

MEETING**HENDON AREA COMMITTEE****DATE AND TIME****WEDNESDAY 21ST OCTOBER, 2015****AT 7.00 PM****(OR AT THE CONCLUSION OF THE CHIPPING BARNET RESIDENTS' FORUM BY
8.30PM, WHICHEVER IS EARLIER)****VENUE****HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ**

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
15.	WEST HENDON HIGHWAY ISSUES	1 - 12

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Hendon Area Committee
21 October 2015

Title	West Hendon Highway Issues
Report of	Commissioning Director - Environment
Wards	West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	<p>Drawings: Appendix A - G/0/7 - Kingsbury Road – Preliminary – General Arrangement – Option 2</p> <p>Appendix B - G/0/5-1 - Perryfield Way – Preliminary – Traffic Signs and Road Markings</p> <p>Appendix C - G/0/7-1 - West Hendon Highway Issues – Preliminary – Proposed Signs</p>
Officer Contact Details	Jane Shipman, highwayscorrespondence@barnet.gov.uk , 020 8359 3555

Summary

This report advises on the outcome of a feasibility study addressing issues previously raised at the junction of Cool Oak Lane with the A5, at the Perryfield Way Gyratory and at A5 junction with Kingsbury Road.

It identifies there is no feasible option for improvements at Cool Oak Lane that could be introduced in advance of improvements already expected through the regeneration scheme in the area.

It recommends proceeding with detailed design and liaison with TfL with a view to future implementation of an improvement to introduce improved pedestrian and cycle facilities at the junction of the A5 and Kingsbury Road.

It identifies signage changes for the Perryfield Way gyratory to assist direction finding and recommends implementation of these.

Recommendations

- | |
|---|
| <p>1. That the Hendon Area Committee note the outcome of the assessment of the A5 / Cool Oak Lane junction; that introducing an improvement at this location before the improvements expected as part of the West Hendon regeneration scheme is not feasible.</p> |
| <p>2. That the Hendon Area Committee agree that the proposed scheme for the A5 / Kingsbury Road junction be developed to complete detailed design with Hendon Area Funding, and subsequent consultation and implementation will be reported to the Environment Committee for approval.</p> |
| <p>3. That the Hendon Area Committee agree that revised signage at A5 / Perryfield Way gyratory be introduced.</p> |

1. WHY THIS REPORT IS NEEDED

1.1 At its meeting on 26 March 2014 a members item was presented to the Hendon Area Environmental Sub- Committee requesting that the sub-committee consider the following measures with a view to enhancing road safety & traffic control within the Hendon Ward:

- Traffic Lights at the junction of West Hendon Broadway & Cool Oak Lane;
- Edgware Road The Hyde junction Kingsbury Road;
- Traffic signage at West Hendon Broadway / Perryfield Way;
- The junction of Cool Oak Lane and Woolmead Avenue.

1.2 The Sub-Committee resolved to instruct officers to engage with Transport for London in order to establish a strategy to alleviate the concerns highlighted in the member's report.

1.3 A feasibility study has been undertaken in relation to the first three items and a Keep Clear marking are to be installed at the junction of Cool Oak Lane with Woolmead Avenue

Traffic Lights at the junction of West Hendon Broadway & Cool Oak Lane

1.4 The Cool Oak Lane junction is due to be improved as part of the future phases of the West Hendon Regeneration Scheme, so the feasibility study brief was to consider whether elements of those improvement works could be implemented in advance or other interim proposals introduced.

1.5 Unfortunately, there does not appear to be any simple means to provide for pedestrians at the existing signal controls due to potential worsening of existing traffic congestion and without land acquisition and major construction work (to widen the highway). Therefore, they are currently no feasible improvements that can be introduced at this junction in advance of the highway improvement works planned as part of the regeneration proposals.

Edgware Road The Hyde junction Kingsbury Road

- 1.6 Introducing improved pedestrian facilities at the junction of the A5 with Kingsbury Avenue has not previously been carried out because of the impact this would have on traffic movement. The feasibility study identifies an improvement for the junction that could overcome this (through localised carriageway widening and the introduction of a right turn filter signal). The proposal is illustrated in drawing G/0/7 - Kingsbury Road – Preliminary – General Arrangement – Option 2.
- 1.7 It recommends proceeding with detailed design and liaison with TfL with Hendon Area Funding with a view to future implementation of an improvement to introduce improved pedestrian and cycle facilities at the junction of the A5 and Kingsbury Road.

Traffic signage at West Hendon Broadway / Perryfield Way

- 1.8 Traffic signage has been reviewed around the Perryfield Way gyratory to identify where improved signage would help drivers negotiate the road system in the area, although the area is changing and in the medium term the road layout will change significantly.
- 1.9 A new directional sign on Perryfield Way approaching the A5 and a replacement sign on the A5 approaching Perryfield Way are recommended. Other minor signage changes have also been identified which could also proceed if they remain relevant in the context of the on-going development and other improvements already taking place. The signage changes are shown on drawings G/0/5-1 - Perryfield Way – Preliminary– Traffic Signs and Road Markings and G/0/7-1 - West Hendon Highway Issues – Preliminary – Proposed Signs.

2. REASONS FOR RECOMMENDATIONS

- 2.1 At Cool Oak Lane the scale of improvements that would be needed are such that they could not realistically be implemented in advance of the regeneration scheme proposals. Attempting to do so would involve significant abortive work, and in practical terms would conflict with the other road works taking place in the area.
- 2.2 At Kingsbury Road the option identified should help reduce casualties, improve the pedestrian experience and better provide for cyclists which will complement other improvements expected through development and other work in the area. Further work will be needed to develop the design and liaise with Transport for London regarding the signal design required.
- 2.3 Detailed design costs are estimated to be £25,000 and future construction costs for this option are estimated to be approximately £117,000.
- 2.4 The signage identified should offer clear guidance to motorists negotiating the Perryfield Way gyratory system in the short term. Costs for the implementation of this option are estimated at around £12,000 although some elements are unlikely to be required as a result of other changes.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 At Cool Oak Lane there is not a feasible alternative that could be implemented before the junction is improved through the regeneration scheme.
- 3.2 At Kingsbury Road an alternative that does not include advanced stop lines for cyclists has also been considered. This location has relatively high cycle traffic and the development in the area is expected to increase this. Current and future on road cycle routes are expected in this area so provision for cyclists is considered to be important.
- 3.3 At the Perryfield Way gyratory signage changes could be deferred since the road layout will change quite significantly in the medium term. However given the relatively low value it is intended that the elements that remain relevant in view of the development and other work in the area proceed.

4. POST DECISION IMPLEMENTATION

- 4.1 Once authorised by the Committee officers would proceed to detailed design and detailed consultation with Transport for London for the Kingsbury Road junction. The lead in time for major signals schemes is quite extensive and implementation could not be expected before 2017.
- 4.2 Implementation of signage adjustments for the Perryfield Way gyratory would be implemented by the end March 2016.

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 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally. The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.
- 5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

Traffic signage at West Hendon Broadway / Perryfield Way

5.2.1 Estimated costs for the signage will have to be met from the councils existing budgets.

5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will charge a commutable sum with the cost contained within existing budgets.

5.2.4 Procurement of the works would be via the existing London Highways Alliance Contract, Transport for London and the Council's Street Lighting provider as appropriate. The work will be carried out under the existing PFI and LOHAC term maintenance contractual arrangements.

Edgware Road The Hyde junction Kingsbury Road

5.2.5 Finances Estimated costs for the detailed design will be met from the Area Committee Budgets.

5.2.6 Subsequent financial approvals for implementation will be reported to the Environment Committee for approval.

5.3 Social Value

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations in relation to this work.

5.4 Legal and Constitutional References

5.4.1 The Council as Highway Authority has the necessary legal powers to make improvements to the Highway under the Highways Act 1980 and to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.2 The Road Traffic Regulation Act 1984 s74A provides for Transport for London to operate and maintain traffic signals on borough roads.

5.4.3 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees' functions include "in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to: Local highways and safety schemes".

5.5 Risk Management

5.5.1 No risks have been identified in relation to this decision. Health and safety risks will be considered through the design and implementation process.

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

The benefits to disabled people and those more vulnerable to injury in road traffic accidents are slightly greater than to the population as a whole, but generally the proposals included within this report benefit all sections of the community and do not disproportionately affect any group.

5.7 Consultation and Engagement

5.7.1 The proposal for the junction of the A5 with Kingsbury Road will be subject to consultation with the London Borough of Brent, ward members and immediately affected residents/businesses (including those in Brent as appropriate) before implementation.

5.7.2 No specific consultation is intended in relation to the signage proposals.

5.8 Insight

5.8.1 Not relevant to this report.

6. BACKGROUND PAPERS

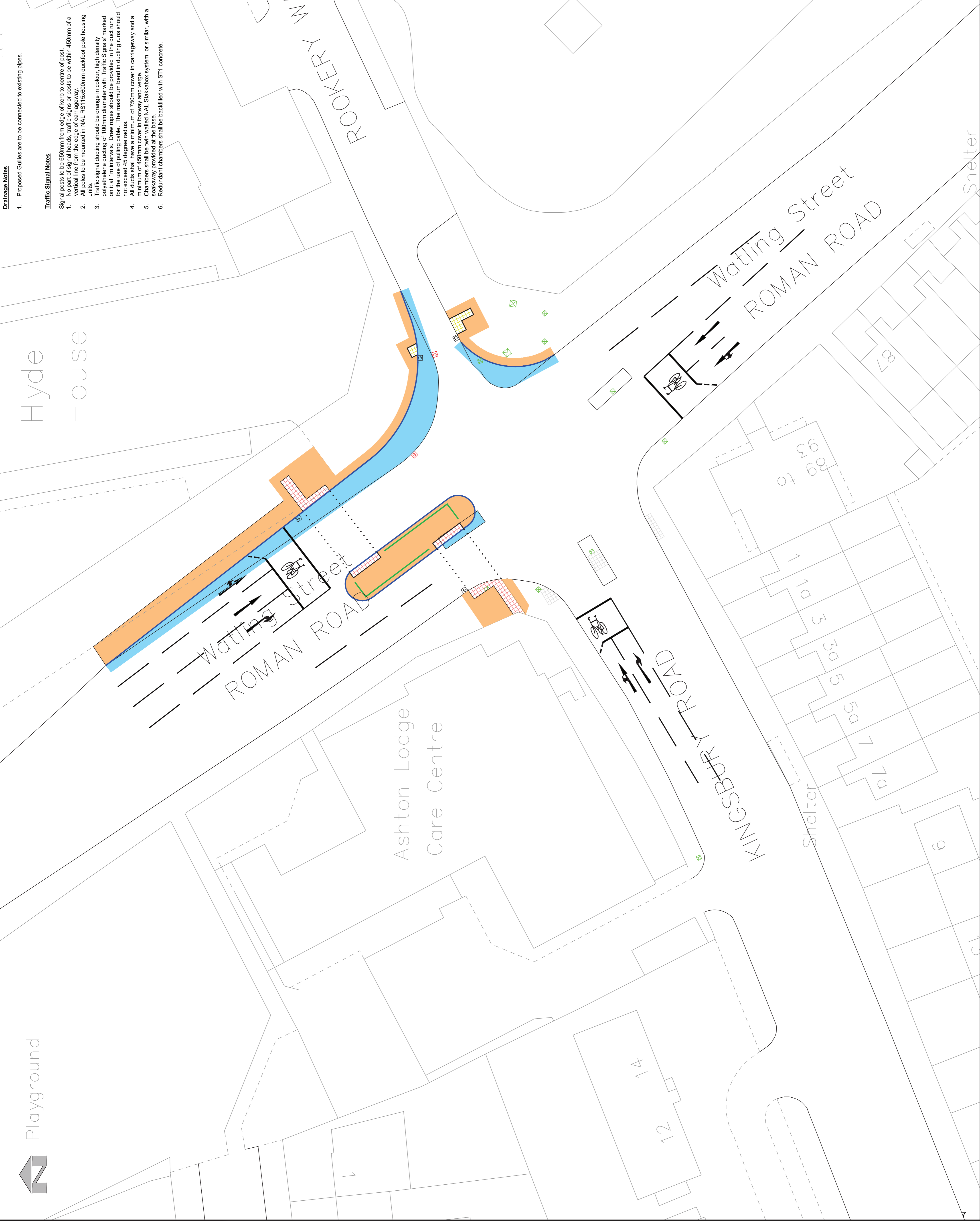
6.1 On 26 March 2014 the former Hendon Area Environment sub-committee considered a Members'. The report contained four locations which requested that road safety and traffic control be enhanced. Having considered the item the Sub-Committee Having considered the item the Sub-Committee resolved to instruct officers to engage with Transport for London in order to establish a strategy to outweigh the concerns highlighted within this report. The report and minutes are available at item 6 via the link below. <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=180&MId=7530&Ver=4>



Hyde House

- Drainage Notes**
- Proposed Gullies are to be connected to existing pipes.
- Traffic Signal Notes**
- Signal posts to be 650mm from edge of kerb to centre of post.
- No part of signal heads, traffic signs or posts to be within 450mm of a vertical line from the edge of carriageway.
 - All poles to be mounted in NAL RS115x600mm duct/foot pole housing units.
 - Traffic signal ducting should be orange in colour, high density polyethylene ducting of 100mm diameter with Traffic Signals marked on the top. Ducts should be supported by a minimum of 2x 25mm diameter rods for the use of pulling cable. The maximum bend in ducting runs should not exceed 45 degree radius.
 - All ducts shall have a minimum of 750mm cover in carriageway and a minimum of 450mm cover in footway and verge.
 - Chambers shall be twin walled NAL Stakkabox system, or similar, with a soakaway provided at the base.
 - Redundant chambers shall be backfilled with ST1 concrete.

- KEY:**
- Extension of Carriageway
 - Footway Construction
 - Proposed Tactile Paving (controlled)
 - Proposed Tactile Paving (uncontrolled)
 - Proposed Channel
 - Proposed Guardrail
 - Traffic Signal Chamber
 - Removal of Gully
 - Proposed Gully
 - Proposed Type EF Edging



HEALTH SAFETY & ENVIRONMENTAL INFORMATION

NOTE: ASSUMED THAT THE WORKS WILL BE UNDERTAKEN BY A COMPETENT CONTRACTOR WHO IS AWARE OF ALL GENERIC RISKS ASSOCIATED WITH THE WORKS. LISTED BELOW ARE 'SIGNIFICANT' RISKS RELATING TO THE WORKS.

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Rev	Amendment Details	Date	Made	Chkd
	COMMERCIAL IN CONFIDENCE			

Client: LONDON BOROUGH OF BARNET

Project: WEST HENDON HIGHWAY ISSUES KINGSBURY ROAD

Purpose: PRELIMINARY

Title: GENERAL ARRANGEMENT OPTION 2

Scale: 1: 200	Drawn: L Davies	Checked: B Baker	Approved: W Palmer
Drawn No: GC/002128-02	Drawn Date: April '15	Drawn No: G/0/7	Drawn Date: Rev.

CONSULTANT: **CAPITA**
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NOTES:

- For details of proposed signs, please refer to drawing G-0-7

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 If no significant risks have been identified, delete this text and enter NONE IDENTIFIED here.

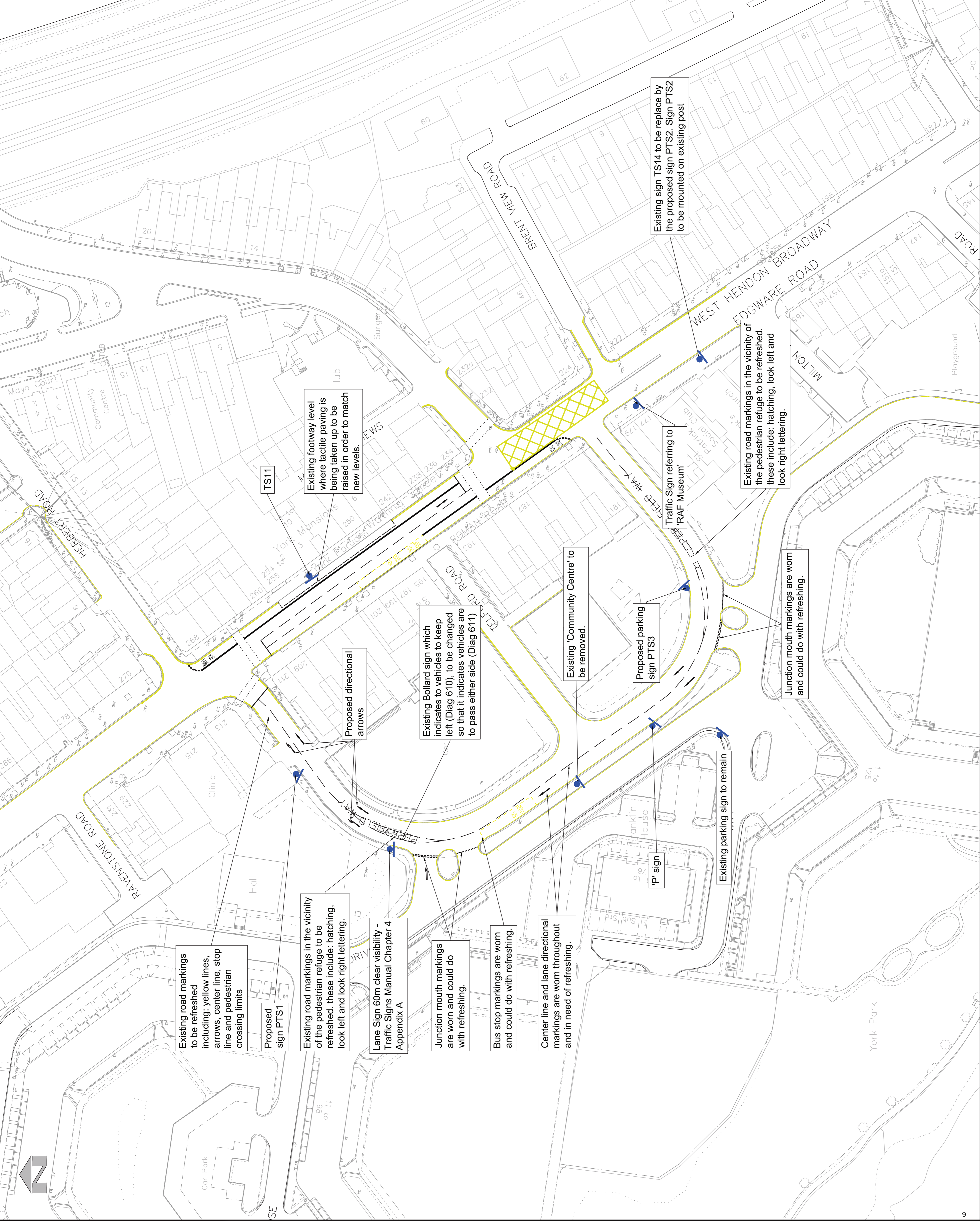
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 Rev/Amendment Details Date Made Chkd

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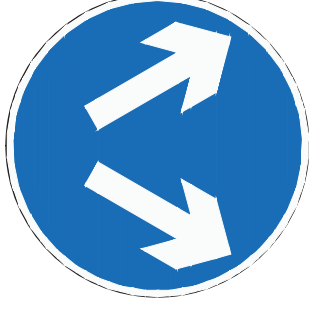
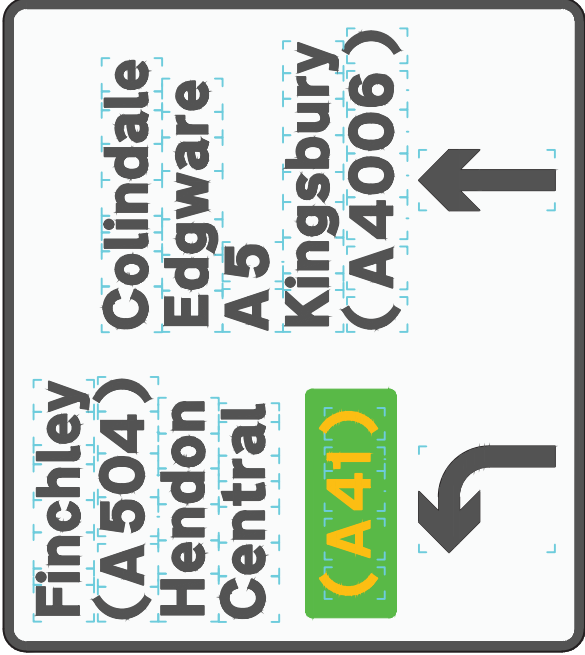
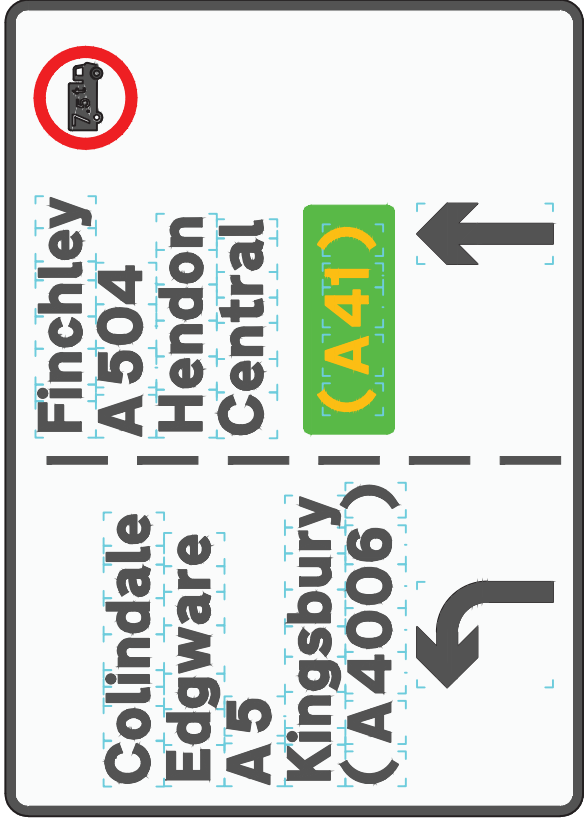


Project: WEST HENDON HIGHWAY ISSUES PERRYFIELD WAY
 Purpose: PRELIMINARY
 Title: TRAFFIC SIGNS AND ROAD MARKINGS
 Scale: 1:500
 Checked: B Baker
 Approved: W Palmer
 Date: April '15
 Drawing No: GC/002128
 Date: G/0/5-1
 Consultant: CAPITA

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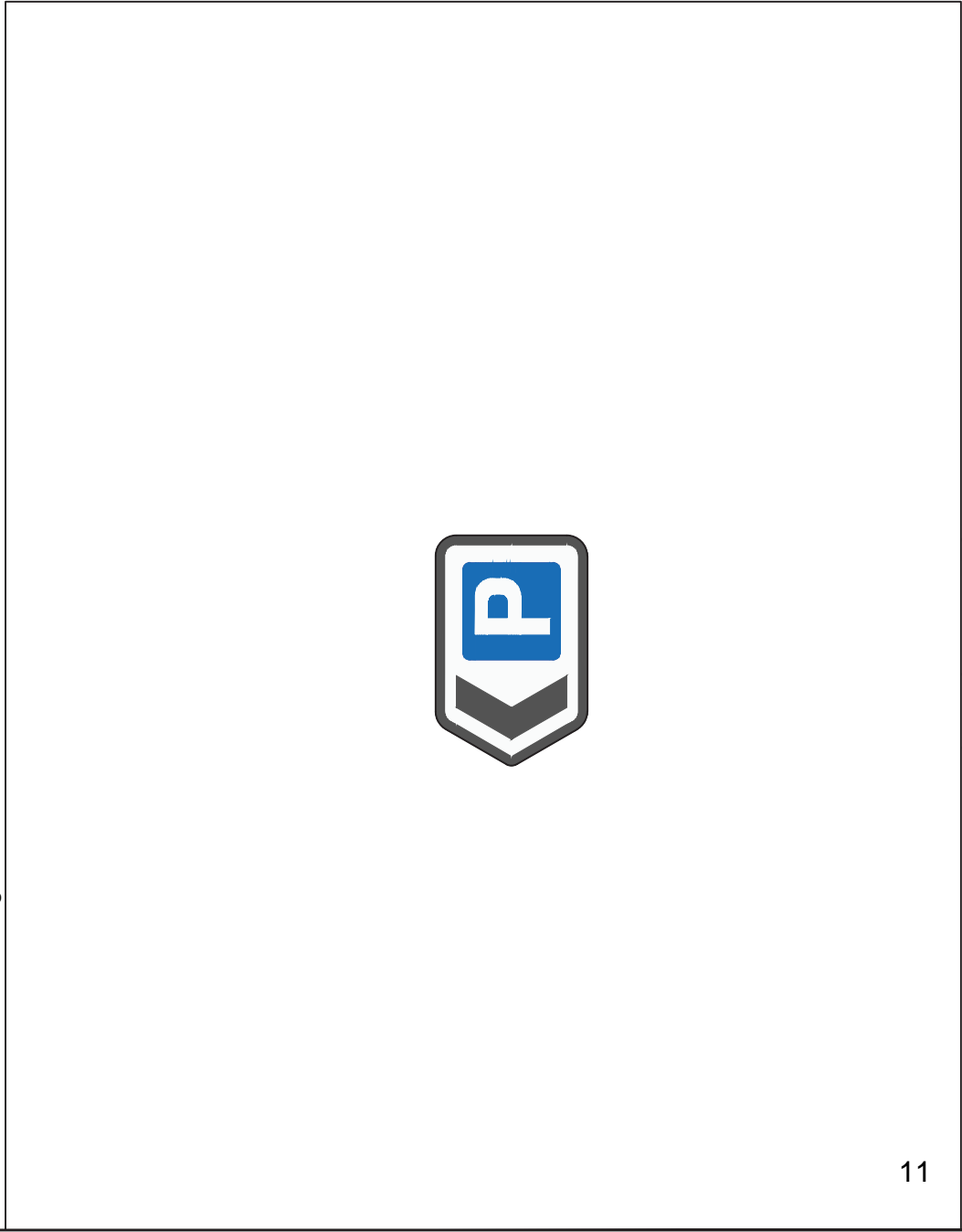
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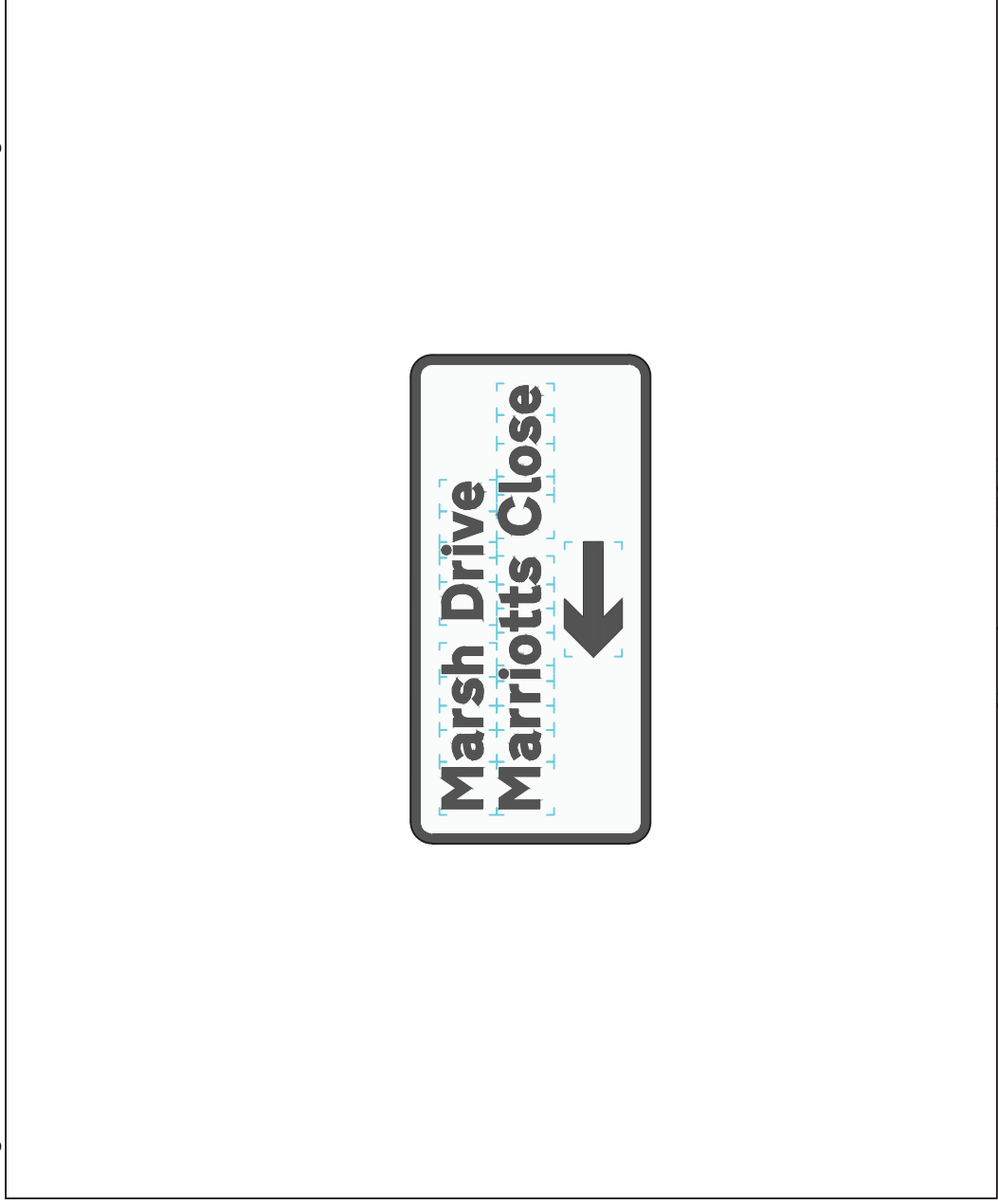
Sign reference - PTS1

Sign reference - PTS2

Sign reference - PTS15



Sign reference - PTS3



Sign reference - PTS10

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Rev	Amendment Details	Date	Made	Chkd
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RE

Project:	WEST HENDON HIGHWAY ISSUES
Purpose:	PRELIMINARY
Title:	PROPOSED SIGNS

Scale:	1 : 1,000	Drawn:	P Ellis	Checked:	B Baker	Approved:	w Palmer
Client:	GC/002128-04	Job No.:		Date:	April 15		
Dwg No.:	G/0/7-1	Rev.:					

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