
Meeting	Hendon Area Environment Committee
Date	13 March 2013
Subject	Review of Traffic Management Measures on WYKEHAM ROAD NW4
Report of	Director for Place
Summary	The report reviews the removal of the traffic calming measures following the completion of the resurfacing works in Wykeham Road in January 2012, and outlines findings of the initial investigations regarding a possible traffic calming measures on Wykeham Road

Officer Contributors	Themba Nleya
Status (public or exempt)	Public
Wards Affected	Hendon Ward
Key Decision	No
Reason for urgency / exemption from call-in	N/A
Function of	Executive
Enclosures	None
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1. RECOMMENDATIONS

- 1.1 That the Sub-Committee note the outcome of the investigation into the feasibility of providing traffic calming measures on Wykeham Road as presented in this report.
- 1.2 That the Sub-Committee be mindful of the Council's current approach to traffic calming
- 1.3 That the Sub-Committee decide whether or not suitable vertical and/or horizontal deflection measures highlighted within section 9.1.14 of this report ought to be considered for Wykeham Road and if so which method(s) highlighted are preferred and therefore need to be formally considered.
- 1.5 Subject to 1.4 above instruct the Director for Place to proceed to a detailed design and public consultation with a view to implementation subject to availability of resources, liaison with local ward members and consultation with the Cabinet Member for Environment.

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Hendon Area Environment Sub-Committee on 16 October 2012 considered the local ward member Councillor John Hart's representations and noted concerns regarding road safety within the Wykeham Road, NW4. The Sub-Committee instructed the investigation of methods of traffic calming measures.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 Introducing traffic management measures in the borough will contribute to the Corporate Plan priority "A Successful London Suburb" by enhancing Barnet's reputation as a good place to work and live.
- 2..1 The London Mayor's Transport Strategy also addresses these areas through: "Proposal 30: The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will include ...c) "... keep traffic moving ..." , e) Planning and implementing ... improvements to the existing road network, ... to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users

4. RISK MANAGEMENT ISSUES

- 4.1 I consider the issues involved are likely to give rise to policy considerations as dependent on any preferred measures being introduced, this could raise expectations for similar approaches to be taken elsewhere in the borough that may not align with the Council's usual approach to traffic management The introduction of any traffic management feature designed to reduce vehicle speed will inherently impact on traffic flow and subsequently may dis-benefit the emergency services response times.

- 4.2 There would be some minor disruption whilst the work is being completed but this would be minimised through traffic management in discussion with the contractor undertaking the work.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of traffic calming measures on Wykeham Road would reduce the risk of vehicle to vehicle and/or vehicle to pedestrian collisions on a relatively busy road thus particularly benefiting vulnerable users such as the elderly, physical or visually impaired.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 **Finance** Any measures that may be preferred will be accommodated within the 2013/14 or future Traffic Management and Road Safety allocations.

- 6.2 **Procurement** The highway works would be procured through the borough's highway term contracts.

- 6.3 There are no **Staffing, IT or Property** implications arising out of this report.

7. LEGAL ISSUES

- 7.1 The Traffic Management Act 2004 places an obligation on authorities to ensure the safe and expeditious movement of traffic on their road network.

- 7.2 The Council as Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

8. CONSTITUTIONAL POWERS (Relevant section from the Constitution, Key/Non-Key Decision)

- 8.1 Council Constitution, Part 3, Responsibility for Functions; paragraph 3.10 details the functions of the Area Environment Sub-Committees which includes making recommendations to Cabinet on the designation of conservation areas. As there are no proposed changes to the boundaries of the conservation areas, a report to Cabinet will not be necessary.

9.0 Background

- 9.1.1 Barnet has a policy to review traffic management features in roads that are due for resurfacing in order to assess their effectiveness and whether any measures should be re-installed. To this end, residents deemed directly affected by the measures are invited to give their views in writing whether the traffic management features should be reinstated.

The Council also carries out volumetric and speed surveys 'pre' and 'post' completion of the resurfacing works. The recorded personal injury accidents (PIAs) are also analysed for the 3 year period prior to the removal of the traffic management measures. In Wykeham Road, speed surveys have also been carried out 6 months after the measures were removed.

- 9.1.2 Wykeham Road links Brampton Grove to Queen's Road and for a limited section runs parallel to the A41 and the A502 Brent Street which, as higher classes of road. Are most likely to tempt some drivers to use it as a bypass or alternative link to the named 'A' roads.
- 9.1.3 The speed survey results and accident data analysis is summarised in the table 1 below;

Table 1: Speed Surveys

Speeds (mph) (Average 85%ile speeds over a 7 day period*)		
	Northbound	Southbound
Pre resurfacing Survey		
May 11	18.8	18.2
Post resurfacing Surveys		
Jan 12	35.7	32.3
Follow-up survey		
Jun 12	29.3	30.7

**The eighty-fifth percentile (85%ile) speed is the speed at which 85% or the vehicles using that road travel at or below. It is nationally used benchmark by highway authorities and gives an indication of the extent of speed/trends at a given location.*

- 9.1.4 Looking at the recorded average 85%ile speeds, a familiar pattern emerges whereby immediately after removal, speeds spike (January 2012) before stabilising and settling at a lower-than-initial level (June 2012). The recorded 85%ile figures 6 months after the removal of the features do not exceed the Association of Chief Highway Police Officers (ACPO) recommended thresholds for targeted enforcement on a road that is subject to 30mph. That threshold figure would be expected to be 35mph for Wykeham Road.

Personal Injury Accidents (PIAs)

- 9.1.5 The corresponding pedestrian-related PIAs recorded for this location in the last 3 years prior to removal, 12 months prior to removal, and for the period after removal have been checked and the results are summarised in Table 2 below.

Table 2:	Up to 31.12.11 (36 months)	01.01.12 to 30.09.12 (9 months)
PIA		
Slight	1	1 (not speed related)
Serious	0	0
Fatal	0	0
Totals	1	1

- 9.1.6 During the 3 year-period prior to the removal of the traffic measures spanning from January 2009 to December 2011, there was one PIA in Wykeham Road categorised as 'slight' which occurred on 03/02/2009. This incident involved a pedestrian under the influence of alcohol stepping into the path of a vehicle.

- 9.1.7 While the Police may have details for more recent incidents, highway authorities in London often have to wait for the data to be validated and updated in the system. As a result at the time of writing the database goes up to 30 September 2012 and therefore only 9 months 'post-removal' data is available so far but liaison with the Police is ongoing.
- 9.1.8 No related PIAs flag in the database for the 9-month period after the features were removed. However, there has been 1 incident recorded and categorised as 'slight' occurring on 12 January 2012 when a turning vehicle mounted the kerb at the Wykeham Road and Brampton Grove junction and collided with a pedestrian. However not much further detail is recorded as the driver appeared not to have been contacted by Police at the time. Officers are in liaison with the Police and hope to receive further information.
- 9.1.9 Since the removal of the measures there have reportedly been a number of 'damage only' accidents in Wykeham Road with one such incident occurring on 01/06/12. As these accidents are 'damage only', neither the council nor the Police have further information or details regarding causation.
- 9.1.10 Officers have also been made aware of rumours regarding an incident on Sunday 22/07/12. Initial feedback suggested a male left their motorcycle unattended in Brent Street with the keys in the ignition. The bike was taken without permission and the rider subsequently lost control of the vehicle and drove into a wall, without a crash helmet and suspected to have been under alcohol influence. Rider was taken to hospital with a nasty head injury, initially assessed as life changing. The incident happened on Wykeham Road near to its junction with Brampton Grove. This incident to date remains unclassified and not highlighted in the database and liaison with the Police is ongoing.
- 9.1.11 In order to ensure a fair mechanism for allocating the limited resources at disposal, the existing traffic management budget (TMB) approach considers accidents record when investigating locations that could benefit from traffic management measures. The criteria is deemed fair and by addressing and prioritising those locations with adverse accident records, ensures that Barnet are able to meet their statutory obligations under the Traffic Management Act 2004. This approach can often lead to frustration as it implies that Barnet wait for an accident before action can be taken which is misleading.
- 9.1.12 From the above post-removal PIA statistics, it is not possible to draw any meaningful conclusions.
- 9.1.13 This opinion is reached against a backdrop of much registered support for the retention of measures expressed by residents during the consultation as table 3 below shows.

Table 3: Wykeham Road Residents Consultation Results

Would you like traffic management measures to be reinstated in Wykeham Road NW4 (Brampton Grove to Queens Road)	Number	%
Yes	37	94.9
No	2	5.1

No Opinion	0	-
TOTAL	39	

Return rate: There were 86 questionnaires delivered to Wykeham Road addresses and 39 returned. This is a reply rate of 45.3%.

In addition to the consultation responses there was an E-Petition, signed by 48 respondents', requesting the retention of the road humps on Wykeham Road was received.

9.1.14 If desired, typical traffic calming measures with the intent to specifically to address speeding would include;

- **Vertical deflection traffic calming** (Road Tables, humps, tapered edges, entry treatments, rumble strips, road cushions, raised rib markings),
- **Horizontal deflection traffic calming** (examples include chicanes, pinch-points, islands / hatching, gateways, change of road surface colour, over-run areas), and;
- **Other variations** such as one or more of the above used in combination and/or vehicle-activated signs, 20mph zones and 20mph limits.

10 **Officers' recommendations:**

10.1 In light of the above, officers would not normally be putting forward any recommendations for related measures on Wykeham Road when guided by the existing traffic management procedure.

10.2 **Therefore the Sub- Committee are being asked to;**

- i) **Be mindful of the Council's current approach to traffic calming**
- ii) **Decide whether or not suitable vertical and/or horizontal deflection measures ought to be considered for Wykeham Road,**
- iii) **Decide, if measures are recommended, which of the specific methods of traffic management measures highlighted are preferred and therefore need to be formally considered.**

Legal : TE
CFO: MC