

MEETING

HENDON AREA COMMITTEE

DATE AND TIME

THURSDAY 12TH FEBRUARY, 2015

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)

Chairman: Brian Gordon

Vice Chairman: Val Duschinsky

Councillors

Maureen Braun
Tom Davey

Adam Langleben
Nagus Narenthira

Charlie O-Macauley

Substitute Members

Devra Kay

Ammar Naqvi

Zakia Zubairi

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Services contact: Paul.frost@barnet.gov.uk

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the Previous Meeting	1 - 8
2.	Absence of Members	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Members' Items (if any)	
7.	Broadfields Avenue – Zebra Crossing	9 - 16
8.	Silkstream Road Traffic Management Scheme	17 - 34
9.	Edwarebury Lane Purcells Avenue Traffic Management Scheme	35 - 38
10.	Devonshire Road Traffic Management Scheme	39 - 54
11.	Wykeham Road Traffic Management Scheme	55 - 72
12.	Any Other Items that the Chairman Decides are Urgent	

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Decisions of the Hendon Area Committee

15 January 2015

Members Present:-

AGENDA ITEM 1

Councillor Brian Gordon (Chairman)
Councillor Val Duschinsky (Vice-Chairman)

Councillor Maureen Braun Councillor Nagus Narenthira
Councillor Tom Davey Councillor Charlie O-Macauley
Councillor Adam Langleben

Also in attendance

Stephen Evens – Director of Strategy
Paul Frost – Governance Team Leader (acting)
Lanna Childs – HB Public Law
Hannah Chillingworth - Policy Officer

1. MINUTES OF THE PREVIOUS MEETING

That the minutes of the meeting held on 22 October 2014 be approved as a correct record.

2. ABSENCE OF MEMBERS

None

3. DECLARATIONS OF MEMBERS DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

None

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

None

6. MEMBERS' ITEMS (IF ANY)

7. MATTERS REFERRED FROM THE HENDON AREA RESIDENTS FORUM (IF ANY)

There were no matters referred.

8. HENDON AREA COMMITTEE BUDGET ALLOCATIONS

The Chairman welcomed members of the public and informed all how the Committee would consider the applications highlighted in appendix 1 in line with the recommendations captured within the report.

The Chairman noted that in some cases Members of the Council are noted as sponsors within the application forms, he added that such information may not be accurate in all circumstances. He stated that this did not prohibit Members of the Committee from voting.

The Director for Strategy introduced the report and highlighted appendix 1, 2 and 3 which supported the application process. The Committee noted that all of the Area Committees were meeting in order to consider the applications which had been submitted to the Council. The Director of Strategy stated that all of the applications presented to the Committee supported the Council's corporate priorities.

The Committee noted the supplementary item for consideration and the additional information provided by the Trainingship Broadsword, the Herts Baseball Club and the Mill Hill Neighbourhood Forum.

Resolved:

That the Hendon Area Committee considered and determined the applications as follows:

Applicant/organisation	Description	Amount applied for	Approved/Rejected, and any conditions
Grahame Park Independent Living	Local Community Group which promotes a healthy and active lifestyle for its membership.	£4,000	Approved subject to the Conditions of Grant as set out in Annex 3 of the report of officers and including the following condition: 1. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant
Ambitious about Autism	Specialist college which provides care and an independent learning environment. Funding will provide multi-sensory equipment.	£2,500	Approved subject to: 1. Making the service available to other people with autism in Barnet, potentially purchasing time in it, using direct payments; and 2. the Conditions of Grant as set out in Annex 3 of the report of officers

			<p>3. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant</p> <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1. above.</p>
Love Burnt Oak CReSH (Community Resource & Support Hub)	Local Community Group which promotes a healthy and active lifestyle.	£8,970	Approved subject to the Conditions of Grant as set out in Annex 3 of the report of officers
West Hendon Community Group	WHCG aims to showcase an event to illustrate to residents the work of the Voluntary and Statutory sector organisations. Aim is to promote independence and well-being.	£7,000	<p>Approved subject to:</p> <ol style="list-style-type: none"> 1. permission being obtained from the developer responsible for the West Hendon estate; and 2. the Conditions of Grant as set out in Annex 3 of the report of officers 3. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1. above.</p>
Barnet Wars Memorial Association	To add 227 names of service personnel who fell in WW2 to the Hendon War Memorial.	£1,500	Approved subject to the Conditions of Grant as set out in Annex 3 of the report of officers
Mill Hill Neighbourhood Forum	To replace a metal container which acted as a cricket pavilion	£9,999	<p>Approved subject to:</p> <ol style="list-style-type: none"> 1. subject to the approval of

	with a concrete pavilion		<p>a more worked-up proposal by the Greenspaces Team; and</p> <ol style="list-style-type: none"> 2. the Conditions of Grant as set out in Annex 3 of the report of officers 3. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1. above.</p>
Trainingship Broadship	To establish a Wednesday lunchtime project for older members of the community to run every week for 1 year.	£9,250	<p>Approved subject to:</p> <ol style="list-style-type: none"> 1. receipt of a final policy for safeguarding vulnerable adults, particularly if targeting older people with dementia; 2. receipt of additional information on how they will be able to generate sufficient interest for the new group due to the number of other lunch clubs already available in the area (at Algernon Road Community Centre, via the Chinese Elders and the Farsophone at the Meritage Centre); 3. receipt of additional information on how the applicant will target their project towards older people with mobility problems and how they will address the issue of accessibility of the Cool

			<p>Oak Lane premises for people with disabilities; and</p> <ol style="list-style-type: none"> 4. the Conditions of Grant as set out in Annex 3 of the report of officers 5. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1., 2. and 3. above.</p>
Herts Baseball Club	To establish a new baseball programme in North West London for all age groups.	£1,107.48	<p>Approved subject to:</p> <ol style="list-style-type: none"> 1. the project being taken forward at an alternative site in West Hendon Playing Fields 2. a reduction in the budget applied for to £1,107.48 due to West Hendon Playing Fields having existing toilets and storage facilities 3. the Conditions of Grant as set out in Annex 3 of the report of officers 4. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant
Barnet Association of Tamil Elders	Local community group which will run workshops for its membership	£9,999	<p>Approved subject to:</p> <ol style="list-style-type: none"> 1. confirmation from the applicant of the venue for the project;

			<ol style="list-style-type: none"> 2. the receipt of a final version of the safeguarding policy ; 3. the receipt of a Full Business Case which includes a target for the number of individuals attending the classes and further information about the costings for activities and workshop; and 4. the Conditions of Grant as set out in Annex 3 of the report of officers 5. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1., 2. and 3. above.</p>
Nutmeg Community	Community Group for younger people 11-24. Aim is to provide a young people's reporters team to highlight positive stories within the community.	£6,340	<p>Approved subject to:</p> <ol style="list-style-type: none"> 1. the receipt of assurances from the applicant about the future sustainability of the project; and 2. the Conditions of Grant as set out in Annex 3 of the report of officers <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1. above.</p>

			<p>3. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant</p>
Home Start Barnet	To employ a part time co-ordinator to deliver money start awareness with a support network to the community that focus on those with low incomes.	9,999k	<p>Approved subject to:</p> <ol style="list-style-type: none"> 1. the receipt of further information around the full cost recovery model which underpins the budget breakdown provided, particularly around the 15% management and administration cost cited in the application; and 2. the Conditions of Grant as set out in Annex 3 of the report of officers 3. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant <p>Final approval is delegated to the Chief Finance Officer (or other officer as nominated by the Chief Executive) subject to the receipt of any supplementary information which has been requested in relation to 1. above.</p>
AOPM – Communities for Youth Justice	Family support for a child in contact with the YOT	£0	Refused due to the application failing the council's due diligence tests or contravening the conditions for funding.
Mill Hill Free Parking	Proposal to offset the loss of parking income by offering free parking on Saturdays at the Bunns Lane Station Car Park.	£6,000	<p>Referred to the Community Leadership Committee for determination. The Area Committee's reason for referral is due to the Committee being minded to approve the application, contrary to officers recommendations, for the following reasons:</p> <ul style="list-style-type: none"> - Helps the local community - Supports local business

			- Provide a parking solution
Migdal Emunah	Safeguarding/abuse awareness project for Jewish schoolchildren	£4,340 (50% match funded with the Finchley and Golders Green Committee)	Approved subject to the Conditions of Grant as set out in Annex 3 of the report of officers and including the following condition: 1. Review, by the council's safeguarding officers, of safeguarding information provided by the applicant

In all cases the Hendon Area Committee voted unanimously.

In respect to the Committee's decision to approve application '31 Mill Hill Free Parking', immediately following the vote the Committee referred the item to the Community Leadership Committee for the reason highlighted above.

This was proposed by Councillor Val Duschinsky and seconded by Councillor Nagus Narenthira.

9. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

There were no urgent items.

The meeting finished at 10pm

	AGENDA ITEM 7 Hendon Area Committee 12 February 2015											
	<table border="1"> <tr> <td style="text-align: right;">Title</td> <td>Broadfields Avenue – Zebra Crossing</td> </tr> <tr> <td style="text-align: right;">Report of</td> <td>Interim Commissioning Director for Environment</td> </tr> <tr> <td style="text-align: right;">Wards</td> <td>Edgware</td> </tr> <tr> <td style="text-align: right;">Status</td> <td>Public</td> </tr> <tr> <td style="text-align: right;">Enclosures</td> <td>Appendix A - G/0/11 – General Arrangement</td> </tr> <tr> <td style="text-align: right;">Officer Contact Details</td> <td>Lisa Wright Traffic and Development Manager 0208 359 3555</td> </tr> </table>	Title	Broadfields Avenue – Zebra Crossing	Report of	Interim Commissioning Director for Environment	Wards	Edgware	Status	Public	Enclosures	Appendix A - G/0/11 – General Arrangement	Officer Contact Details
Title	Broadfields Avenue – Zebra Crossing											
Report of	Interim Commissioning Director for Environment											
Wards	Edgware											
Status	Public											
Enclosures	Appendix A - G/0/11 – General Arrangement											
Officer Contact Details	Lisa Wright Traffic and Development Manager 0208 359 3555											

<h2>Summary</h2>
<p>School Travel Plan Schemes</p> <p>This report updates the report prepared for the 22 October 2013 Hendon Area Environment Sub Committee following feedback on the proposals with regard to the possible provision of a pedestrian crossing facility to be located on Broadfields Avenue, immediately north of its junction with Harrowes Meade. The crossing was requested by the Residents’ Forum at the Hendon Area Environmental Sub-committee in January 2013.</p> <p>The report also informs the Area Committee of the reasons for the proposed improvements and the rationale for rejecting the alternatives considered. This updated report highlights the technical points now revised by the proposals</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the committee note the intention to introduce a zebra controlled pedestrian crossing facility on Broadfields Avenue, on the grounds of road safety. 2. That the Committee give instruction to the Interim Commissioning Director for Environment to proceed to the implementation stage, when resources are in place and following liaison with ward members, and all affected stakeholders including utility companies and statutory bodies.

1. WHY THIS REPORT IS NEEDED

- 1.1 A feasibility study was instigated following the January 2013 Hendon Area Environment Sub-Committee meeting when a request was submitted by the residents' forum for pedestrian safety features to be investigated.
- 1.2 The feasibility study was reported on in October 2013 at the Hendon Area Environment Sub-committee. The feasibility study identified the optimum location for a pedestrian crossing as being sited immediately north of the Broadfields Avenue / Harrowes Meade junction.
- 1.3 The October 2013 report related to the investigation of the viability of the location to accommodate the new crossing facility and to generate detailed designs based on Ordnance Survey plans.
- 1.4 This updated report outlines the proposal now presented on drawing G/0/11, and the reasons for the revised proposals.

Broadfields Avenue

- 1.5 Broadfields Avenue is a main distributor road serving a mainly residential area. There are two main schools in the area that generate pedestrian movements.
- 1.6 Investigations into the potential for a crossing have been extensive and include a site visit, consideration of the statutory apparatus locations, impact on adjacent residential properties and maintenance of access to those properties.
- 1.7 The position of the proposed crossing is such that pedestrians will be able to see and be seen by approaching vehicle traffic whilst waiting to cross.
- 1.8 The original scheme included the provision of central traffic islands, although the crossing was designed as a single crossing point. The islands were intended to act as traffic calming measures and enabled the removal of an existing traffic island located north of the crossing point.
- 1.9 The proposal incorporates a traffic island into the crossing itself, so that pedestrians can cross in two stages. This will have the benefit of removing concerns as regards visibility obstructions caused by stationary buses.
- 1.10 An option to remove the island and create a single phase crossing facility could also be considered but would not overcome the visibility obstruction caused by stationary buses.
- 1.11 The design of the crossing is such that a realistic cost estimate for the provision of the facility can be made; it is estimated that the construction cost to install this facility is in the region of £30,000.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Broadfields Avenue, being in close proximity to the schools, has a substantial number of pedestrians crossing at various points along its length. A designated or safe crossing point will encourage persons to cross at that point and the creation of a controlled crossing facility will ensure safety of pedestrians.
- 2.2 The primary reason for provision of a controlled crossing point at this location is safety of pedestrians, especially school children.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The 2013 feasibility study investigated considered alternative locations for pedestrian crossings, as follows:
- 3.2 The Glengall Road and Bullescroft Road (north) location was discounted on the basis it would be difficult to locate a zebra crossing at this location, due to existing street furniture and highway features. Re-siting of existing statutory undertakers equipment would be prohibitively expensive. Relocation of bus stop would negatively impact on the bus passenger and bus service.
- 3.3 The Bullescroft Road (both junctions) location was discounted as it would be difficult to locate a zebra crossing at this location, due to existing private drives.
- 3.4 The Bullescroft Road (south) and Francklyn Gardens (south) location was discounted, as at this location, there are existing traffic islands to assist pedestrians to safely cross Broadfields Avenue. This pedestrian facility is adequate for current volume of pedestrian use and traffic flows.

3.5 Accordingly, when viewed in the context of assessment criteria no Officer recommendation could be made for the implementation of a zebra crossing north of Glengall Road on Broadfields Avenue.

3.6 The 18 June 2014 Area Committee confirmed that officers should proceed with the original location which was identified a probable suitable location as indicated on the Drawing No. 60690 (Conceptual).

4. POST DECISION IMPLEMENTATION

4.1 Post decision implementations will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The subject of this report is in accordance with Objective one of the London Borough of Barnet Corporate Plan 2013-2016. This objective is to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. Within this objective, there are six performance measures set out in the 2014 Addendum to the Corporate Plan. These are the performance measures, which the subject of this report will be measured against if the Committee decides to approve a Traffic Management Scheme for Broadfields Avenue.

5.1.2 Further by seeking to address pedestrian and traffic safety concerns, this is within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.

5.1.3 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

5.3.2 There are no legal references in the context of this report.

5.3.3 Area Committees may take decisions within their terms of reference provided that it is not contrary to council policy, the work of the licensing committee or outside of budget.

5.4 Risk Management

5.4.1 None in the context of this report. Risk management may be required for work resulting from this report.

5.5 Equalities and Diversity

5.5.1 Proposal is not expected to disproportionately disadvantage or benefit individual members of the community

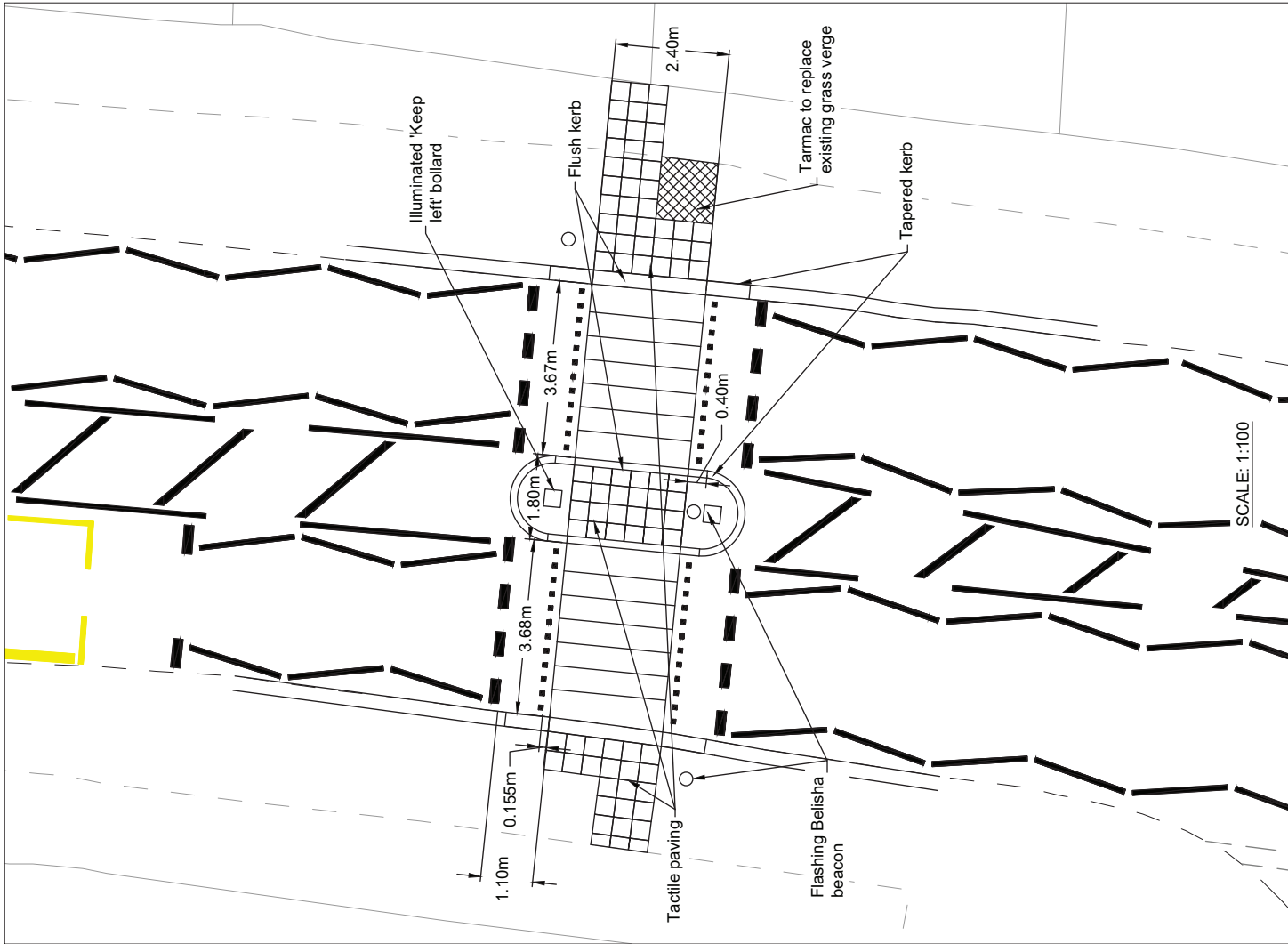
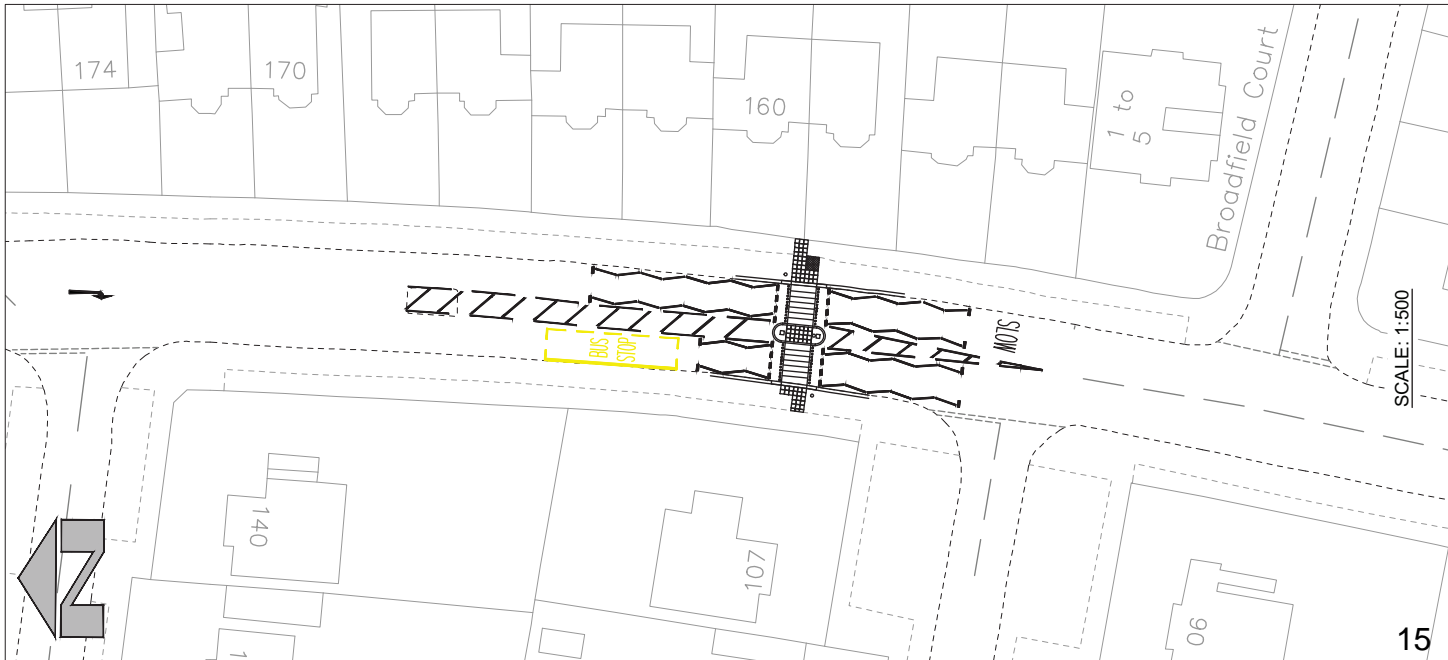
5.6 Consultation and Engagement

5.6.1 None currently identified.

6. BACKGROUND PAPERS

Previous studies carried out by officers submitted earlier in the year.

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Rev	Amendment Details	Date	Made	Check

COMMERCIAL IN CONFIDENCE

Re

Project: **BARNET LIP 2014-2015 SCHOOL TRAVEL SCHEMES**

Purpose: **PRELIMINARY**

Location: **BROADFIELDS AVENUE ZEBRA CROSSING GENERAL ARRANGEMENT**

Scale	Drawn	Checked	Approved	Date
As shown	C Callaghan	B Baker	W Palmer	November 14

Project No: **GC/002026-01**


Rev: **G/0/11**

Client: **CAPITA**

Project: **London and Infrastructure**

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	AGENDA ITEM 8
	<h2>Hendon Area Committee</h2> <h3>12 February 2015</h3>
Title	Silkstream Road Traffic Management Scheme
Report of	Interim Commissioning Director for Environment
Wards	Burnt Oak
Status	Public
Enclosures	Appendix A - Option 1A-A1 Appendix B - Option 2A-A1 Appendix C - Option 3A-A1 Appendix D - Silkstream Collision plot
Officer Contact Details	Lisa Wright Traffic and Development Manager 020 8359 3555

<h2>Summary</h2>
<p>This report informs the Hendon Area Committee of proposed Traffic Management Options considered for Silkstream Road including junctions with Barnfield Road, Gaskarth Road and Playfield Road.</p> <p>This report also informs the Area Committee of the reasons for the proposed traffic management options considered.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Committee note the intention to address traffic management concerns on Silkstream Road; 2. That the Committee be mindful of the Councils current approach to traffic calming; 3. The Committee decide whether or not vertical traffic calming features should be introduced on Silkstream Road, Gaskarth Road and Playfield Road; 4. Subject to a preferred option being chosen, the authorising Officers to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.

Option 1

- **A one-way system along Silkstream Road in a northerly direction between junctions with Montrose Avenue and Barnfield Road;**
- **Provision of an uncontrolled pedestrian crossing facility across Silkstream Road at its junction with Gaskarth Road;**
- **The introduction of a 20 mph zone on Gaskarth Road between the junctions with Silkstream Road and Playfield Road.**

Option 2

- **A one-way system along Silkstream Road in a northerly direction between junctions with Montrose Avenue and Barnfield Road;**
- **Provision of an uncontrolled pedestrian crossing facility across Silkstream Road at its junction with Gaskarth Road;**
- **The introduction of a 20 mph zone covering Silkstream Road, Gaskarth Road, Playfield Road and Millfield Road. The 20 mph zone will be supported by the introduction of speed cushions and associated signing.**

Option 3

- **Dedicated parking bays on Gaskarth Road;**
- **Provision of an uncontrolled pedestrian crossing facility across Silkstream Road at its junction with Gaskarth Road;**

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was presented to the Hendon Residents Forum in June 2013 by the residents of Silkstream Road, Edgware. The Petition (40 Signatures) stated *'that Silkstream Road is a narrow road which is used by non-residents as a free car park. It is also used as a short cut by commuter traffic. There is a very serious need to reduce the danger to the Children, the residents and their vehicles from through traffic. There is a local concern that newly re-laid pavements are in danger of suffering damage again as cars mount the pavement to pass one another'*. It was requested that Silkstream Road be made a one way with No Entry signs at the junction with Barnfield Road or make Silkstream Road Residents Parking only.
- 1.2 The London Borough of Barnet commissioned a Traffic Management Study to address the concerns of local residents and Councillors by proposing options to reduce danger from through traffic with minimal adverse effects on overall traffic flows. This study has assessed the existing arrangements on site, analysed accident data, undertaken traffic speed and volume data collection and undertaken pedestrian movement and crossing surveys. The preferred option will be included in the 2015/16 Local Implementation Programme (LIP) which was agreed by the January 2015 Environment Committee.

- 1.3 The preferred option will be considered for inclusion in the 2015/16 Local Implementation Programme (LIP) to be agreed by the Environmental Committee in the first quarter of 2015.
- 1.4 Silkstream Road is on average 4.6 m wide urban two way single carriageway subject to a 30mph speed limit with footways to both sides, bounded by private housing to the east and Silkstream Park to the west. There are two lay bays of 2 m width located on the eastern side of the road and one on the western side. The studied section of Silkstream Road is approximately 330 m in length and incorporates junctions with Montrose Avenue at its southern end, Barnfield Road and Gaskarth Road at its western end. There is a shared footway/cycleway intersecting Silkstream Road at its junction with Barnfield Road adjacent to the Barnfield Primary School. The section of Silkstream Road between the junctions with Barnfield Road and Gaskarth Road is subject to a one-way system in the westerly direction.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Following site observations and desktop analysis of the five year accident record, traffic speed and volume data and the pedestrian survey, a number of options have been developed to mitigate the concerns of local residents and Councillors and address the findings of the study.
- 2.2 During the five year period between 1 May 2009 and 30 April 2014 there were two recorded personal injury accidents, which resulted in two slight casualties. The plot of these accidents is shown in Figure 1 attached. One casualty was a pedestrian on the footway who was hit by a parking car at the junction of Silkstream Road/Gaskarth Road. Another casualty was a motorcyclist who was hit by a right turning vehicle whilst overtaking it at the junction of Silkstream Road with Montrose Avenue. No accidents took place on Silkstream Road itself in the five year period. The breakdown of accidents by year of occurrence and severity are shown in the Table below

Year	Fatal	Serious	Slight	Total
01/05/2009 – 31/12/2009	0	0	0	0
2010	0	0	1	1
2011	0	0	0	0
2012	0	0	0	0
2013	0	0	1	1
01/01/2014 – 30/04/2014	0	0	0	0
Total	0	0	2	2

- 2.3 Automatic Traffic Counter 7 day surveys were undertaken on Silkstream Road and Barnfield Road between 25 September and 1 October 2014. The counters were laid on Silkstream Road outside No.85 and on Barnfield Road at its junction with Silkstream Road. The following table summarises the results for Silkstream Road:

Day (24 hr)	N/B Volume	N/B Mean Speed	N/B 85 th ile	S/B Volume	S/B Mean Speed	S/B 85 th ile
Monday	241	17.4	22.6	356	16.5	21.5
Tuesday	246	17.9	22.6	332	16.2	21.5
Wednesday	277	17.7	23.3	348	17.1	22.4
Thursday	273	16.7	21.9	378	14.8	19.7
Friday	270	19.1	23.7	405	16.9	21.9
Saturday	203	18	23.7	353	17.4	22.4
Sunday	171	18.2	23.5	283	16.9	21.3
Average week total	240	17.8	22.8	351	16.5	21.7

Results for Barnfield Road:

Day (24 hr)	S/B Volume	S/B Mean Speed	S/B 85 th ile
Monday	933	9.3	11
Tuesday	949	9	10.7
Wednesday	0	0	0
Thursday	982	9	10.7
Friday	1074	9.1	10.7
Saturday	984	8.8	10.5
Sunday	789	9.1	10.7
Average week total	952	9	10.7

** The eighty-fifth percentile (85thile) speed is the speed at which 85% of 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.*

- 2.4 Analysis of the summary traffic/speed data indicates that the mean speeds are 43% below the posted 30mph speed limit. It is also apparent that 46% more vehicles travel southbound on Silkstream Road than northbound on a typical day. Mean speeds on Barnfield Road are even lower with the average value of 9 mph. This analysis has demonstrated that the existing physical

constraints caused by parked vehicles and narrowness of Silkstream Road form self-enforcing speed reducing measures.

- 2.5 Pedestrian movements were observed during the school closing time at the Silkstream Road junction with Gaskarth Road in the vicinity of the Barnfield Primary School. Also, a detailed manual pedestrian survey was undertaken on Thursday 9 October 2014 to assess the frequency of crossing movements and desire lines at the two junctions: Silkstream Road/Gaskarth Road and Silkstream Road/Barnfield Road. Figure 2 attached to this report summarises the results of the pedestrian surveys.
- 2.6 The manual pedestrian counts took place in the AM, lunch time and PM peak time periods, between the following hours: 07:00 – 10:00; 12:00 – 14:00 and 15:00 – 18:00. The times when highest hourly pedestrian flows took place across each arm of the junctions are summarised in the Table below:

Location	Highest Pedestrian Flow Hour	Second Highest Pedestrian Flow Hour
Silkstream Road/Gaskarth Road Junction		
Gaskarth Road North	08:00 – 09:00	15:00 – 16:00
Gaskarth Road South	08:00 – 09:00	15:00 – 16:00
Silkstream Road	15:00 – 16:00	08:00 – 09:00
Silkstream Road/Barnfield Road Junction		
Silkstream Road West	08:00 – 09:00	15:00 – 16:00
Silkstream Road East	08:00 – 09:00	15:00 – 16:00
Barnfield Road	15:00 – 16:00	17:00 – 18:00

- 2.7 The results of these counts have indicated that at Silkstream Road/ Gaskarth Road junction the highest pedestrian flows took place during the morning 08:00 - 09:00 and afternoon 15:00 – 16:00 peak time periods, which coincide with the school opening/closing times. Most frequent crossing pedestrian movements occur across the Silkstream Road arm of this junction.
- 2.8 At the Silkstream Road/Barnfield Road junction the highest pedestrian flows took place during the morning 08:00 – 09:00, afternoon 15:00 – 16:00 and lunchtime 12:00 – 13:00 peak hours in the order of priority, which also coincide with the school opening/closing times. The majority of pedestrian movements across Silkstream Road occur to the west of its junction with Barnfield Road.

2.9.1 During the site observations it became evident that numerous vehicles tend to park on both sides of Silkstream Road creating a chicane effect and narrowing the passage to one vehicle width. The pedestrian observations have indicated that there is distinct desire line at the Silkstream Road junction with Gaskarth Road with the majority of pedestrians, e.g. school pupils/parents, walk along Gaskarth Road where there is no uncontrolled pedestrian crossing facility provided.

3 PROPOSED OPTIONS FOR CONSIDERATION

3.1 Option 1

3.1.1 Option 1 incorporates the introduction of a one-way system along Silkstream Road in a northerly direction between junctions with Montrose Avenue and Barnfield Road together with associated 'No Entry' signs at the latter junction and other associated signing. This measure will address potential vehicular conflicts and footway overrunning due to extensive parking on both sides, compounded by narrow carriageway widths and poor forward visibility between opposing vehicles.

3.1.2 The provision of an uncontrolled pedestrian crossing facility across Silkstream Road at its junction with Gaskarth Road on the pedestrian desire line will assist pedestrian movements, particularly during school opening/closing hours.

3.1.3 A part time 20 mph speed limit is proposed to be operational during school times only on Gaskarth Road between the junctions with Silkstream Road and Playfield Road. This measure seeks to address additional traffic volumes using this road and the associated increased risk of accidents, if Silkstream Road becomes one way, particularly addressing safety for school children. The 20 mph speed limit will be supported by a dual activated Vehicle Activated Sign with 'School Warning' sign and 20 mph roundel aspects.

3.1.4 The estimated construction cost of Option 1 is £18,977 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1 and exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

3.2 Option 2

3.2.1 Option 2 incorporates an introduction of a one-way system along Silkstream Road in a northerly direction between junctions with Montrose Avenue and Barnfield Road together with associated 'No Entry' signs at the latter junction and other associated signing. This measure will address potential vehicular conflicts and footway overrunning due to extensive parking on both sides, compounded by narrow carriageway widths and poor forward visibility between opposing vehicles.

- 3.2.2 The provision of an uncontrolled pedestrian crossing facility across Silkstream Road at its junction with Gaskarth Road on the pedestrian desire line will assist pedestrian movements, particularly during school opening/closing hours.
- 3.2.3 The introduction of a 20 mph zone covering Silkstream Road, Gaskarth Road, Playfield Road and Millfield Road seeks to address additional traffic volumes using this road and the associated increased risk of accidents, if Silkstream Road becomes one way. The 20 mph zone will be supported by the introduction of speed cushions and associated signing.
- 3.2.4 The estimated construction cost of Option 2 is £36,170 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

3.3 Option 3

- 3.3.1 Option 3 introduces as a minimum impact scheme where Silkstream Road remains a two way street where dedicated parking bays are marked and waiting restrictions at the junctions with Montrose Avenue and Barnfield Road are implemented. Dedicated parking bays are marked on both sides of the road in an alternate manner to create a chicane effect to maintain low traffic speeds on Silkstream Road, form horizontal constraints and formalise the existing parking arrangements.
- 3.3.2 The provision of an uncontrolled pedestrian crossing facility across Silkstream Road at its junction with Gaskarth Road on the pedestrian desire line will assist pedestrian movements, particularly during school opening/closing hours.
- 3.3.3 The estimated construction cost of Option 3 is £2,375 based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1 and exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

4 POST DECISION IMPLEMENTATION

- 4.1 Post decision implementations will depend on the decision taken by the committee.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The subject of this report is in accordance with Objective one of the London Borough of Barnet Corporate Plan 2013-2016. This objective is to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. Within this objective, there are six performance measures set out in the 2014 Addendum to the Corporate Plan. These are the performance measures, which the subject of this report will be measured

against if the Committee decides to approve a Traffic Management Scheme for Silkstream Road.

5.1.2 Further by seeking to address pedestrian and traffic safety concerns, this is within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.

5.1.3 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

5.3.2 The Traffic Management Act 2004 places obligation 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.

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

5.3.4 The Council's Constitution Responsibility for Functions – Area Committees sets out within the terms of reference the functions which an Area Committee can discharge which includes local highways and safety schemes.

5.4 Risk Management

5.4.1 It is not considered the issues involved are likely to give rise to policy considerations as any changes to parking will be done so as to rationalise parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.

5.4.2 It is considered the issues involved proposing or introducing parking restrictions may lead to some level of public concern from local residents who feel do not wish for such changes to be introduced, or from residents of other roads in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area will ensure that members of the public have the opportunity to comment in any informal consultation exercise

or to any statutory consultation.

5.5 Equalities and Diversity

5.5.1 Proposed changes associated with the design options for the Silkstream Road Traffic Management Study are not expected to disproportionately disadvantage or benefit members of the community.

5.6 Consultation and Engagement

5.6.1 Consultation and engagement with residents will be undertaken following selection of a preferred design by the Sub Committee and authorising Officers.

6 BACKGROUND PAPERS

There are no background reports.

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- KEY:**
- DEMOTES EXTENT OF PROPOSED ONE WAY
 - DEMOTES EXTENT OF PAINT THE 200MM LIMIT OPERATING SURVEY WITH DISPENSING SIGNAGE WARNING SIGN AND 200MM TO BE PROVIDED EITHER END OF JUNCTION
 - ONE-WAY REFERS TO DOUBLE YELLOW LINES
- NOTE:**
- ALL FEATURES ARE SHOWN AS POSITIVE LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN

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HEALTH, SAFETY & ENVIRONMENTAL INFORMATION

NOTES: THE WORKS WILL BE UNDERTAKEN BY CONTRACTORS ASSOCIATED WITH THE WORKS LISTED BELOW ARE "SUPPORT" IF NO SIGNIFICANT DATA HAS BEEN IDENTIFIED, CHECK THE DATA AND WHERE "NONE IDENTIFIED" THEN:

ISSUE	AMENDMENTS	DATE	BY	CHK	DATE
A	AMENDMENTS FOLLOWING ROAD SAFETY ALERT		HK	KE	OCT/14



TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)

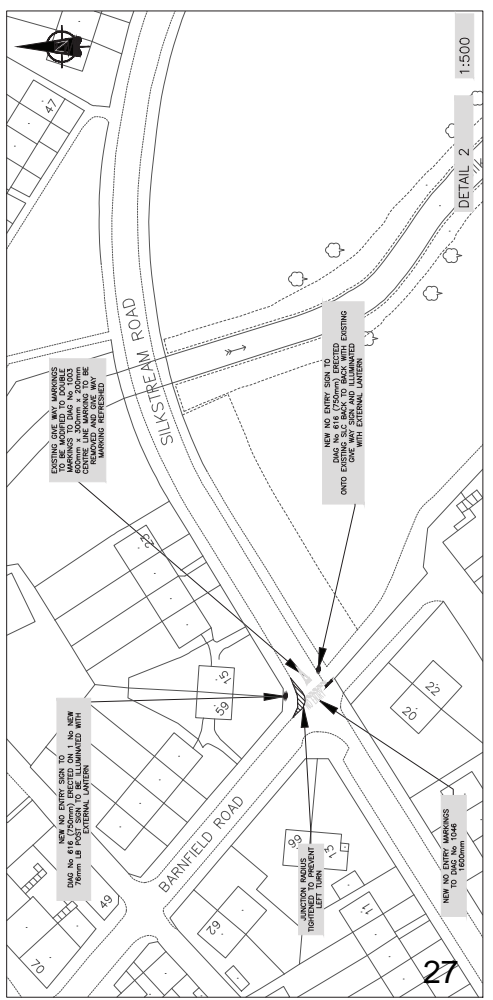
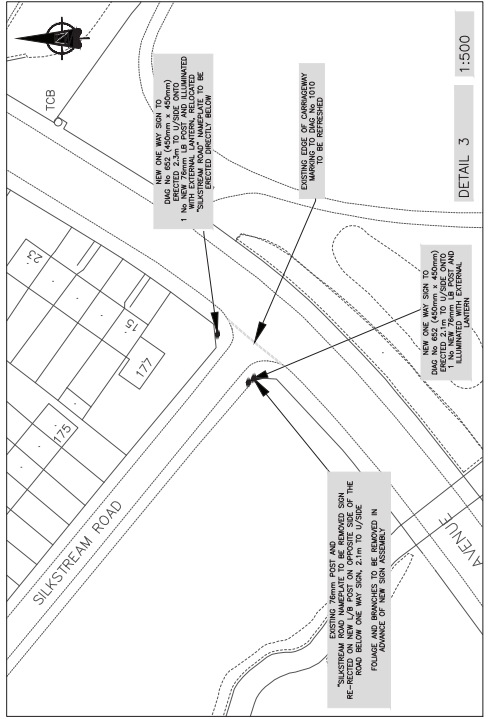
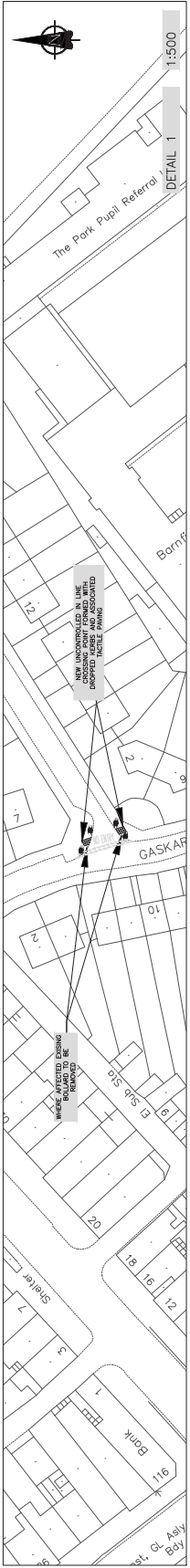
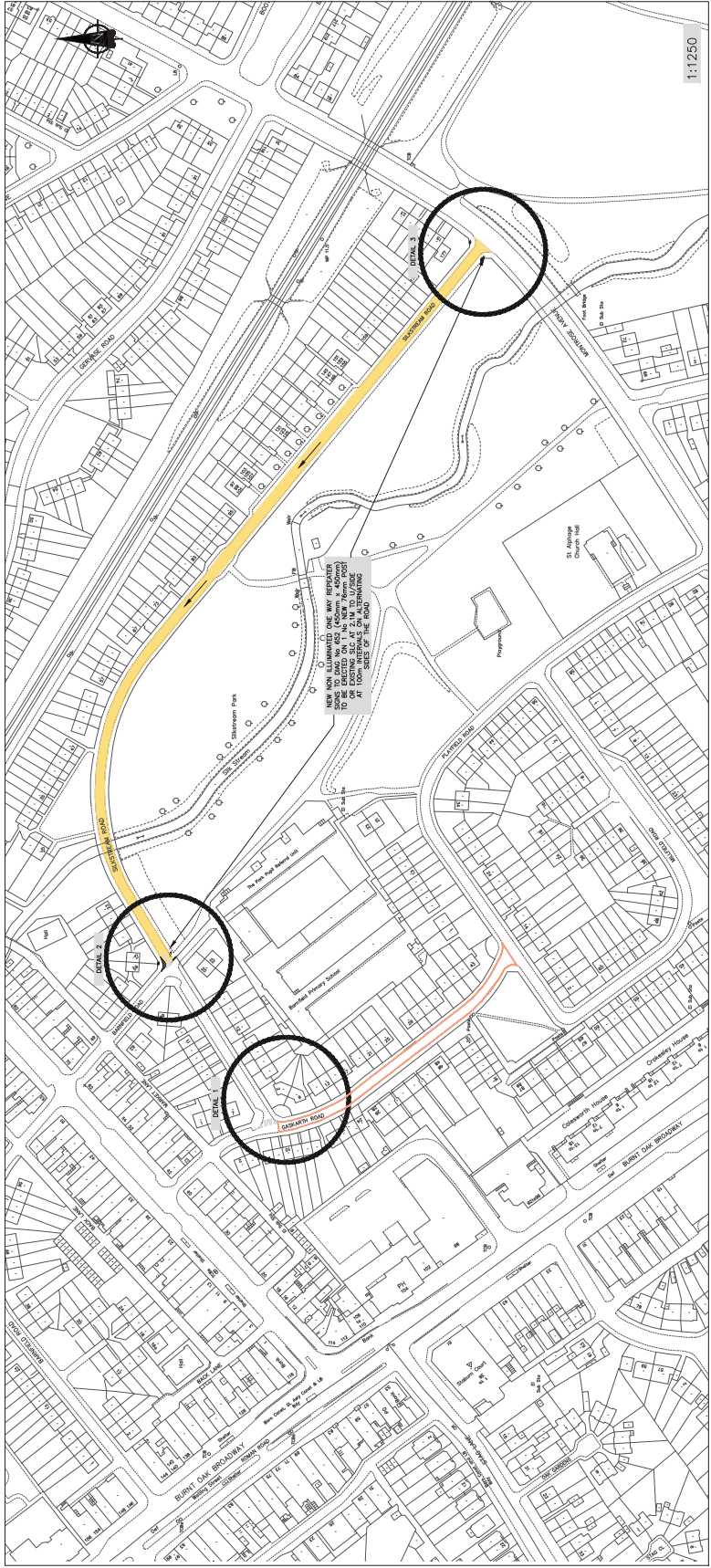
SILKSTREAM ROAD PRELIMINARY DESIGN OPTION 1

INFORMATION



Property and Infrastructure
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 Capita Property and Infrastructure Ltd.

ISSUE	DATE	BY	CHK	DATE
AS SHOWN	SEPT 2014		HK	
PREPARED BY	SEPT 2014		KE	



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KEY:

- NEW ALTERNATIVE TO BE INTRODUCED TO THE LWS
- DEVICES EXISTING DISABLED BY TO REMAIN (BY 4m x 2.7m)
- DEVICES EXISTING D/L TO D/LG No 1018.1 TO REMAIN
- NEW D/L TO D/LG No 1018.1 TO BE INTO COSTING
- D/L REFERS TO DOUBLE YELLOW LINES

NOTE:

ALL FEATURES ARE SHOWN AS INDICATIVE LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN

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If no significant risks have been identified, check this box and enter 'NONE IDENTIFIED' here.

ISSUE	AMENDMENTS	DATE	BY	CHK	DATE
A	AMENDMENT FOLLOWING ROAD SAFETY ALERT		HK	KE	OCT 2014
CLIENT					



PROJECT: TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)

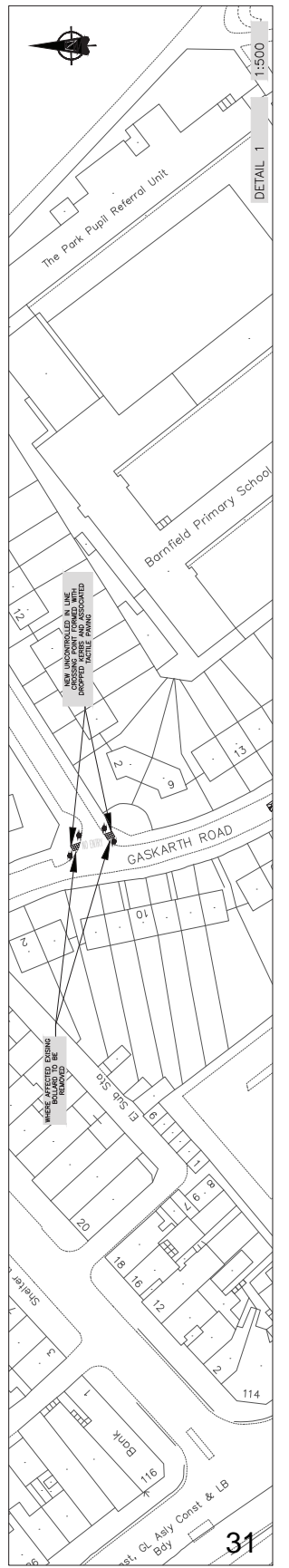
FILE: P:\Users\CS\7584\02\7584\03 - Silkstream Road\CA\Draw\Option 3.dwg	
DATE: SEPT 2014	SCALE: AS SHOWN
DATE: SEPT 2014	PROJECT NO: CS/7584
DATE: SEPT 2014	REVISION REF: A

SILKSTREAM ROAD
PRELIMINARY DESIGN OPTION 3

INFORMATION


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	AGENDA ITEM 9
	<h2>Hendon Area Committee</h2> <h3>12 February 2015</h3>
Title	Edgwarebury Lane / Purcells Avenue Traffic Management Scheme
Report of	Interim Commissioning Director for Environment
Wards	Edgware Ward
Status	Public
Enclosures	None
Officer Contact Details	Lisa Wright Traffic and Development Manager 020 8359 3555

<h3>Summary</h3>
This report informs the Hendon Area Committee of the results of the feasibility study that was undertaken, regarding the proposal to introduce a pedestrian refuge on Edgwarebury Lane.

<h3>Recommendations</h3>
<ol style="list-style-type: none"> 1. That the Committee note the outcome of the investigation into the feasibility of providing an crossing facility on Edgwarebury Lane as presented in this report. 2. That the Committee give instruction to the Interim Commissioning Director for Environment to proceed to the implementation stage of the uncontrolled crossing facility on Edgwarebury Lane near Purcells Avenue, when resources are in place and following liaison with ward members,) and all affected stakeholders including Transport for London (London Buses utility companies and statutory bodies).

1 WHY THIS REPORT IS NEEDED

- 1.1 A Petition was reported to the June 2014 Hendon's Resident Forum requesting a Zebra crossing facility on Edgwarebury Lane. Local residents raised concerns regarding the difficulty in crossing Edgwarebury Lane near its junction with Purcells Avenue as there appears to be a lack of pedestrian crossing facilities, and issues with the volume and speed of traffic within the vicinity of Purcells Avenue.
- 1.2 This report is therefore required to investigate the viability of an crossing facility on Edgwarebury Lane with a view to enhance pedestrian and safety improvements.
- 1.3 The uncontrolled crossing facility will be included in the 2015/16 Local Implementation Programme (LIP) which was agreed by the January 2015 Environment Committee.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The particular approach to prioritise pedestrian improvements is informed by i) the need to comply with disability legislation, and ii) site observations on pedestrian experience.

3 POST DECISION IMPLEMENTATION

- 3.1 Post implementation actions will depend on the decision taken by the Committee.

4 IMPLICATIONS OF DECISION

4.1 Corporate Priorities and Performance

- 4.1.1 The subject of this report is in accordance with Objective one of the London Borough of Barnet Corporate Plan 2013-2016. This objective is to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. Within this objective, there are six performance measures set out in the 2014 Addendum to the Corporate Plan. These are the performance measures, which the subject of this report will be measured against if the Committee decides to approve a Traffic Management Scheme for Edgwarebury Lane.
- 4.1.2 This report puts forward recommendations that further Barnet's Corporate Plan to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough as it includes pedestrian improvements.
- 4.1.3 Further by seeking to address pedestrian safety concerns, this is within the context of the intervention criteria set by 'Priorities of the Traffic Management

Budget' Cabinet Report of July 2002.

4.1.4 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

4.2.1 **Finance** Estimated costs for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from available 2014/15 or 2015/16 Local Implementation Plan (LIP) funding secured for the purpose of making improvements to the Borough's road network.

4.2.2 **Indicative costs** for a pedestrian island shown in Table 1 are approximate at projected 2015 prices;

Table 1: Pedestrian Island - Works Element Package	Estimated costs (2015 prices)
Design Fees (Feasibility Design and Detailed Design) (Includes statutory processes, STATS searches, TMO advertising, public consultation, safety audits etc.)	£7,000
Construction Cost (including electrical elements)	£7,000
Sub-TOTAL	£14,000
Implementation & post implementation fee @ 10%	£1,400
GRAND TOTAL	£15,400

4.2.3 The recommendations are expected to fully cover the financial decisions that need to be made with appropriate variations applied to the costs should the delivery timescale extend beyond the applicable financial year.

4.2.4 There could be a possible financial risk to understate the build cost owing to assumptions on the extent of affected utility apparatus that needs to be diverted or adjusted.

4.2.5 Future maintenance of any newly introduced electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost full borne by London Borough of Barnet.

4.3 Legal and Constitutional References

4.3.1 The Council's Constitution Responsibility for Functions: Area Committees

discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

4.3.2 There are no legal references in the context of this report.

4.4 Risk Management

4.4.1 None in the context of this report. Risk management may be required for work resulting from this report.

4.5 Equalities and Diversity

4.5.1 Proposal is not expected to disproportionately disadvantage or benefit individual members of the community. In fact, the recommendations specifically seek to reach out to vulnerable users such as the disabled and the visually impaired while meeting Inclusive Mobility aspirations.

4.6 Consultation and Engagement

4.6.1 As per Recommendations 2 in this report.

5 BACKGROUND PAPERS

5.1 Site description

5.1.1 Edwarebury Lane is designated as a 'Borough Distributor' road linking the A41 Watford Way and Edware Town centre. The road serves seven bus routes of which 3 routes only operate during the school hours.


5.2 Background information

5.2.1 Pedestrian safety concerns and improvement suggestions have been raised by residents regarding Edwarebury Lane.

5.2.2 This item was discussed at the June 2014 Hendon Resident's Forum but the petition did not conclude until 4 days after the Resident's Forum was held. It was agreed during the Resident's Forum that Officers will look into this matter.

5.2.3 A site meeting with the Lead Petitioner was undertaken in September 2014, and discussed the possible location for a pedestrian facility. Local residents suggested a crossing point, zebra crossing preferred, to be located on Edwarebury Lane, immediately north of Purcells Avenue. However, due to the proximity of the crossovers, it is not feasible to introduce any zebra crossing or pedestrian island at this location.

5.2.4 A possible location which could accommodate a pedestrian crossing facility was discussed on site and an initial site investigation was undertaken. Although this location is situated away from the current pedestrians' desire line, local residents would be happy for a pedestrian island to be introduced on Edwarebury Lane near Purcells Avenue.

AGENDA ITEM 10	
 <h2 style="margin: 0;">Hendon Area Sub Committee</h2> <h3 style="margin: 0;">12 Febraury 2015</h3>	
Title	Devonshire Road Traffic Management Scheme
Report of	Interim Commissioning Director for Environment
Wards	Mill Hill
Status	Public
Enclosures	Appendix A: <ul style="list-style-type: none"> • Outline design drawings: Options 1 and 2. • Accident plot for 5 year record (Figure 1) • Pedestrian Survey Analysis (figure)
Officer Contact Details	Lisa Wright Traffic and Development Manager 020 8359 3555

<h3>Summary</h3>
<p>This report informs the Hendon Area Committee of proposed Traffic Management Options considered for Devonshire Road including junctions with Tavistock Avenue, Ashley Walk, Osborn Gardens and Devonshire Crescent.</p> <p>This report also informs the Area Committee of the reasons for the proposed traffic management options considered.</p>

<h3>Recommendations</h3>
<ol style="list-style-type: none"> 1. That the Committee note the intention to address traffic management concerns on Devonshire Road; 2. That the Committee be mindful of the Councils current approach to traffic calming 3. The Committee decide whether or not vertical traffic calming features should be reintroduced on Devonshire Road; 4. Subject to a preferred option being chosen, the authorising Officers to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.

Option 1

- **Traffic island with illuminated bollards and a high level beacon on Devonshire Road in the vicinity of the vertical crest on the road over rail bridge;**
Improved carriageway markings at the junction of Tavistock Avenue with Devonshire Road;
- **Improvements at the Tavistock Avenue/Ashley Walk/Devonshire Road junction including pedestrian improvements;**

Option 2

- **As per Option 1 above with the addition of the implementation of speed cushions on the immediate approach to the five existing traffic islands and an additional set of three cushions in the vicinity of Osborn Gardens;**

1. WHY THIS REPORT IS NEEDED

- 1.1 In 2011 existing speed cushions on Devonshire Road (NW4) were not replaced following resurfacing. Concerns have been raised by local residents and Councillors regarding increased vehicle speeds on Devonshire Road. Vehicle Activated Signs (driver feedback speed limit signs) were introduced in 2013, but local residents are still concerned about traffic speeds as well as pedestrian movements at Tavistock Avenue on event days associated with the local stadium.
- 1.2 The London Borough of Barnet commissioned a Traffic Management Study to address the concerns of local residents and Councillors by proposing options to reduce danger of excessive speeds from through traffic with minimal adverse effects on overall traffic flows. This study has assessed the existing arrangements on site, analysed accident data, undertaken traffic speed and volume data collection and undertaken pedestrian usage and crossing counts. The preferred option will be included in the 2015/16 Local Implementation Programme (LIP) which was agreed by the January 2015 Environment Committee.
- 1.3 Devonshire Road is a 9m wide urban two lane single carriageway subject to a 30mph speed limit with footways to both sides, bounded by private housing. The studied section of Devonshire Road is approximately 525m in length and incorporates junctions with Tavistock Avenue and Ashley Walk to the western end, Osborn Gardens and Devonshire Crescent (W) to the eastern end.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Following site observations and desktop analysis of the five year accident record, vehicle speed and volume data and the pedestrian survey, a number of options have been developed to mitigate the concerns of local residents and Councillors and address the findings of the study.
- 2.2 During the five year period between 1 May 2009 and 30 April 2014 there were seven recorded personal injury accidents as shown in the following table. One accident was classed as serious and six were classed as slight which resulted

in a total of 14 casualties. One casualty received serious injuries and the remaining 13 were classed as slight; they included nine drivers, four passengers and one cyclist. A driver sustained serious injuries from the collision of two emergency vehicles at the junction of Devonshire Road with Osborn Gardens. 71% of the recorded personal injury accidents have occurred since September 2011, after the previous vertical traffic calming measures were removed.

Year	Fatal	Serious	Slight	Total
01/09/09 – 31/12/09	0	0	0	0
2010	0	0	0	0
2011	0	1	2	3
2012	0	0	2	2
2013	0	0	1	1
01/01/14 – 30/04/14	0	0	1	1
Total	0	1	6	7

2.3 ATC 7 day traffic speed and volume survey was undertaken on Devonshire Road with counters located outside No.130 between 25th September and 1st October 2014. The following table summarises the results:

Day (24 hr)	E/B Volume	E/B Mean Speed	E/B 85 th ile	W/B Volume	W/B Mean Speed	W/B 85 th ile
Monday	7632	28.1	32.7	7960	28.9	33.3
Tuesday	0	0	0	0	0	0
Wednesday	0	0	0	0	0	0
Thursday	7207	28.8	33.6	7272	28.7	33.1
Friday	7433	28.7	33.3	7477	28.3	32.7
Saturday	6844	29.1	33.8	6727	28.8	33.6
Sunday	6440	29.2	34.4	5887	30.5	35.3
Average Daily Total	7111	28.8	33.6	7065	29	33.6

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

2.4 Analysis of the summary data would indicate that the 7-day mean vehicle speeds are just below the posted 30mph speed limit. It is also apparent that the volume of traffic travelling in each direction is broadly similar. Historical speed readings indicate that pre resurfacing (2011) the 85thile speed for eastbound traffic was measured at 30.1mph and westbound traffic was 29.6mph when vertical traffic calming was in place. Immediate speed readings after removal of the vertical traffic calming in September 2011 resulted in 85thile speeds of approximate 10mph above the posted speed limit. Post resurfacing speed checks in September 2012 indicated 85thile speed readings of 34.3mph for eastbound traffic and 32.7mph for westbound traffic.

The most recent speed survey is broadly similar with the September 2012 survey.

- 2.5 A detailed pedestrian survey was undertaken on Thursday 9th October 2014 to assess weekday conditions and again on Saturday 11th October 2014 to coincide with a match at the local stadium to assess the frequency of crossing movements at the junction of Tavistock Avenue and Devonshire Road. The weekday pedestrian survey was undertaken in 15 minute intervals between 07:00 – 10:00 hours, 12:00 – 14:00 hours and 15:00 – 18:00 hours. The Saturday survey was undertaken in 15 minute intervals between 13:00 – 15:00 hours and 17:00 – 19:00 hours with total pedestrian movements detailed on the attached plan (Figure 1). The following table summarises the results:

Location Thursday 9th October 2014	Highest Pedestrian Flow Hour	Second Highest Pedestrian Flow Hour
Junction Arm		
Tavistock Avenue	08:00 – 09:00 (W/B)	15:00 – 16:00 16:00 – 17:00 (E/B)
Devonshire Road (East)	08:00 – 09:00 (N/B)	08:00 – 09:00 (S/B)
Ashley Walk	08:00 – 09:00 (W/B)	15:00 – 16:00 (E/B)
Devonshire Road (West)	15:00 – 16:00 (N/B)	15:00 – 16:00 (S/B)
Movements between Arms		
Tavistock Avenue to Devonshire Road (East and West)	08:00 – 09:00 (E/B)	15:00 – 16:00 (W/B)
Devonshire Road (East) to Tavistock Avenue & Ashley Walk	07:00 – 08:00 (N/B)	08:00 – 09:00 15:00 – 16:00 (S/B)
Ashley Walk to Devonshire Road (East and West)	08:00 – 09:00 (W/B)	15:00 – 16:00 (E/B and W/B)
Devonshire Road (West) to Tavistock Avenue & Ashley Walk	15:00 – 16:00 (N/B)	08:00 – 09:00 (S/B)

- 2.6 From site observations and the results of pedestrian survey, there are clear pedestrian desire lines on all four arms of the cross roads junction with pedestrian refuges provided on Devonshire Road (East and West) and Tavistock Avenue with associated dropped kerbs and blister tactile paving. Whilst there are dropped kerbs on the Ashley Walk arm, there is no blister tactile paving. The results of the pedestrian survey on Thursday 9th October indicate there are broadly similar movements around the junction with a slight increase in the number of east to west crossing movements to the south of the junction.

Location Saturday 11th October 2014	Highest Pedestrian Flow Hour	Second Highest Pedestrian Flow Hour
Junction Arm		
Tavistock Avenue	14:00 – 15:00 (W/B)	13:00 – 14:00 (E/B)
Devonshire Road (East)	14:00 – 15:00 (S/B)	17:00 – 18:00 (N/B)
Ashley Walk	17:00 – 18:00 (E/B)	14:00 – 15:00 (W/B)
Devonshire Road (West)	17:00 – 18:00 (S/B)	17:00 – 18:00 (N/B)
Movements between Arms		
Tavistock Avenue to Devonshire Road (East and West)	14:00 – 15:00 (W/B)	17:00 – 18:00 (W/B)
Devonshire Road (East) to Tavistock Avenue & Ashley Walk	13:00 – 14:00 (N/B)	17:00 – 18:00 (S/B)
Ashley Walk to Devonshire Road (East and West)	17:00 – 18:00 (E/B)	14:00 – 15:00 (W/B)
Devonshire Road (West) to Tavistock Avenue & Ashley Walk	17:00 – 18:00 (S/B)	14:00 – 15:00 (N/B)

2.7 The results of the pedestrian survey at the junction on a match day also show broadly similar pedestrian numbers with a slight increase of movements on the southern half of the junction.

PROPOSED OPTIONS FOR CONSIDERATION

2.8 Option 1

2.8.1 Option 1 incorporates a pre-formed traffic island with illuminated bollards and a high level beacon on Devonshire Road in the vicinity of the vertical crest on the road over rail bridge at the western end of the studied section, physically narrowing the carriageway at a point that is visible on both approaches.

2.8.2 The existing carriageway markings (central hatching, speed limit roundel and give way markings) are in a poor condition and will be refreshed, though it should be noted that the carriageway surface is worn in places and any refreshed marking may not last due to reduced adhesion. It would be preferable to resurface this section of Devonshire road prior to refreshing any carriageway markings.

2.8.3 Heading eastbound towards the crossroads junction of Tavistock Avenue with Devonshire Road there is a proposed dual aspect Vehicle Activated Sign (VAS) depicting a Cross Roads Ahead warning sign with integrated

30mph speed limit sign. On the northern footway there are a number of trees that have excessive low level foliage that both obstructs forward visibility for drivers and restricts the useable width of footway. This excessive foliage will be removed.

2.8.4 The corner radii of the Tavistock Avenue/Ashley Walk/Devonshire Road crossroads junction will be tightened to reduce vehicle speeds during turning and decrease the carriageway width for pedestrians to cross. The reduced corner radii will incorporate dropped kerbs and blister tactile paving, as will the existing central pedestrian refuges at this junction. Proposed build outs at the junctions of Osborn Gardens and Aberdare Gardens will locally narrow Devonshire Road, incorporating dropped kerbs and blister tactile paving will also improve visibility between opposing drivers and for crossing pedestrians.

2.8.5 The estimated construction cost of Option 1 is £36,200 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

2.9 Option 2

2.9.1 Option 2 incorporates a pre-formed traffic island with illuminated bollards and a high level beacon on Devonshire Road in the vicinity of the vertical crest on the road over rail bridge at the western end of the studied section which will physically narrow the carriageway at a point that is visible on both approaches.

2.9.2 The existing carriageway markings (central hatching, speed limit roundel and give way markings) are in a poor condition and will be refreshed though it should be noted that the carriageway surface is worn in places and any refreshed marking may not last due to reduced adhesion. It would be preferable to resurface this section of Devonshire road prior to refreshing any carriageway markings. Between the crest and Tavistock Avenue junction, there is a proposed carriageway narrowing formed with build outs to each side of Devonshire Road and changes to the central hatched markings.

2.9.3 Heading eastbound towards the crossroads junction of Tavistock Avenue with Devonshire Road there is a proposed dual aspect VAS depicting a Cross Roads Ahead warning sign with integrated 30mph speed limit sign. On the northern footway there are a number of trees that have excessive low level foliage that both obstructs forward visibility for drivers and restricts the useable width of footway. This excessive foliage will be removed.

2.9.4 The corner radii of the Tavistock Avenue/Ashley Walk/Devonshire Road crossroads junction will be tightened to reduce vehicle speeds during turning and decrease the carriageway width for pedestrians to cross. The reduced corner radii will incorporate dropped kerbs and blister tactile

paving, as will the existing central pedestrian refuges at this junction. Proposed speed cushions on the immediate approach to the five existing traffic islands will provide vertical traffic calming on Devonshire Road, with an additional set of three cushions in the vicinity of Osborn Gardens to maintain even distances between speed reducing features.

- 2.9.5 The estimated construction cost of Option 2 is £56,600 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

3. POST DECISION IMPLEMENTATION

- 3.1 Post decision implementations will depend on the decision taken by the Subcommittee.

4. IMPLICATIONS OF DECISION

4.1 Corporate Priorities and Performance

- 4.1.1 The subject of this report is in accordance with Objective one of the London Borough of Barnet Corporate Plan 2013-2016. This objective is to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. Within this objective, there are six performance measures set out in the 2014 Addendum to the Corporate Plan. These are the performance measures, which the subject of this report will be measured against if the Committee decides to approve a Traffic Management Scheme for Devonshire Road.

- 4.1.2 Further by seeking to address pedestrian and traffic safety concerns, this is within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.

- 4.1.3 The measures also dovetail with School Travel Plan initiatives for Dollis Junior School that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

- 4.2.1 None in the context of this report.

4.3 Legal and Constitutional References

- 4.3.1 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

- 4.3.2 There are no legal references in the context of this report.

4.4 Risk Management

- 4.4.1 None in the context of this report. Risk management may be required for work resulting from this report.

4.5 Equalities and Diversity

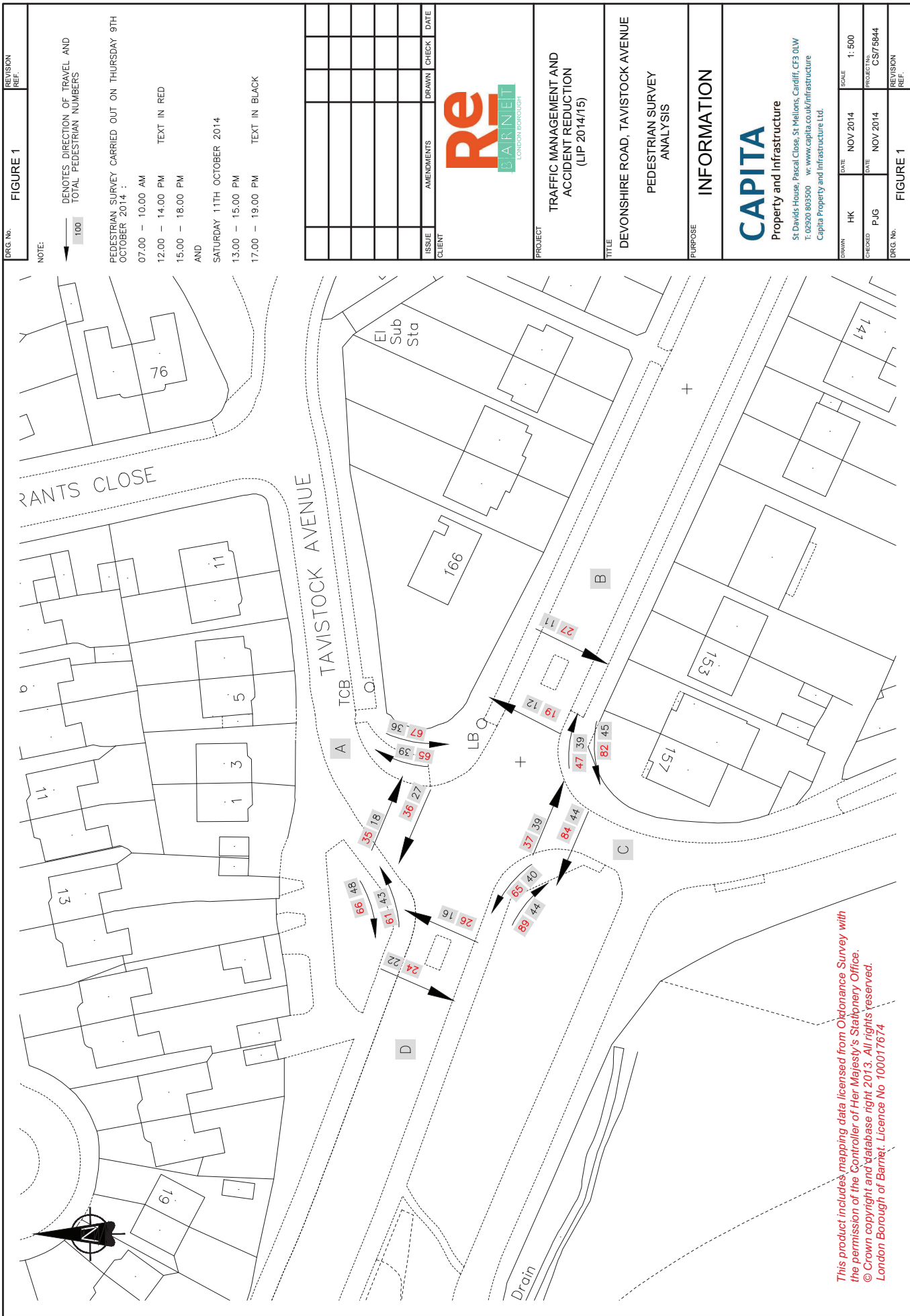
- 4.5.1 Proposed changes associated with the design options for the Devonshire Road Traffic Management Study are not expected to disproportionately disadvantage or benefit members of the community.



4.6 Consultation and Engagement

- 4.6.1 Consultation and engagement with residents will be undertaken following selection of a preferred design by the Committee and authorising Officers.

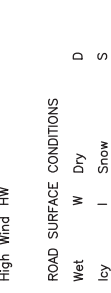
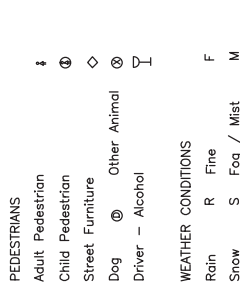
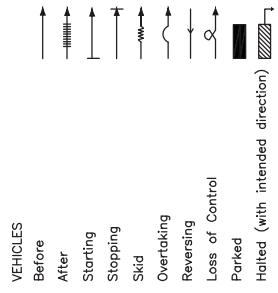
5. BACKGROUND PAPERS

There are no background reports.



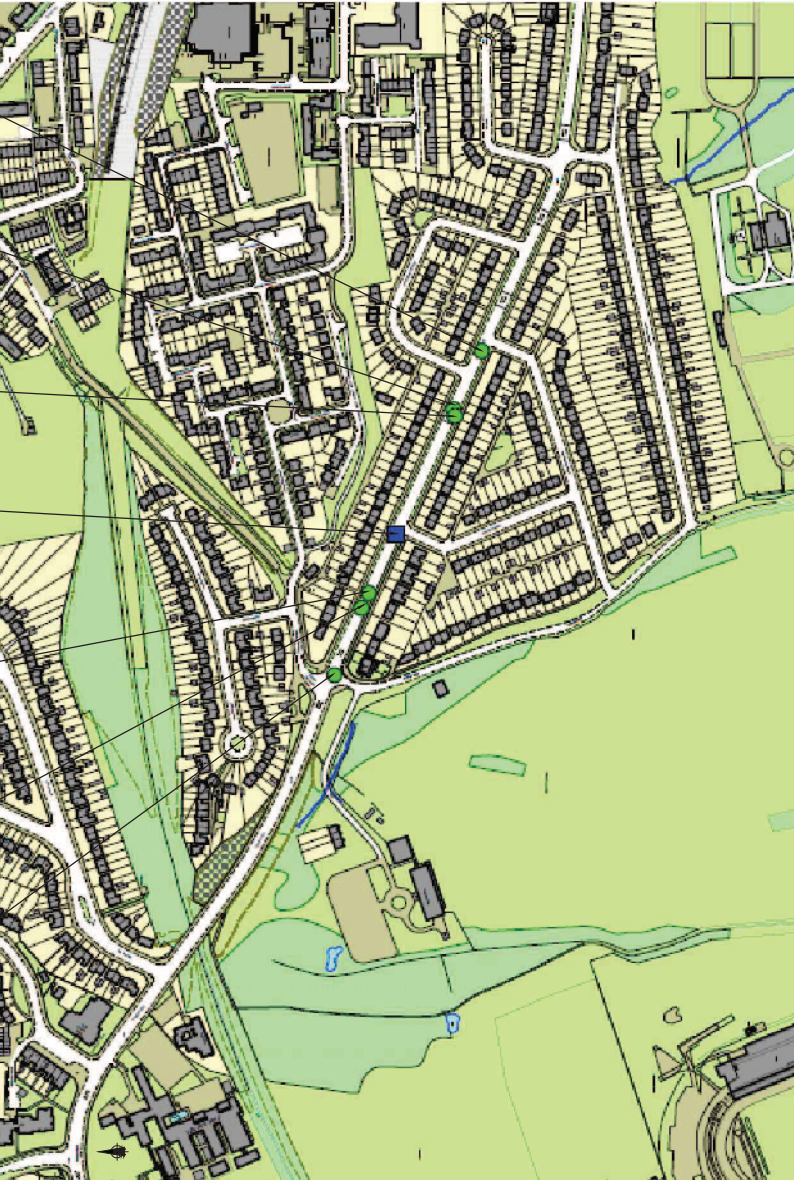
ORG. No.	FIGURE 1	REVISION REF.
NOTE:	<p>↓ 100 DENOTES DIRECTION OF TRAVEL AND TOTAL PEDESTRIAN NUMBERS</p> <p>PEDESTRIAN SURVEY CARRIED OUT ON THURSDAY 9TH OCTOBER 2014 :</p> <p>07.00 – 10.00 AM TEXT IN RED</p> <p>12.00 – 14.00 PM TEXT IN RED</p> <p>15.00 – 18.00 PM TEXT IN RED</p> <p>AND</p> <p>SATURDAY 11TH OCTOBER 2014</p> <p>13.00 – 15.00 PM TEXT IN BLACK</p> <p>17.00 – 19.00 PM TEXT IN BLACK</p>	
ISSUE CLIENT	AMENDMENTS	DRAWN CHECK DATE
		
PROJECT TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)		
TITLE DEVONSHIRE ROAD, TAVISTOCK AVENUE		
PURPOSE PEDESTRIAN SURVEY ANALYSIS		
INFORMATION		
 <p>Property and Infrastructure St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW T: 0320 803500 W: www.capita.co.uk/infrastructure Capita Property and Infrastructure Ltd.</p>		
DRAWN	DATE	SCALE
HK	NOV 2014	1:500
CHECKED	DATE	PROJECT No.
PJG	NOV 2014	CS7/5844
ORG. No.	REVISION REF.	
	FIGURE 1	

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ISSUE	AMENDMENTS	SP	PC	JAN 14
-	-	BRAWN	OHKO	DATE
DEVONSHIRE ROAD BARNET				
ACCIDENTS BETWEEN 01/05/2009 AND 30/04/2014				
CAPITA SYMONDS <small>100, Brooklands Avenue, Borehamwood, Hertfordshire, SG8 5LN</small>				
DRAWN	S. M. PRICE			
CHECKED	P. J. GASTON			
DRG. No.	FIGURE 1	REVISION REF.		

MANOEUVRES For other details see below C = Car MC = Motor Cycle PC = Pedal Cycle PSV = Bus or Coach	SEVERITY	POLICE REF. NO.	DARKNESS / TIME	DAY OF WEEK	DATE	WEATHER CONDITIONS	RD. SURFACE CONDITIONS	ADDITIONAL INFORMATION
← P/C * ← C		0111TB00339	17:45	SUN	06/03/11		D	
T/C * ← C		0112SX20623	19:46	FRI	13/07/12		W	
C * ← C		0114SX20184	08:45	WED	12/03/14		D	
S * ← DWV		0111TB01603	12:18	TUES	29/11/11		D	
C * ← C		0112SX20906	17:00	TUES	23/10/12		F	
S *		0110SX20629	09:55	SAT	12/06/10		F	HIT TREE
S * ← C		0113SX21095	12:18	SAT	23/11/13		F	



TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Devonshire Road Option 1

Item	Unit	Rate	Qty	Cost
Gen Site Clearance				
Removal of foilage	sqm	0.67	10	6.70
Remove gully and grating / cover	no	7.16	4	28.64
Traffic Signs				
New VAS signs for 30 limit, crossroads	no	2500.00	1	2500.00
Installation of VAS signs	no	2500.00	1	2500.00
New Temporary signs	no	79.23	2	158.46
New modular traffic island, bollards using preformed rubber kerbing	no	5000.00	1	5000.00
New refuge beacon	no	350	2	700.00
New non lit bollards marker posts	no	44.2	16	707.20
Electrical Works				
Trench for cable in footway (VAS)	m	59.41	35	2079.35
Trench for cable (hard dig)	m	130.7	20	2614.00
Cable	m	3.85	35	134.75
Cut Outs	no	57.79	2	115.58
Carriageway Marking Works				
Existing carriageway Markings to be removed	sqm	37.67	5	188.35
New give way markings	m	1.23	50	61.50
New centre line markings	m	0.61	50	30.50
Refresh hatch markings	m	0.61	50	30.50
Kerbing Works				
Take up existing kerbs and dispose	m	3	130	390.00
New kerbs	m	21.28	130	2766.40
New transition kerbs	m	33.19	12	398.28
New drop kerbs	m	29.26	12	351.12
Tactile Paving (Buff)	sqm	25.89	20	517.80
Footway surfacing	sqm	36.40	250	9100.00
Drainage				
New Drainage	sqm	40.42	15	606.30
Gulley and Frame	no	420.75	2	841.51
Traffic Management				
3 Way lights	day	120.06	4	480.24
2 Way lights	day	99.71	6	598.26
Sub total				32905.44
Contingencies 10%				3290.00
Cost Estimate				36195.44

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)


Devonshire Road Option 2

Item	Unit	Rate	Qty	Cost
Gen Site Clearance				
Removal of foilage	sqm	0.67	10	6.70
Remove gully and grating / cover	no	7.16	4	28.64
Traffic Signs				
New VAS signs for 30 limit, crossroads	no	2500.00	1	2500.00
Installation of VAS signs	no	2500.00	1	2500.00
New Temporary signs	no	79.23	2	158.46
New modular traffic island, bollards using preformed rubber kerbing	no	5000.00	1	5000.00
New refuge beacon	no	350	1	350.00
New non lit bollards marker posts	no	44.2	16	707.20
Electrical Works				
Trench for cable in footway (VAS)	m	59.41	15	891.15
Trench for cable (hard dig)	m	130.7	5	653.50
Cable	m	3.85	15	57.75
Cut Outs	no	57.79	2	115.58
Carriageway Marking Works				
Existing carriageway Markings to be removed	sqm	37.67	5	188.35
New give way markings	m	1.23	20	24.60
New No Entry markings	no	10.16	4	40.64
New centre line markings	m	0.61	50	30.50
Refresh hatch markings	m	0.61	50	30.50
Kerbing Works				
Take up existing kerbs and dispose	m	3	60	180.00
New kerbs	m	21.28	80	1702.40
New transition kerbs	m	33.19	12	398.28
New drop kerbs	m	29.26	12	351.12
Tactile Paving (Buff)	sqm	25.89	20	517.80
Footway surfacing	sqm	36.40	200	7280.00
Speed Cushions				
Supply and Install 3m x 1.7m x 75mm Black in colour, with warning triangles	no	13	2000.00	26000.00

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Traffic Management						
3 Way lights		day	120.06	6		720.36
2 Way lights		day	99.71	10		997.1
Sub total						51430.63
Contingencies 10%						5140.00
Cost Estimate						56570.63

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AGENDA ITEM 11	
 <h2 style="margin: 0;">Hendon Area Sub Committee</h2> <h3 style="margin: 0;">12 February 2015</h3>	
Title	Wykeham Road Traffic Management Scheme
Report of	Interim Commissioning Director for Environment
Wards	Hendon
Status	Public
Enclosures	Appendix A: <ul style="list-style-type: none"> • Outline design drawings: Options 1, 2 and 3 • Accident plot for 5 year record Figure 1 • Pedestrian Survey Analysis - Figure 2
Officer Contact Details	Lisa Wright Traffic and Development Manager 020 8359 3555

<h3>Summary</h3>
<p>This report informs the Hendon Area Committee of proposed Traffic Management Options considered for Wykeham Road including junctions with Brampton Grove, Prothero Gardens, Raleigh Close and Queens Road.</p> <p>This report also informs the Area Committee of the reasons for the proposed traffic management options considered.</p>

<h3>Recommendations</h3>
<ol style="list-style-type: none"> 1. That the Committee note the intention to address traffic management concerns on Wykeham Road; 2. That the Committee be mindful of the Councils current approach to traffic calming. 3. The Committee decide whether or not vertical traffic calming features should be reintroduced on Wykeham Road; 4. Subject to a preferred option being chosen, the authorising Officers to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.

Option 1

- **Horizontal traffic calming with build outs that narrow Wykeham Road at the junctions with Brampton Grove, Prothero Gardens, Raleigh Close and at Queens Road;**
- **Extending the waiting restrictions to improve visibility at junctions;**
- **One-way system would also be provided on Prothero Gardens in a westerly direction.**

Option 2

- **Incorporates the horizontal traffic calming with build outs and pedestrian facilities of Option 1 with additional vertical deflection by means of raised tables on Wykeham Road;**

Option 3

- **Incorporates the horizontal traffic calming with build outs and pedestrian facilities of Option 1 and 2;**
- **A part time 20mph speed limit with dual display School Warning and 20mph vehicle activated sign operating over 200m of Wykeham Road and all of Prothero Gardens.**

1. WHY THIS REPORT IS NEEDED

- 1.1 In 2011 existing road humps on Wykeham Road (NW4) were not replaced following resurfacing. Concerns have been raised by local residents and Councillors regarding increased vehicle speeds on Wykeham Road. Vehicle Activated Signs (driver feedback speed limit signs) were introduced in 2013, but local residents are still concerned about traffic speeds as well as a lack of crossing points on pedestrian desire lines.
- 1.2 The London Borough of Barnet commissioned a Traffic Management Study to address the concerns of local residents and Councillors by proposing options to reduce the danger from through traffic with minimal adverse effects on overall traffic flows. This study has assessed the existing arrangements on site, analysed accident data, undertaken traffic speed and volume data collection and undertaken pedestrian usage and crossing counts. The preferred option will be included in the 2015/16 Local Implementation Programme (LIP) which was agreed by the January 2015 Environment Committee.
- 1.3 Wykeham Road is a 9m wide urban two lane single carriageway subject to a 30mph speed limit with footways to both sides, bounded by private housing. The studied section of Wykeham Road is approximately 500m in length and incorporates junctions with Brampton Grove at the northern end, the side road junctions of Prothero Gardens and Raleigh Close and Queens Road to the southern end. There is also a pedestrian footpath that links Raleigh Close with Wykeham Road opposite the Prothero Gardens junction.

2. REASONS FOR RECOMMENDATIONS

2.1 Following site observations and desktop analysis of the five year accident record, vehicle speed and volume data and the pedestrian survey, a number of options have been developed to mitigate the concerns of local residents and Councillors and address the findings of the study.

2.2 During the five year period between 1 May 2009 and 30 April 2014 there were six recorded personal injury accidents as shown in the following table. Two casualties were classed as serious with four being classed as slight and the accidents involved 4 pedestrians, 1 driver and 1 cyclist. One serious pedestrian accident occurred on Wykeham Road opposite the footpath link towards Raleigh Close and involved a primary school aged child at a time of day associated with the end of the school day. The second serious pedestrian accident occurred on Wykeham Road at the junction with Queens Road and involved a vehicle mounting the footway and reversing into the pedestrian as part of a turning manoeuvre. Within the five year period, all recorded personal injury accidents have occurred since early 2012, after the previous vertical traffic calming measures were removed.

Year	Fatal	Serious	Slight	Total
01/09/09 – 31/12/09	0	0	0	0
2010	0	0	0	0
2011	0	0	0	0
2012	0	0	2	2
2013	0	2	2	4
01/01/14 – 30/04/14	0	0	0	0
Total	0	2	4	6

2.3 Automatic Traffic Count (ATC) 7 day traffic speed and volume surveys were undertaken on Wykeham Road with counters located at outside No.53 (N/B) and No.68 (S/B) between 25 September and 1 October 2014. The following table summarises the results:

Day (24 hr)	N/B Volume	N/B Mean Speed	N/B 85 th ile	S/B Volume	S/B Mean Speed	S/B 85 th ile
Monday	2470	25	30.2	3015	24.8	29.1
Tuesday	1947	25.7	30.6	2563	25	29.3
Wednesday	1822	25.7	30.4	2530	24.8	28.9
Thursday	1340	26.3	31.3	1626	25.6	29.8
Friday	1488	26.3	31.1	1887	25.4	30
Saturday	1277	27.6	33.1	1680	26	30.4
Sunday	1691	28.1	33.1	2078	26.7	30.6
Average Daily Total	1719	26.2	31.3	2197	25.4	29.8

* The eighty-fifth percentile (85thile) speed is the speed at which 85% of 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.

- 2.4 Analysis of the summary data would indicate that the mean vehicle speeds are below the posted 30mph speed limit. It is also apparent from above table that on average, 28% more vehicles travel southbound than northbound on Wykeham Road. Historical speed readings indicate that pre resurfacing (2011) the 85thile speed for northbound traffic was measured at 18.8mph and for southbound traffic was 18.2mph when vertical traffic calming was in place. Post resurfacing speed checks in 2012 indicated an increase of 85thile speed readings to 29.3mph for northbound traffic and 30.7mph for southbound traffic. The most recent speed survey is broadly similar with the June 2012 survey and indicates there has been an approximate increase in traffic speeds of 60% following removal of the vertical traffic calming.
- 2.5 Pedestrian movements were studied during two separate site visits, one incorporating the morning journey towards local schools. Also, a more detailed pedestrian survey was undertaken on Thursday 9 October 2014 to assess the frequency of crossing movements at the junction of Prothero Gardens with Wykeham Road including the pedestrian desire line at the location of the footpath link to Raleigh Close. The pedestrian survey was undertaken in 15 minute intervals between 07:00 – 10:00 hours, 12:00 – 14:00 hours and 15:00 – 18:00 hours with total pedestrian movements detailed on the attached plan. The following table summarises the results:

Location	Highest Pedestrian Flow Hour	Second Highest Pedestrian Flow Hour
Junction Arm		
Wykeham Road (North)	12:00 – 13:00	08:00 – 09:00
Wykeham Road (South)	15:00 – 16:00	08:00 – 09:00
Prothero Gardens	08:00 – 09:00	08:00 – 09:00
Movements between Arms		
Wykeham Road (North) to Prothero Gardens	12:00 – 13:00	15:00 – 16:00
Wykeham Road (South) to Prothero Gardens	08:00 – 09:00	12:00 – 13:00 15:00 – 16:00
Prothero Gardens to Wykeham Road	08:00 – 09:00 (N/B)	12:00 – 13:00 (N/B)

- 2.6 From site observations and the results of pedestrian survey, there are strong pedestrian desire lines at the junctions of Wykeham Road with Brampton Grove, Prothero Gardens, Raleigh Close and Queens Road in the direction of the preceding footways which typically benefit from dropped kerbs. From the results of the survey, the most dominate pedestrian desire line is between Wykeham Road (North) and Prothero Gardens to the north west of the junction. The proximity of the primary school on Prothero Gardens is a strong local attractor and, for the most part, accounts for the peak pedestrian flows. There is also a clear pedestrian desire line across Wykeham Road between

Prothero Gardens and the footpath link to Raleigh Close, particular during morning and lunchtime peaks with more pedestrians crossing to the north of the junction. Currently there are no facilities to assist pedestrians at this location.

PROPOSED OPTIONS FOR CONSIDERATION

2.7 Option 1

- 2.7.1 Option 1 incorporates horizontal traffic calming with build outs that narrow Wykeham Road at the junctions with Brampton Grove, Prothero Gardens, Raleigh Close and at Queens Road. There are proposed uncontrolled pedestrian crossing points integrated into the narrowing's which will seek to slow approaching/turning traffic, reduce the width of carriageway to be crossed by pedestrians and improve intervisibility between drivers and crossing pedestrians, where parked vehicles may have previously obscured them.
- 2.7.2 Existing parking bays on Raleigh Close, adjacent to the junction with Wykeham Road and on Wykeham Road towards the junction with Queens Road are shortened by means of extending the waiting restrictions to improve visibility between drivers and crossing pedestrians. A staggered length of pedestrian guard railing will be provided at the interface of the footpath link from Raleigh Close to Wykeham Road to reduce the likelihood of westbound pedestrians running out into the carriageway.
- 2.7.3 A One Way system would also be provided on Prothero Gardens in a westerly direction to reduce the turning movements at the junction with Wykeham Road, with a set of three speed cushion mid way along with a raised table uncontrolled pedestrian crossing opposite the school at the western end of Prothero Gardens. The estimated construction cost of Option 1 is £35,600 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and is exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

2.8 Option 2

- 2.8.1 Option 2 - incorporates the horizontal traffic calming with build outs and pedestrian facilities of Option 1 with additional vertical deflection by means of raised tables on Wykeham Road at the junctions of Prothero Gardens and Raleigh Close. It is also proposed to utilise Transcalm road humps at three other locations on Wykeham Road to maintain vehicle speeds. Transcalm Road humps are marketed as a revolutionary traffic calming device that alters its firmness based on the velocity of the vehicle passing over it and will therefore resist vehicles travelling at higher than desirable speeds but be less obtrusive to slower vehicles.
- 2.8.2 The estimated construction cost of Option 2 is £58,800 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and

exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

2.9 Option 3 –

2.9.1 Option 3 incorporates the horizontal traffic calming with build outs and pedestrian facilities of Option 1 and 2.

2.9.2 There is also a proposed part time 20mph speed limit with dual display School Warning and 20mph vehicle activated sign operating over 200m of Wykeham Road and all of Prothero Gardens.

2.9.3 The estimated construction cost of Option 3 is £58,700 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1) and exclusive of any topographical surveys, detailed design or statutory undertakers mitigation works.

3. **POST DECISION IMPLEMENTATION**

3.1 Post decision implementations will depend on the decision taken by the committee.

4. **IMPLICATIONS OF DECISION**

4.1 **Corporate Priorities and Performance**

4.1.1 The subject of this report is in accordance with Objective one of the London Borough of Barnet Corporate Plan 2013-2016. This objective is to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. Within this objective, there are six performance measures set out in the 2014 Addendum to the Corporate Plan. These are the performance measures, which the subject of this report will be measured against if the Committee decides to approve a Traffic Management Scheme for Wykeham Road.

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4.3 **Legal and Constitutional References**

4.3.1 The Council's Constitution Responsibility for Functions: Area Committees

discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

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5. BACKGROUND PAPERS

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


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<p>NOTE: DENSITIES DIRECTION OF TRAVEL AND TOTAL PEDESTRIAN NUMBERS</p> <p>PEDESTRIAN SURVEY CARRIED OUT ON THURSDAY 9TH OCTOBER 2014 :</p> <p>07.00 - 10.00 AM 12.00 - 14.00 PM 15.00 - 18.00 PM</p>			
<p>PROJECT</p> <p>TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2015/15)</p>			
<p>TITLE</p> <p>WYKEHAM ROAD PEDESTRIAN SURVEY ANALYSIS</p>			
<p>PURPOSE</p> <p>INFORMATION</p>			
<p>CAPITA Property and Infrastructure</p> <p>St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW T: 02920 803500 W: www.capita.co.uk/infrastructure Capita Property and Infrastructure Ltd.</p>			
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DRG. No. FIGURE 1			



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KEY:

-  DENCES EXTENT OF PROPOSED ONE WAY SYSTEM, UT, TERMINAL ONE WAY SIGN AND NO ENTRY SIGN AND REPORTER SIGNS TO BE PROVIDED
-  EXTENT OF NEW DTL
-  APPROXIMATE EXTENT OF EXISTING MUTING RESTRICTIONS
-  APPROXIMATE EXTENT OF EXISTING PARKING BAYS

NOTE:
 ALL PROPOSED CHANGES TO THE EXISTING DTL AND MUTING RESTRICTIONS AND PARKING BAYS ARE SUBJECT TO UTILITY DESIGN

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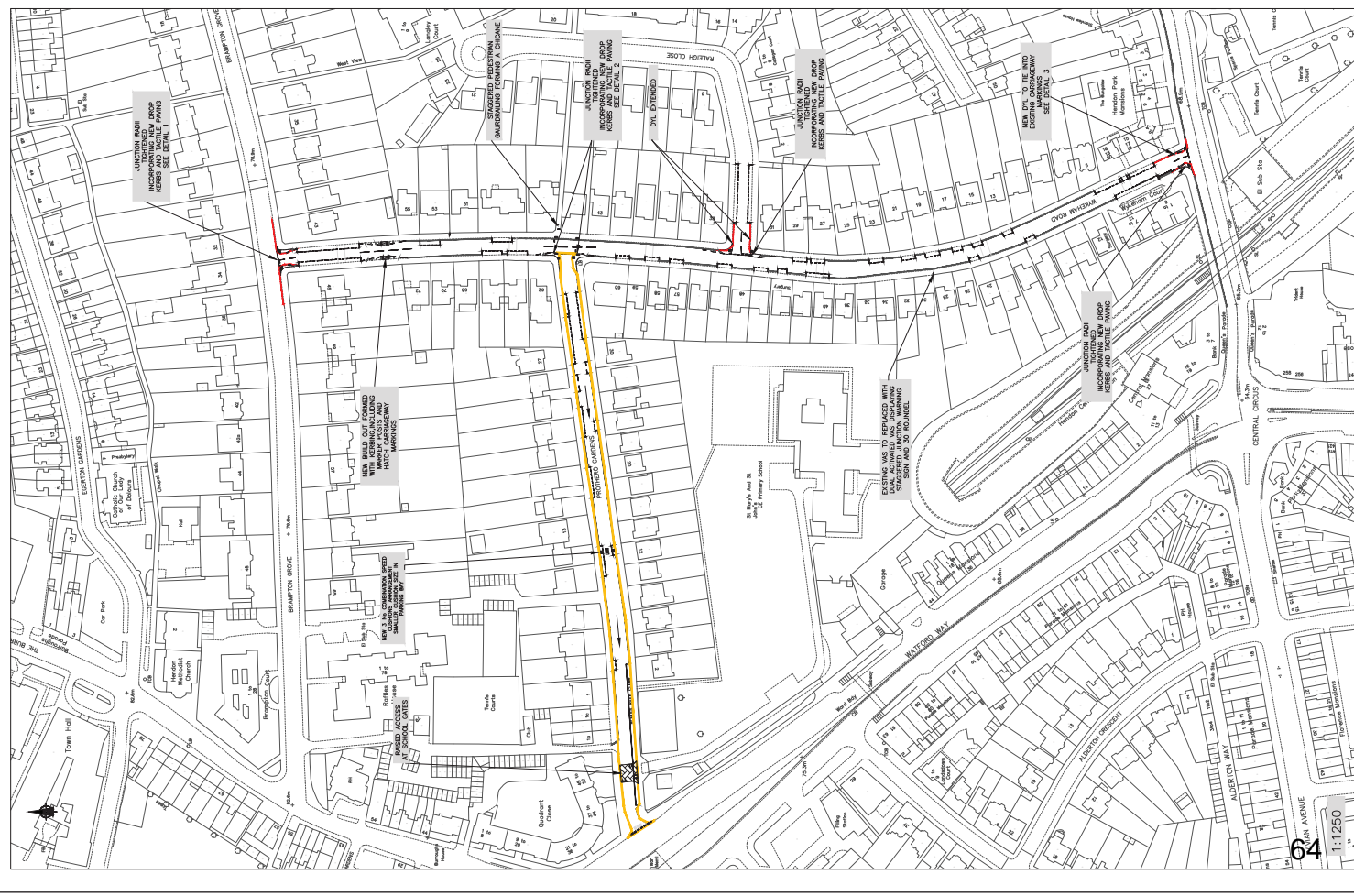
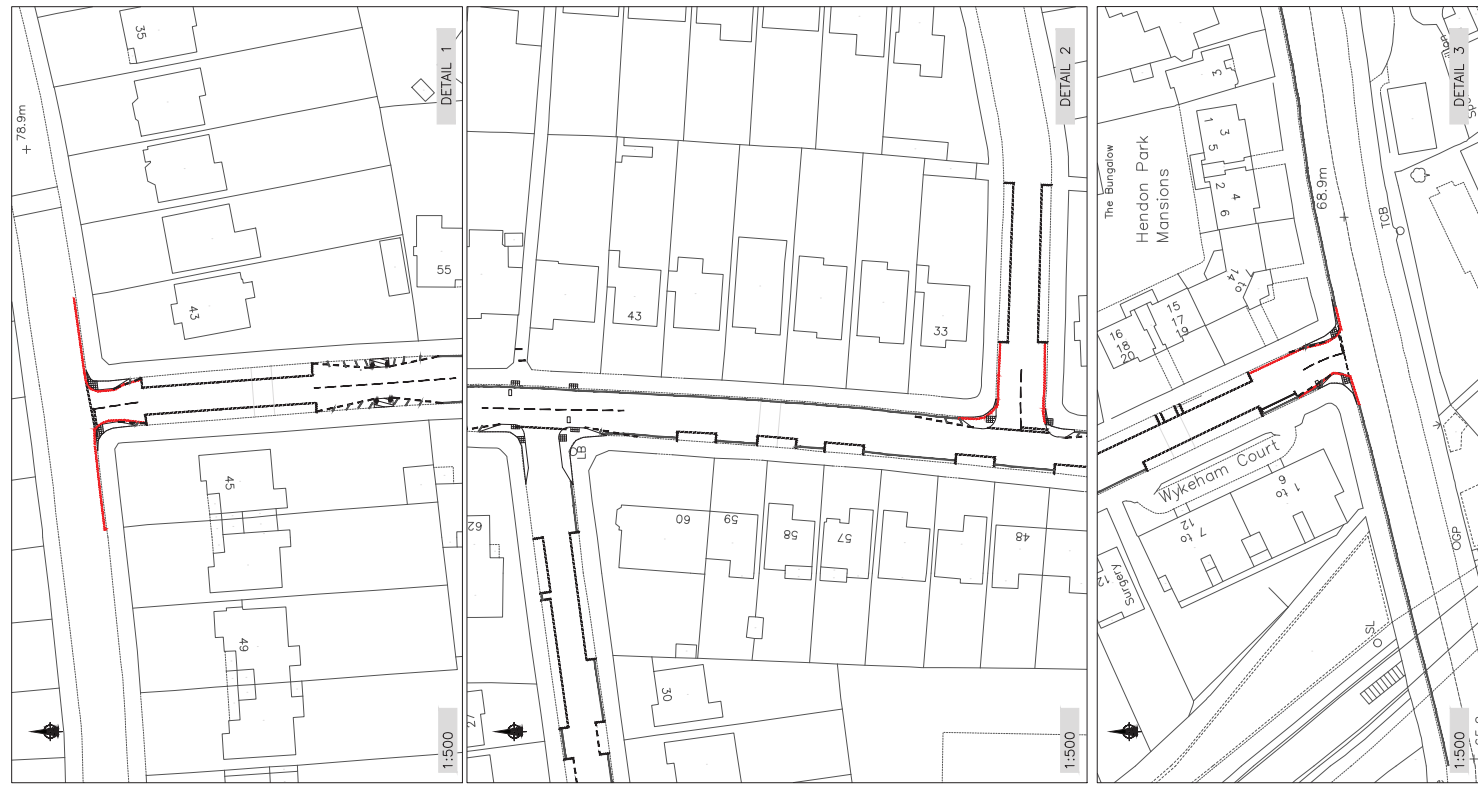


PROJECT
 TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION (LIP 2014/15)





TITLE
 WYKEHAM ROAD PRELIMINARY DESIGN OPTION 1

PURPOSE
 INFORMATION

DESIGNED BY	HK	DATE	SEPT 2014	TITLE	AS SHOWN
CHECKED BY	PJG	DATE	SEPT 2014	PROJECT NO.	CS/75844
DRAWN BY		DATE		REVISION REF.	
DWG No.	CS/75844/06/01				A



KEY:

-  DENOTES EXTENT OF PROPOSED PAVEMENT 20 METRE OPERATING DURING CONSTRUCTION AND 10 METRE OPERATING DURING NORMAL OPERATIONS LOCATED AT THE START OF THE LANE
-  EXTENT OF NEW DFL
-  APPROXIMATE EXTENT OF WALKING RESTRICTIONS
-  APPROXIMATE EXTENT OF PARKING BAYS

NOTE:
ALL FEATURES ARE SHOWN AS INDICATIVE LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN

HEALTH SAFETY ENVIRONMENTAL INFORMATION
NOTE: PASSED THAT THE WORKS WILL BE UNDERTAKEN IN ACCORDANCE WITH THE WORKS LISTED BELOW ARE "SIGNPOST" WORKS. IF NO SIGNPOST CODES HAVE BEEN IDENTIFIED, CHECK THE LIST AND ENTER "NONE IDENTIFIED" HERE.

ISSUE	AMENDMENTS	DATE	CHK	PKG	OUTLINE
A	AMENDMENTS FOLLOWING ROAD SAFETY ALERT				



PROJECT
TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES (LIP 2014/15)

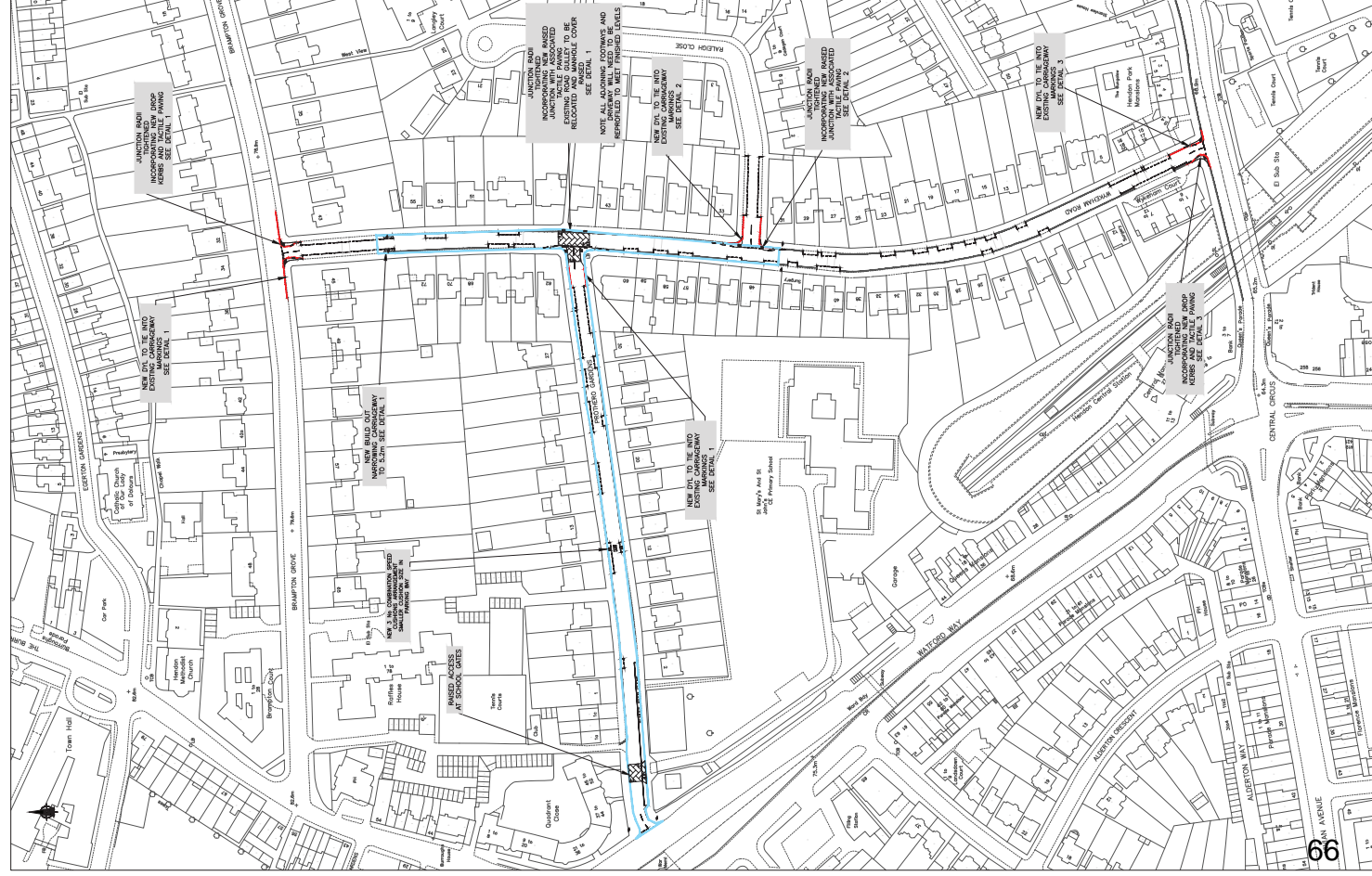
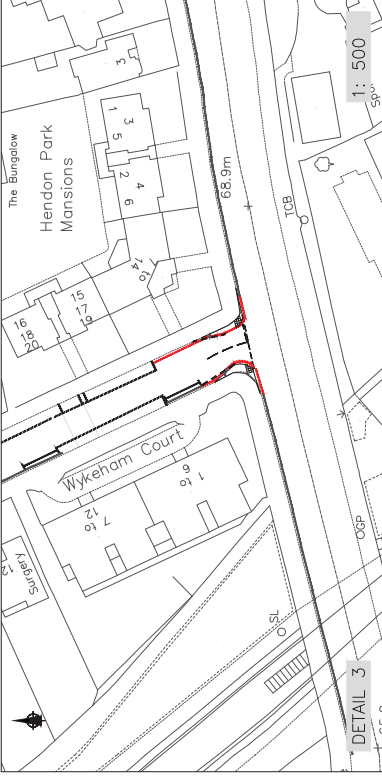
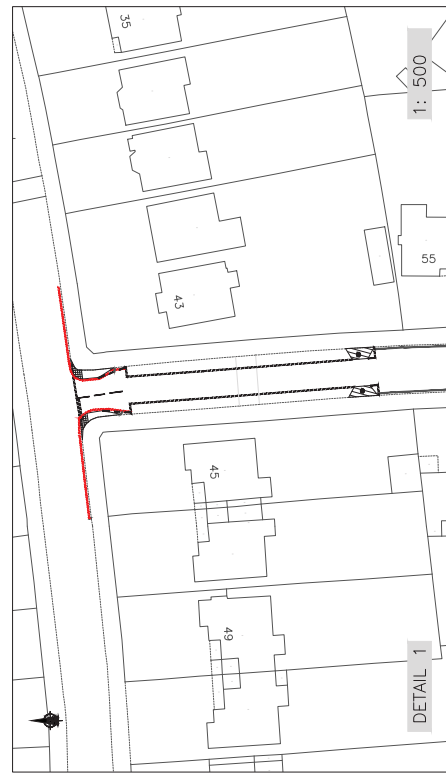
TITLE
WYKEHAM ROAD, BARNET
OPTION 3

PURPOSE
INFORMATION



Property and Infrastructure
St Davids House, Pascal Close, St Mellons, Cardiff, CF3 0LW
T: 02920 803500 w: www.capita.co.uk/infrastructure
Capita Property and Infrastructure Ltd.

ISSUE	DATE	DATE	SCALE	AS SHOWN
ISSUE	HK	SEPT 2014	SCALE	AS SHOWN
ISSUE	PKG	SEPT 2014	SCALE	AS SHOWN



TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Wykeham Road Option 1

Item	Unit	Rate	Qty	Cost
Gen Site Clearance				
General removal	sqm	0.67	10	6.70
Remove gully and grating / cover	no	7.16	4	28.64
Traffic Signs				
New Lit One Way Signs	no	220.94	2	441.88
New 76mm LB Posts	no	175.28	2	350.56
New Lit No Entry Signs	no	220.94	2	441.88
New 76mm LB Posts	no	175.28	2	350.56
New VAS signs for 30 limit and	no	2500.00	1	2500.00
Staggered junction				
Installation of VAS signs	no	2500.00	1	2500.00
New non lit One Way Repeater signs	no	35.46	4	141.84
New Temporary signs	no	79.23	4	316.92
New non lit bollards marker posts	no	44.2	24	1060.80
Electrical Works				
Trench for cable in footway	m	59.41	35	2079.35
Trench for cable (hard dig)	m	130.7	30	3921.00
Cable	m	3.85	35	134.75
Cut Outs	no	57.79	6	346.74
Feeder Pillars	no	195.02	4	780.08
Carriageway Marking Works				
Existing carriageway Markings to be removed	sqm	37.67	10	376.70
New give way markings	m	1.23	20	24.60
New No Entry markings	no	10.16	7	71.12
Kerbing Works				
Take up existing kerbs and dispose	m	10	60	600.00
New kerbs	m	21.28	60	1276.80
New transition kerbs	m	33.19	20	663.80
New drop kerbs	m	29.26	20	585.20
Tactile Paving (Buff)	sqm	25.89	20	517.8
Footway surfacing	sqm	36.40	30	1092.00
Speed Cushions				
Supply and Install 3m x 1.7m x 75mm Black in colour, with warning triangles	no	3	2000.00	6000.00
Drainage				
New Drainage	sqm	40.42	20	808.40
Gulley and Frame	no	420.75	8	3366.04
Raise existing manhole	no	205.02	2	410.04

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Fencing						
New Pedestrian Gaurdrail		m	43.65	4		174.60
Traffic Management						
2 Way lights		day	99.71	10		997.10
3 Way lights		day	116.9	5		584.50
Sub total						32365.90
Contingencies 10%						3236.00
Cost Estimate						35601.90

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Wykeham Road Option 2

Item	Unit	Rate	Qty	Cost
Gen Site Clearance				
General Site Clearance	sqm	0.67	10	6.70
Remove gully and grating / cover	no	7.16	4	28.64
Traffic Signs				
New Road hump Signs	no	49.23	3	147.69
New 76mm post	no	137.65	3	412.95
New non lit bollards marker posts	no	44.2	24	1060.80
Carriageway Marking Works				
Existing carriageway Markings to be removed	sqm	37.67	10	376.70
New give way markings	m	1.23	10	12.30
New Double yellow lines	m	1.14	10	11.40
Kerbing Works				
Take up existing kerbs and dispose	m	10	170	1700.00
New kerbs	m	21.28	170	3617.60
New transition kerbs	m	33.19	10	331.90
New drop kerbs	m	29.26	20	585.20
Tactile Paving (Buff)	sqm	25.89	16	414.24
Footway surfacing	sqm	36.40	150	5460.00
Raised Table	sqm	45.00	300	13500.00
Supply and Install Transcalm Humps	no	3500.00	4	14000.00
Speed Cushions				
Supply and Install 3m x 1.7m x 75mm Black in colour, with warning triangles	no	3	2000.00	6000.00
Drainage				
New Drainage Gully and Frame	sqm	40.42	20	808.40
Raise existing manhole	no	420.75	8	3366.04
	no	205.02	2	410.04
Fencing				
New Pedestrian Gaurdrail	m	43.65	4	174.60
Traffic Management				
2 Way lights	day	99.71	10	997.10
3 Way lights	day	116.9	5	584.50
Sub total				53422.30
Contingencies 10%				5342.23
Cost Estimate				58764.53

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

Wykeham Road Option 3

Item		Unit	Rate	Qty		Cost
Gen Site Clearance						
Removal of foilage		sqm	0.67	10		6.70
Remove gully and grating / cover		no	7.16	4		28.64
Traffic Signs						
New Road hump Signs		no	49.23	3		147.69
New 76mm post		no	137.65	3		412.95
New VAS signs for 20 limit and school warning sign		no	2500.00	3		7500.00
Installation of VAS signs		no	2500.00	3		7500.00
Electrical Works						
Trench for cable in footway		m	59.41	35		2079.35
Trench for cable (hard dig)		m	130.7	30		3921.00
Cable		m	3.85	35		134.75
Cut Outs		no	57.79	6		346.74
Feeder Pillars		no	195.02	4		780.08
Carriageway Marking Works						
Existing carriageway Markings to be removed		sqm	37.67	10		376.70
New give way markings		m	1.23	10		12.30
New Double yellow lines		m	1.14	10		11.40
Kerbing Works						
Take up existing kerbs and dispose		m	10	170		1700.00
New kerbs		m	21.28	170		3617.60
New transition kerbs		m	33.19	10		331.90
New drop kerbs		m	29.26	20		585.20
Tactile Paving (Buff)		sqm	25.89	16		414.24
Footway surfacing		sqm	36.40	100		3640.00
Raised Table		sqm	45.00	100		4500.00
Supply and Install Transcalm Humps		no	3500.00	1		3500.00
Speed Cushions						
Supply and Install 3m x 1.7m x 75mm Black in colour, with warning triangles		no	3	2000.00		6000.00
Drainage						
New Drainage		sqm	40.42	20		808.40
Gulley and Frame		no	420.75	8		3366.04
Raise existing manhole		no	205.02	2		410.04
Fencing						

TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES
(LIP 2014/15)

New Pedestrian Gaurdrail		m	43.65	4		174.60
Traffic Management						
2 Way lights		day	99.71	10		997.10
3 Way lights		day	116.9	5		584.50
Sub total						53303.42
Contingencies 10%						5330.00
Cost Estimate						58633.42