particularly for right turners*
 - *Vegetation obstructing sight line at the junction of Abercorn Road / Firth Lane*
 - *Vehicle losing control on the bend in Firth Road near Abercorn Road.*
 - *Large vehicles using Abercorn Road as a rat-run.*

- 1.2 The Hendon Area agreed that these concerns should be investigated and the 30 March 2016 Committee meeting considered the two options designed by Officers.
- 1.3 Option A which consisted of:
- One-way traffic on Abercorn Road, allowing vehicles to travel in an North-Westerly direction only;
 - Footway build-outs at junctions, with double yellow lines along the new kerb lines, to improve visibility and encourage vehicles turning at safe speeds;
 - Weight restrictions, to deter large vehicles using Abercorn Road as a cut-through;
 - Vertical speed deterrents (e.g. cushions), to deter speeding;
 - High friction surfacing of the section of Dollis Road at the junction with Abercorn Road, to reduce speeding.
- 1.4 Option B which consisted of:
- Banned right turn from Abercorn Road into Dollis Road by installation of signage, to reduce risk of collisions at this junction. This will be enforced by a CCTV enforcement camera;
 - Weight restrictions, to deter large vehicles using Abercorn Road as a cut-through;
 - Vertical speed deterrents (e.g. cushions), to deter speeding. To accommodate for the two-way traffic, vertical speed deterrents required would span wider, and may have an impact on parking;
 - High friction surfacing of the section of Dollis Road at the junction with Abercorn Road, to reduce speeding.
- 1.5 The Committee agreed that the Officer preferred Option A should be further designed and taken to consultation with residents. This was subject to funding which was subsequently approved by the Environment Committee on 29 September 2016.
- 1.6 The Statutory Consultation was undertaken on 2nd March 2017.
- 1.7 The Original consultation responses were mixed, with residents both endorsing and opposing this proposal. However, the majority of negative responses were against the one-way system element of the scheme but welcomed the other measures.
- 1.8 For a summary of responses to this consultation, see Table 1 below. Note that, for clarity, responses were divided into four categories, and the below numbers reflect direct mention (for or against) each of the measures listed.

Table 1 – Summary of responses to consultation on Option A

	For	Against
One-way traffic on Abercorn Road	8	18
Footway build-outs at junctions, with double yellow lines along the new kerb lines	17	7
Vertical speed deterrents	18	6
High friction surfacing of the section of Dollis Road	18	4

- 1.9 During the consultation period, a Ward Member requested a site meeting to discuss the proposals and consultation results. The meeting took place on 10 March 2016. At this meeting said Ward Member request that an alternative Option was taken back to the Hendon Area Committee for consideration.
- 1.10 In view of the consultation responses and feedback, including the issues discussed at the site meeting and input from said Ward Member , the design was reviewed and an additional Option B (as detailed in Appendix 2) was developed.
- 1.11 At the 2 May 2017 Hendon Area Committee, the Commissioning Director for Environment introduced a report which provided details and results of the original statutory consultation undertaken on the Abercorn Road, Traffic Management Scheme and the additional Option B that was developed.
- 1.12 The Committee heard representations from residents who raised concerns around the consultation, namely that they and other residents on their road were not consulted as part of the council’s ‘formal consultation’ set out in Option A.
- 1.13 Although the Committee had previously approved a formal consultation of Option A, concern was also expressed by some members of the committee around the fact that Option B was not a statutory or formal consultation carried out by the council. As such they were not in a position make an informed decision on the information before them.
- 1.14 Following the discussion and consideration a decision was made to deferred the report to:
- (i) enable officers to investigate the viability of a no through road and
 - (ii) that the report is brought back with a third option following a formal consultation with local residents.
- 1.15 Following the decision Option C (See appendix 3 for details) was developed as an alternative. This option consists of:
- Banned right turn into Dollis Road;

- Raised speed tables (elongated flat-topped speed humps) at junctions with Abercorn Close, Mallow Mead and Frith Court;
 - Provision of 'At any time' (double yellow lines) waiting restrictions along corners of junctions with Abercorn Close, Mallow Mead and Frith Court;
 - One pair of speed cushions (narrow speed humps) on Abercorn Road between junctions with Frith Court and Dollis Road;
 - Resurfacing of section of carriageway on Dollis Road by junction with Abercorn Road, part of which will be treated with high friction surface. This is to encourage drivers to reduce their speed by the junction;
- Narrowing of junction with Frith Lane to improve drivers' sight lines and reduce speed of turning.

1.16 This option was communicated to residents through an informal consultation, where both option A and C were presented and residents were asked for their feedback. The results of this consultation are presented in the table below:

Residents in Support of Option A	3
Residents in Support of Option C	12
NOTE: In addition, a letter circulated by a neighbour collected 37 additional signatures supporting Option C . There have been complaints from other neighbours about the manner this proposal was presented.	

1.17 Option A has already undergone Statutory Consultation and could be progressed to implementation if agreed. Option A is the option preferred by Officers.

1.18 The results of the informal consultation indicate that Option C appears to be the option preferred by residents. Option C would need additional statutory consultation if this is the Option the Hendon Area Committee are recommending for approval. The results of this further consultation would need to be reported back to the Area Committee for their consideration before the scheme could be implemented.

2. REASONS FOR RECOMMENDATIONS

- 2.1. Option A is the Option recommended by Officers and the consultation results indicate that there is a level of support for this Option from residents, but lower than Option C.
- 2.2. Option B although address some of the concerns initially raised does not address all the issues so would not be the preferred Option. This option is no longer being considered.
- 2.3. Option C addresses most of the concerns raised and appears to be the preferred option by residents. However, Option C does not address some issues such as high traffic volumes and the risk of collisions at the junction with Dollis Road due to low visibility.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1. Alternative options were covered in previous reports. No-further alternative options have been developed since the publication of said reports apart from Option B as outlined above.

4. POST DECISION IMPLEMENTATION

- 4.1. If the report's recommendations are approved the scheme has funding approval from the Local Implementation Plan (LIP) 2017/18 funding and the chosen option would be progressed to consultation, if required, detailed design and implementation stages.

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 cost of Option A, estimated at £51,000 has been approved by Environment Committee on 15 March 2017 for inclusion as part of the Local Implementation Plan (LIP) 2017/18 funding - from the Traffic Management and Accident reduction funding stream.
- 5.2.2. Option C, estimated at £91,000, can also be funded from the LIP 2017/18 LIP budget and a detailed cost estimate will be undertaken if this scheme is approved by the Committee.
- 5.2.3. Future maintenance of electrical apparatus shall pass to Barnet Lighting Services (the PFI contractor) who will charge a commuted sum with the cost fully borne by London Borough of Barnet; this can be absorbed within current revenue budgets.
- 5.2.4. Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £20,500 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.
- 5.2.5. The work will be carried out under the existing PFI (electrical) and LoHAC

(non electrical) term maintenance contractual arrangements.

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. Risk management may be required for work resulting from 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 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community.

5.7 Consultation and Engagement

5.7.1 Consultation has already been carried out on Option A and if progressed residents will be contacted to advised them of the outcome of the consultation. If Option B is progress this will require additional public consultation to be carried out on the chosen proposal and details of the proposals will also be communicated to Ward Councillors.

5.8 Insight

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

6. BACKGROUND PAPERS

- 6.1. The October 2015 Hendon Area Committee Minutes & Agenda; available at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8281&Ver=4>
- 6.2. 13 January 2016 Hendon Area Committee Minutes & Agenda; available at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8282&Ver=4>
- 6.3. 30 March 2016 Hendon Area Committee Minutes & Agenda; available at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8283&Ver=4>
- 6.4. 14 July 2016 Environment Committee Minutes & Agenda; <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>
- 6.5. 29 September 2016 Environment Committee Minutes & Agenda
<https://barnet.moderngov.co.uk/documents/g8590/Printed%20minutes%2029th-Sep-2016%2019.00%20Environment%20Committee.pdf?T=1>
- 6.6. 15 March 2017 Environment Committee Minutes & Agenda
<https://barnet.moderngov.co.uk/documents/g8593/Printed%20minutes%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=1>
- 6.7. 2 May Hendon Area Committee Minutes & Agenda,
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9129&Ver=4>