

	<h2>Hendon Area Committee</h2> <h3>21 October 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>Commissioning Director - 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;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A - C2015_BC/00536_05-100-01</p>
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Summary

This report outlines the comments received from the public consultation on the proposed Wykeham Road traffic management scheme.

Recommendations

1. That the Hendon Area Committee note the outcome of the public consultation on the proposals as outlined in this report.
2. That the Hendon Area Committee, having noted the above, decide whether the measures should be introduced as proposed or without the build out on Wykeham Road at the junction with Queens Road.
3. That the Hendon Area Committee, having noted the above, decide whether the measures should be introduced as proposed or without the raised table on Prothero Gardens at the junction with A41.

<p>4. That the Hendon Area Committee, having decided which proposals should be introduced, give instruction to the Commissioning Director for Environment to proceed with the implementation stage.</p>
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1. WHY THIS REPORT IS NEEDED

- 1.1 On 12 February 2015 the Hendon Area Committee authorised the detailed design and associated public consultation of a traffic management proposal to address safety concerns raised by local residents and Ward Councillors in Wykeham Road, NW4.
- 1.2 This report outlines the responses received to the public consultation on the Wykeham Road traffic management proposals.
- 1.3 Following a traffic management study commissioned to address concerns raised by local residents and ward Councillors, three options were proposed to reduce the danger from through traffic with minimal adverse effect on overall traffic flows.
- 1.4 The three options were reported to the Hendon Area Committee in February 2015 for consideration and the decision was made to proceed with the detailed design and local consultation in Option 3.
- 1.5 Ward Councillors were consulted on the proposals and did not raise any objections. A public consultation on the proposals was carried out in July 2015 and consultation material was distributed to approximately 233 properties in the local area. Details of the proposals were also included within the Consultations section of the Council's website.
- 1.6 Residents were asked whether or not they were broadly in support of the scheme and if they had any particular comments in relation to the proposals. 25 responses were received, and of these 15 residents said they were in favour of the scheme, 7 were against the proposals and 3 did not give a definitive answer. Some of those who supported the scheme as a whole had additional comments in relation to certain elements of the scheme.
- 1.7 Those residents in favour of the scheme have said that they welcome improvements to road safety and measures to tackle speeding and support the traffic calming measures as a whole. Some of those who are not in favour of the proposals have concerns about added congestion in the area. A sole resident considers that the measures will cause disruption and inconvenience to local road users.

- 1.8 Several residents making representations raised concerns about the junction narrowing proposals, particularly at the junctions of Wykeham Road with Queens Road and Prothero Gardens with A41 Watford Way. Many felt that these junctions were already congested and that the proposed narrowing may further impede traffic flow, particularly at peak times. Some were concerned that slowing the turning manoeuvres at these junctions would cause further obstruction and may lead to an increase in accidents. With regard to the junction of Prothero Gardens and Watford Way, there were concerns that vehicles waiting to exit Prothero Gardens onto Watford Way may block vehicles trying to enter Prothero Gardens from Watford Way, which may then back up and cause congestion on A41. A comment was made about access by emergency vehicles being impeded. One suggestion was to move the crossing further east on Prothero Gardens so it would be further from the junction with Watford Way. With regard to the Wykeham Road and Queens Road junction comments include that it is already narrow and difficult to turn into and out of Wykeham Road at this junction.
- 1.9 Other concerns included parking issues at various locations within the proposed scheme area. In some cases obstructive parking was noted at or near to junctions, such as the junction of Queens Road and Wykeham Road where cars stop to drop off and collect passengers accessing the station. As a solution, a resident has suggested that waiting restrictions are installed instead of narrowing the junction.
- 1.10 Inconsiderate parking was also noted in relation to parents dropping off and collecting children attending St Mary's and St John's CE Primary School. A further comment was made about parking at the bend in the road on Raleigh Close affecting visibility for vehicles approaching the corner.
- 1.11 Various other representations were received regarding the proposals. Two residents said that they would like road humps installed but another was against the raised tables. One resident felt that further measures were needed to address traffic speed between Queens Road and Raleigh Close. Another resident would like a 20mph zone to be introduced on Wykeham Road, Prothero Gardens and Raleigh Close, although another resident felt that at school times vehicles rarely travel above 20mph due to congestion in the area.

- 1.12 The response rate to the consultation was just over 10%, and of those who responded 60% said that they broadly support the proposals. However several comments were received, from those supporting the scheme as a whole as well as those who do not, stating concerns regarding the road narrowing proposals, and the potential impact these may have on traffic flow and safety.
- 1.13 Although some parking related issues were mentioned these related to various different sites and are not in significant numbers in any one location. The parking situation can be monitored and should problems persist, proposals to prevent obstructive parking can be considered.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendation to progress the scheme to implementation is based on the outcome of the public consultation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The preferred scheme was one of three options presented to the Area Committee in February 2015 for consideration. The options proposed were as follows:

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 the 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 signs operating over 200m of Wykeham Road and all of Prothero Gardens;

3.2 The Hendon Area Committee authorised the Commissioning Director Environment to proceed with the detailed design and public consultation of Option 3 with the exclusion of three road humps on Wykeham Road and one road hump on Prothero Gardens.

4. POST DECISION IMPLEMENTATION

4.1 If the report's recommendations are approved, the scheme will progress to implementation stage.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport networks.

5.1.2 The Council's Health and Wellbeing Strategy aims to promote a healthy and independent life for its residents. Making improvements to the pedestrian environment could help improve health and wellbeing by encouraging residents to make journeys by foot.

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

5.2.1 The estimated implementation cost of the Scheme is £ 112,738.98, but this will be reduced if the build out and raised table are removed from the scheme.

5.2.2 TfL provide core funding for implementation of a borough Local Implementation Plan (LIP) including a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues.

5.2.3 The Environment Committee on the 27 January 2015 confirmed the 2015/16 work programme of schemes that had been agreed by TfL under this programme, prior to inclusion in the 2015/16 budget.

5.2.4 Completion of the Wykeham Road Traffic Management Scheme was identified in the report as part of the work to be addressed from the budget

for a general 'Traffic Management and Accident Reduction' which forms part of the budget for Corridors, Neighbourhoods and Supporting Measures work area.

5.2.6 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost contained within current budgets, fully borne by London Borough of Barnet.

5.2.7 The work will be carried out under the existing PFI and LOHAC term maintenance contractual arrangements.

5.3 **Social Value**

5.3.1 None in context of this report.

5.4 **Legal and Constitutional References**

5.4.1 The Council's Constitution Responsibility for Functions – Annex A: Area Committees (Section 15A) provides that the Hendon Area Committee is authorised to discharge various functions including local highways and safety schemes highway use and regulation not the responsibility of the Council, within the Hendon area boundaries of their areas in accordance with the budget and policy framework Council policy and within budget.

5.4.2 There are no legal references in the context of this report. This is an area delegated to the committee in line with the provisions of section 15 of the London Borough of Barnet council constitution. 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 out of budget.

5.4.3 Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its road network to secure places obligation on authorities to ensure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the Council's other obligations, policies and objectives. The action the Council may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.

5.4.4 Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.5 **Risk Management**

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

5.6 **Equalities and Diversity**

5.5.1 Proposed changes associated with the Wykeham Road Traffic Management

Scheme are not expected to disproportionately disadvantage or benefit individual members of the community.

5.7 **Consultation and Engagement**

5.7.1 A public consultation on the proposals was carried out and consultation material was distributed to 233 properties in the local area.

5.8 **Insight**

5.8.1 The options developed for the scheme were informed through analysis of injury accident data and traffic survey data as set out in the previous report to the Hendon Area Committee in February 2015.

6. **BACKGROUND PAPERS**

6.1 Highways Planned Improvement Programme 2015/16 – report to Environment Committee January 2015.
<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>

6.2 Wykeham Road Traffic Management Scheme – report to Hendon Area Committee February 2015.
<http://barnet.moderngov.co.uk/documents/s21096/Wykeham%20Road%20Traffic%20Management%20Scheme.pdf>