

	Hendon Area Committee 30 March 2016
Title	Abercorn Road, Traffic Management Scheme
Report of	Commissioning Director for Environment
Wards	Mill Hill
Status	Public
Enclosures	Appendix - Drawing No. GC2419-CAP-00-XX-DR-C-002
Officer Contact Details	Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555

Summary

This report details the feasibility study undertaken to address the traffic and safety concerns raised regarding Abercorn Road and its junctions with Firth Lane and Dollis Road, NW7.

Recommendations

1. That the Committee note the detail of the feasibility study as outlined in this report in relation to Abercorn Road and its junctions with Frith Lane and Dollis Road, NW7

2. That the Committee, having noted the above in 1, give instruction to the Commissioning Director for Environment to escalate the proposal within the report to the Environment Committee for consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.

1. WHY THIS REPORT IS NEEDED

1.1 The October 2015 Hendon Committee received an item from Councillor Val Duschinsky regarding Abercorn Road in which the following concerns were outlined: concerns:

- High traffic volumes in Abercorn Road
- Inappropriate / excessive speeding
- A number of collisions reported at Abercorn Road junction with Dollis Road and Firth Lane
- Restricted visibility exiting Abercorn Road at its junction with Dollis road, particularly for right turners
- Vegetation obstructing sight line at the junction of Abercorn Road / Firth Lane
- Vehicle losing control on the bend in Firth Road near Abercorn Road.
- Large vehicles using Abercorn Road as a rat-run.

1.2 Following discussion of the item, *the Committee RESOLVED that:*

In relation to this Member's item, the Hendon Area Committee agree to implement a feasibility study with a ceiling limit of up to £25,000 with a provision that

- i. *the costs be agreed by the Committee;*
- ii. *subject to further clarification from Re on costs, and;*
- iii. *if costs exceed this limit amount to refer on to the Environment Committee.*

1.3 At the 15 January Committee the following resolutions was agreed in relation to installing VAS in Abercorn Road and carrying out the feasibility study on a traffic management scheme. The Committee RESOLVED that:

In the matter of Abercorn Road Vehicle Activated Signs (VAS) and Traffic Scheme

- i. *That the Committee notes the update in Appendix 1 of this report.*
- ii. *That the Committee agrees the expenditure of £17,000 to install VAS and undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.*

Background

1.4 30mph Vehicle Activated Signs (VAS) are being installed in Abercorn Road, in both directions in March 2016 to address the initial speeding concerns that have been raised on Abercorn Road. The VAS sign will monitor the traffic flow and speeds of vehicles using Abercorn Road.

- 1.5 A feasibility study has been undertaken to investigate the feasibility of potential highways and pedestrian safety improvements that could be implemented at Abercorn Road and its junctions with Dollis Road and Frith Lane.
- 1.6 Abercorn Road is a wide, single carriageway, residential road subject to a 30mph speed limit. It is fronted by residential properties throughout its entirety with driveway access or on street parking along most of the road. There is a short section regulated by a double yellow line ‘at any time’ restrictions at its junction with Frith Lane. Abercorn Road is designated as a “Quieter Road”, and is recommended by other cyclists in the London Cycling Guide 2.
- 1.7 Frith Lane is a single carriageway distributor road, subject to a 30mph speed limit. It is fronted by residential properties to the South of Abercorn Road, and is in a Controlled Parking Zone at certain times. Frith Lane is also located on a bus route (Route 221). There is an uncontrolled pedestrian crossing, with a pedestrian refuge just south of its junction with Abercorn Road.
- 1.8 Dollis Road (B1462) runs southwest to northeast through the junction with Abercorn Road and is in a Controlled Parking Zone, at certain times. Dollis Road is also located on a bus route (Route 382) and there is an uncontrolled pedestrian crossing, with a pedestrian refuge just north of its junction with Abercorn Road.

Initial Observations

- 1.9 A site visit was on 8 February 2016 and all potential solutions have been considered and appraised against the potential issues were raised by Councillor Val Duschinsky in section 1.1 above.2.1.1
- 1.10 There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety at the both junctions either end of Abercorn Road, as well as along its length.
- 1.11 The following sub sections outline the main points of concern observed at the site visit and from an initial desk study. For simplicity, the comments have been grouped into Abercorn Road, and the junctions at either end thereof.

1.12 Junction of Abercorn Road and Dollis Road

- 1.12.1 The section of road approaching the junction from the southwest, along Dollis Road is on a sharp left hand curve. The carriageway surface and associated road markings appear to be worn in this area. There is no footway present on the left hand side, as the watercourse Dollis Brook runs alongside the highway at this point. There is an open box beam safety barrier installed to prevent errant vehicles from falling into the brook, which seems to be about two metres below carriageway level.
- 1.12.2 Forward visibility and stopping sight distance of vehicles travelling along Dollis road appears to substandard due to the radii of the bend, the overgrowth of foliage and the boundary fence (Fig. 1.1). This vegetation appears to be rooted within the corridor of the stream, and not within the curtilage of any

private dwellings. The visibility for vehicles turning out of Abercorn road into Dollis Rd is sub-standard and significantly below standard.



Fig 1.1 – Looking northeast along Dollis Road, towards junction with Abercorn Road [Map data ©2015 Google]

1.12.3 On the northern side of the junction there is a 1.2m wide pedestrian footway, with more open box beam barrier, and then a chain-link fence, supported on concrete posts in front of the brook (Fig. 1.2).



Fig 1.2 – Junction of Abercorn Road & Dollis Road [Map data ©2015 Google]

1.12.4 On the eastern side of Dollis Road throughout this length is a 1.2m wide flexible footway with 2m high railings at the back. The kerb radii at the junction are 5m. The 85th percentile speeds on the approach appeared to be at or above the posted speed limit.

1.13 Abercorn Road, Westbound.

1.13.1 Vehicles travelling westbound from the junction at Dollis Rd travel junction at Dollis Road travel over a culvert that accommodates Dollis Brook. On both sides of the carriageway, there are high containment type kerbs, topped with pedestrian guardrail, a 1.2m flexible pedestrian footway bounded by a 0.65m high brick dwarf wall. 1.13.2 Once clear of the structure (Fig. 1.2), Abercorn Road becomes a wide urban street with a newly constructed, paved footway for the majority of its length. The footways and carriageway is in relatively good condition throughout its length. There are established trees in tree pits spaced along the length of the road (Fig 1.3).



Fig 1.3 – Looking west along Abercorn Road

1.13.3 Although there is currently not any traffic calming features along Abercorn Road to physically control the speed of vehicles. Vehicles double parking on either side of the road tends to have a traffic calming effect.

1.13.4 Along Abercorn Road, on the southern side, there are three, roughly equally spaced minor junctions. The first is a minor through road; Frith Court, which accesses some apartment blocks before exiting onto Dollis Road to the south.

The other two junctions, Mallow Mead and Abercorn Close, are culs-de-sac, accessing apartment blocks or houses.

1.14 Junction of Abercorn Road and Frith Lane

1.14.1 Abercorn Road connects to Frith Lane at an acute angle, via a large bell mouth junction, with large radius kerbs (Fig. 1.4).



Fig 1.4 – Junction of Abercorn Road & Frith Lane [Map data ©2015 Google]

1.14.2 Due to the angle of the junction, visibility to the right for vehicles exiting Abercorn Road is impeded by. This overgrowth appears to be on the highway verge, outside the boundary fence of adjoining property.

1.14.3 To the south, there are proposed highway improvements at the junction of Bittacy Hill and Frith Lane, as part of a Section 278 Agreement with Developers Inglis Consortium.

Accident History

1.15 Accident records for the 5 year period 01/06/2010 to 31/05/2015 have been studied in the vicinity of Abercorn Road. During this time 10 accidents have been recorded in the study area, they are summarised below.

Table 1 – Accident Data

3.1

ref	Location	Ref & Date	No of Injuries	Severity	Description
1	Dollis Road/ Abercorn Road	0110SX20851/ 14/08/2010	1	Serious	Driver skidded on wet road and hit kerb.
2	Dollis Road/ Abercorn Road	0110SX21100/ 23/10/2010	5	Slight	V1 swerved into opposite carriageway & hit oncoming vehicle.

3	Abercorn Road/ Frith Court	0111SX20295/ 15/04/2011	2	Slight	V1 edged out into path of V2 who was travelling at speed.
4	Dollis Road/ Abercorn Road	0111SX20954/ 07/11/2011	1	Slight	V1 reversed and hit pedestrian.
5	Frith Lane/ Abercorn Road	0112SX20302/ 09/04/2012	2	Slight	V1 lost control & slid into opposite carriageway, colliding with V2.
6	Frith Lane/ Bittacy Hill	0112SX20669/ 08/08/2012	2	Slight	V1 not concentrating, ran into rear of V2, who in turn was shunted into V3.
7	Abercorn Road/Abercorn Close	0112SX21153/ 24/12/2012	1	Slight	V1 passed parked cars and then turned left into the Close & impacted with oncoming V2.
8	Dollis Road/ Abercorn Road	0112SX29067/ 01/10/12	1	Slight	V1 swerved to avoid collision and hit a wall.
9	Frith Lane/ Abercorn Road	0112SX20234/ 12/10/2013	2	Slight	V1 braked suddenly causing V2 to shunt into V1's rear.
10	Dollis Road/ Abercorn Road	0114SX21062/ 28/11/2014	4	Slight	Driver of V1 pressed accelerator instead of brake, running into V2.

- 1.16 The 10 accidents caused 21 personal injuries, of which 1 was considered serious and 20 were slight. From the above summary, there appears to be issues with the junctions at either end of Abercorn Road.
- 1.17 Accidents 1, 2, and 8 would suggest that traffic is travelling too fast around the blind curve on Dollis Road, that the road surface is either too worn, or prone to loss of traction, and that the drivers heading northeast do not have enough forward visibility/ adequate stopping sight distance towards the junction with Abercorn Road. Accidents 5, 6 and 9 would suggest that traffic heading south down Frith Lane is travelling too fast, and is susceptible to running into the back of stationary vehicles, or those braking for the junction with Bittacy Hill.

Proposed Layout Improvements General Details

1.18 General

1.18.1 Following the site visit, feasibility review and analysis of the accident stats several potential issues have been identified within the study area. The main issues are;

- High volume of traffic along Abercorn Road.

- Poor visibility at junction of Abercorn Road and Dollis Road, along with poor road surface and sub-standard visibility splay for vehicles pulling out of Abercorn Road.

- Poor visibility pulling out of Abercorn Road onto Frith Lane, and excessive speed of vehicles heading south down Frith lane.

1.18.2 The Abercorn Road / Dollis Road junction is restricted in terms of engineering options due to the location of the culvert. It wouldn't be possible to widen the junction or provide standard visibility splays without a significant land take.

1.18.3 The proposal is that Abercorn Road be made a one-way street with traffic flowing from East to West. This should minimise the number of interactions at the junction. The junctions at either end will require improvements to visibility and remodelling. Surface friction/ skid resistance on the carriageway along Dollis Road will require remediating and signage and road markings will require alteration/installation accordingly.

1.18.4 It should be noted that to confirm the feasibility of these works, and develop the proposals to preliminary design stages, further work will be required. This further work will include a topographic survey to confirm the dimensions. The following phases have been considered

- **Phase 1;** Dollis Road, and its junction with Abercorn Road
- **Phase 2;** Abercorn Road
- **Phase 3;** Frith Road and its junction with Abercorn Road

1.19 Phase 1 - Improvements to Dollis Road and its junction with Abercorn Road.

1.19.1 Phase 1 considers the following:

- Improvements to the road surface condition of Dollis Road;
- Enhancing forward visibility along Dollis Road
- Minimising the number of vehicle movements at the junction by eliminating traffic exiting Abercorn Road (implementing a one way system).

1.19.2 It is proposed that Dollis Road will be resurfaced for a distance of 100m in both directions. Furthermore it is considered that a buff coloured high friction surfacing is applied to the northbound lane to highlight the bend. Utilities covers in the highway should be inspected, and adjusted where necessary for a flush fit with the carriageway surface. The possibility of replacing existing iron works with high-friction anti-skid covers should be considered at this stage.

1.19.3 Trees, shrubs and other vegetation in the visibility splay should be cleared (where permissible), or at the very least, cut back, so that they do not overhang the carriageway, nor does it exceed the height of the box beam barrier, to ensure optimum visibility splay towards the junction.

1.19.4 The egress of traffic from Abercorn Road onto Dollis Road should be eliminated by making the traffic flow along Abercorn Road one-way. Structural improvements, including highway alignments at the junction should be approached with great care, due to the presence of the culverted brook.

1.19.5 The following table outlines the key issues for the scheme noted in paragraph 1.1 and comments on how Phase 1 addresses these issues.

Table 2

Key Issue	Comments
Accidents	Elimination of traffic exiting Abercorn Road at this point should remove a considerable hazard.
Restricted visibility at junction of Abercorn Road and Dollis Road	Aggressive removal of overgrown vegetation along Dollis Brook should improve visibility considerably.
Loss of vehicle control	The proposed high-friction anti-skid surfacing should improve vehicle traction. Additionally, the contrasting surface colour should alert drivers to potentially hazardous conditions.

1.19.6 The following works would be required to implement this scheme;

- Resurfacing of 100m of Dollis Road in both directions and the application of high friction surfacing
- Renewal of road markings
- removal of some existing road markings
- Installation of new traffic signs and road markings

1.19.7 Indicative costs – Outline costs have been provided below

Table 3

Activity	Indicative cost
Main Works Allowance	£28000
Preliminaries (including Traffic Management) Allowance	£7000
Contingencies Allowance	£12500
Total	£47,500

1.19.7 It should be noted that approximately 50% of the cost is solely attributed to the resurfacing and installation of high friction surfacing. The figure could be significantly reduced by reducing the length of anti-skid surfacing.

1.20 Phase 2 - Abercorn Road

1.20.1 Phase 2 comprises of the restriction of flow along Abercorn Road by implementing a one-way traffic system, running from east to west. This will eliminate the egress of vehicles onto Dollis Road. Furthermore it will prevent the possibility of a head on collision along Abercorn Road itself. Signage in the form of a back to back “One Way” and “No Entry” sign will need to be provided either side of Abercorn Road as you enter from Dollis Road.

1.20.2 A build out feature or chicane at the Abercorn/Dollis Rd junction would be appropriate, however there are driveways at the start of the road which prevents this. Construction should be avoided on the bridge structure, but hatch markings could be applied to indicate a chicane/ narrowing.

1.20.3 An additional safeguard would be to introduce a maximum weight restriction of 7.5 tonnes, except for access, to prevent the road from becoming a rat run for large goods vehicles. Further signage/road markings will be required on the exits of Abercorn Close, Mallow Mead and Frith Court to prevent traffic from turning right. Build outs may be suitable at these locations, and should be considered at the design stage. If build-outs are unsuitable, due to the presence of driveways, then hatched road markings to prevent parking close to the junction may be considered.

1.20.4 Due to the absence of approaching traffic, and the relative straightness of Abercorn Road, there is the possibility that additional traffic calming may need to be introduced, to ensure the speed limits are not exceeded.

1.20.5 The provision of vertical deflection in the form of speed cushions, humps, raised junctions etc. may provide a suitable solution to restrict vehicle speeds, whilst gateways, build outs or chicanes may not be suitable due to the locations of many driveways along the route. This is discussed further in Phase 2 A.

1.20.6 The following Table outlines the key issues for the scheme noted in section 1.1 and comments on how Phase 2 addresses these issues.

Table 4

Key Issue	Comment
Accidents	Elimination of eastbound traffic along Abercorn Road or traffic turning right into Abercorn Road from the three side roads along its length will prevent the possibility of head-on collisions and minimise vehicle interaction along the road.

High traffic volumes	In theory, by eliminating eastbound traffic along Abercorn Road, traffic volumes should halve, in any case there should be a marked reduction.
Large vehicles using Abercorn Road as a rat run	It is suggested that a 7.5t weight limit be introduced along Abercorn Road (except for access).

1.20.7 The proposals include;

- Installation of road markings and new traffic signs
- Possible additional Traffic Calming may be require consideration

1.20.8 Indicative costs – Outline costs have been provided below in Table 5.

Table 5

Activity	Indicative cost
Main Works Allowance	£6500
Preliminaries (including Traffic Management) Allowance	£1600
Contingencies Allowance	£2900
Total	£11,000

1.21 Phase 2 A – Abercorn Road, Vertical Deflection

1.21.1 In addition to the improvements outlined in section 1.20, it would be prudent to consider the provision of vertical deflection in the form of speed cushions/humps/tables to ensure vehicle speeds are reduced to the posted speed limit.

1.21.2 As Abercorn Road is a residential street, which is not on a bus route, there would minimal impact to buses or the emergency services.

1.21.3 Guidance suggests that the placement of a traffic calming feature every 60-100m would slow significantly slow vehicles down to speeds at or below the posted speed limits.

1.21.4 For purposes of this report, it would be proposed to install a pair of speed cushions every 60m down the road (12 cushions). This would ensure that the vehicle speeds were lowered to below 30mph. Careful consideration would be needed at preliminary design stage to ensure the placement of the cushions avoided residential accesses and the junctions.

1.21.5 Indicative costs - In addition to the £11,000.00 allocated to the measures identified in paragraph 10.20.8, it is suggested that an allocation of £14,400 is allowed for budgetary purposes.

1.22 Phase 3 - Improvements to Abercorn Road and its junction with Frith Lane

1.22.1 Phase 3 considers the junction between Abercorn Road and Frith Lane. The current wide junction needs to be narrowed, and aligned parallel to Frith Lane, so that the actual junction is perpendicular to the centre line of Frith Lane, as opposed to the existing acute angled approach.

1.22.2 The driveways of Nos. 1 & 1a Abercorn Road need to be kept clear. The actual bell mouth will require definition, and this should be done with kerb setts. To eliminate confusion to drivers, a paved footway will be required behind the kerb, additional demarcation such as visi-rail or bollards can also be installed to emphasise the new geometry.

1.22.3 Care should be taken not to further obscure the view north up Frith Lane. The existing vegetation should be cut back as far as the fence of No. 1a Abercorn Road, to keep the visibility splay clear.

1.22.4 A “No Right turn” sign will be required on Frith Road to the south of the junction, and a corresponding “No Left turn” to the north of the junction. Furthermore two “No entry” signs will be required to face Frith Lane at the end of Abercorn Road.

1.22.5 Additionally, The currently faded “SLOW” road marking, southbound on Frith Lane, just after the rail bridge should be renewed, but on a background of a contrasting colour.

1.22.6 The following Table outlines the key issues for the scheme noted in section 1.1 and comments on how Phase 3 addresses these issues.

Table 6

Key Issue	Comment
Accidents	Elimination of traffic entering Abercorn Road at this point should remove the vehicle interactions at the junction, as should the highlighted “SLOW” road marking on Frith Lane.
Restricted visibility at junction of Abercorn Road and Dollis Road	Aggressive removal of overgrown vegetation alongside 1a Abercorn Road and on the verge in Frith Lane should improve visibility considerably.
Inappropriate / excessive speed	The highlighted “SLOW” road marking on Frith Lane should help reduce speed, and hopefully the proposed

	Section 278 Agreement improvements should have some impact.
--	---

1.22.7 The following works would be required to implement this scheme;

- Removal of some road markings
- Renewal of road markings
- Installation of new traffic signs & road markings
- Re-alignment of Abercorn Road/Frith Lane junction

1.22.8 Indicative costs – Outline costs have been provided below in Table 7;

Table 7

Activity	Indicative cost
Main Works Allowance	£7600
Preliminaries (including TM) Allowance	£2000
Contingencies Allowance	£3400
Total	£13,000

1.23 Summary of Proposals

Phase	Brief Description	Summary of Potential Advantages/Disadvantages	Indicative Costs
1	Resurfacing of 100m section of Dollis Road, removal of encroaching vegetation and preventing egress from Abercorn Road	<u>Advantages</u> <ul style="list-style-type: none"> - Improved skid resistance on the road surface. - Improved forward visibility - Negation of potentially hazardous traffic exiting Abercorn Road onto Dollis Road <u>Disadvantages</u> <ul style="list-style-type: none"> - Increased eastbound traffic flow on Dollis Road. - Possible increase in speeds due to improved forward visibility, and driver confidence due to increased traction. - High friction surfacing is relatively expensive 	£47,500
2	Making Abercorn	<u>Advantages</u>	£11,000

	Road one-way only.	<ul style="list-style-type: none"> - Removes potential for head on vehicular collisions. - Enhanced pedestrian safety; traffic only running one way. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Possible increase of westbound traffic along Abercorn Road - All eastbound traffic that would have used Abercorn Road will now use Bittacy Hill / Dollis Road. - Slight increase of traffic along Frith Court - Potential of increase speeds along Abercorn Road: may require traffic calming. - May encourage rat running - Increased west-east journey time. 	
3	Remodelling of junction with Abercorn Road and Frith Lane, removal of encroaching vegetation, No Entry into Abercorn Road	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Elimination of traffic turning right into Abercorn Road from northbound traffic should eliminate queueing on Frith Lane - Improved visibility to the north on exiting Abercorn Road. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Increased traffic south of Abercorn Road onto Bittacy Hill. 	£13,000
	Scheme total	(Excluding - Abercorn Road - Vertical Deflection)	£71,500
2a	Abercorn Road - Vertical Deflection	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Reduction in vehicles speeds on Abercorn Road. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Impact on Emergency Service Vehicles. 	£14,000

1.24 Conclusions and Recommendations

1.24.1 Regardless as to whether any highway works are carried out within the near future, it is recommended that the vegetation overgrowth situation, both on Dollis Road, south of Abercorn Road, and Frith Lane, north of Abercorn Road be dealt with as soon as possible. The increase in the length of visibility splays will have an immediate positive effect on safety issues and hopefully accident statistics. From a cost point of view, this would see the greatest return for the smallest outlay.

1.24.2 The resurfacing on Dollis Road would also produce good results, however high friction anti-skid surfacing is expensive. It is also recommended that

ironworks in the highway along this section are fitted with high friction anti-skid covers. Due to the expense involved, other options could be considered, for example “Dragon’s teeth” markings, speed roundels laid on the carriageway on a contrasting coloured surface, or possibly rumble strips.

- 1.24.3 The geometry of junction of Dollis Road and Abercorn Road is far from ideal, and its redevelopment is constrained by Dollis Brook. Any alteration to the junction would have ramifications on the structure containing the culvert, and as such should be avoided. By removing eastbound traffic on Abercorn Road from the equation, slow moving traffic will no longer be pulling out into Dollis Road, thus the possibility of a collision resulting from such a manoeuvre is nullified.
- 1.24.4 The only concern is that by making Abercorn Road one-way, due to its width and relative straightness, traffic may be encouraged to travel at a higher than appropriate speed. It is hoped that the inclusion of marked parking strips and possible build outs will sufficiently narrow the running lane in order to discourage this behaviour, however, remedial measures to keep speeds down may need further consideration.
- 1.24.5 It is noted that proposed Traffic Management scheme for Abercorn Road and its junction with Firth Lane and Dollis Road at £71,500 (or £85,500 with vertical deflection on Abercorn Road) are above the £25,000 funding limit for the Hendon Area Committee. Therefore if the Committee agrees to the proposal within the report the matter is escalated to the Environment Committee for funding approval prior to progress of the scheme to detailed design, public, consultation and implementation.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendation to progress the Traffic Management Scheme on Abercorn Road and its junction with Firth Lane and Dollis Road is address the road safety issues and accidents that have been highlighted in this report.
- 2.2 Regardless as to whether any highway works are carried out within the near future, it is recommended that the vegetation overgrowth situation, both on Dollis Road, south of Abercorn Road, and Frith Lane, north of Abercorn Road be dealt with as soon as possible. The increase in the length of visibility splays will have an immediate positive effect on safety issues and hopefully accident statistics.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 As alternative to the proposed one-way working in Phase 2 consideration was given banning the right turn from Abercorn Road into Dollis Road. However, it was observed that banning the right turn would not offer any significant improvement in this instance for the following reasons:
 - The forward visibility /stopping site distance of vehicles travelling along Dollis Road appears to be below standard. This means that the road users travelling North East towards Abercorn Road would not have

- adequate time to see slow moving vehicles exiting Abercorn Road (left or right) and would not have enough time to react, slow down or stop.
- It would be difficult to physically ban the right turn using splitter island, tighter radii etc. because the junction is so constrained by the road widths and culvert. The provision of a physical restriction is self-enforcing and without it, it would be left to the local police to administer accordingly.
- Rat running – Banning the right turn is unlikely to prevent the rat running of vehicles travelling south and who want to avoid parts of Bittacy Hill and Holders Circus.

4. POST DECISION IMPLEMENTATION

- 4.1 If the report's recommendations are approved at Environment Committee the scheme would be progressed to detailed design and implementation stages.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

- 5.1.2 The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

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

- 5.2.1 At feasibility stage, detailed cost estimates cannot be provided. Notwithstanding this, indicative costs have been provided bases on schemes of a similar nature. These estimates should not be used as a budgetary figure at this stage of the design.

- 5.2.2 The cost of implementing the Traffic Management Scheme for Abercorn Road and its junction with Firth Lane and Dollis Road at £71,500 (or £85,500 with vertical deflection on Abercorn Road) and would therefore be in excess of the £25,000 Area Committee Budget limit therefore would need to be referred to the Environment Committee for funding approval prior to implementation.

- 5.2.3 The work would be funded from the £150,000 CIL infrastructure budget allocated to the area committee in 2016/17. There would be sufficient funding available when other proposed infrastructure schemes for 2016/17 are also considered.

- 5.2.4 The estimated implementation costs of this recommendation are (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways

Alliance Contract (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 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, in section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council's policy and within budget.
- 5.4.2 The Traffic Management Act 2004 places obligations 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.

5.5 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 proposal are not expected to disproportionately disadvantage or benefit members of the community.

5.7 Consultation and Engagement

- 5.7.1 A public will be carried out on the proposals and details of the proposals will also be outlined on the council's website.

5.8 Insight

- 5.8.1 The options developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

6. BACKGROUND PAPERS

- 6.1 Hendon Area Committee 21 October 2015

<http://barnet.moderngov.co.uk/documents/s26622/Members%20Item%20-%20Councillor%20Val%20Duschinsky.pdf>