

Meeting	Hendon Area Environment Sub-Committee
Date	13 March 2013
Subject	Feasibility Study of Traffic Management Measures on Devonshire & Pursley Roads NW7
Report of Summary	Director for Place The report reviews the necessity for traffic calming measures on Devonshire/Pursley Roads and outlines findings of the preliminary investigations.

Officer Contributors	Themba Nleya
Status (public or exempt)	Public
Wards Affected	Mill Hill 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 Devonshire/Pursley Roads as presented in this report.**
- 1.2 That the Sub-Committee to determine an option among the highlighted vertical or horizontal deflection measures as presented within section 9.1.12 of this report to be introduced.**
- 1.4 That any objection from the formal consultation be addressed by the Director for Place in 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 representation and noted his concerns regarding road safety within Devonshire/Pursley Roads NW7. 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.
- 3.1 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 any proposed measures would then have to be considered for the rest of the borough and may have a major impact on traffic flow especially from the consideration of Emergency Services.
- 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 contractor undertaking the work.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of traffic calming measures on Devonshire/Pursley Roads would minimise the risk of vehicle to vehicle and/or vehicle to pedestrian

collisions on a relatively busy road and 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 sought to 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 Constitution Part 3 – Responsibility for Functions – Area Environment Sub-committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

9.0 BACKGROUND.

9.1.1 The speeding investigations at this location have arisen due to concerns raised by the local leadership in the form of a members' item by Councillor John Hart, the main elements of which are;

"TRAFFIC CALMING MEASURES - DEVONSHIRE ROAD / PURSLEY ROAD & OTHER SIMILAR LONG STRETCHES ROADS IN BARNET

Owing to two serious road accidents occurring recently in the same spot at the junction of Devonshire Road/Pursley Road, traffic calming measures are requested to mitigate the danger of further crashes and casualties along this long stretch of road which attracts speeding drivers.

I asked for accident statistics from the Police and have been advised that since January 2012 to present (14 August) there has been 4 on Devonshire Road and 4 on Pursley Road. There may be more but if there is an accident that is just knock for knock and no body is injured and they have exchanged details and gone there separate ways, they don't call police and let the insurance companies deal with it.

Recently on 7th August my own car was rammed into the rear outside my house by a speeding driver causing considerable damage to the car but fortunately no personal injuries.

There are also such other roads (Lawrence Street, NW7 etc) in Barnet which would also require similar consideration. I would prefer that measures for Devonshire Road is considered / implemented first.

By way of Background, in early 1983 I organised a petition and got mostly all householders in Devonshire Road to add their signature to the petition following which in August 1983 islands were introduced with road humps. Recent road surfacing of Devonshire Road has removed the road humps which sort of acted to slow traffic down.

Was thinking of calming measures such as in Woodcroft Avenue (off Bunns Lane, NW7), Camrose Avenue (Harrow), Restricted Barriers in Nether Street by junction of Alexandra Road/Argyle road N12)"

- 9.1.2 The section of road that officers have been able to conduct preliminary assessments lies between the junctions of Bittacy Rise and Holders Hill Roundabout. This section of road starts off eastwards from Dollis Junior School as Pursley Road and then changes to Sanders Lane briefly before becoming Devonshire Road. It was resurfaced during September 2011 when, in line with standing guidelines and after conducting before and post-removal assessments, a case for the retention of traffic management measures in the form of humps could not be established by the Highways Team although the vehicle-activated signs and central hatching have been retained to provide psychological and visual perceptions that are meant to influence or encourage drivers to comply with the speed limit.

Speed Surveys

- 9.1.3 Results of the pre and post removal speed surveys are summarised in Table 1 below. It is often difficult to draw any meaningful conclusions from the speed surveys that are conducted immediately after any features or changes have been made to the road layout. This is because experience has shown that a sufficient bedding-in period and any changes in accident trends need to be allowed for before definitive conclusions can be made. A pattern is becoming familiar at locations where humps have not been reinstated; initially speeds marginally increase and then stabilise to a lower-than-initial level. A similar pattern can be observed from the Tables 1 and 2 data.

- 9.1.4 **Table 1** : Average 85%ile Speeds Over the 5 Weekday period (7am to 7pm)*

Table 1	A	B	C
Monday	30.4	40.5	34.6
Tuesday	30.2	38.8	34.8
Wednesday	29.7	39.1	32.8
Thursday	30.2	39.0	34.6
Friday	30.2	39.0	34.8
Average (mph)	30.1	39.3	34.3

KEY

A = Eastbound o/s no73 'before' (Jul 2011)

B = Eastbound o/s no73 'after' (Sept 2011)

C = Eastbound o/s no73 'after 1 yr' (Sept 2012)

Table 2	D	E	F
Monday	29.7	40.5	33.1
Tuesday	29.5	43.8	32.8
Wednesday	29.4	39.7	32.4
Thursday	29.6	39.7	32.6
Friday	29.6	39.6	32.5
Average (mph)	29.6	40.7	32.7

KEY

D = Westbound o/s no73 'before' (Jul 2011)

E = Westbound o/s no73 'after' (Sept 2011)

F = Westbound o/s no73 'after 1 yr' (Sept 2011)

**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.*

- 9.1.5 Looking at the average 85%ile speed data that has been recorded 12 months after removal, when taken in isolation, a conclusion is likely to be drawn not to reinstate the humps or introduce measures as the average 85%ile figures do not exceed the Association of Chief Highway Police Officers (ACPO) recommended thresholds for targeted enforcement. The ACPO threshold figure would be expected to be 35mph for Devonshire and Pursley Roads.

Personal Injury Accidents (PIAs)

- 9.1.6 It therefore makes sense to also consider the accidents' trend at this location. 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 are summarised in Table 3 below.

Table 3	01.09.08 to 31.08.11 (36 months)	01.09.10 to 31.08.11 (12 months)	01.10.11 to 30.09.12 (12 months)
Slight	2	1 (involved a bicycle)	1
Serious	1	Nil	2
Fatal	None	None	None
Totals	3	1	3

- 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 yields the 12 months 'post-removal' data that is available so far.

- 9.1.8 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. Residents often misconstrue this approach and accuse Barnet of waiting for an accident before action can be taken which is misleading.

9.1.9 From the above post removal PIA data, it is not possible for any meaningful conclusions to be drawn as the available data in Table 3 does not yield itself to statistical analysis. No discernible trend in terms of causation factors, or such parameters as whether incidents occurred in the dark/light, wet/dry etc is yet apparent.

9.1.10 Accordingly, it is not possible to establish a direct co-relation between the absence of humps and the 3 recorded and related incidents occurring in the period after the features have been removed. By way of example, 1 of the incidents involved driver error on the part of the emergency vehicle misjudging the other's signals, the second involved a cyclist crossing in front of a car while the third involved a driver pulling from the kerbside into the path of another vehicle. The common factor to all three incidents regarding probable causation is attributable to 'failed to look properly' which would be a 'driver error' not easy to mitigate via design measures.

Traffic Management Measures

9.1.11 The member item requests for measures such as width restrictions for this road. However, it has to be noted that width restrictions are a form of traffic management measure that can be used under very limited circumstances and not as a substitute for road humps for example. Existing guidelines allow for the consideration of width restrictions where certain vehicle categories have to be prohibited from using a road for either i) environmental reasons, or ii) restrictive road width. Both these conditions are not likely to be met for Devonshire and Pursley Roads.

9.1.12 Typical 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 Devonshire & Pursley Roads 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 Devonshire & Pursley Roads,**

- 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.**
- iv) Instruct, if specific measure(s) are preferable, the Director for Place to proceed to a detailed design and public consultation with a view to implement subject to availability of resources.**

CFO – MC
Legal – PR