

	<h2>Hendon Area Committee</h2> <h3>10 October 2018</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Deansbrook Road, HA8</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Burnt Oak, Hale and Edgware</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p><b>Appendix 1 - Drawings:</b>                  BC/001143-14-03_3300-01_001/002/003/004 – Collisions                  BC/001143-14-03_3300-02 – Speed Survey                  BC/001143-14-03_FS_100-01 - Proposals</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake – Strategic Director for Environment  <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p>

<h2>Summary</h2>
<p>This report summarises the results of a feasibility study investigating traffic calming measures to reduce the reported speed problems on Deansbrook Road, HA8 and outline proposals for consideration to address the concerns at this location.</p>

<h2>Officers Recommendations</h2>
<p><b>That the Hendon Area Committee:</b></p>
<ol style="list-style-type: none"> <li>1. Note the outcome of the review to the improvements on Deansbrook Road as outlined in this report and the appendices.</li> </ol>
<ol style="list-style-type: none"> <li>2. In consideration of the Council’s Policy on traffic calming, agrees the Strategic Director for Environment proposal to progress to detailed design and implementation of the scheme, as outlined in Appendix 1 - Drawing No.</li> </ol>

BC/001143-14-03\_FS\_100-01.

3. Authorise the Strategic Director for Environment to carry out a consultation on the approved proposals.
4. That subject to no objections being received to the consultation, referred to in recommendation 3, the Hendon Area Committee authorise the Strategic Director for Environment to introduce the approved proposal.
5. Agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will in consultation with the relevant ward Councillor consider and determine whether the approved proposal should be implemented or not, and if so, with or without modification.
6. Note that the scheme is funded by the Local Implementation Plan (LIP) 18/19 funding

## 1. WHY THIS REPORT IS NEEDED

- 1.1 Residents in the area reported speeding problems along Deansbrook Road and as part of the traffic management scheme prioritisation, funding from the Local Implementation Plan (LIP) have been allocated to the investigation and implementation of traffic calming measures on Deansbrook Road, HA8.
- 1.2 This report therefore details the outcome of the investigation carried out to address the issues related to traffic speeding problems on Deansbrook Road. The proposals are being reported to the Hendon Area Committee as they include vertical Traffic Calming measures.
- 1.3 The committee should consider that 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'.*

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 This approach to prioritise traffic improvements is informed by
  - i) Site Observations
  - ii) Collisions data
  - iii) Speed Survey Data

- 2.1.1 **Site Observations:** Deansbrook Road is a main road connecting Mill Hill Broadway to Edgware/Burnt Oak. It is a bus route and it can be virtually divided into two sections: the first section between Lyndhurst Avenue and the Orange Hill/Deans Lane Roundabout is mainly residential with the exception of few local shops between Cressingham Road and Gold Hill; the second section between the roundabout and junction of Deansbrook Road with A5/Edgware Road is the A5109, a major link connecting the A1/A41 Apex Corner to local area and a few amenities are located along this section: Edgware Community Hospital, Watling Park school and some local amenities on Pavilion Way.
- 2.2 **Collisions Data:** As part of this feasibility study, the personal injury data was analysed investigating 36 months of accident data to 30 June 2017. This is the latest data that was available from the police and the 2017 data is provisional and subject to change. Data show a total of 42 collisions mainly caused by speeding or by drivers' poor awareness and a few accidents involving pedestrians crossing the road outside designated crossing point. The collisions data is outlined on attached drawings no. BC/001143-14-03\_3300-01\_001/002/003/004.
- 2.3 **Speed Survey Data:** Deansbrook Road is currently subject to a 30mph speed limit. A traffic speed survey was conducted on week commencing 2 July 2018 and on week commencing 9 July 2018 on ten locations. The survey was carried out for 24hours for 7 days on the sites shown on attached drawing BC/001143-14-03\_3300-02. Results are shown on table 1 below. The figures in Table 1 indicate the 24-hour mean and 85<sup>th</sup> percentile (free flow) speeds for each location.

**Table 1 – Speed Survey Data**

	Eastbound		Westbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
<b>Site 1</b>	28.5	23.4	26.7	19.4
<b>Site 2</b>	29.3	23.3	29.1	20.9
<b>Site 3</b>	30.5	24.9	31.7	24.0
<b>Site 4</b>	28.2	22.8	29.2	23.6
<b>Site 5</b>	31.8	26.6	32.8	26.9
<b>Site 6</b>	31.7	26.4	33.5	28.4
<b>Site 7</b>	27.5	22.7	29.0	23.6
<b>Site 8</b>	32.4	26.6	29.4	24.7
<b>Site 9</b>	30.3	25.6	31.7	27.1
<b>Site 10</b>	27.7	22.0	30.8	26.1

The 85th Percentile Speed is the speed at which 85 per cent of vehicles travel at or below along a street or road (under free flow conditions). This measure is not particularly affected by exceptional speeds since the value of the very highest and lowest results does not affect the results. The 85th percentile speed is used in road design to determine the 'design speed' for new features on the road. It is usually close to the speed limit the road and might be characterised as the speed that the majority of motorists consider a sensible maximum for the conditions.

- 2.4 The proposals aim to reduce speeding and improve road safety in the area and they include:
- i. Introduction physical traffic calming measures in form of speed cushions along Deansbrook Road between Lyndhurst Avenue and Heming Road;
  - ii. New uncontrolled crossing with refuge island on Deansbrook Road at its junction with Pavilion Way. This proposal aims to improve pedestrians' safety at this location. A new school has recently been opened at this location and from site visit it has emerged the difficulty of crossing the road along the existing railway bridge;
  - iii. New slow road markings with dragon teeth on Lyndhurst Avenue at its junction with Deansbrook Road and on Deansbrook Road near its junction with Heming Road to mark the beginning and the end of the traffic calming measures.
- 2.5 The proposals (i), (ii), and (iii) are shown on attached drawing no. BC/001143-14-03\_FS\_100-01.
- 2.6 The speed along Deansbrook Road will be monitored after the implementation of the physical traffic calming measures and a 20mph speed limit might be introduced if speed above limit is still revealed.
- 2.7 Ward Councillors have been consulted on the introduction of vertical measures and no comments have been received at time of publication.
- 2.8 However, after investigating the issues and having considered this to be exceptional circumstances due to the length of the sections of roads and the speeds are high, Officers believe that these measures would be appropriate at this particular area.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 In addition to the proposals set out above, the only other options at this stage is not to proceed with any of the proposed improvements or to proceed with part of them, however, this will address only partially the original concern raised by residents regarding the speeding along Deansbrook Road.

#### 4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved, detailed design would be undertaken. Ward members and residents living in the area would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

#### 5. IMPLICATIONS OF DECISION

##### 5.1 Corporate Priorities and Performance

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities 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 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 4 and 5 below, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 2 – Cost Estimate**

Detailed Design	£ 5,600
Safety audit, surveys etc	£ 4,000
Consultation & TMO	£ 6,500
Construction (works cost)	£ 28,200
Implementation, supervision and post implementation costs	£ 2,800
<b>TOTAL</b>	<b>£ 47,100</b>

- 5.2.2 The estimated cost of installing the recommended proposals is £47,100 and will be funded through the Local Implementation Plan (LIP) budget of £3.499m of which Traffic Management and Accident Reduction Schemes

has a budget of £0.800m.

### **5.3 Social Value**

5.3.1 As procurement is via existing term or framework agreements, there are no relevant social value considerations in relation to this work.

### **5.4 Legal and Constitutional References**

5.4.1. The Council's Constitution, in Article 7, states that that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees.

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.

5.4.3 Furthermore, section 17 of The Traffic Management Act 2004 provides that the local traffic authority shall make such 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 Section 149 of 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 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

### **5.7. Corporate Parenting**

5.7.1. Not applicable in the context of this report

### **5.8. Consultation and Engagement**

5.8.1. A statutory consultation will be undertaken as set out above.

### **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.