

	<h2>Hendon Area Committee</h2> <h3>21 October 2015</h3>
<p style="text-align: right;">Title</p>	<p>Silkstream 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>Burnt Oak</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_06-100-01</p>
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<h2>Summary</h2>
<p>This report outlines the comments received from the public consultation on the proposed Silkstream Road traffic management scheme.</p>

<h2>Recommendations</h2>
<p>1. That the Hendon Area Committee notes the outcome of the public consultation of the proposals as outlined in this report.</p>
<p>2. That the Hendon Area Committee, authorises the Commissioning Director for Environment to proceed to the implementation stage following liaison with ward members.</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 Silkstream Road, HA8.
- 1.2 This report outlines the responses received to the public consultation on the Silkstream 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 on option 2, subject to the deletion of speed cushions.
- 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 380 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. 23 responses were received, of these 16 residents said they were in favour of the scheme, 7 were against the proposals and 2 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 who were in favour of the one-way in Silkstream Road have commented that at present it is often difficult for oncoming cars to pass one another without mounting the pavement, which is dangerous for pedestrians. There were also concerns about the volume of traffic using the road and the size and weight of some of the vehicles using the roads. Residents also supported the provision of improved pedestrian crossing points.
- 1.8 Of those who did not support the scheme, some felt that a 'one-way system' was unnecessary and that they believe it may lead to congestion on Silkstream Road, with increased traffic waiting to exit onto Watling Avenue. One resident suggested that the one-way should run in the opposite direction, ie southerly rather than northerly, and another noted the need for enforcement of any measures introduced and noted concerns about drivers ignoring a stretch of the current one-way system. There was another comment that it may inconvenience some residents as they will have to travel the length of Silkstream Road to exit the area.

- 1.9 Several respondents felt that parking controls, such as waiting restrictions or a controlled parking scheme, were needed in the area to prevent parking by commuters and those using nearby shopping facilities. Some felt that parking measures were preferable to the proposed one-way system. There was also a suggestion to install width restrictions on Silkstream Road and another for speed humps on Montrose Road and Playfield Road.
- 1.10 With regard to the 20 mph speed limit proposals, three respondents queried why the limit was only proposed as part-time and suggested that as the road is narrow and there is a school nearby, that the 20mph speed limit should apply at all times. However, two residents felt that the speed restriction was not necessary as the road is narrow and that most people do not drive above 15mph.
- 1.11 Although the response rate to the consultation was relatively low (6%), almost 70% of those who did respond said they broadly supported the proposals. The majority of the concerns raised relate to parking problems in Silkstream Road, and these have been noted and will be assessed separately. It is therefore recommended that the Silkstream Road traffic management scheme (option 2) is implemented as proposed.

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

- 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 20mph 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 20mph zone covering Silkstream Road, Gaskarth Road, Playfield Road and Millfield Road. The 20mph 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;

3.2 The Hendon Area Committee authorised the Commissioning Director to proceed with the detailed design and public consultation of option 2, subject to the deletion of speed cushions, with a view to implement when resources are in place and following liaison with local ward members.

4. POST DECISION IMPLEMENTATION

4.1 If the report's recommendations are approved, the scheme should be progressed 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.

5.1.3 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 TfL provides 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.

5.2.2 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.

5.2.3 Completion of the Silkstream Road Traffic Management Scheme was identified in the report as part of the work to be addressed from a general 'Traffic Management and Accident Reduction' work area.

5.2.4 The estimated implementation cost of the Scheme is £16,736 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1).

5.2.5 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.

5.2.6 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 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 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 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 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups

- foster good relations between people from different groups.

5.6.2 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.

5.6.3 The introduction of a 'one-way system' in Silkstream Road would assist in improving safety for pedestrians and have the effect of reducing the number of vehicles using this road.

5.7 Consultation and Engagement

5.7.1 A public consultation on the proposals was carried out and consultation material was distributed to 380 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

6.3 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>

6.4 Silkstream Road Traffic Management Scheme – report to Hendon Area Committee February 2015.
<http://barnet.moderngov.co.uk/documents/s21088/Silkstream%20Road%20Traffic%20Management%20Scheme.pdf>