

	<p>Hendon Area Committee</p> <p>12 February 2015</p>
<p style="text-align: right;">Title</p>	<p>Silkstream Road Traffic Management Scheme</p>
<p style="text-align: right;">Report of</p>	<p>Interim Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Burnt Oak</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A - Option 1A-A1 Appendix B - Option 2A-A1 Appendix C - Option 3A-A1 Appendix D - Silkstream Collision plot</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright Traffic and Development Manager 020 8359 3555</p>

<p>Summary</p>
<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>

<p>Recommendations</p>
<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 (85%ile) 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.