

	<h2>Hendon Area Committee</h2> <h3>27 June 2018</h3>
Title	Devonshire Road, NW7, investigation of speed reduction measures in the vicinity of its junctions with Oakhampton Road and Lee Road.
Report of	Strategic Director for Environment
Wards	Mill Hill
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - Table 1 - Collision Data Appendix B - Table 2 Speed Data Appendix C – Drawing BC/001349-03-100-03 High friction antiskid material on central hatched area.
Officer Contact Details	Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk

<h2 style="margin: 0;">Summary</h2> <p style="margin: 10px 0;">This report details the feasibility study undertaken to address the traffic and safety concerns raised regarding Devonshire Road close to the junctions of Oakhampton Road and Lee Road and incorporates the request to review the road markings.</p>
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<h2 style="margin: 0;">Recommendations</h2>

1. That the Hendon Area Committee notes the detail of the feasibility study as outlined in this report to implement additional traffic calming measures along Devonshire Road.
2. That the Hendon Area Committee approves the Officer preferred proposal –for High friction antiskid surfacing (Grey) on central area of Devonshire Road either side of its junction with Oakhampton Road/Lee Road, all road markings to be reinstated. As detailed on drawing number BC/001349-03-100-03 (“Preferred Scheme”) in Appendix C.
3. That the Hendon Area Committee authorises the Strategic Director for Environment to notify residents and stakeholders on the Preferred Scheme.
4. That subject, to no objections being received to the notification, referred to in recommendation 2, the Strategic Director for Environment be authorised to introduce the Preferred Scheme.
5. That the Hendon Area Committee resolve that if any objections are received as a result of the informal consultation, referred to in recommendation 2, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. That the Hendon Area Committee approve the allocation of funding of £8,100 for the Preferred Scheme (CIL from this year’s CIL Area Committee budget) to design and introduce the Preferred Scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Hendon Area Committee of 4 December 2017 considered a Members Item relating to road safety and speeding traffic on Devonshire Road, NW7 in which the following requirements were outlined:

‘Raised traffic calming measures along Devonshire Road particularly in the vicinity of Oakhampton Road and Lee Road.’

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

A feasibility study, costing up to £2,000, be agreed, with a report back to a future meeting of this Committee.

- 1.3 Vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:

That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:

'Generally, this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required'.

Initial Observations

- 1.4 An initial site visit took place on 31 January 2018 and all potential solutions have been considered and appraised against the issues which were raised by the Members Item as detailed in sections 1.1 above.
- 1.5 There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety along Devonshire Road close to its junctions with Oakhampton Road and Lee Road.
- 1.6 The site meeting was attended by a Ward Councillor and officers from the Highways Department. It was noted that although the volume of traffic was high it was free flowing and did not result in any blockages or delays.
- 1.7 It was observed that during the site visit one westbound vehicle travelled on the wrong side of the road, by-passing a traffic island, fortunately it did not encounter any opposing east bound vehicles.

Accident History

- 1.8 Collision records for the 5 year period from 01/03/2012 to 28/02/2017 have been studied along a length of Devonshire Road for 80 metres east from Oakhampton Road and for 150 metres west from Oakhampton Road. During this time 4 collisions have been recorded in the study area, they are summarised in Appendix A.
- 1.9 The 4 collisions caused 8 casualties of which 1 was considered serious and 7 were slight. 1 serious accident involved a cyclist who crossed into the path of an oncoming vehicle, 3 accidents involved bad driver behaviour, speed was not cited as a contributory factor.

Proposed Layout Improvements General Details

- 1.10 The Preferred Scheme is to implement a high friction antiskid surfacing (Grey) on central area of Devonshire Road for a distance of 35 metres east of the junction with Oaklands Road and 73 metres west of the junction with Oaklands Road, all road markings will be reinstated. As detailed on drawing number BC/001349-03-100-03. **Appendix C.**

Cost estimate:

Detailed Design	£1,000
Safety audit, surveys etc	00.00
Consultation & Notice of Proposal	£500.00
Construction (works cost)	£5,500
Implementation, supervision and post implementation costs	£1,100
TOTAL	£8,100

Note: Devonshire Road is a Traffic Sensitive Road which incurs an extra Traffic Management costs when implementing the anti-skid surfacing which has been incorporated into the cost estimate.

1.11 Summary of Proposals

Option	Brief Description	
1	Grey high friction surface dressing and road markings	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Difference in road surfacing materials will alter the perception of the road and will give the impression of narrower running Lanes <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - May not be as effective during the hours of darkness.

1.12 Conclusions and Recommendations

1.12.1 Officers recommendation is for the above proposal to be implemented, the total estimated cost £8,100.

2. REASONS FOR RECOMMENDATIONS

2.1 It is considered that the difference in surface texture and colour will give the impression of narrower running lanes, and will therefore aid speed reduction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Two other options were investigated but **not** considered to be suitable and therefore are not recommended by officers, both include vertical measures.

3.2 The first alternative Option included a 4 Arm Raised junction table on Devonshire Road and extending into Oaklands Road and Lee Road. Raising the existing informal crossing point (island) on the eastern arm of Devonshire Road so that it sits on top of the table. Additional tactile paving at the junction with Devonshire Road and Oakhampton Road. This option would be in excess of the £25,000 Area Committee Budget.

- 3.3 The second alternative option is to remove the existing informal crossing points on Devonshire Road, 15m east of the junction with Oakhampton Road and 53m west of the junction with Oakhampton Road. Construct 2 raised tables each 10m long, 75mm high and reconstruct informal crossing points as before on top of raised tables. This option would be in excess of the £25,000 Area Committee Budget.
- 3.4 The only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding parking and traffic problems in the area.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Hendon Area Committee's agreement, notification to residents, Metropolitan Police and emergency services would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2018/19 financial year.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals will 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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.
- 5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.
- 5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

- 5.2.1 An annual allocation of £150k is made to each Area Committee. The Hendon Area Committee balance is £123k for 2018/2019. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2018/19 due to a lack of CIL awards in 2017/2018 in the Hendon Area.

5.2.2 The estimated implementation costs of this recommendation are £8,100 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Hendon Area Committee (CIL) budget.

5.3. Social Value

5.3.1 None in the context of this report.

5.4. Legal and Constitutional References

5.4.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1984 and the subsidiary regulations made under that act.

5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on traffic 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.

5.4.4 The terms of reference of the Area Committees under Article 7 of the Councils Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments and parks and trees.

5.5. Risk Management

5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.

5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, assessed as low.

5.6. Equalities and Diversity

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

- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it
- The broader purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services

- Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.

5.6.1 The proposal in this report are not expected to disproportionately disadvantage individual members of the community.

5.7. Corporate Parking

5.7.1 None in context of this report.

5.8 Consultation and Engagement

5.8.1. Notification of the proposals will be carried out and details of the proposals will also be outlined on the council's website.

5.9 Insight

5.9.1 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 4 December 2017, Item 10.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9324&Ver=4>

Appendix A

Table 1 – Accident Data

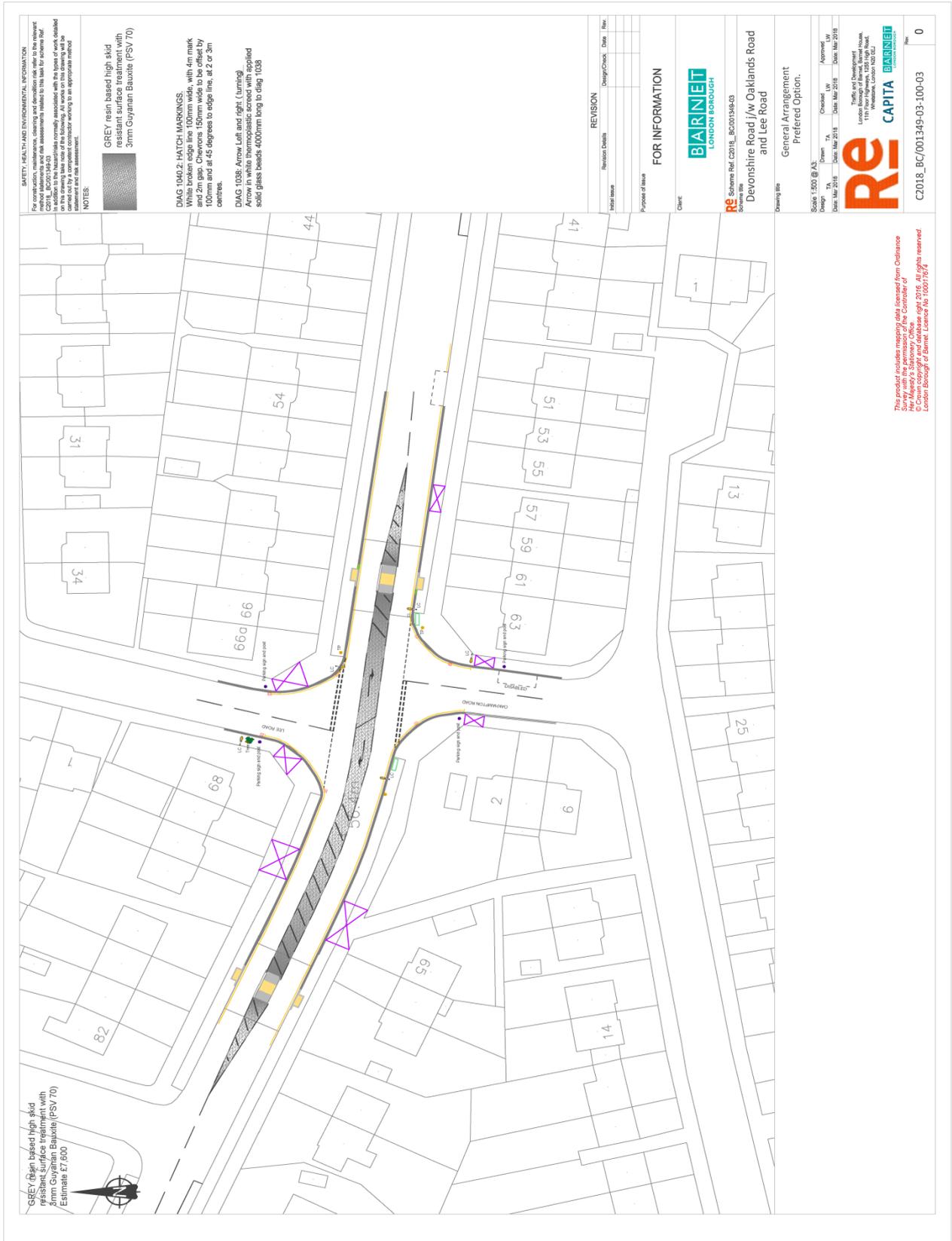
REF.	LOCATION	DATE	No. Injuries	SEVERITY	DESCRIPTION
0112TB00340	Devonshire Road 35m SE of J/w Aberdare Gardens	30/03/2012	1	Serious	Cyclist crossing the road crossed into the path of an oncoming vehicle.
0112SX20906	Devonshire Road 30m NW of j/w Devonshire Crescent	23/10/2012	2	Slight	V1 and V2 were driving towards each other V2 swerved onto the opposite carriageway and hit oncoming V1.
0113SX21095	Devonshire Road j/w Aberdare Gardens	23/11/2013	2	Slight	V1 collided with rear of stationary V2, pushing V2 into the rear of stationary V3.
0113SX20127	Devonshire Road 77m east of junction with Oakhampton Road	21/02/2013	3	Slight	V1 pulled slowly out of a private drive and collided with oncoming V2

Appendix B

Table 2 – Speed Data from VAS

Date	Westbound Lamp column 21		Eastbound Lamp column 32	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
12/03/2018	32.0	26.65	29.4	25.0
13/03/2018	32.5	27.47	29.5	26.34
14/03/2018	33.2	28.9	33.1	28.74
15/03/2018	32.5	24.54	33.1	29.24
16/03/2018	33.3	28.75	33.6	29.57
17/03/2018	33.8	29.2	33.9	29.89
18/03/2018	33.3	28.2	34.2	29.7

Appendix C – Preferred Option



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For complete details of the proposed works, please refer to the relevant method statements and risk assessments related to this task for access to full details. In addition, the Hazardous normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be undertaken in accordance with the relevant health and safety regulations and risk assessment.

NOTES:

GREY resin based high skid resistant surface treatment with 3mm Guyanar Baukite (PSV 70)

DIAG. 1002: HATCH MARKINGS
 White broken edge line 100mm wide with 4m mark and 2m gap. Chevrons 150mm wide to be offset by 100mm and at 45 degrees to edge line, at 2 or 3m centres.

DIAG. 1008: Arrow, Left and right (turning)
 Arrow in white nonadhesive screed with applied solid glass beads 4000mm long to diag. 1008

GREY resin based high skid resistant surface treatment with 3mm Guyanar Baukite (PSV 70)
 Estimate £7,600



Revision	Design/Check	Date	Rev.

FOR INFORMATION



RE Scheme Ref: C2018_BC001349-03
 Devonshire Road /w Oaklands Road and Lee Road

Client: General Arrangement Preferred Option.

Scale: 1:500 @ A3	Drawn: TA	Checked: JW	Approved: [Signature]
Date: Mar 2018	Date: Mar 2018	Date: Mar 2018	Date: Mar 2018



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