

	<h2>Hendon Area Sub Committee</h2> <h3>12 February 2015</h3>
<p style="text-align: right;">Title</p>	<p>Wykeham 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>Hendon</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A:</p> <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
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright Traffic and Development Manager 020 8359 3555</p>

<h2>Summary</h2>
<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>

<h2>Recommendations</h2>
<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 (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 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.

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 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 Wykeham 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 Sub Committee and authorising Officers.

5. BACKGROUND PAPERS

There are no background reports.