

	<h2>Hendon Area Committee</h2> <h3>30 March 2016</h3>
<p style="text-align: right;">Title</p>	<p>Pursley Road/Devonshire Road, NW7 – Traffic 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;">Enclosures</p>	<p>Appendix A - Drawing Nos. GC2418-CAP-00-XX-DR-C-003</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555</p>

<h2>Summary</h2>
<p>This report details the findings of the feasibility study commissioned by Hendon Area Committee in January 2016 to seek ways to address the road safety concerns raised regarding Pursley Road and Devonshire Road, NW7.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Committee note the detail of the feasibility study as outlined in this report in relation to Pursley Road and Devonshire Road, NW7:
<ol style="list-style-type: none"> 2. That the Committee, having noted the above in 1, agrees the expenditure of £7,500 from the Hendon Area Committee budget and authorises the Commissioning Director for Environment to consult on and implement the proposed traffic scheme on the sections of Pursley Road and Devonshire Road.

1. WHY THIS REPORT IS NEEDED

1.1 The October 2015 Hendon Area Committee received a verbal representation from Councillor Sury Khatri who spoke about the risks associated with dangerous driving along Devonshire Road. Following discussion, the Committee RESOLVED the following *Action: That the Highways Officer (Traffic and Development Manager) bring a further update report to the next meeting of the Hendon Area Committee with cost estimates of the feasibility study relating to a review of the Traffic Calming Measures for the stretch of road along Pursley Road and Devonshire Road to the Holder Hill Road Roundabout excluding the section of Devonshire Road that has already been approved in item 13.*

1.2 At the January 2016 Hendon Area Committee, the Committee agreed the Pursley Road/Devonshire Road Traffic Scheme - Improvements to reduce the spread of traffic on Pursley Road and Devonshire Road and the expenditure of £16,000 to undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.

RESOLVED the following:

In the matter of Pursley Road/Devonshire Road Traffic Scheme

- i) That the Committee notes the update in Appendix 1 of this report.*
- ii) That the Committee agrees the expenditure of £16,000 to undertake feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.*

Background

1.3 The feasibility study investigated the following concerns that have been raised in relation Pursley Road and Devonshire Road, NW7 including:

- a. High traffic volumes
- b. Inappropriate / excessive speeding
- c. A number of collisions
- d. Conflict with Cyclists

1.4 The study area consists of an urban single carriageway that runs between 'Holder's Hill Circus' in the East to Page Street in the West.

1.5 Pursley Road and Devonshire Road are wide, single carriageways, subject to a 30mph speed limit and the alignment is predominantly straight. It is fronted by residential properties, schools and shops and Pursley Road is also located on a bus route.

Initial Observations and Proposed Improvements

- 1.6 In terms of this report, all feasible solutions have been considered and appraised accordingly. It should be noted that the number of options are restricted due to the implementation of other works in the area, which are now being constructed onsite.
- 1.7 Six proposed improvements have already been identified along this route and were provided as part of the study brief. These include;
- Millbrook Park Section 278/106 works at Holders Hill Circus and Bittacy Rise/ Pursley Road junction.
 - 4 proposed Local Implementation Plan (LIP) schemes at Aberdare Gardens junction, Osbourn Gardens junction, Tavistock Avenue and Sanders Lane.
- 1.8 For ease of reference the study area has been split into 9 sections as described below and shown on the plan in Appendix A.
- Section 1 - From No 1 Devonshire Road to No 61 Devonshire Road;
 - Section 2 - From No 61 Devonshire Road to No 85 Devonshire Road;
 - Section 3 - From No 85 Devonshire Road to No 99 Devonshire Road (LIP Scheme);
 - Section 4 - From No 99 Devonshire Road to Tavistock Avenue junction (LIP Scheme);
 - Section 5 - From Tavistock Avenue junction to Dollis Junior School, including the Bittacy Rise junction (S278 works);
 - Section 6 - Dollis Junior School to opposite No 24 Pursley Road;
 - Section 7 - Opposite No 24 Pursley Road to opposite No 66 Pursley Road;
 - Section 8 - Opposite No 66 Pursley Road to Pedestrian crossing outside Copthall School;
 - Section 9 - Pedestrian crossing outside Copthall School to Page Street junction.
- 1.9 It is assumed that all the approved improvements will be installed/ constructed in their entirety throughout the study length, including the LIP schemes and Section 278 works. Although the study area has been split into sections, the proposed options in this report should be considered as one proposal and not as standalone, isolated works.
- 1.10 A review of the historic google street view images reveals that the road markings have changed between 2009 and 2012 and that road markings were not reinstated after the resurfacing scheme.

Section 1 – No. 1 Devonshire Road to No. 61 Devonshire Road

- 1.11 Existing Arrangement - Travelling westbound from the Holders Hill Circus roundabout, this section of road is straight. The on-street parking has a traffic calming effect by restricting the effective width of the running lane (Fig 2.1 and

Fig 2.2). The 85th percentile speeds on this section appeared to be at or below the posted speed limit.



Fig 2.1 – 2015 Google Street View Imagery
[Map data ©2016 Google]

Fig 2.2 – 2015 Google Street View Imagery
[Map data ©2016 Google]

- 1.12 Accidents – There was one slight accident within this section over the last 5 years. The accident happened at night and involved a vehicle travelling out of a private driveway.
- 1.13 Proposed Improvements - There are limitations on what can be implemented through this section. The proposed pedestrian facilities at Holders Hill Circus at the start of the scheme and the rationalisation of the roundabout, as part of the Millbrook Park Section 278 agreement will have a positive benefit for vehicles and non-motorised users (NMU's). One minor improvement that could be made would be extend the hatching and road makings past the pedestrian refuge island as shown in Fig 2.3. This would ensure that the road width remains constant throughout this section.



Fig 2.3 – 2015 Google Street View Imagery
[Map data ©2016 Google]

Section 2 – No. 61 Devonshire Road to No. 85 Devonshire Road

- 1.14 Existing Arrangement - Section 2 runs between the refuge island outside No. 61 to the refuge island outside No. 85. A dedicated lane is provided for both the Lee Road and Oakhampton Road turn offs. A comparison of the 2008 and 2015 Google Streetview imagery shows that some of the central hatching has been removed (Fig 2.4 and Fig 2.5). An edge of carriageway marking is provided on the lead in to the splitter islands but has not been provided on the departure (Fig 2.6).





Fig 2.4 – 2008 Google Street View Imagery
[Map data ©2016 Google]

Fig 2.5 – 2015 Google Street View Imagery
[Map data ©2016 Google]



Fig 2.6 – 2015 Google Street View Imagery
[Map data ©2016 Google]



Fig 2.7 – 2015 Google Street View Imagery
[Map data ©2016 Google]

- 1.15 Accidents – There was one serious accident in this section which involved a cyclist crossing the road, however, it is unclear from the accident statistics whether this occurred at one of the uncontrolled crossing points.
- 1.16 Proposed Improvements – It is proposed that the central hatching is replaced to provide a standardised ghost island, as the current arrangement can be confusing to road users and introduces uncertainty at this location. Additionally a ghost island and associated hatching could be provided for Devonshire Crescent as shown in Fig 2.7. This will maintain the running lane width through the section.

Section 3 - No 85 Devonshire Road to No 99 Devonshire Road

- 1.17 Existing Arrangement - Section 3 runs between the refuge island outside No 85 to the north western side of the junction with Devonshire Crescent outside No 99. This section is subject to a 2014/2015 LIP Scheme, which provides for build-outs at the mouth of the junction to Aberdare Gardens.
- 1.18 Accidents – There were no reported accidents along this section in the last five years.
- 1.19 Proposed Improvements – As outlined by in the 2015/2016 LIP scheme. Additionally the extension of the hatching from the pedestrian refuge (as Fig 2.3) should be carried out, for consistency. This will maintain the running lane width through the section.

Section 4 – No. 99 Devonshire Road to Tavistock Avenue junction

- 1.20 Existing Arrangement - Section 4 runs between the north western side of the junction with Devonshire Crescent, outside No. 99, to the refuge island just past Tavistock Avenue junction. This section is also subject to the previously mentioned 2015/2016 LIP Scheme. The scheme provides junction improvements at Devonshire Road and its junctions with Osborn Gardens, Ashley Walk and Tavistock Avenue. The scope of the scheme is to provide build-outs, tighten the radii on the bell mouths and provide/improve tactile paving at the pedestrian crossings.
- 1.21 Accidents – There were no reported accidents along this section in the last five years.
- 1.22 Proposed Improvements – As outlined by in the 2014/2015 LIP scheme. Additionally, it is recommended that the extension of the hatching from the pedestrian refuge (as Fig 2.3) should be carried out, for consistency. This will maintain the running lane width through the section.

Section 5 - Tavistock Avenue to Dollis Junior School

- 1.23 Existing Arrangement - Section 5 runs between the refuge island just after the Tavistock Avenue junction to the entrance to Dollis Junior School. This section is subject to waiting restrictions (yellow lines) on both sides.
- 1.24 The existing road markings are in a very poor state of repair. Towards the end of this section, on the approach to the junction with Bittacy Rise, there is a hump-backed bridge over the railway line with what appears to be a sub standard crest kerb.
- 1.25 There appears to be a road safety issue, with school buses parking on double yellow lines, opposite a junction, just over the crest of the hill, as captured on Google Street view (Fig 2.8). However, this area is subject to Section 278 Works, to be carried out by the Inglis Consortium as part of the Mill East Regeneration. This remedial works seeks to signalise the junction, with box markings to prevent parking within the junction. The improvement works will also provide controlled crossing points for pedestrians and refresh or renew road markings.



Fig 2.8 – 2015 Google Street View Imagery
[Map data ©2016 Google]

- 1.26 Accidents – There was one slight accident in this section which involved a car pulling out of Bittacy Rise into the path of car travelling along Pursley Road/Sanders Lane. The two cars collided, and as a result of the impact, the second vehicle was forced into the other carriageway, where it impacted with a third vehicle, travelling in the opposite direction.
- 1.27 Proposed Improvements – It is expected that the proposed Section 278 Works will have a major impact on the safety of the junction. The two examples mentioned above (the accident and inappropriate bus parking) would not have occurred if the new proposed layout was in place. Outside of the limits of the 278 Works, all road markings are to be renewed.

Section 6 - Dollis Junior school to opposite No. 26 Pursley Road

- 1.28 Existing Arrangements – Section 6 runs from Dollis School entrance, travelling around a left hand radii to No. 26 Pursley Road. Along this stretch there are three junctions to the north; Salcombe Gardens, Milespit Hill and Brookfield Avenue.
- 1.29 Whilst there are shops and houses to the north, the south is aligned by Dollis Infants and Junior School. As you travel past the school entrance there is a controlled crossing followed by the school staff car park entrance, followed shortly thereafter by the junction with Salcombe Gardens on the opposite side of the road.
- 1.30 There are then two uncontrolled crossing points with pedestrian refuges. The second crossing point is not up to current standard.

- 1.31 Accidents – This relatively short section of road has seen six accidents during the study period. There were four at, or close to the junction of Salcombe Gardens. Three of these seem to be loss of concentration/driver error. The fourth was caused by a vehicle leaving Salcombe Gardens at speed and losing control, spinning into another vehicle. Joyriders seem to be the cause, as the vehicle’s occupants fled the scene. An accident occurred at the junction with Milespit Hill. This appears to be a young, inexperienced motorcyclist running into the back of a decelerating vehicle. The final accident on this section was where a vehicle edging out of Brookfield Avenue ran over a pedestrian’s foot.
- 1.32 Proposed Improvements – It is proposed that all road markings are to be renewed. The centre section is to be hatched throughout its length to form a standardised ghost island. It is recommended that the uncontrolled pedestrian crossing to the immediate east of Milespit hill needs to be brought up to standard by the installation of tactile paving (Fig 2.9).



Section 7 - Opposite No. 26 Pursley Road to opposite No. 66 Pursley Road.

- 1.33 Existing Arrangements – Section 7 runs from just past the junction with Brookfield Avenue to just past the junction with Featherstone Road. There is housing facing the highway to the north, with playing fields to the south. The road has controlled parking at certain times along this length.
- 1.34 There is an uncontrolled pedestrian crossing with refuge that serves the access to a path leading through the playing fields about halfway along. This section of road is wide, with a single white broken line down the centre as far as the refuge.
- 1.35 An unsegregated cycle route joins Pursley Road from the playing fields and leads towards Allianz Park.

- 1.36 Accidents – No accidents were recorded along this section during the study period.
- 1.37 Proposed Improvements – All road markings are to be renewed. The centre section should be hatched throughout its length to ensure continuity, with the single centre carriageway delineator removed. Hatching to be terminated for the right turn.

Section 8 - Opposite No 66 Pursley Road to pedestrian crossing outside Cophall School

- 1.38 Existing Arrangements – Section 8 runs from the pedestrian crossing near Featherstone Road to the end of the refuge island at the zebra crossing outside Cophall School. There is some housing, plus the school premises to the north, with playing fields to the south.
- 1.39 The road has a controlled parking at certain times along the southern side until it meets the zig-zag markings of the zebra crossing. On the other side there are some lengths of permit only parking. There is a zebra crossing outside the school, with an extended central median and pedestrian guardrail running along its length.
- 1.40 Accidents – There were three recorded along this section during the study period. One was a car colliding with a vehicle performing a U-turn, one was as the result of a blown out tyre, and the third was a motorist colliding with a motorcycle that he was overtaking.
- 1.41 Proposed Improvements – With the exception of renewing any faded markings, the only suggested improvement along this stretch is to add hatched “tails” to the pedestrian refuges (see Fig. 2.3).

Section 9 – Pedestrian crossing outside Cophall School to Page Street junction.

- 1.42 Existing Arrangements – Section 9 runs from the end of the island after the zebra crossing outside Cophall School to Page Street. To the south lies the playing fields, with an apartment complex on the corner. Access to the apartment parking is from Pursley Road. To the north there is the school, with some apartments on the corner. The road has controlling parking at certain times along the both sides, with some permit parking to the south.
- 1.43 Accidents – There were no accidents recorded along this section during the study period.
- 1.44 Proposed Improvements – The nature of any works along this section would be governed by the improvements (if any) to be carried out at the junction of Pursley Road and Page Street (covered by a separate feasibility study).

Accident History

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

ref	Location	Ref & Date	No of Injuries	Severity	Description
1	Salcombe Gardens/ Pursley Road	0110SX20928/ 08.09.2010	1	Slight	Driver hit bollard, tried to overtake, then hit child.
2	MilespitHill/ Pursley Road	0110SX20969/ 22.09.2010	1	Slight	Motorcyclist failed to slow down in time and ran into rear of slowing car.
3	Pursley Road/Brookfield Avenue	0110SX21334/ 15.12.2010	1	Slight	Pedestrian walked around vehicle, which was slowly edging forward. Vehicle clipped pedestrian and ran over his foot.
4	Pursley Road 200m east of junction with Page Street	0111SX20693/ 22.07.2011	1	Slight	Car tried to overtake motorcycle on near side. Motorcycle accelerated, resulting in collision.
5	Salcombe Gardens/Pursley Road	0112SX21042/ 28.11.2012	2	Slight	Second vehicle moved off, into the rear of a stationary vehicle which was waiting to move off.
6	Salcombe Gardens/Pursley Road	0113SX20316/ 15.04.2013	1	Slight	Second vehicle moved off, into the rear of a stationary vehicle which was waiting to move off.
7	Pursley Road 66m west of junction with Featherstone Road	0114SX20245/ 16.12.2010	1	Slight	Car had blowout causing driver to lose control and crash into parked van, which in turn was pushed into parked car.
8	Devonshire Road/Bittacy Rise	0114SX20373/ 22.04.2014	2	Slight	V1 pulled out of Bittacy Rise and collided with V2, causing V2 to collide with V3, heading in the opposite direction.
9	Pursley Road 100m east of junction with Page Street	0114SX20534/ 26.06.2014	1	Slight	A car performed a U-turn as a cyclist was overtaking it and a collision ensued.
10	Pursley Road 27m east of junction with Milespit Hill	0115SX20592/ 23.05.2015	1	Slight	V2 pulled out of junction and lost control, spinning into passing V1. V2 then hit bollards and its occupants fled the scene.

11	Devonshire Rd 35M SE OF J/W Aberdare Gardens	0112TB00340/ 30.3.2012	1	Serious	V1 (CYCLIST) crossing road and crossed into the path of V2
12	Devonshire R, 77m East of Oakhampton Rd		3	Slight	V1 Slowly pulled out of drive and collided with

- 1.46 The 12 accidents caused 16 personal injuries, most of which were considered slight. Several of the accidents seem to be due to driver's lack of concentration. Two of the driver/riders were eighteen years of age or younger, and their lack of experience may have been contributory factors.
- 1.47 Eight of the accidents; 1,2,3,5,6,7,9 and 10 occurred at or near to junctions, four of these were at or near Salcombe Gardens. This may be due to the row of shops close to the junction.

Conclusions and Recommendations

- 1.48 The road markings have been changed in the study area and now provide an inconsistent arrangement throughout the area. The lane widths vary and may cause confusion to drivers. This also has the potential to increase points of conflict with pedestrians and cyclists.
- 1.49 The removal of the hatched area throughout the majority of the scheme gives the impression of a 3rd lane. This may cause confusion to road users that are not familiar with the road.
- 1.50 The installation of the LIP Schemes and Section 278 works in the area are likely to improve the safety for vehicles and NMU's throughout the study area.
- 1.51 It is recommended that the reasons for the removal of the hatched areas is investigated further, to check if there were any issues with the arrangement. If there were not any issues, it is recommended that the central hatching is reinstated and the effective carriageway width is narrowed to 3.5m. This will provide a consistent arrangement throughout Pursley Road and Devonshire Road.
- 1.52 It is recommended that a coordinated design approach is taken when implementing the Section 278 and LIP improvement schemes and the improvements recommended by this report, are consistent in these works.
- 1.53 It is envisaged that by narrowing the carriageway and providing a consistent road width throughout the section, vehicle speeds will be reduced. This could also be supplemented by the provision of speed cushions in advance of the pedestrian refuge islands if required.
- 1.54 Conflict with Cyclists should also be reduced by providing a consistent road width. It should remove the ambiguity of whether there is enough space to pass the cyclist safely, and the cyclist will be given priority until there is safe opportunity for the motorist to pass. Motorists are likely to pass cyclists at the hatched areas when necessary and it is safe to do so.

Summary of Proposals

Section 1	Brief Description	Summary of Potential Advantages/ Disadvantages	Indicative Costs
1	1 Devonshire Road to No 61 Devonshire Road - Renewal/modification of road markings	<u>Advantages</u> <ul style="list-style-type: none"> - Standardised, consistent approach – familiar with road users - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - No real benefit if undertaken as a standalone scheme 	£500.00
2	61 Devonshire Road to No 85 Devonshire Road - Renewal/modification of road markings	<u>Advantages</u> <ul style="list-style-type: none"> - Standardised, consistent approach – familiar with road users - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - None. 	£1,500.00
3-5	LIP or Section 106/278 improvements identified		
6	Dollis Junior School to opposite No 24 Pursley Road - Upgrade of pedestrian crossing junction of Milesplit Hill / Pursley Road	<u>Advantages</u> <ul style="list-style-type: none"> - Brings crossing up to current standards and in line with other crossings in the area. - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - None. 	£3,500.00
7	24 Pursley Road to No 66 Pursley Road - Renewal/modification of road markings	<u>Advantages</u> <ul style="list-style-type: none"> - Standardised, consistent approach – familiar with road users - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - None. 	£1,500.00
8	Opposite No 66 Pursley Road to Pedestrian crossing outside Copthall School - Renewal/modification of road markings Note: Works in this area are discussed within the Page St, Pursley Rd and Bunns Ln feasibility	<u>Advantages</u> <ul style="list-style-type: none"> - Standardised, consistent approach – familiar with road users - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - None. 	£500.00

	study.		
9	<p>Pedestrian crossing outside Copthall School to Page Street junction.</p> <p>Note: Works in this area are discussed within the Page St, Pursley Rd and Bunns Ln feasibility study.</p>	<p>Note: Works in this area are discussed within the Page St, Pursley Rd and Bunns Ln feasibility study.</p>	
		Total Costs	£7,500

1.55 It is therefore recommended that at the Committee, having taking taken consideration of the above agrees the expenditure of £7,500 from the Hendon Area Committee budget and gives an instruction toauthorises the Commissioning Director for Environment to consult on and implement the proposed traffic scheme on the identified sections of Pursley Road and Devonshire Road.

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendation to progress the Traffic Management Scheme on Pursley Road and Devonshire Road, NW7 is to address the road safety issues and accidents that have been highlighted in this report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Alternative option for Pursley Road and Devonshire Road are already being progressed through S278 and LIP funded Schemes.

4. POST DECISION IMPLEMENTATION

4.1 If the report's recommendations are approved, the scheme would be progressed to detailed design, consultation and implementation stage.

4.2

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 based 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 proposals will be in the region of £7,500. Funding will be requested from Hendon Area Committee CIL infrastructure budget for 16/17 of £150,000. There is sufficient funding available when other proposed infrastructure schemes for this area committee in 2016/17 have been considered,

5.2.3 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).

5.2.4 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, 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 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 consultation 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 October 2015

<http://barnet.moderngov.co.uk/documents/s26631/Devonshire%20Road%20Traffic%20Management%20Scheme.pdf>

6.2 Hendon Area Committee January 2016

<http://barnet.moderngov.co.uk/documents/s28661/Hendon%20Area%20Committee%20Progress%20Report.pdf>