

	<h2>Hendon Area Committee</h2> <h3>21 October 2015</h3>
<p style="text-align: right;">Title</p>	<p>Devonshire 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>Mill Hill</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 - Drawing No. C2015_BC/00536_09-100-01</p>
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<h3>Summary</h3>
<p>This report outlines the outcome of the public consultation regarding the proposed Devonshire Road Traffic Management Scheme agreed by Area Committee in February 2015.</p>

<h3>Recommendations</h3>
<p>1. That the Hendon Area Committee note the outcome of the public consultation of the proposals as outlined in this report.</p>
<p>2. That the Hendon Area Committee, having noted the above authorise the Commissioning Director for Environment to proceed to the implementation stage of the scheme as per the original proposal.</p>

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 Devonshire Road, NW7.
- 1.2 This report outlines the outcome of the public consultation on the Devonshire Road traffic management proposals and recommends progression of the scheme to implementation stage.
- 1.3 Following a traffic management study commissioned to address concerns raised by local residents and ward Councillors, two options were proposed to reduce the danger of excessive speeds from through traffic with minimal adverse effect on overall traffic flows.
- 1.4 The two options were reported to the Hendon Area Committee in February 2015 for consideration and members resolved that officers proceed with the detailed design and local consultation on Option 1.
- 1.5 Ward Councillors were consulted on the proposals with Cllr Khatri commenting that although welcoming the proposal, it did not incorporate the eastern most stretch of Devonshire Road towards Holders Hill Circus. In his opinion, measures are needed on this stretch of road too.
- 1.6 The proposals for Devonshire Road address the locations where there have been road traffic injury accidents in recent years. However, discussions are ongoing regarding improvements at the Holders Hill roundabout through works associated with the Millbrook Park development. Options for the Devonshire Road arm of the roundabout are still being explored.
- 1.7 A public consultation on the proposals was carried out in July 2015 and consultation material was distributed to 354 properties in the local area. Details of the proposals were also included on the Council's website.
- 1.8 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. 17 responses were received and, of those, 11 said they were broadly in support of the scheme as a whole and 6 said they did not support the scheme. Some of those who supported the scheme as a whole did have additional comments or suggestions relating to particular elements of the scheme or the extent of the proposed measures.
- 1.9 Two residents said that they did not support the proposed build outs at the junctions of Osborn and Aberdare Gardens, due to concerns about vehicles passing one another on entering and exiting these roads, and access for the emergency services. Another comment was that the build outs may force cars turning left further into the centre of Devonshire Road and into the path of approaching traffic. One resident suggested providing double yellow lines at the junctions.
- 1.10 A concern was also raised about the tightening of the corner radii at the Tavistock Avenue junction with Devonshire Road. One resident suggested installing a roundabout instead to mitigate the potential for rear end shunt

incidents as cars approaching from the west and turning left will be required to reduce vehicle speeds to a greater extent than at present.

- 1.11 Four residents suggested that speed cameras be installed and another said they would support tougher measures such as a 20mph speed limit. One respondent suggested installing additional traffic islands to slow traffic down and to provide extra crossing points for residents. However, two residents believed that traffic calming measures were either unnecessary or would bring very little benefit.
- 1.12 At just under 5%, the response rate to the consultation is relatively low. Of those who responded almost 65% said that they broadly support the proposals and just under a third said they did not (1.7% of the total consulted). The responses objecting to the proposals were diverse and did not suggest any significant concerns in relation to the scheme as a whole or a particular element of the scheme.

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 two options presented to the Area Committee in January 2015 for consideration. The alternative option (Option 2) included the provision 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.
- 3.2 The Hendon Area Committee authorised the Commissioning Director to proceed with the detailed design and public consultation of Option 1 with a view to implement when resources are in place and following liaison with local ward members.

4. POST DECISION IMPLEMENTATION

- 4.1 Should this report's recommendations be approved, the scheme should be progressed to the 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 the health and wellbeing of the community 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 £51,835 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1.

5.2.2 TfL provide 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 Devonshire Road Traffic Management Scheme was identified in the report as part of the work to be addressed from a 'Traffic Management and Accident Reduction' budget which forms part of the overall Corridors, Neighbourhoods and Supporting Measures budget.

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

5.2.6 The work will be carried out under the existing LOHAC term maintenance contractual arrangements.

5.3 **Social Value**

5.3.1 None in the 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, within the Hendon area in accordance with the budget and policy framework.

5.4.2 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 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.

5.5 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

5.6.1 The proposed scheme is 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 354 properties in the local area. Details of the proposals were also outlined on the council's website.

5.7 Insight

5.7.1 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 Devonshire Road Traffic Management Scheme – report to Hendon Area Committee February 2015.

<http://barnet.moderngov.co.uk/documents/s21094/Devonshire%20Road%20Traffic%20Management%20Scheme.pdf>