

<b><u>MEETING</u></b> <b>HENDON AREA COMMITTEE</b>
<b><u>DATE AND TIME</u></b> <b>WEDNESDAY 30TH MARCH, 2016</b> <b>AT 7.00 PM</b>
<b><u>VENUE</u></b> <b>HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</b>

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	SUPPLEMENTARY AGENDA ITEM 12 – BUNNS LANE/HALE LANE, NW7 - REQUEST FOR ZEBRA CROSSINGS	1 - 10

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	<h2>Hendon Area Committee</h2> <h3>30 March 2016</h3>
<p><b>Title</b></p>	<p><b>Bunns Lane/Hale Lane, NW7 - Request for Zebra Crossings</b></p>
<p><b>Report of</b></p>	<p>Commissioning Director for Environment</p>
<p><b>Wards</b></p>	<p>Hale</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Enclosures</b></p>	<p>Appendix - Drawing Nos. 2016_BC-000742-100-01 and C2016_BC-000742-100-02</p>
<p><b>Officer Contact Details</b></p>	<p>Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555</p>

<h3>Summary</h3>
<p>This report details the feasibility study undertaken to address the safety concerns raised regarding pedestrian crossing facilities between Mill Hill Broadway Station and Mathilda Marks Kennedy School, Hale Lane, NW7.</p>

<h3>Recommendations</h3>
<ol style="list-style-type: none"> <li>1. That the Committee note the detail of the feasibility study as outlined in this report in relation to:             <ol style="list-style-type: none"> <li>i) Location 1 - Proposed zebra crossing on Bunns Lane, NW7 (near Junction with Langley Park)</li> <li>ii) Location 2 - Proposed zebra crossing on Hale Lane (near junction with Bunns Lane and Mill Hill Broadway).</li> </ol> </li> </ol>
<ol style="list-style-type: none"> <li>2. That the Committee, having noted the above in 1, instructs the Commissioning Director for the Environment to consider funding options for consulting on and implementing the proposed zebra crossing on Location 1 - Bunns Lane (near its Junction with Langley Park) and report back to a future meeting of this Committee).</li> </ol>

**3. That the Committee, having noted the above in 1, give instruction to the Commissioning Director for Environment to consider funding options for the detailed design and road safety audit for the proposed zebra crossing on Location 2- Hale Lane (near its junction with Bunns Lane and Mill Hill Broadway) and report back to a future meeting of this Committee.**

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 The July 2015 Hendon Committee received an item from Councillor Tom Davey, relating to crossing points between Mathilda Marks (Hale Lane), Bunns Lane and towards Woodcroft Park.

*"There is currently no crossing point (which requires vehicles to stop) between Mathilda Marks (Hale Lane), Bunns Lane Carpark, and even further down towards Woodcroft Park.*

*There are two crossing islands on Bunns Lane which residents believe may present an opportunity to introduce a zebra crossing (one just before, and one just after the T-junction with Langley Park. In addition the crossing point on Hale Lane (near the junction with Mill Hill Broadway and Bunns Lane) is not wide enough for a pram or wheelchair.*

*Can the committee request that options are explored for improved road crossing points on Bunns Lane, with specific attention to the above mentioned sites"*

- 1.2 The Committee RESOLVED that it be agreed to carry out a feasibility study costing up to a maximum of £15,000 to be funded from the CIL element of Hendon Area Committee's budget, subject to Policy and Resources decision on 9 July 2015, regarding the delegation of CIL funding to Area Committees. If not, to be funded from the Hendon Area Committee's existing budget.
- 1.3 There was a discussion at the Committee with officers and it was noted the existing island to the south east of Langley Park would be too close to the bridge to achieve the required forward visibility to install a zebra crossing. It was therefore agreed that the feasibility study for zebra crossings should include the following two locations:
- i) Location 1 - Bunns Lane at the existing traffic island to the north-west of Langley Park.
  - ii) Location 2 - Hale Lane (near the junction with Mill Hill Broadway and Bunns Lane)

## **Location 1 - Bunns Lane**

- 1.4 Currently, there is an existing refuge island at the requested location for the zebra crossing on Bunns Lane to the north-west of Langley Park. This is on the route to Mathilda Marks Kennedy School but will also provide convenience and benefit to the public using Bunns Lane Car Park. The visibility is adequate at this location and some minor works will be required on existing refuge island and kerb lines to provide the required width of a zebra crossing.
- 1.5 A road safety audit is yet to be finalised and this cost will be contained within the feasibility study costs that have previously been agreed by Committee. The cost of implementing the zebra crossing will be £25,000 and options will be explored by officers to identify how this can be funded.

## **Location 2 – Hale Lane**

- 1.6 The second location is on Hale Lane where the carriageway changes from one lane to two lanes approaching the mini roundabout at the junction with Bunns Lane and Mill Hill Broadway.
- 1.7 Initial investigations indicated that the requested location is too close to the give-way at the junction of Hale Lane. It is recommended that the proposed location is moved a few metres to the north west for a proposed zebra crossing to be installed.
- 1.8 The location is on the route to Mathilda Marks Kennedy School and will also assist pedestrians accessing Mill Hill Broadway Town Centre. The visibility is adequate, however, additional works are required to install a zebra crossing in this location including removing the existing central island crossing point, reinstating kerbs, new drop kerbs, tactile paving, footway modification and associated works zebra crossing works.
- 1.9 Following the initial feasibility a couple of issues have been raised that need further investigation before the proposal for a zebra crossing at this location can be progressed. On the north-eastern side of the footway, there is an entrance to a family run business, UK Pools Ltd, which is a swimming pool specialist company. There are currently no dropped kerbs in this location however, it needs to be confirmed if this is the only entrance to the business or if there is another entrance especially for deliveries. The access is currently protected by double yellow and approaching mini roundabout, so it is unlikely that deliveries take place on street in this location.
- 1.10 In addition, the entrance has slight gradient, which may raise concern if any disabled users use the entrance directly to the crossing point, although the chance will be low as it is a private business rather than a public place.
- 1.11 Subject to the addition design at this location and the road safety audit, the current estimated cost of implementing the zebra crossing at Location 2 would

£33,000. This work is not currently funded and would need to be referred to the Environment Committee for approval.

- 1.12 The committee are requested to note the progress to date on Location 2, Hale Lane and confirm if they are in agreement with the further feasibility design (which can be funded from the initial feasibility study allocation) which will be reported back to a future Committee meeting and then escalated to the Environment Committee, if the total value of the scheme is in excess of the Hendon Area Committee Budgets. The referral to Environment Committee will be to consider funding options.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendation to progress with Location 1 Bunns Lane based on the outcome of the feasibility study and that a further feasibility and a Road Safety Audit is required for Location 2 Hale Lane.

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

- 3.1 A third location was also requested on Bunns Lane to the south-east of Langley Park but this location was too close to the Bridge to allow forward visibility for the zebra crossing so was not progressed.

## **4. POST DECISION IMPLEMENTATION**

Further work will be confirmed on receipt of officer reports referred to in the recommendations 2 and 3.

## **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 zebra crossing at Location 1 on Bunns Lane will be in the region of £25,000 and funding will be requested from the 2016/17 Hendon Area Committee budget. The work will be funded from the CIL infrastructure budget, which will be sufficient for the proposed work when other proposed projects are also considered for 2016/17 for the area committee.
- 5.2.3 The cost of implementing the zebra crossing at Location 2 is approximately £33,000 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.
- 5.2.5 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 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 July 2015

<http://barnet.moderngov.co.uk/documents/s24169/Report.pdf>





**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016\_BC/000742  
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

**NOTES:**

1. This drawing should not be scaled.

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**REVISION**

Revision Details	Design/Check	Date	Rev.
Initial Issue	KYY/SHC	15.03.16	0

Purpose of Issue

**FOR INFORMATION**

Client:



Scheme Ref. C2016\_BC/000742

Scheme title **HENDON AREA COMMITTEE**

**Bunns Lane**

**Zebra Crossings Feasibility Study**

Drawing title

**Location 1: Bunns Lane NW7 near Junction with Langley Park**

Scale @ A3: N.T.S.

Design	Drawn	Checked	Approved
KYY	LPG	SHC	RC
Date: 15.03.16	Date: 15.03.16	Date: 15.03.16	Date: 15.03.16



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Rev. 0

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Client:



Scheme Ref. C2016\_BC/000742

Scheme title: HENDON AREA COMMITTEE  
 Bunns Lane  
 Zebra Crossings Feasibility Study

Drawing title: Location 2: Hale Lane near Junction with Bunns Lane and Mill Hill Broadway

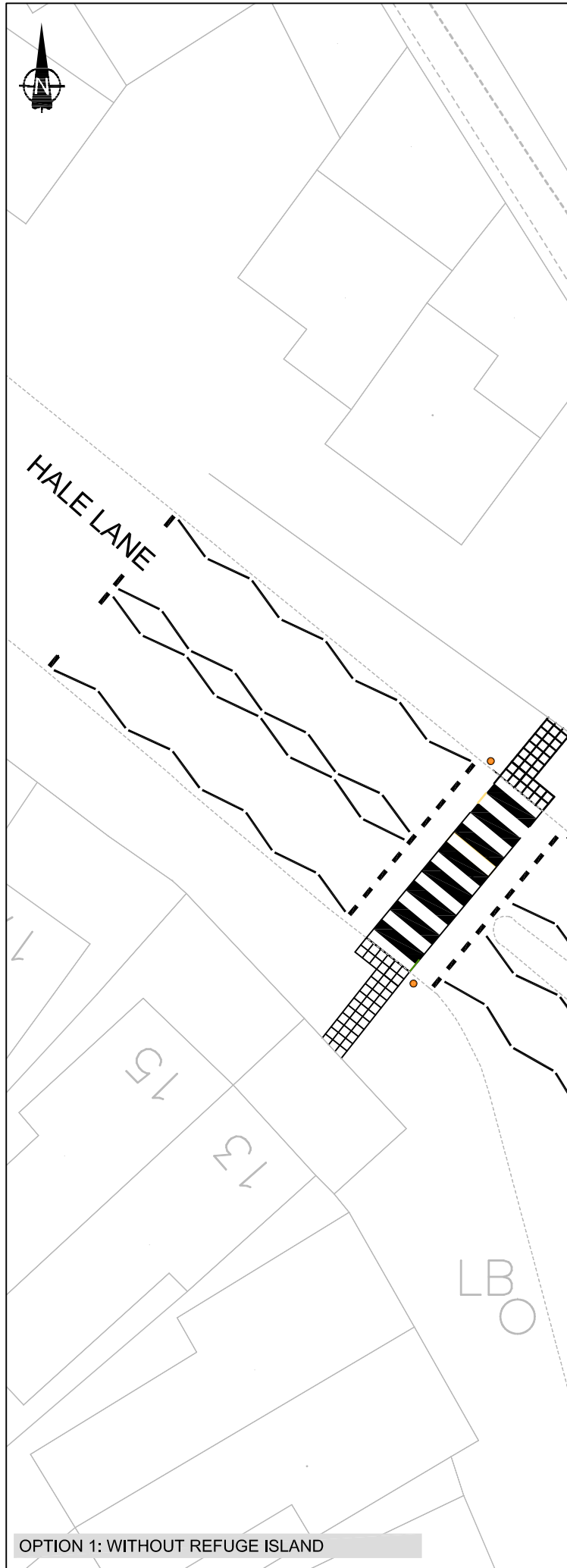
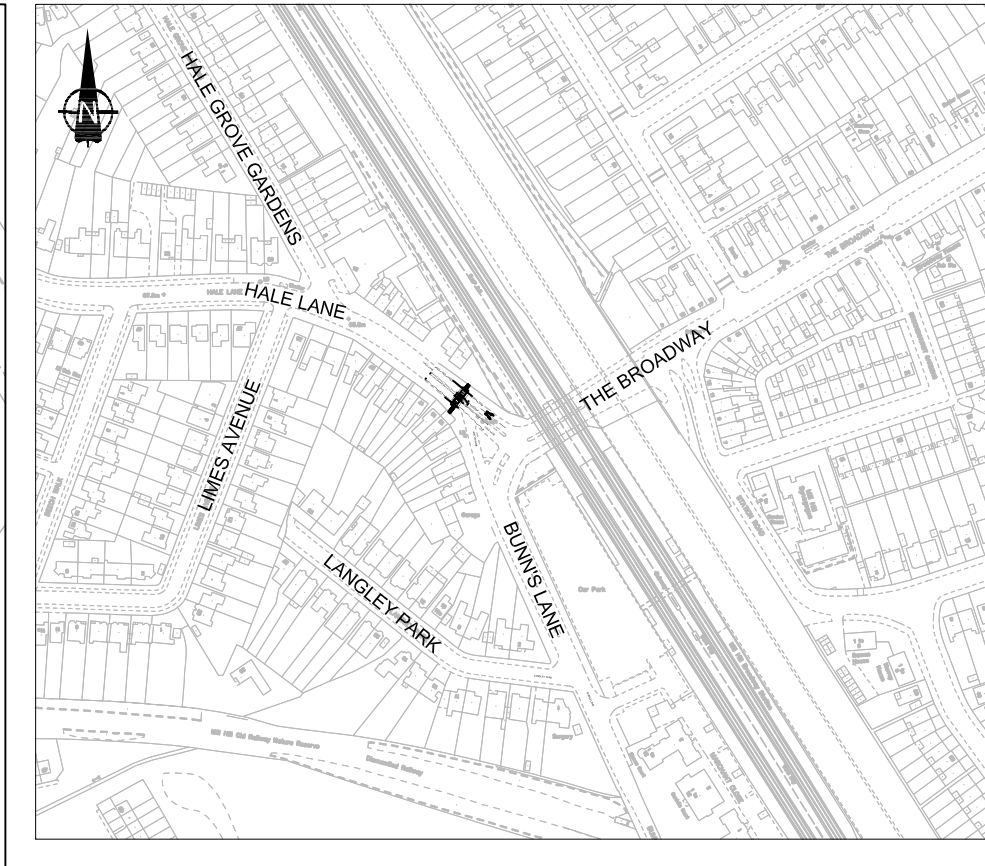
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Design	Drawn	Checked	Approved
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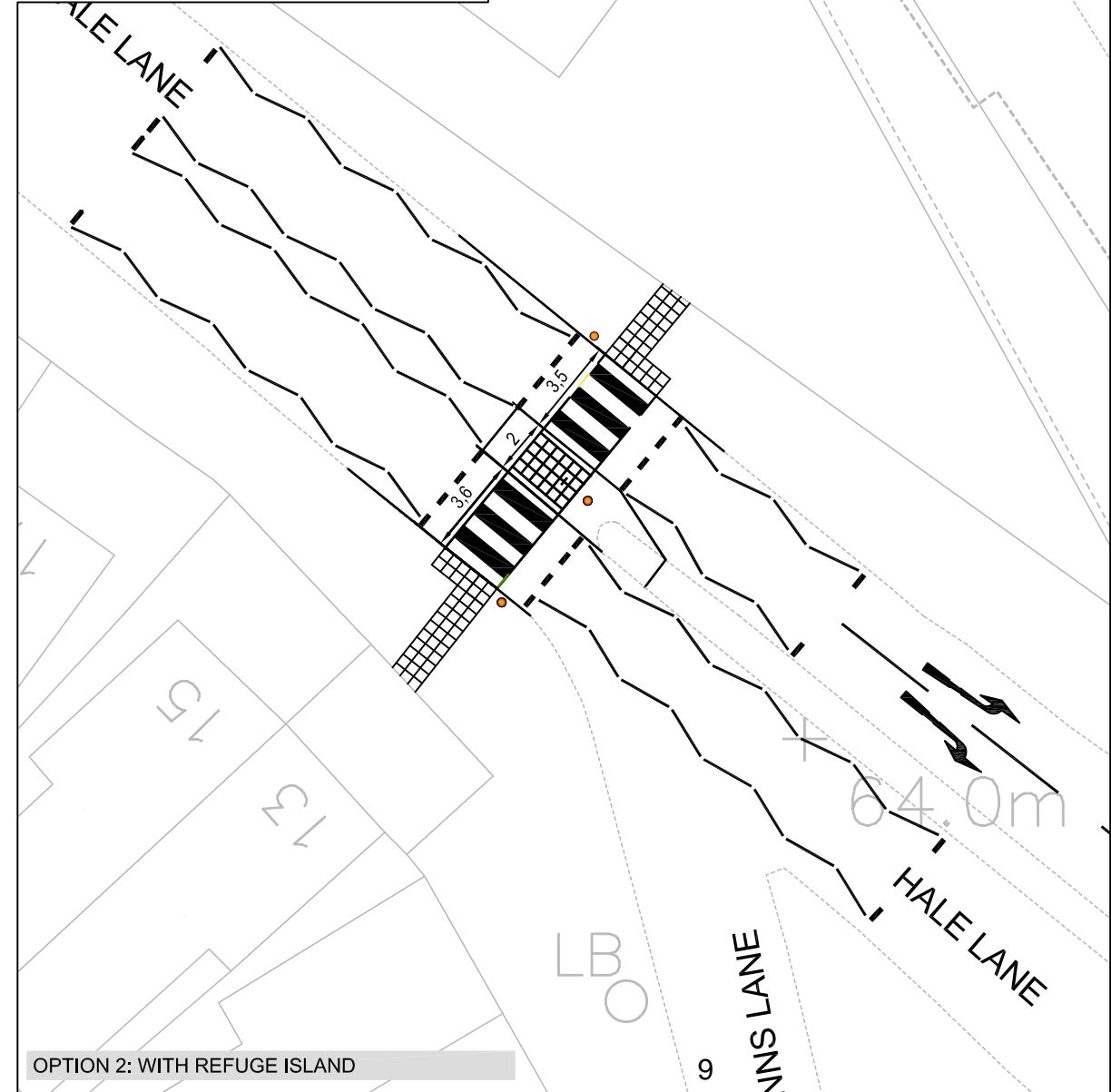
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OPTION 1: WITHOUT REFUGE ISLAND



OPTION 2: WITH REFUGE ISLAND

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