

**MEETING**

**HENDON AREA COMMITTEE**

**DATE AND TIME**

**TUESDAY 2ND MAY, 2017**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG**

**TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)**

Chairman: Councillor Brian Gordon LLB

Vice Chairman: Councillor Val Duschinsky

Councillor Maureen Braun

Councillor Tom Davey

Councillor Nagus Narenthira

Councillor Charlie O-Macauley

Councillor Dr Devra Kay

**Substitute Members**

Councillor Adam Langleben

Councillor Sury Khatri

Councillor Ammar Naqvi

Councillor Hugh Rayner

Councillor Joan Scannell

Councillor Mark Shooter

Councillor Zakia Zubairi

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is deadline at 10AM, Wednesday 26 April. Requests must be submitted to maria.lugangira @barnet.gov.uk

**You are requested to attend the above meeting for which an agenda is attached.**

**Andrew Charlwood – Head of Governance**

Governance Service contact: Maria Lugangira, 020 8359 2761

Media Relations contact: Sue Cocker 020 8359 7039

**ASSURANCE GROUP**

## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the Previous Meeting	5 - 10
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Comments and Questions (if any)	
6.	Members' Items (if any)	
7.	Petitions (if any)	11 - 16
8.	Matters referred from the Hendon Area Residents Forum (If any)	
9.	Area Committee Funding- Community Infrastructure Levy (if any)	
10.	Bell Lane/ Green Lane, NW4- Request for zebra crossing facility	17 - 30
11.	Colindeep Lane - Pedestrian Improvements (Initial Assessment)	31 - 54
12.	Greyhound Hill, NW4 Request for Pedestrian Facility	55 - 68
13.	Abercorn Road, Traffic Management Scheme	69 - 80
14.	Forward Work Programme	81 - 84
15.	Any item(s) that the Chairman Decides are Urgent	

### FACILITIES FOR PEOPLE WITH DISABILITIES

Hendon Town Hall has access for wheelchair users including lifts and toilets. If you wish to let us know in advance that you will be attending the meeting, please telephone Kirstin Lambert [kirstin.lambert@barnet.gov.uk](mailto:kirstin.lambert@barnet.gov.uk) 020 8359 2177. People with hearing difficulties who have a text phone, may telephone our minicom number on 020 8203 8942. All of our Committee Rooms also have induction loops.

### FIRE/EMERGENCY EVACUATION PROCEDURE

If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by uniformed custodians. It is vital you follow their instructions.

You should proceed calmly; do not run and do not use the lifts.

Do not stop to collect personal belongings

Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions.

Do not re-enter the building until told to do so.

This page is intentionally left blank

## Decisions of the Hendon Area Committee

20 February 2017

Members Present:-

AGENDA ITEM 1

Councillor Brian Gordon (Chairman)  
Councillor Val Duschinsky (Vice-Chairman)

Councillor Maureen Braun      Councillor Dr Devra Kay  
Councillor Nagus Narenthira

Apologies for Absence

Councillor Tom Davey      Councillor Charlie O-Macauley

### 1. MINUTES OF THE PREVIOUS MEETING

**RESOLVED** that the minutes of the previous meeting of the Hendon Area Committee held on 26<sup>th</sup> October 2016, be agreed as a correct record.

### 2. ABSENCE OF MEMBERS (IF ANY)

Apologies for absence were received from Councillor Charlie O-Macauley and Councillor Tom Davey who was substituted by Councillor Hugh Rayner.

### 3. DECLARATIONS OF MEMBERS DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

Councillor Val Duschinsky declared a non-pecuniary interest in relation to Agenda Items 10 and 11, by virtue of having a Member's item on the agenda in her name regarding Friends of Mill Hill Park.

### 4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

### 5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

None were received.

### 6. MATTERS REFERRED FROM THE HENDON AREA RESIDENTS FORUM (IF ANY)

None.

### 7. PETITIONS (IF ANY)

None.

## 8. MEMBERS' ITEMS (IF ANY)

The Committee considered three Members' items.

- i. The Chairman, Councillor Brian Gordon invited Councillor Sury Khatri who introduced the Member's item in his name, which related to the proposal for a new pedestrian Crossing in Langstone Way Mill Hill East NW7.

Following consideration of the Member's item, the Committee **RESOLVED**:

**That the Commissioning Director for Environment instructs officers to undertake a feasibility study on the option to install a pedestrian crossing in Langstone Way, Mill Hill with an allocated CIL budget of up to £5,000 and to bring an update back to the Committee.**

- ii. The Chairman, Councillor Brian Gordon introduced his item which related to a white line facility in Broadfields Avenue South.

The Commissioning Director for Environment, Mr Jamie Blake noted that the Environment Committee is due to consider a report on footway parking. Mr Blake informed the Committee that Broadfields Avenue South can be added to a subsequent report on footway parking.

It was therefore **RESOLVED**:

**That the Commissioning Director for Environment be instructed to include Broadfields Avenue South as part of future footway parking works.**

- iii. The Chairman invited Councillor Adam Langleben who introduced his item relating to Brent Green, Hendon NW4. Mr Blake explained that the second improvement proposal, set out in the report, relating to vertical traffic calming measures would be contrary to Council policy.

Following discussion, the Committee **RESOLVED**:

**That the Commissioning Director for Environment instructs officers to progress traffic improvements 1, 3, 4, 5 and 6 in relation to Brent Green, Hendon as set out in the report and detailed below with an allocated CIL Budget of up to £25,000.**

***1. A dedicated cross-over close to Nishmas Yisroel.***

***3. Better signage and speed warnings.***

***4. Better road markings.***

***5. A reduction in the kerb height to aid the elderly, wheelchair users and those with buggies.***

***6. Resurfacing and re-paving of Brent Green. The pavement in particular has not been re-surfaced in some time and shows signs of historic re-surfacing which is an eyesore.***

The votes for each of the Members' items were recorded as follows:

For	6
Against	0
Abstentions	0

**9. MEMBERS' ITEMS - REQUESTS FOR FUNDING FROM HENDON AREA COMMITTEE BUDGET**

The Committee considered four Area Committee Budget funding applications.

Councillor Nagus Narenthira introduced the application which she had agreed to sponsor, submitted by the Colindale Community Trust. The Committee noted the revised payment schedule which was published as an addendum to appendix A. Following consideration the Committee agreed the application subject to the condition that funding by The Drapers Fund is forthcoming and that, in turn, this is match funded by Genesis. The votes for this application were recorded as follows:

For	5
Against	0
Abstentions	1

Councillor Val Duschinsky introduced the application which she had agreed to sponsor, submitted by the Friends of Mill Hill Park. In relation to a query about alternative funding, the Committee noted that applications can be made for memorial benches. Following consideration, the application was agreed. The votes for this application were recorded as follows:

For	6
Against	0
Abstentions	0

The Chairman invited Councillor Sury Khatri to introduce the application which he had agreed to sponsor, submitted by the Mill Hill Bowling Club. Mr Gilbert, Secretary of the Bowling Club also joined the table. The Committee heard that funding would be used to put measures into place to ensure that the Club can meet future financial challenges. Following discussion, the application was agreed. The votes for this application were recorded as follows:

For	6
Against	0
Abstentions	0

In Councillor Naqvi's absence, Councillor Nagus Narenthira introduced the application which was sponsored by Councillor Ammar Naqvi and submitted by Love Burnt Oak. Following discussion, the application was agreed. The votes for this application were recorded as follows:

For	5
Against	0
Abstentions	1

**RESOLVED:**

- 1. That the Committee approved the application submitted by the Colindale Community Trust (sponsored by Councillor Nagus Narenthira) for funding of £9,999 from the Area Committee Grants funding stream, subject to the**

condition that funding by The Drapers Fund is forthcoming and that, in turn, this is match funded by Genesis and subject to due diligence tests being met.

2. That the Committee approved the application submitted by the Friends of Mill Hill Park (sponsored by Councillor Val Duschinsky) for funding of £6,725 from the Area Committee Grants funding stream, subject to due diligence tests being met.
3. That the Committee approved the application submitted by Mill Hill Bowling Club (sponsored by Councillor Sury Khatri) for funding of £4,000 from the Area Committee Grants funding stream, subject to due diligence tests being met.
4. That the Committee approved the application submitted by Love Burnt Oak (sponsored by Councillor Ammar Naqvi) for funding of £9,400 from the Area Committee Grants funding stream, subject to due diligence tests being met.

## **10. AREA COMMITTEE GRANTS FUNDING**

The Chairman introduced the report and the Commissioning Director for Environment presented the item which sets out the budget allocations for the Hendon Area Committee.

It was **RESOLVED:**

**That the Hendon Area Committee noted the amount available for allocation during 2016/17, as set out in Appendices 1 and 2.**

## **11. HIGHWAYS PROGRESS UPDATE ON HENDON AREA COMMITTEE ACTIONS**

The Commissioning Director for Environment presented the report which sets out the progress updates and actions previously agreed by the Hendon Area Committee.

Following consideration, it was **RESOLVED:**

1. **That the Committee noted the update and actions set out in Appendix 1 of this report.**
2. **In the matter of Manns Road/Garden City/Chilton Road – Edgware CPZ Review**
  - i. **That the Hendon Area Committee give instruction to the Commissioning Director for Environment to liaise with Ward Councillors in developing proposals to amend the Edgware CPZ in Manns Road/Garden City (and Chilton Road),**
  - ii. **That the Hendon Area Committee, give instruction to the Commissioning Director for Environment to, once proposals have been developed following liaison with Ward Councillors, carry out a statutory consultation on proposals to amend the operational hours**



in these roads to Monday to Sunday 8am to 11pm;

- iii. That subject to no objections being received to the statutory consultation, referred to in recommendation ii, the Committee instruct officers to introduce the changes to the operational hours to Monday to Sunday 8am to 11pm;
- iv. That the Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation ii, the Commissioning Director for Environment will consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.
- v. That the Committee noted that an allocation of £5,000 from this year's CIL Area Committee budget has already been agreed to investigate amendments to operation hours of the CPZ in these roads.

## **12. FORWARD WORK PROGRAMME**

The Committee noted the standing item on the agenda, which lists the business items for 2017. The Commissioning Director for Environment noted that the Forward Plan will be updated to reflect the agreed actions at this meeting.

It was therefore **RESOLVED:**

**That the Committee considered the items included in the 2017 work programme.**

## **13. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT**

None.

The meeting finished at 8.30 pm

This page is intentionally left blank

	<h2>Hendon Area Committee</h2> <h3>2 May 2017</h3>
<p><b>Title</b></p>	<p><b>Petition for the Committee’s Consideration</b></p>
<p><b>Report of</b></p>	<p>Head of Governance</p>
<p><b>Ward</b></p>	<p>Mill Hill</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>No</p>
<p><b>Key</b></p>	<p>No</p>
<p><b>Enclosures</b></p>	<p>None</p>
<p><b>Officer Contact Details</b></p>	<p>Maria Lugangira, Governance Officer  <a href="mailto:maria.lugangira@barnet.gov.uk">maria.lugangira@barnet.gov.uk</a>                  020 8359 2761</p>

<h2>Summary</h2>
<p>This item provides the Hendon Area Committee with information relating to a petition that has been referred up from the last meeting of the Hendon Residents’ Forum.</p>

<h2>Recommendations</h2>
<p>1. That the Hendon Area Committee note the petition referred up from the 22<sup>nd</sup> March 2017 meeting of the Hendon Residents’ Forum.</p>
<p>2. That following consideration of the petition highlighted at 1.1, the Committee gives instructions in accordance with its powers, outlined at section 5.4.1.</p>

## 1. WHY THIS REPORT IS NEEDED

1.1 At its meeting on 22<sup>nd</sup> March 2017, the Hendon Residents' Forum referred up a petition to the Area Committee for its consideration. This petition is as follows:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
Request Parking Controlled Zone in Glendor Gardens, NW7	Mr Charles Chee, Ms F Aitman and Residents of Glendor Gardens, NW7	<p>Glendor Gardens is a narrow cul de sac residential road. At the end of the road there is a small lane leading to Mill Hill Broadway. Mill Hill Railway Station with service to Kings Cross is a 10 minutes' walk through the lane from Glendor Gardens.</p> <p>On the left-hand side of Glendor Gardens is where the residence park. Between the residence park cars and the right-hand side of the road is the single car's width access and exit. On the right hand side of Glendor Gardens is a grass verge layby of approx. 3 metres wide with trees. At the end of the grass verge are hedges and metal railing. The other side of the metal railings is a drop of approx. 30 metres which is the M1 motorway. Please see pictures to show how Glendor Gardens Road site is.</p> <p>Our reasons are outlined below.</p> <ul style="list-style-type: none"> <li>a) Commuters are parking in Glendor Gardens which is a short walking distance to Mill Hill Broadway Rail Station causing shortage of parking spaces for the residence of Glendor Gardens. There is a large metered paying parking facility in Mill Hill Railway Station but obviously these commuters are using Glendor Gardens for free parking.</li> <li>b) Other cars user and heavy vehicles are also parking onto the grass verge layby causing damage to the grass verge.</li> <li>c) Abandon vehicle are often and on the increase and also motorhomes/caravan being abandon.</li> <li>d) A three storey Self Storage has been built in Apex Corner which is 500 yards from Glendor Gardens and shoppers from the parade of shops in Apex corner, these car users are using Glendor Gardens as their parking facility.</li> <li>e) Emergency vehicles, service vehicles, delivery vans, dustbin/waste collections vehicles etc, often cannot come down Glendor Gardens, due to vehicles parking on both sides of Glendor Gardens</li> <li>f) The nearby surrounding roads to Glendor Gardens that already have control parking zones, therefore the non-permit holders and not residents of Glendor Gardens are using Glendor Gardens as their free parking.</li> </ul>	27

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
		<p>The residents of Glendor Gardens request what are the guide lines and implication for control parking zone and are in favour for this application for Control parking zone and have collated signatures for a petition.</p> <p>Further information:  <a href="https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=43&amp;RPID=567533557&amp;HPID=567533557">https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=43&amp;RPID=567533557&amp;HPID=567533557</a>  i.</p>	

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 In accordance with the council's Public Participation Rules (Article 18 of the council's constitution) petitions in between 25-1,999 signatures can be referred up from the relevant Residents' Forum to the Area Committee from the where funding is required. At its meeting on 22<sup>nd</sup> March 2017, the Hendon Residents' Forum referred up a petition as outlined at 1.1 of this report.
- 2.2 The Committee's instructions are requested in relation to the petition in accordance with its powers, outlined at 5.4.1 of the report.

## 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

## 4. POST DECISION IMPLEMENTATION

- 4.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Commissioning Director.

## 5. IMPLICATIONS OF DECISION

- 5.1.1 The implications are contingent on the agreed course of action.

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

- 5.2.1 None in the context of this report.

### 5.3 Social Value

- 5.3.1 Petitions provide an avenue for members of the public to request the Council to take an appropriate action.

### 5.4 Legal and Constitutional References

- 5.4.1 The Council's Public Participation and Engagement Rules (Article 18 of the

Council's constitution) states that the Area Committee has the following powers in determining petitions:

1. Take no action;
2. Refer the matter to a chief officer to respond to the Lead Petitioner within 20 working days; or
3. Instruct an officer to prepare a report for a future meeting of the Committee on the issue(s) raised with a recommended course of action.

5.4.2 The rules further state that the Lead Petitioner will be given five minutes to present the petition to the committee. Following the presentation the Chairman and Committee Members have an opportunity to ask the Lead Petitioner questions.

5.4.3 Responsibility for Functions, Annex A, of the council's constitution states that Area Committees can consider petitions which receive between 25 and 1,999 signatures which have been referred by a Residents' Forum.

## 5.5 **Risk Management**

5.5.1 Failure to deal with petitions received from members of the public in a timely way and in accordance with the provisions of the Council's Constitution carries a reputational risk for the authority.

## 5.6 **Equalities and Diversity**

5.6.1 Pursuant to the Equality Act 2010 ("the Act"), the council has a legislative duty to have 'due regard' to eliminating unlawful discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; advancing equality of opportunity between those with a protected characteristic and those without; and promoting good relations between those with protected characteristics and those without. The 'protected characteristics' are age, race, disability, gender reassignment, pregnancy, and maternity, religion or belief and sexual orientation. The 'protected characteristics' also include marriage and civil partnership, with regard to eliminating discrimination.

## 5.7 **Consultation and Engagement**

5.7.1 None in the context of this report.

## 5.8 **Insight**

5.9 Not applicable.

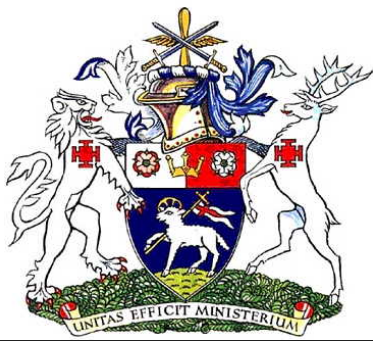
**6. BACKGROUND PAPERS**

- 6.1 Meeting of the Hendon Residents' Forum, 22<sup>nd</sup> March 2017 – Issues List with Responses:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=8655&Ver=4>

This page is intentionally left blank





## Hendon Area Committee

2 May 2017

<b>Title</b>	<b>Bell Lane/ Green Lane, NW4- Request for zebra crossing facility</b>
<b>Report of</b>	Commissioning Director for Environment
<b>Wards</b>	Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<b>Drawings:</b> Option 1: C2016_BC/001031_08-DESIGN-01 Option 2: C2016_BC/001031_08-DESIGN-02 Option 3: C2016_BC/001031_08-DESIGN-03
<b>Officer Contact Details</b>	Jamie Blake – Commissioning Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a>

### Summary

This report details the results of the feasibility study which involves introducing measures to improve road safety at the corner between Bell Lane and Green Lane, including installing a zebra crossing and additional school signs. It puts forward three options for consideration in terms of addressing pedestrian and safety concerns.

### Recommendations

1. That the Hendon Area Committee note the review of safety improvements on Bell Lane, NW4, as outlined in this report and the appendices to this report and shown on the enclosed drawings.
2. That the Hendon Area Committee approves that recommended Option 3 should be to be progressed to detailed design and public consultation but note that the scheme cost is in excess of the maximum budget available to the Hendon Area Committee.

<p>3. That, subject to funding being made available, the Hendon Area Committee give instruction to the Commissioning Director for Environment to carry out a statutory consultation on the approved option .</p>
<p>4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Hendon Area Committee instruct the Commissioning Director for Environment to submit this scheme at part of the 2018/19 Local Implementation Plan (LIP) submission</p>
<p>5. That the Hendon Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Commissioning Director for Environment will consider and determine whether the agreed Option should be implemented or not, and if so, with or without modification, subject to funding being made available.</p>

## 1. WHY THIS REPORT IS NEEDED

- 1.1 Following a petition by residents in October 2016, and with local Ward Member support, the Hendon Area Committee discussed the options for introducing measures to improve road safety at the corner between Bell Lane and Green Lane, including installing a zebra crossing facility.
- 1.2 Following discussion of the item and having considered the petition, the committee unanimously agreed and it was therefore resolved:
1. *To note the petition.*
  2. *To instruct the Commissioning Director for Environment to:*
    - a) *Carry out a feasibility study to establish safety measures around the Bell Lane/ Green Lane junction, basing the study on a previous 2012 proposal which included a zebra crossing;*
    - b) *Undertake further assessment to identify other potential safety measures around the Bell Lane/ Green Lane junction and study and;*
    - c) *Report findings, costs and funding required to Hendon Area Committee in March 2017 and make recommendations. Funding up to £5000 was agreed.*
- 1.3 This report is therefore required to investigate the viability of installing a zebra crossing on Bell Lane with a view to enhance pedestrian and safety improvements.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 This particular approach to prioritise pedestrian improvements is informed by i) site observations on pedestrian experience, and ii) pedestrian survey data.
- 2.2 The current pedestrian desire line is influenced by the schools in the vicinity and consequently, many children are crossing the roads. This information was used to determine the location of the zebra crossing. The schools are:

- Bell Lane Primary School;
- Beth Jacob Grammar School for Girls;
- The Independent Jewish Day School;
- Hendon School.

2.3 As part of this feasibility study, the personal injury accident data was analysed investigating the most 60 months of accident data from 1 September 2011 to 31 August 2016 within the study area. There were a limited number of accidents (five accidents in total and all classified as slight) all occurring on Bell Lane at the junction with Green Lane and at the junction with Alexandra Road. Table 1 below shows a summary of the accidents within the study area:

**Table 1 – Summary of the Personal Injury Accident Data**

<b>Accident Reference</b>	<b>Summary</b>
0113SX20962	This accident involved two cars. Vehicle 2 reversed into parked Vehicle 1 on Bell Lane at the junction with Alexandra Road.
0113SX20070	This accident involved two cars. Vehicle 1 turned left into path of Vehicle 2 on Bell Lane at the junction with Green Lane.
0111SX20811	This accident involved two cars. Vehicle 1 collided with the rear of Vehicle 2 who was waiting to turn right on Green Lane at the junction with Bell Lane.
0112SX20015	This accident involved two cars. Vehicle 2 pulled out into the path of Vehicle 1 on Bell Lane at the junction with Alexandra Road.
0115SX20260	This accident involved two cars. The view of Vehicle 2 was blocked by parked cars, as Vehicle 2 pulled out of junction, approaching Vehicle 1 hit off side of Vehicle 2 on Bell Lane at the junction with Alexandra Road.

2.4 A high number of these accidents involved vehicles making turning movements at the junction with Green Lane and Alexandra Road. There were no speed related accidents, or any involving pedestrians on Bell Lane.

2.5 Following the site survey, accident analysis and a review of the traffic and pedestrian crossing movements, three options for installing a zebra crossing on Bell Lane were developed which have been illustrated in table 2 below:

**Table 2 – Zebra Crossing Options**

<b>Option</b>	<b>Summary</b>
<b>Option 1</b>	The proposed location for the zebra

C2016_BC/001031_08-DESIGN-01	crossing is opposite Bell Lane primary school. This option involves modifying existing tactile paving to accommodate the new zebra crossing. In addition a lighting column is to be relocated to the back of the footway and the 'SCHOOL KEEP CLEAR" markings are to be replaced with the zebra zig zag markings.
<b>Option 2</b> C2016_BC/001031_08-DESIGN-02	The proposed location for the zebra crossing is 25 metres west from the junction with Green Lane. This option involves cutting back approximately 9 metres of the existing parking bay in order to prevent parked cars from obstructing sight lines.
<b>Option 3</b> C2016_BC/001031_08-DESIGN-03	The proposed location for the zebra crossing is 17 metres east of the junction with Stratford Road opposite property No. 74 Bell Lane.

- 2.6 The indicative cost for building a zebra crossing is detailed out in paragraph 5.2.1 below is £35,200. There may be associated costs for any lighting columns that may need to be relocated. This will be confirmed as part of lighting design during the detailed design stage.
- 2.7 The options have been reviewed on site by Officers and the preferred location for the zebra crossing is Option 3 which is detailed on drawing C2016\_BC/001031\_08-DESIGN-03.
- 2.8 The Officers recommendation is to construct a zebra crossing opposite property no. 74 due to existence of several existing vehicle crossovers within the study area.

### 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 In addition to the three options set out above, the only other option at this stage is not to proceed with any of the proposed improvements of the scheme; however, this will not address the original concern raised in the petition regarding pedestrian safety on Bell Lane.
- 3.2 Option 3 is the favoured option and Options 1 and 2 are not recommended.

### 4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved and subject to funding being approved, detailed design of the zebra crossing would be undertaken. Ward

members and residents living in close proximity to the crossing location 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 for installing a zebra crossing as shown below in Table 3, which will need to be refined by LOHAC upon completion of concept design:

**Table 3 – Zebra Crossing Cost Estimates**

Activity	Estimated costs
Detailed Design (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£7 000
Build Cost	£25 000
Sub-TOTAL	£32 000
Implementation & post implementation fee @ 10%	£3 200
<b>GRAND TOTAL</b>	<b>£35 200</b>

5.2.2 The Hendon Area Committee should note that all Options including the recommended Option 3 are be above the maximum budget for the Area Committee CIL funding of £25,000. Therefore the zebra crossing cannot be funded by the Area Committee and would need to be prioritised in the 2018/19 Local Implementation Plan (LIP) Budget. Therefore funding cannot be guaranteed at this time.

### **5.3 Social Value**

- 5.3.1 As procurement is via existing term or framework arrangements 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 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 an obligation on local 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.

- 5.4.3 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

- 5.4.4 Statutory consultation will be carried out in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

### **5.5 Risk Management**

- 5.5.1 The introduction of a zebra crossing can result in road traffic injury accidents in the vicinity. This will be mitigated by selecting a location that serves the pedestrian desire line and discourages crossing close to but not on the crossing. A road safety audit will be commissioned during detailed design stage.

### **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

### **5.7 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 proposals have been informed by site, traffic and pedestrian surveys in the vicinity of the proposed crossing point.

## **6. BACKGROUND PAPERS**

6.1 October 2016 Hendon Area Committee

<https://barnet.moderngov.co.uk/documents/g8657/Printed%20minutes%2026th-Oct-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.2 Link to the petition requesting a Zebra Crossing on Bell Lane

<https://barnet.moderngov.co.uk/documents/s35287/Petitions%20Report.pdf>

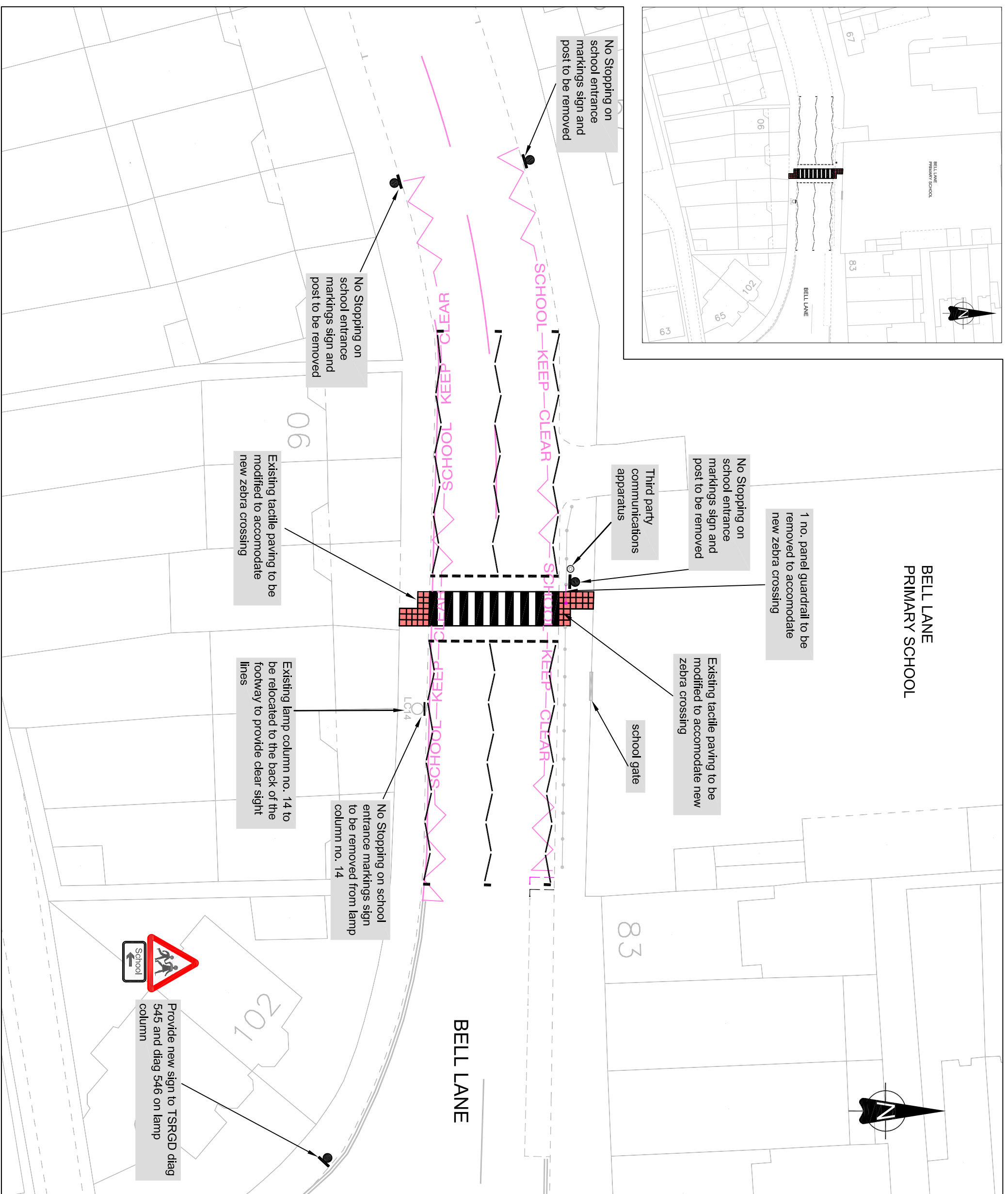
This page is intentionally left blank



For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2015\_BC/00xxx\_YY.  
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.  
 NOTES:

LEGEND:

- New road markings
- Existing road markings to be removed



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office.  
 © Crown copyright and database right 2016. All rights reserved.  
 London Borough of Barnet Licence No 100017674

REVISION

Revision Details	Design/Check	Date	Rev.

Purpose of Issue  
**DRAFT**



Client:  
**BARNET LONDON BOROUGH**

Scheme title  
**BELL LANE ZEBRA CROSSING**

Drawing title  
**PRELIMINARY DESIGN OPTION 1**

Scale @ A3:

Design	Drawn	Checked	Approved
xx	xx	xx	xx
DATE: xx/xx/xx	DATE: xx/xx/xx	DATE: xx/xx/xx	DATE: xx/xx/xx




Ref: **C2016\_BC/001031\_08-DESIGN-01**

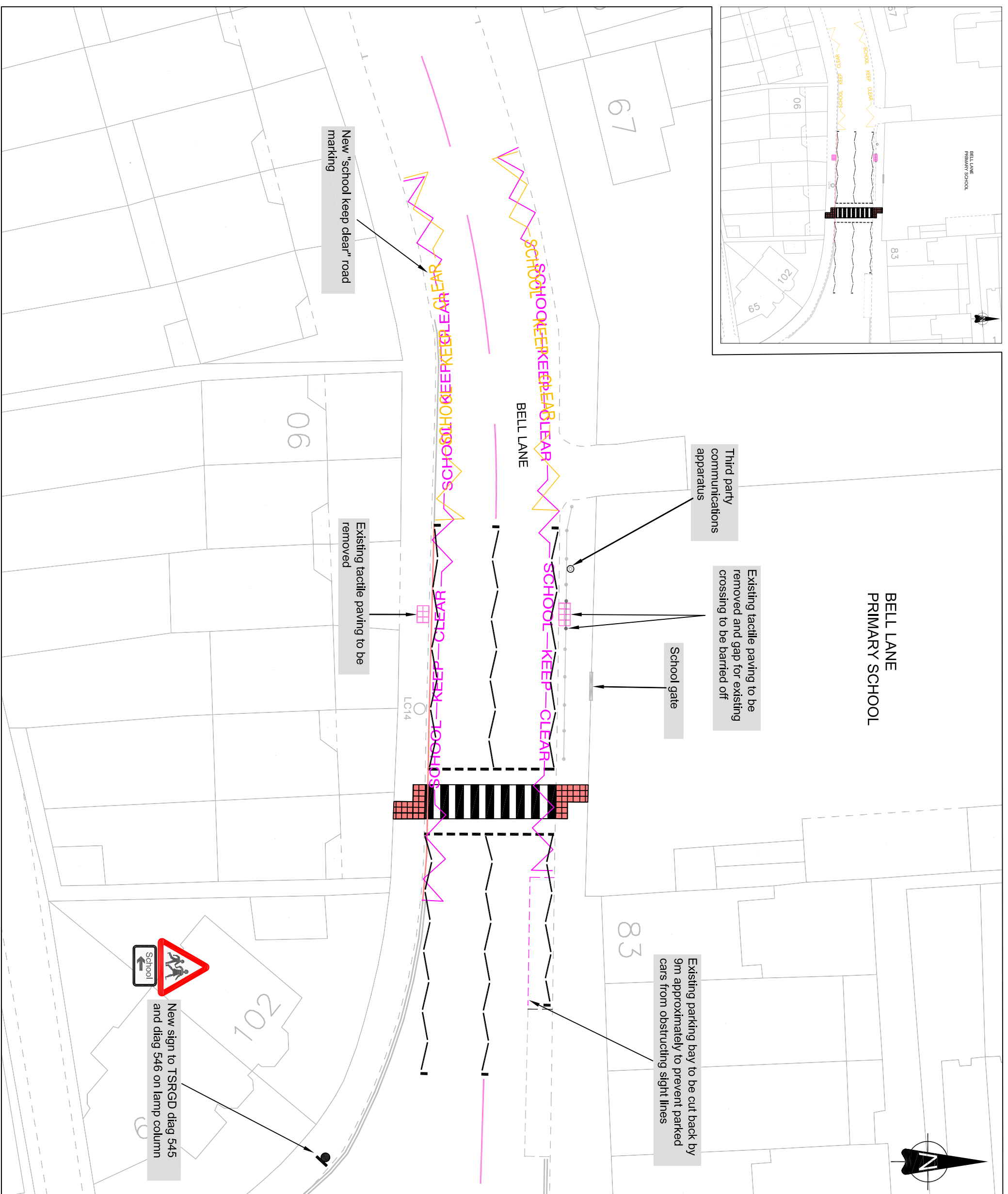
0

This page is intentionally left blank

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2015\_BC/00xxx.yy. In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

- LEGEND:
-  New road markings
  -  Existing road markings to be removed
  -  New school keep clear markings



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and database right 2016. All rights reserved. London Borough of Barnet. Licence No 100017674

REVISION			
Revision Details	Design/Check	Date	Rev.

Purpose of Issue  
**DRAFT**

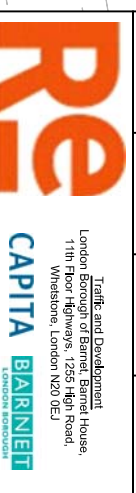
Client:  
**BARNET**  
LONDON BOROUGH

Scheme title  
**RE** Scheme Ref. C2015\_BC/00xxx.yy

Drawing title  
**BELL LANE  
ZEBRA CROSSING  
PRELIMINARY DESIGN  
OPTION 2**

Scale @ A3:

Design	Drawn	Checked	Approved
xx	xx	xx	xx
Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx



C2016\_BC/001031\_08-DESIGN-02

Rev: 0

This page is intentionally left blank

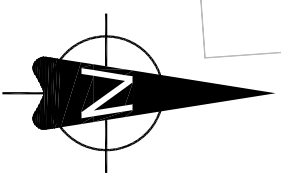
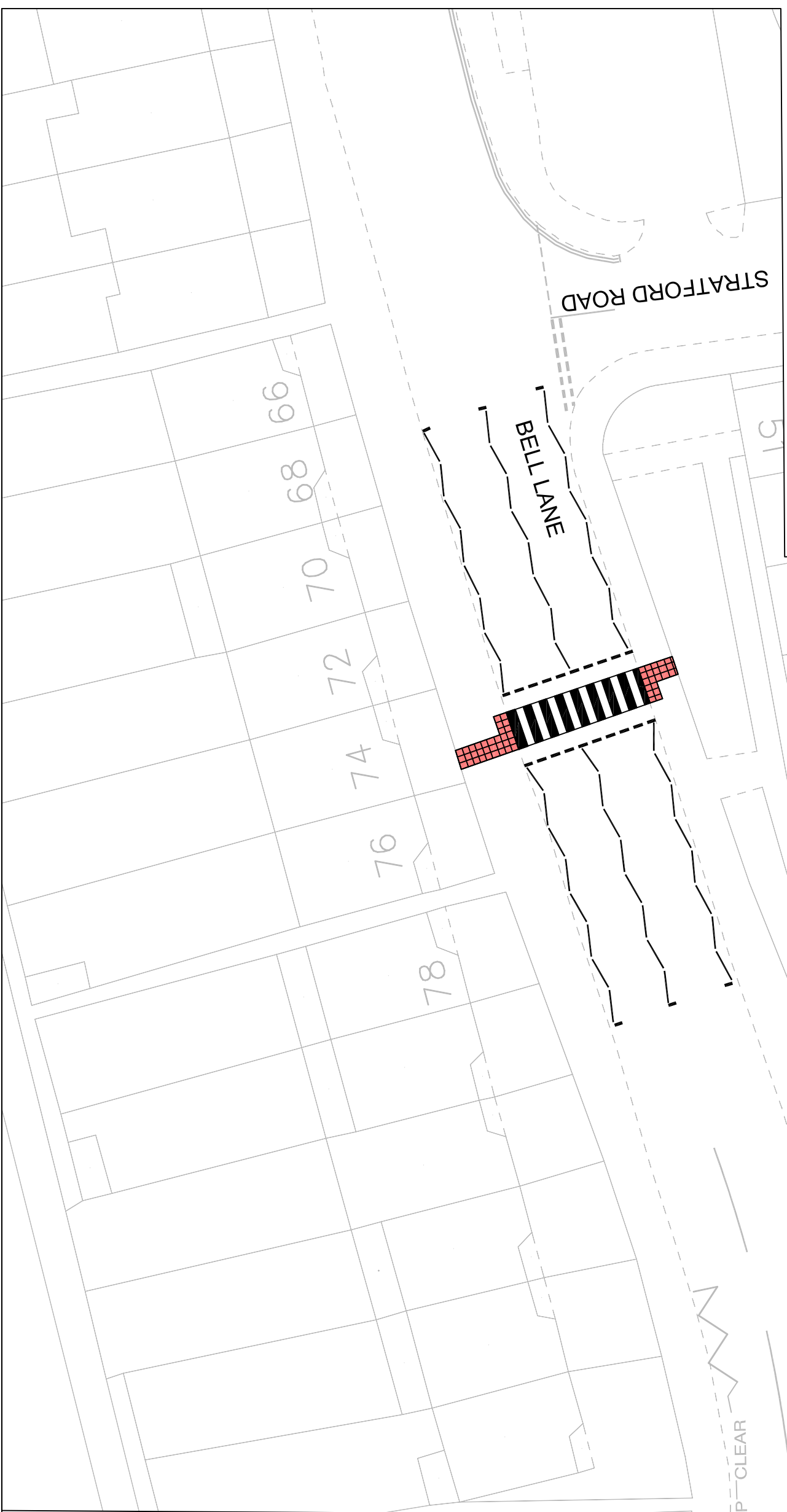
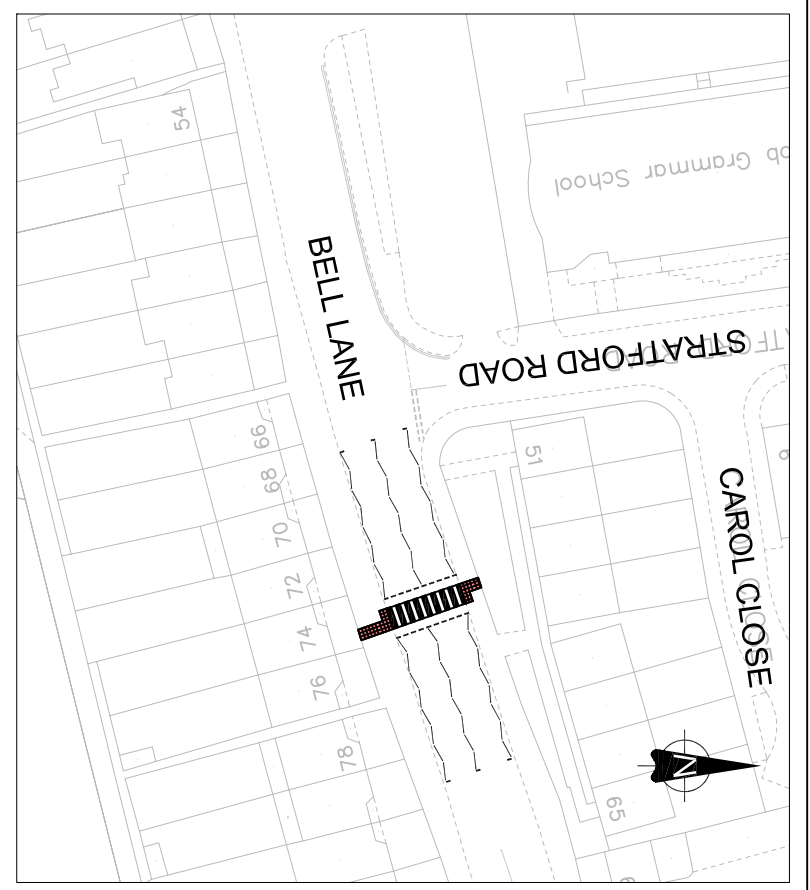
For construction, maintenance, clearing and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016\_BC/001031\_08-DESIGN-03.

In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

LEGEND:

-  New road markings
-  Existing road markings to be removed



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office.  
© Crown copyright and database right 2016. All rights reserved.  
London Borough of Barnet Licence No 100017674

Revision Details	Design/Check	Date	Rev.
Initial Issue			
<b>REVISION</b>			

Purpose of Issue  
**DRAFT**

Client:  
**BARNET**  
LONDON BOROUGH

Scheme Ref: C2015\_BC/000000\_YY  
Scheme title  
**BELL LANE**  
**ZEBRA CROSSING**

Drawing title  
**PRELIMINARY DESIGN**  
**OPTION 3**

Scale @ A3:

Design	Drawn	Checked	Approved
xx	xx	xx	xx
Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx



C2016\_BC/001031\_08-DESIGN-03  
Rev: 0

This page is intentionally left blank

	<h2>Hendon Area Committee</h2> <h3>2 May 2017</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Colindeep Lane – Pedestrian Improvements (Initial Assessment)</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Colindale Ward</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>Appendix 1: Site Plan Appendix 2: Survey Data Analysis Appendix 3: Accident Data</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the preliminary feasibility study undertaken to address the pedestrian safety and vehicular traffic concerns raised in relation to Colindeep Lane outside North London Grammar School, NW9 and provides an update on the progress to date.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> <li>1. That the Hendon Area Committee note the findings presented, obtained as a result of a preliminary feasibility study on pedestrian improvements on Colindeep Lane in the vicinity of North London Grammar School.</li> <li>2. That the Hendon Area Committee, having noted the above, gives instruction to The Commissioning Director for Environment to proceed to develop a traffic calming proposal within the premises set out in this report.</li> </ol>

## 1. WHY THIS REPORT IS NEEDED

- 1.1 In relation to Colindeep Lane, three separate issues were reported to the Hendon Residents Forum and Hendon Area Committee on 6 July 2016, the first was the issue of excessive speed raised at the Residents Forum which was escalated the Area Committee for discussion, the second a petition for the installations of a Speed Camera, and the third was a Members Item in relation to a request for traffic calming on Colindeep Lane.
- 1.2 The Hendon Residents Forum and Area Committee decisions are set out below:
- 1.3 The Hendon Residents Forum heard from a resident of Colin Crescent and Colindeep Lane suggesting:-
- To introduce a cycle lane in Colindeep Lane
  - To place a convex mirror in situ opposite the road junction on the wall of the flats opposite which are privately owned. Highway officers responded that this is a feature normally installed on private roads.
  - Another option would be to install a speed camera.
- 1.4 The Chairman noted the responses and informed the Forum that the item would be considered under Item 7 of the Hendon Area Committee.
- 1.5 At the Hendon Area Committee on the 6 July 2016 under Item 7, the committee was presented with a petition as follows:  
“*Install speed cameras Colindeep Lane ASAP*”. Committee noted that there were 123 petitioners requesting the installation of speed cameras on Colindeep Lane and heard an oral representation by Philip Stephens, the lead petitioner, seeking road safety measures where the 30mph speed limit is regularly broken.”
- Committee RESOLVED:
- That the petitions were noted;  
To authorise the Commissioning Director for Environment to instruct officers to undertake light touch no expense reports with background to enable decision-making by Members at the next meeting of the Hendon Area Committee.
- 1.6 In addition to the above a Members Item was also brought forward regarding ‘Proposed traffic calming measures Colindeep Lane’ by Councillor Sargeant. Councillor Sargeant wanted to draw Member’s attention to problems facing Colindeep Lane. It is very dangerous for drivers emerging from their drives to have a clear sight line to oncoming traffic, particularly where the road bends. This was not such a problem when they were half on, half off the kerb. Councillor Sargeant would also like Committee to consider installing a zebra crossing outside the North London Grammar School because of the traffic speed problem. This would increase safety for the children crossing to and from the school, and help to slow down traffic. To summarise, funding is sought to investigate the problems of traffic speed and develop proposals to slow down traffic through the introduction of traffic calming measures including a zebra crossing.



Committee Discussion - The Chair introduced the item and was informed by Councillor Narenthira in the absence of Councillor Sargeant, that Colindeep Lane is experiencing severe speeding problems that need to be addressed before there is a fatal accident.

It was RESOLVED:

That the Committee authorised the Commissioning Director for the Environment to instruct officers to produce a report highlighting the potential options to deal with traffic problems and the costs of a feasibility study and installation.

- 1.7 The issues of Speed Enforcement Cameras was also considered at the Hendon Area Committee on the 26 October 2016, - in the separate matter of Colindeep Lane, regarding the Installation of Speed Cameras, it was RESOLVED that the Committee:
  - *Noted the cost and the annual maintenance fee and that it is not currently proposed to progress with this request as there is insufficient funding.*
- 1.8 The feasibility study was to be undertaken utilising the Section 106 funding secured for North London Grammar School, Planning Application reference No. H/02535/12. Therefore, in accordance with the definition of the Section 106 agreement, which was to specifically improve the pedestrian environment, the preliminary study has focused on providing improved pedestrian crossing facilities in the vicinity of the school.
- 1.9 Officers have carried out preliminary investigations including a site meeting with Ward Councillor and the School, with input from Officers in the Safe and Sustainable Travel Team, pedestrian and traffic surveys and Personal Injury Accident data analysis.
- 1.10 The analysis of the Personal Injury Accident Data shows that 12/13 of the accidents recorded in the latest 5 year period available (ending August 2016) did not involve any pedestrians. Instead, they involve vehicles only and all appear to be partly or fully the result of travelling at a speed above the 30 mph speed limit for this road.
- 1.11 The one accident involving a pedestrian seems to have been caused by the driver failing to look properly before reversing out of parking space, and would possibly have occurred regardless of pedestrian safety measures being in place.
- 1.12 The analysis of the vehicular traffic surveys show there is a relatively high volume of traffic on Colindeep Lane, with traffic observed travelling above the 30 mph speed limit of the road. This supports the hypothesis outlined in points 1.10 and 1.11 (accidents caused by speeding traffic).
- 1.13 The analysis of the pedestrian surveys show pedestrians flow to be extremely low, with a maximum of 5 pedestrians crossing Colindeep Lane per hour

(average rate of crossing over the four busiest hours, over the busiest 50 metre section surveyed).

1.14 It is worth noting that the perceived risk of crossing is very high at this location, which may deter pedestrians from crossing and cause survey results to not reflect demand accurately, in other words, more than 5 pedestrians per hour may wish to cross but they refrain from doing so as they realise it is too dangerous. Moreover, the majority of current pupils attending North London Grammar School have been transferred from the school's old location. It is to be expected that, as these graduate and there are more students from the local area there will be a greater number of local children who may be walking to school.

1.15 A number of options to improve the pedestrian environment have been investigated as set out below:

**Option 1:** Do nothing - High risk of collisions with associated high risk of personal injury and no pedestrian crossing facility. Failure to meet the requirements to improve Colindeep Lane within the vicinity of the North London Grammar School site, as stated in the planning permission and Section 106 agreement. Not recommended.

**Option 2:** Non signalised pedestrian crossing (zebra) – Traffic travelling above the maximum speed deemed safe for this type of crossing (as established by the Department for Transport). Not Recommended.

**Option 3:** Signalised pedestrian crossing (pelican) – Insufficient pedestrian volumes to justify investment and disruption to traffic. Not Recommended.

**Option 4:** Signalised junction where Colin Crescent intersect Colindeep Lane – Insufficient traffic volumes entering and exiting junction to justify investment and disruption to traffic. Not Recommended.

**Option 5:** Bus stop or fixed stopping point for bus 324 (currently “Hail and Ride”) – Highly dependent on TfL’s decisions and timescales. Would contribute to slowing traffic down but would not be a solution on its own. Further discussion will TfL required to pursue this option.

1.16 None of the various Options for pedestrian improvements are recommended by Officers at this time and it has been concluded that the most appropriate approach to improve pedestrian safety on this road can only be achieved following the introduction of traffic calming measures that will slow traffic on Colindeep Lane sufficiently to allow pedestrians to travel safely around this area.

1.17 In view of the above, a combination of the below measures is deemed the best solution to the issues on Colindeep Lane and further study into these measures is recommended utilising the Section 106 funding.

- Traffic islands: these will reduce the appearance of a higher speed road. It will reduce the available carriageway width and will force drivers to reduce their speed.
- Vertical speed deterrents, such as speed cushions or raised tables. We are aware these are in principle considered not desirable in the borough. However, this may be a very efficient form of speed reduction, with limited negative impact as there are no residential properties within close proximity.
- Additional signage and road markings: alerting drivers of the sudden change in road layout (including the sharp bend), the existence of the school and reinforcing the speed limit of 30mph.
- Replacement of the 30mph vehicle activated sign (VAS) for a “SCHOOL” warning VAS.
- High friction surface: in particular, in the approach to the bend as vehicles travel down the hill.
- Re-design of the junction of Colin Crescent to improve sight lines

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The pedestrian improvements outlined in Options 1 – 5 are not recommended on road safety grounds and Officers recommend that a further feasibility is undertaken on the measures set out in Paragraph 1.17.

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

- 3.1 The Options 1 – 5 as set out above in Section 2 have been considered by officers as detailed in this report, but are not recommended to the Committee.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 If Committee approves the Recommendations 1 and 2, Re will further explore traffic calming measures along Colindeep Lane. If it is deemed these measures will ensure traffic remains under the existing speed limit, the possibility of including a zebra crossing will also be investigated.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- Pedestrian improvement works as described above will contribute directly to two of the three Corporate Objectives by promoting responsible growth, development and success across the borough. It will also improving the satisfaction of residents and businesses within the London Borough of Barnet as a place to live, work and study
- 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, or in a vehicle and contribute to reduced congestion.

- The proposed measures will also contribute to the Council’s Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent. The individual proposals also help 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. The preliminary and further investigations will be funded from the Section 106 agreement, which was part of the North London Grammar School planning application reference No. H/02535/12 and secures the sums of:

- £10,000 towards improvements to the pedestrian environment on roads within the vicinity of the land;
- £6,000 towards securing improvements to Colindeep Lane within the vicinity of the Land.

## **5.3. Social Value**

5.3.1. Not applicable in the context of this report.

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

5.4.1. Under the Council’s Constitution, 15A Responsibility for Functions, Annex A – the terms of reference of the Area Committees includes to:

- Discharge any functions, within the budget and policy framework agreed by Policy and Resources Committee, of the theme committees that they agree are more properly delegated to a local level including but not limited to local highways and safety schemes;
- Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy and Resources Committee.”
- Powers to deal with small public works

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. The feasibility studies address issues such as road safety. Therefore any scheme developed under these premises will improve the safety of road users and would also help to reduce potential accident and personal injury. For more detail on the implications of not following the recommended approach,

see section 3 of this report.

5.5.2. If the Council did not carry out due diligence in continuing to develop and implement the proposed approach to interventions requested by the Committee there would be a risk that resources would not be used effectively or that the full cost implications of implementing the actions of the committee are not identified. Therefore the approach recommended in this report mitigates this risk and ensures that the Committee are able to make informed decisions on actions which are supported by an assessment of the works required, full cost implications and realistic time scales for completion. This approach also ensures the management of expectation of members and residents and promotes transparency.

5.5.3. However, schemes under these premises will also include construction elements with inherent hazards. A risk register will be developed along with the preferred design, with the aim to record, monitor and reduce any risks identified with the works and operation of the chosen scheme.

## **5.6. Equalities and Diversity**

5.6.1. Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals:

- a. to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act;
- b. to advance equality of opportunity between those with protected characteristics and those without; and
- c. to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2. Proposed changes will benefit those deemed more vulnerable and those with reduced mobility, such as children, the elderly and suffering from certain disabilities.

5.6.3. Proposed changes associated with the proposals are not expected to disproportionately disadvantage members of the community.

5.6.4. LB Barnet Council owes a duty of care to all road users and endeavours to ensure a safe environment for vulnerable user groups.

## **5.7. Consultation and Engagement**

5.7.1. An early engagement meeting was held on 08/12/2016. This meeting was attended by representatives from Re, London Borough of Barnet, North London Grammar School and all three Colindale Ward Councillors.

5.7.2. Should committee accept the recommendation set out in this report, a preliminary design will be prepared and presented to Councillors for

comments.

## 5.8 **Insight**

5.8.1 No in relation to this report

## 6. **BACKGROUND PAPERS**

6.1 Planning permission and s106 Agreement for North London Grammar School, Planning Reference No. H/02535/12.

6.2. Agenda and minutes - Hendon Area Committee Wednesday 26th October, 2016 7.00 pm  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MID=8657>

6.3 Agenda and Draft Minutes - Hendon Area Committee, Wednesday 6th July, 2016 7.00 pm, available at  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8660&Ve r=4>

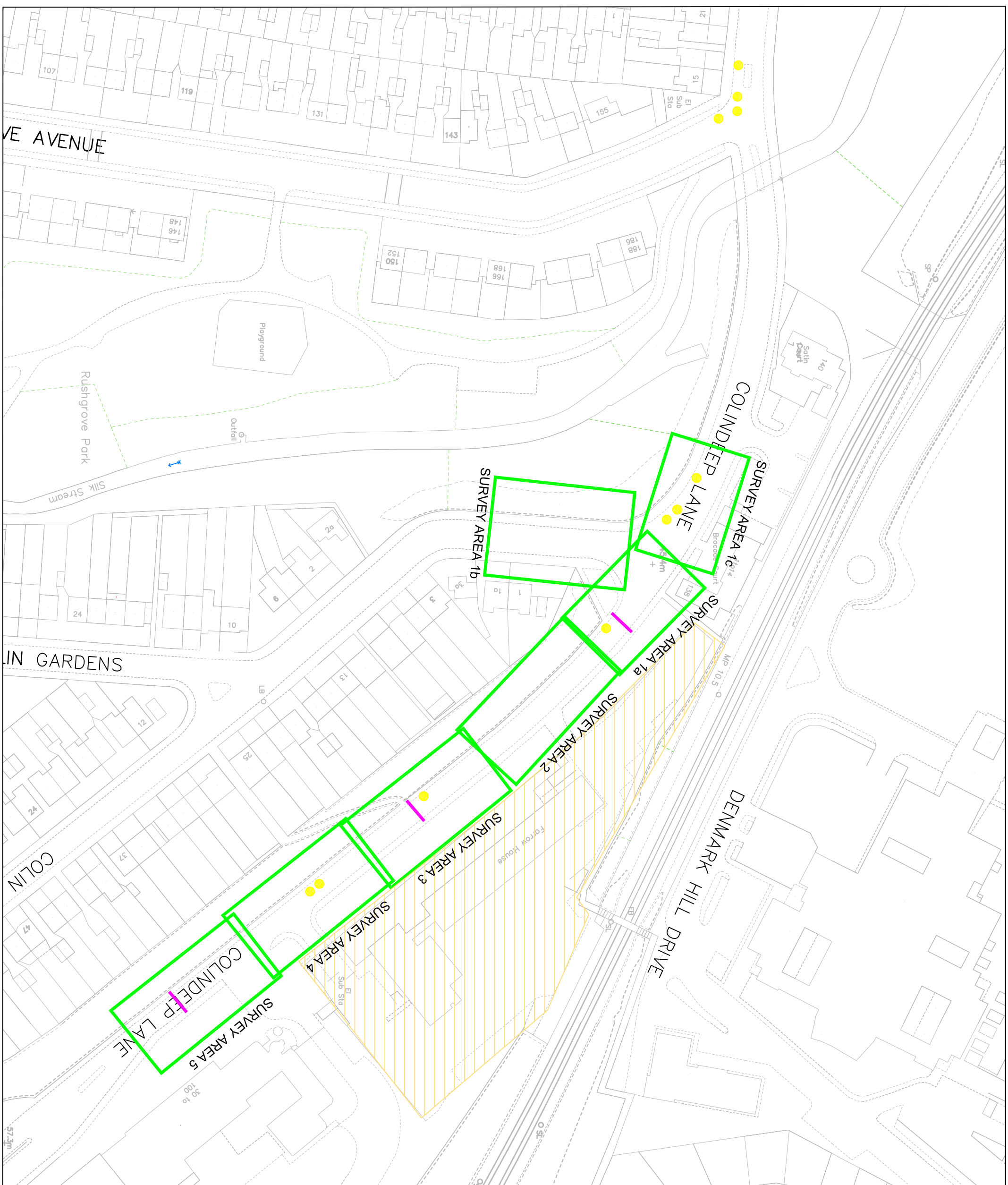
For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref: C2016\_BC/000867. In addition to the hazard/risk normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

NOTES:

Classified Count Areas  
 Areas 1a/b/c - Classified pedestrian and vehicle counts  
 Areas 2-5 - Classified vehicle counts

Automatic vehicle traffic speed and volume counts

Approximate location of accidents resulting in personal injury in the 5 year period ending August 2016, as recorded and provided by TfL in collaboration with Met Police.



This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office. © Crown copyright and database right 2016. All rights reserved. London Borough of Barnet. Licence No 100017674

Revision Details	Design/Check	Date	Rev.
Initial Issue	MDM/SL	10/01/17	0
REVISION			

FOR INFORMATION



Client: **RE** Scheme Ref: C2016\_BC/000867

Scheme title: Colindeep Lane

Drawing title: Area Committee Meeting Appendix 1 - Site Plan

Scale @ A3 NOT TO SCALE

Design	MDM	Drawn	MDM	Checked	SL	Approved	RC
Date:	10/01/17	Date:	10/01/17	Date:	10/01/17	Date:	10/01/17



C2016\_BC/000867\_0000

Rev: 0

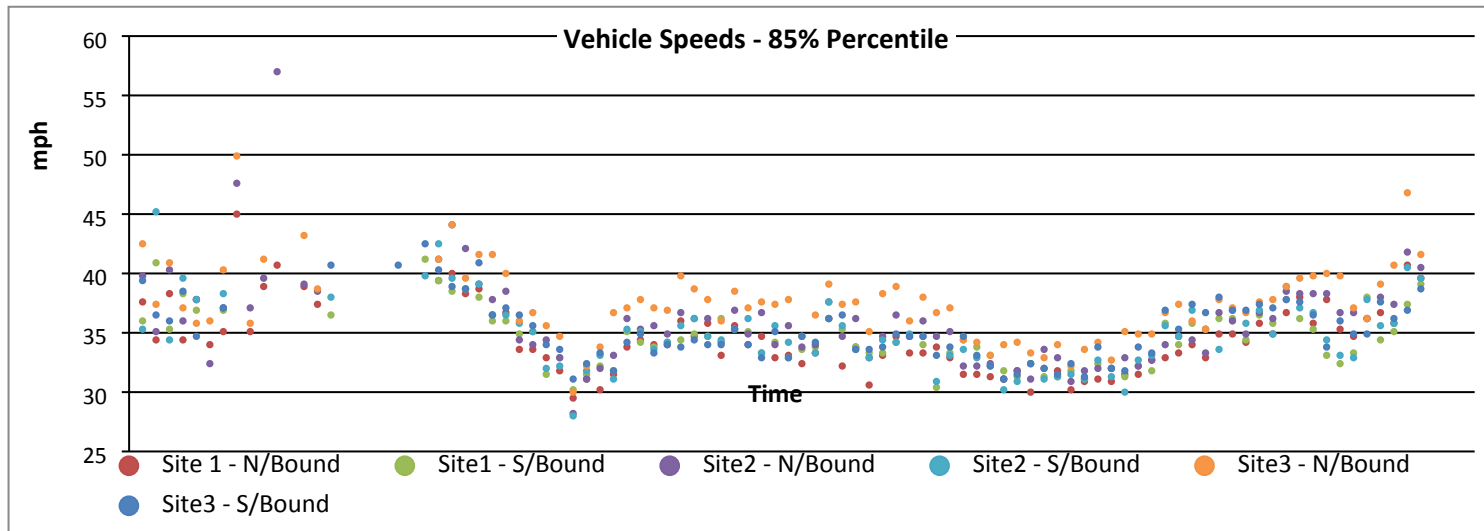
This page is intentionally left blank



## APPENDIX 2 – SURVEY DATA

### 1. Vehicle Speeds

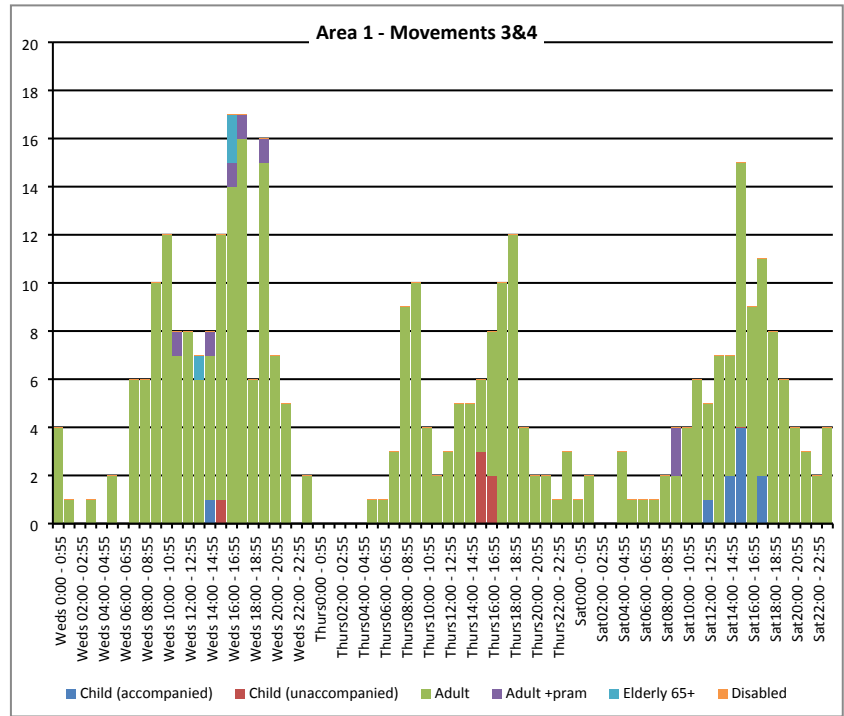
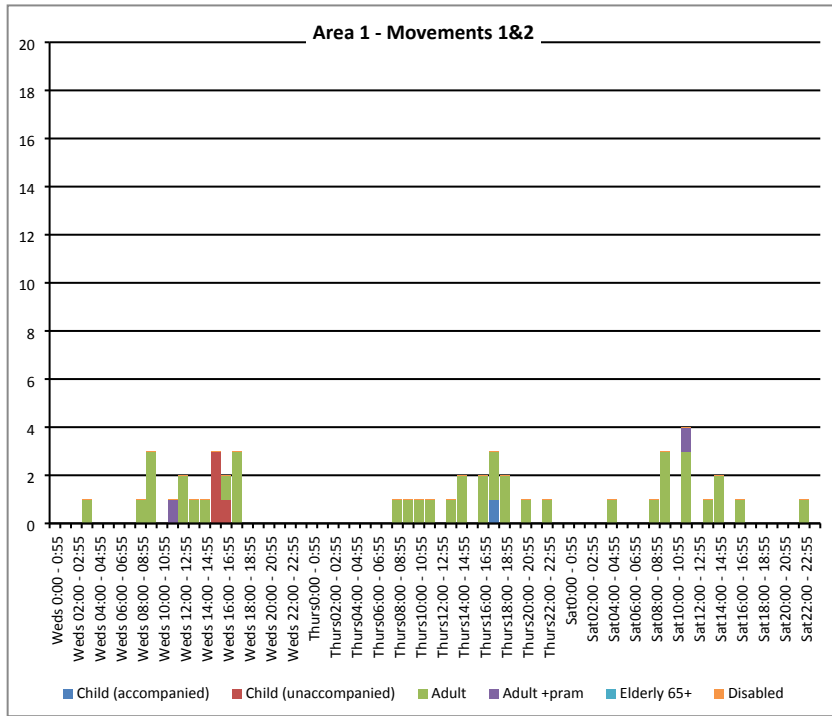
Obtained from automated counts on the 10<sup>th</sup> to 16<sup>th</sup> January 2017 (24 hours)

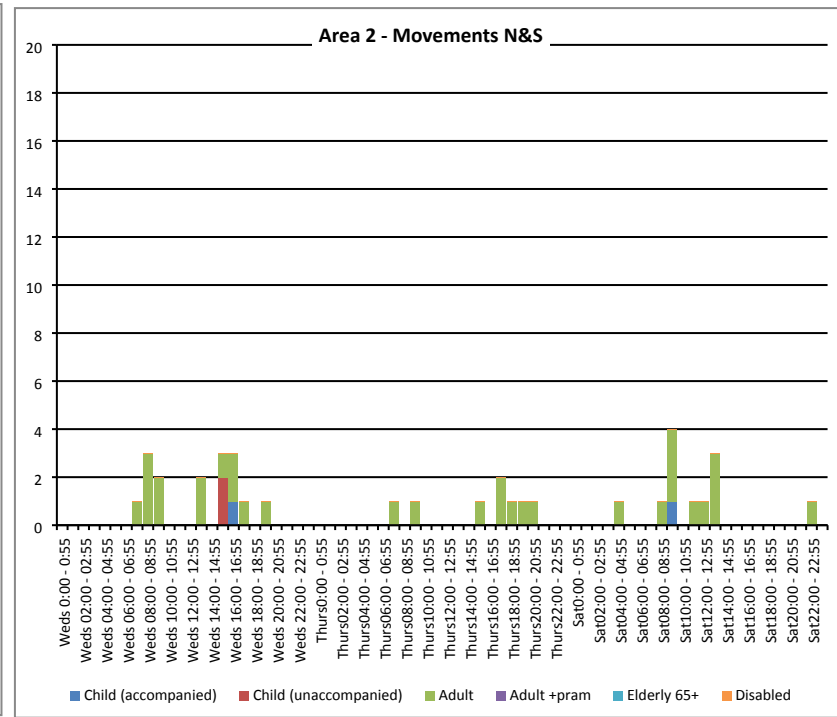
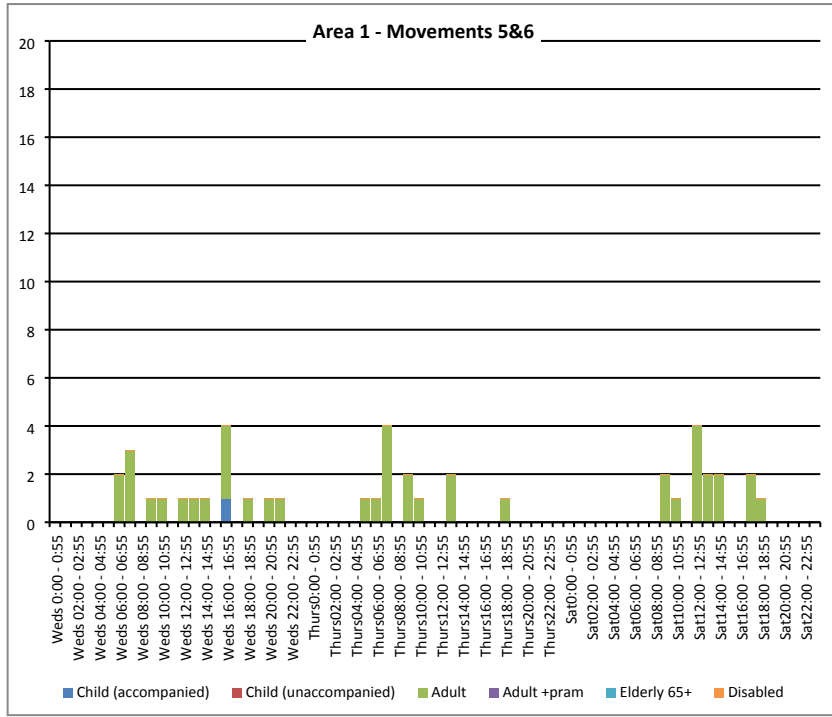


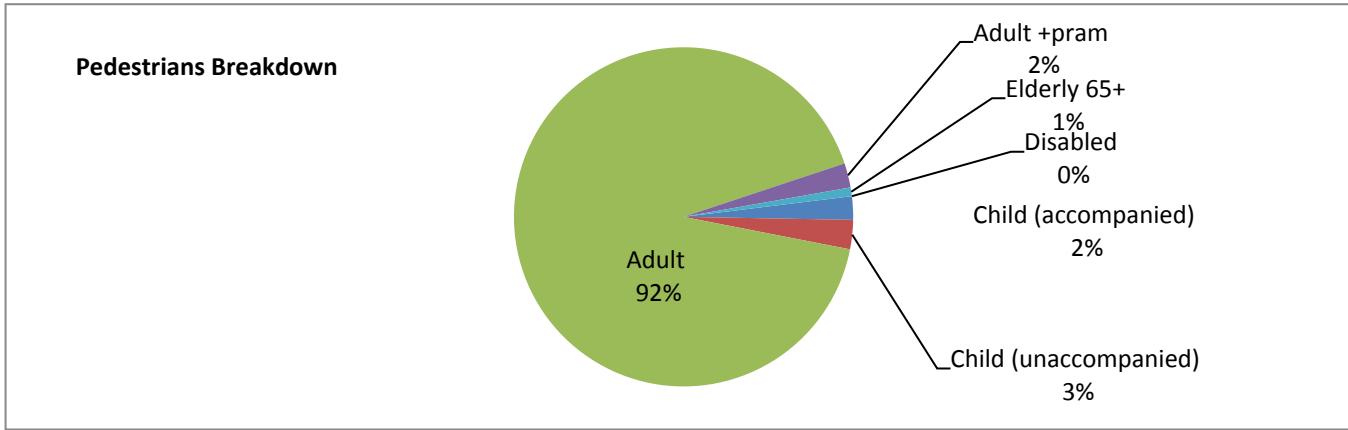
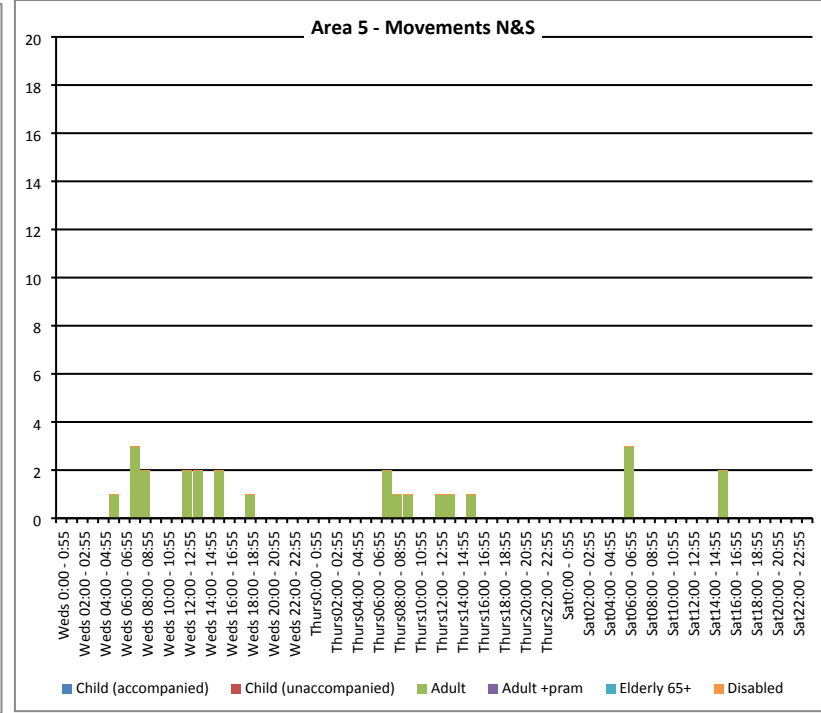
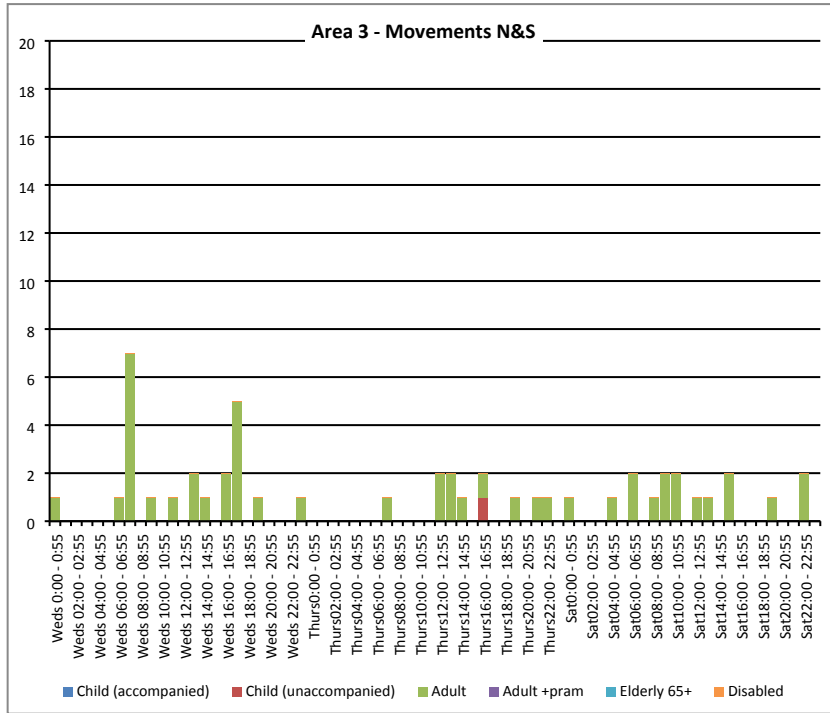
1.1. Justification for type of crossing - *All three locations exceed the maximum safe speed for a non-signalised pedestrian crossing. Therefore, under these circumstances, only signalised crossings may be considered.*

### 2. Pedestrian Volumes

Obtained from manual classified counts on the 11<sup>th</sup>, 12<sup>th</sup> and 14<sup>th</sup> January 2017 (24 hours).







2.1. Pedestrian Desire Lines: Average number of crossings per hour per area (taken from 4 busiest hours per area)

Area	Busiest Times (Hour starting)	Average / Hour
<b>Area 1a – Movements 1&amp;2</b>	Sat 11:00 – 4 Various times – 3 Various times - 3 Various times - 3	3.25
<b>Area 1b - Movements 3&amp;4</b>	Weds 16:00 – 17 Weds 17:00 – 17 Weds 19:00 – 16 Sat 15:00 – 15	16.25
<b>Area 1c - Movements 5&amp;6</b>	Weds 16:00 – 4 Thurs 7:00 – 7 Weds 12:00 – 4 Weds 7:00 – 3	4.50

<b>Area 2 - Movements N&amp;S</b>	Sat 9:00 – 4 Various times – 3 Various times – 3 Various times – 3	3.25
<b>Area 3 - Movements N&amp;S</b>	Weds 7:00 – 7 Weds 17:00 – 5 Various times – 2 Various times – 2	4.00
<b>Area 4 - Movements N&amp;S</b>	Weds 15:00 – 5 Weds 7:00 – 4 Thurs 7:00 – 4 Thurs 8:00 – 4	4.25
<b>Area 5 - Movements N&amp;S</b>	Weds 7:00 – 3 Sat 6:00 – 3 Various times – 2 Various times – 2	2.50

Areas 1b (across Colin Crescent) and 1c (Colindeep Lane West of Colin Crescent) have the highest demand. – *Demand for a crossing is not the highest outside the school.*

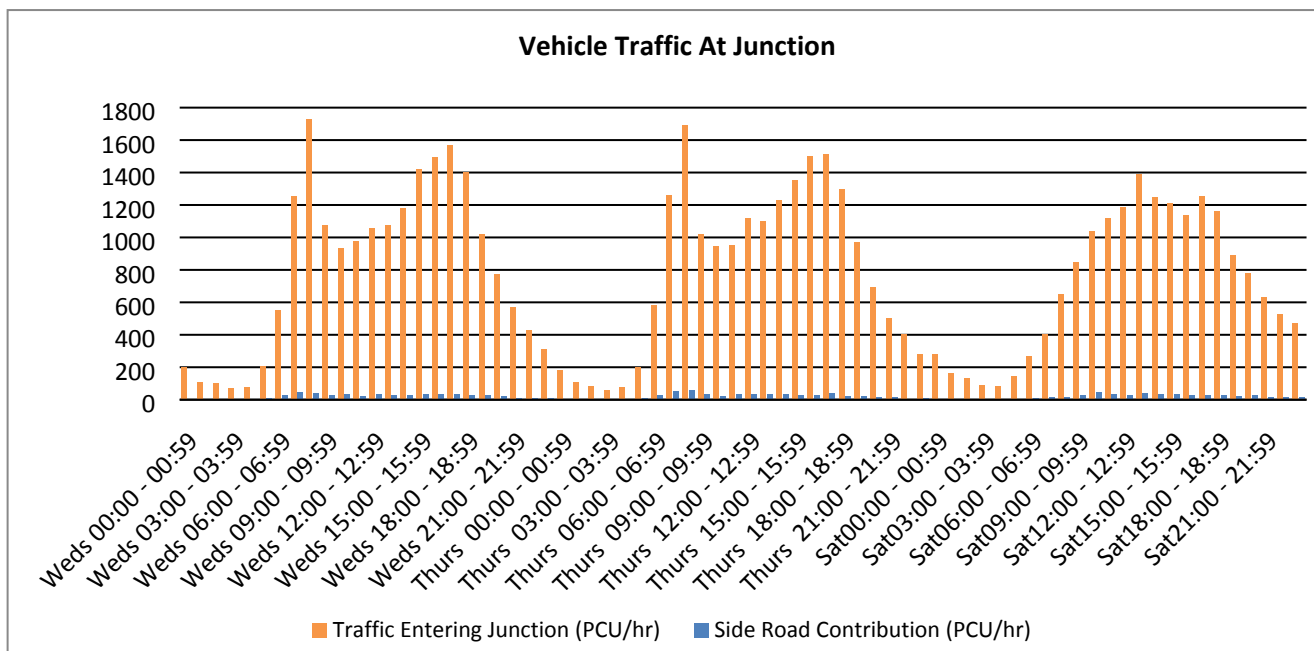
This may be due to the danger perceived by pedestrians is much more apparent outside the school.

2.2. Pedestrian Flow Justification for signalled junction - *None of the surveyed areas meet numerical requirements (over 300 pedestrians crossing any one arm of the junction per hour) for a signalised junction.*

*The percentage of vulnerable potential users is very low throughout, and does not justify the introduction of a crossing either.*

### **3. Vehicle Traffic Volumes**

*Obtained from manual classified counts on the 11<sup>th</sup>, 12<sup>th</sup> and 14<sup>th</sup> January 2017 (24 hours).*



\*PCU = Pedestrian Car Units, measured to factor in the impact that a mode of transport has on traffic variables compared to a single car (e.g. car = 1; bus or coach = 2; motorcycle = 0.4)

### 3.1. Traffic flow justification for Signalled Junction

Average number of vehicles per hour (taken from 4 busiest hours per area)

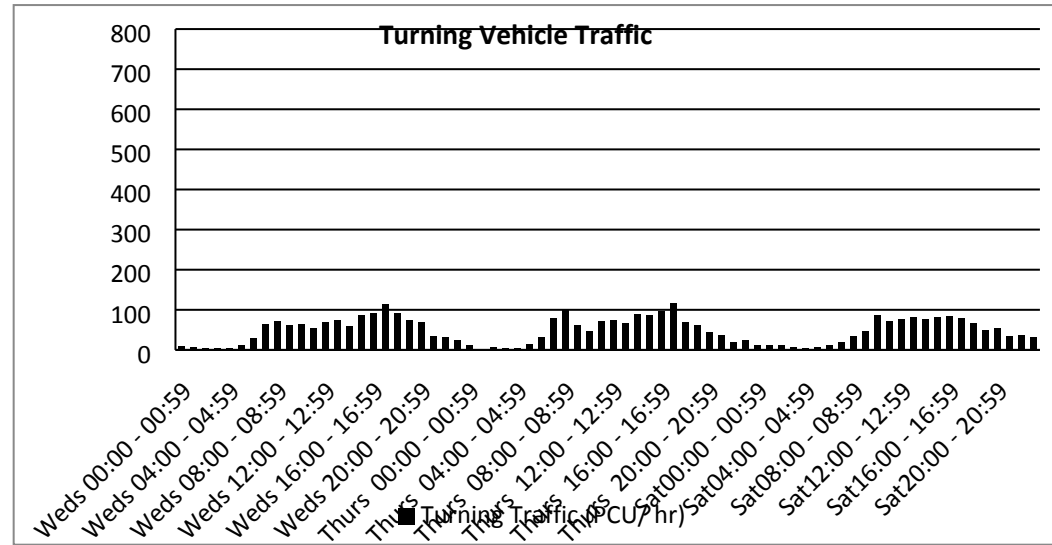
Busiest Times (Hour starting)	Total traffic through junction	Traffic joining from side road



Weds 08:00	1,728.4	38.9
Weds 17:00	1,571.2	36
Thurs 08:00	1,693.1	61
Thurs 17:00	1,513.6	38
<b>Average</b>	<b>1,626.6</b>	<b>43.5</b>
Requirements for signalised junction	>560	>170
	>1356	>112

*None of the surveyed areas meet numerical requirements (table above) for signalised junction.*

### 3.2. Turning traffic flow justification for signalised junction



*Does not meet numerical requirements (>700 vph) for signalised junctions*

## APPENDIX 3 – ACCIDENT DATA

### 1. Accident Data

*Provided by TfL on 27/ 03/ 2017, and cover “Colindeep Lane: Collisions – 5 years; 31 Aug-2016 (provisional)”*

Ref	Type	Date & Time	Conditions	Severity	Description	Possible Causes	Possible Solutions
1	2xVeh	MON 09/01/12; 10:12	Light ; weather fine	Slight	M/C trying to overtake minibus when minibus turning left	<ul style="list-style-type: none"> <li>Failed to judge path or speed</li> <li>Travelling too fast</li> <li>Poor turn or manoeuvre</li> <li>Possibly driving too far to react in time given the visibility/sharp changes in road type?</li> </ul>	<ul style="list-style-type: none"> <li>Slow traffic down</li> <li>Signalise better for earlier awareness of changes</li> </ul>
2	3xVeh	FRI 11/05/12; 15:10	Light ; weather fine	Slight	Car1 approaching mini r/b drove into stationary car2, pushing it onto stationary car3 in front	<ul style="list-style-type: none"> <li>Failed to look properly</li> <li>Possibly driving too fast to react in time given the visibility/sharp changes in road type?</li> </ul>	<ul style="list-style-type: none"> <li>Slow traffic down</li> <li>Signalise better for earlier awareness of changes</li> </ul>
3	2xVeh	WED 21/11/12; 14:51	Light ; raining	Slight	Car1 approaching mini r/b drove into car2 in front moving into mini r/b	<ul style="list-style-type: none"> <li>Failed to look properly</li> <li>Possibly driving too far to react in time given the visibility/sharp changes in road type?</li> </ul>	<ul style="list-style-type: none"> <li>Slow traffic down</li> <li>Signalise better for earlier awareness of changes</li> </ul>
4	2xVeh	SAT 24/08/13; 18:45	Light ; raining	Slight	M/C approaching mini r/b skidded (icy rd) and drove into car in front also approaching mini r/b	<ul style="list-style-type: none"> <li>Weather conditions – ice on road</li> <li>Failed to look properly</li> <li>Possibly driving too far to react in time given the weather/visibility/sharp changes in road type?</li> </ul>	<ul style="list-style-type: none"> <li>Slow traffic down</li> <li>Better skid resistance</li> <li>Signalise better for earlier awareness of changes</li> </ul>

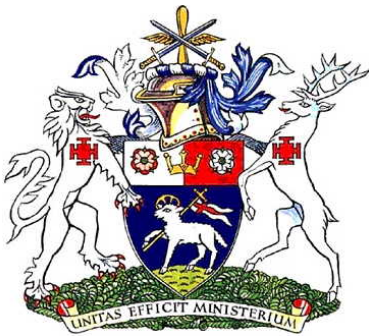
5	1xVeh; 1Ped	TUE 03/09/13; 09:28	Light ; weather fine	Slight	Car1 reversed onto pedestrian (adult) crossing the road not on designated crossing point	<ul style="list-style-type: none"> <li>• Failed to look properly</li> <li>• Possibly lack of visibility?</li> <li>• Lack of designated crossing point?</li> </ul>	<ul style="list-style-type: none"> <li>• Improve visibility</li> <li>• Impede careless driving across? E.g. traffic island?</li> </ul>
6	1xVeh; 1xCycl	THU 27/03/14; 12:05	Light ; weather fine	Slight	Large veh drove into back of cyclist.	<ul style="list-style-type: none"> <li>• Driving/ passing too close to cyclist</li> <li>• Driving carelessly/ too fast</li> </ul>	<ul style="list-style-type: none"> <li>• Slow traffic down</li> </ul>
7	2x Veh	SUN 27/04/14; 20:03	Dark; raining	Slight	Car1 failed to accord precedence at junction; Car2 driving too fast and slid on wet road	<ul style="list-style-type: none"> <li>• Weather conditions – dark and rainy</li> <li>• Fail to obey junction – junction unclear?</li> <li>• Driving carelessly/ too fast</li> <li>• Road slippery</li> </ul>	<ul style="list-style-type: none"> <li>• Slow traffic down</li> <li>• Better skid resistance</li> <li>• Signalise junction better</li> </ul>
8	1x Veh	SUN 04/01/15; 07:38	Light ; weather fine	Fatal	M/C lost control; drove straight on to kerb and lamp post	<ul style="list-style-type: none"> <li>• Loss of control for unknown reasons (weather and light conditions favourable)</li> <li>• Due to the severity of results – possibly traveling at high speed?</li> </ul>	<ul style="list-style-type: none"> <li>• Slow traffic down</li> </ul>
9	1x Veh	SUN 18/01/15; 08:30	Light ; weather fine	Slight	Car lost control; drove straight on to kerb and tree	<ul style="list-style-type: none"> <li>• Loss of control due to careless driving and speeding</li> </ul>	<ul style="list-style-type: none"> <li>• Slow traffic down</li> </ul>
10	2x Veh	FRI 19/06/15; 11:29	Light ; weather fine	Slight	GDS approaching mini r/b drove into car2 in front moving into mini r/b	<ul style="list-style-type: none"> <li>• Failed to look properly</li> <li>• Possibly driving too fast to react in time given the visibility/sharp changes in road type?</li> </ul>	<ul style="list-style-type: none"> <li>• Slow traffic down</li> <li>• Signalise better for earlier awareness of changes</li> </ul>
11	2x Veh	SAT 19/12/15; 14:30	Light ; weather fine	Slight	Cars 1&2 collided at mini r/b	<ul style="list-style-type: none"> <li>• Failed to judge other person's path/ speed</li> <li>• Travelling too fast</li> </ul>	<ul style="list-style-type: none"> <li>• Slow traffic down</li> <li>• Improve signage</li> </ul>

		(light)					
12	2x Veh	THU 04/08/16	Light ; weather fine	Slight	Veh1(moving forward) could not stop in time and hit Veh2 (stopped in traffic)	<ul style="list-style-type: none"> <li>• Failed to judge other person's path/ speed</li> <li>• Travelling too fast</li> <li>• Vision affected by bend in road</li> </ul>	<ul style="list-style-type: none"> <li>• Slow traffic down</li> <li>• Improve signage</li> <li>• Improve visibility around the bend</li> </ul>
13	2x Veh	MON 06/06/16;	Unknown	Severe	Car1 turning right from Colin Crescent hit Car2 on Colindeep Lane	<ul style="list-style-type: none"> <li>• Not specified</li> </ul>	<ul style="list-style-type: none"> <li>• Slow traffic down</li> <li>• Improve visibility – lighting? Greenery?</li> <li>• Redesign junction</li> </ul>

Note: Ref13 was received in a separate email from TfL, and logged at a later date

- 1.1. Accidents recorded can be grouped into:
  - Refs 2, 3, 4, 7, 10 & 11: very localised at junction with Rushgrove Avenue, caused by vehicles failing to see other vehicles accessing this junction. – *These are outside of the scope of this report*
  - Refs 1, 5, 6, 8, 9, 13: Along Colindeep Lane (j/w Colin Crescent to double carriageway), where vehicles are traveling too fast given the conditions of the road (sharp bend, low visibility, side accesses). – *Solutions will require slowing traffic down*
- 1.2. Only one accident (Ref 5) related to a pedestrian.

This page is intentionally left blank



## Hendon Area Committee

2 May 2017

<b>Title</b>	<b>Greyhound Hill, NW4 Request for Pedestrian Facility</b>
<b>Report of</b>	Commissioning Director for Environment
<b>Wards</b>	Hendon
<b>Urgent</b>	No
<b>Key</b>	No
<b>Status</b>	Public
<b>Enclosures</b>	Appendix - Drawing No. GC2657-CAP-76-XX-DR-C-0001
<b>Officer Contact Details</b>	Jamie Blake – Commissioning Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a>

### Summary

This report details the initial feasibility of providing pedestrian improvements on Greyhound Hill, NW4 to improve pedestrian access to Sunnyfields Primary School and help reduce the speed of traffic. A total of 5 different locations for uncontrolled crossings and 3 potential zebra crossing locations to cross Greyhound Hill have been studied. Uncontrolled crossing on Greyhound Hill, at the junctions with Newark Way and Sunny Hill have been investigated as part of the study.

It is recommended that additional surveys are required in the form of pedestrian and speed survey to ensure that the proposed combination of measures can be installed to provide the most benefit to pedestrians.

## Recommendations

1. That the Hendon Area Committee note the detail of the initial feasibility study as outlined in this report in relation to Greyhound Hill, NW4 to improve pedestrian access to Sunnyfields Primary School and help reduce the speed of traffic.
2. That a further report is presented to the Hendon Area Committee following additional surveys with the recommended Option considered appropriate to be taken forward for design.
3. The Hendon Area Committee approves an additional £2,500 from from this year's CIL Area Committee budget to undertake the pedestrian and speed surveys and finalise the recommended Option.

### 1. WHY THIS REPORT IS NEEDED

1.1 The July 2016 Hendon Committee received an item from Councillor Braun regarding a proposed zebra crossing outside Sunnyfield School in which the following concerns were outlined:

- Inappropriate / excessive speeding;
- School funding available for minor road safety works such as 'school keep clear' signs and new zig zag on the school approach; it improves road safety in the immediate vicinity of the school only.

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

*Undertake a 'light touch' on cost report highlighting the viability and benefits of a zebra crossing and the indicative costs of a feasibility report and potential installation to be presented to a future meeting.*

1.3 At the 16 October Committee were RESOLVED that:

- Noted the update report
- Agreed expenditure of £5,000 from the Area Committee Budget to carry out a feasibility study to investigate if a pedestrian facility can be installed on Greyhound Hill.

### Background

1.4 An initial feasibility study has been undertaken to investigate the feasibility of potential pedestrian safety improvements that could be implemented on Greyhound Hill, NW4. This identifies the potential measures that could be installed on Greyhound Hill and sets out Options which combine the measures to produce an overall scheme for the road.



## Initial Observations

1.5 The initial observations on this road are as follows:

- The availability of suitable crossing points through the scheme extents is very limited due to existing crossovers;
- An improved pedestrian crossing facility would assist the pupils from the A41 Watford Way underpass to Sunnyfields Primary School pedestrian access gate on the southern side of Greyhound Hill.
- The pedestrian 'desire line' would appear to be to stay on the northern side of Greyhound Hill and cross the road as close as possible to the school gate.
- This road is not part of a bus route.

## Accidents History

1.6 Accident records for the 5 year period 01/09/2011 to 31/08/2016 have been studied. During this time 6 accidents have been recorded in Greyhound Hill, NW4, and they are summarised below.

**Table 1 – Accidents Data**

ref	Location	Date	No of Injuries	Severity	Description
1	Greyhound Hill, 30m northwest of Newark way	04.02.12	2	Slight	Car 1 was waiting to go ahead, car 1 was travelling behind, did not stop and hit rear of car 2
2	Greyhound Hill, 25m south east of junction with Newark Way	08.10.13	1	Slight	Goods vehicle driver looking at satellite navigator collided with parked vehicle.
3	Greyhound Hill, junction with St Mary's Crescent	31.01.14	1	Slight	Car 2 was waiting to turn right, car 1 travelling behind hit rear of car 2.
4	Greyhound Hill, junction with Watford Way	27.10.15	1	Slight	Motorcycle was performing a U turn as car entered road, car brake hard, lost control & skidded into motorcycle
5	Greyhound hill, 76m north west junction with St Mary's Crescent	29.06.16	1	Slight	Car 1 moved off from park position and hit car 2.
6	Greyhound Hill	08.07.16	1	Slight	Goods vehicle turned left

junction with Newark Way				with pedal cycle on the nearside, causing collision.
--------------------------	--	--	--	--

- 1.7 The 6 accidents caused 7 personal injuries; all of them were 'slight' injuries.
- 1.8 Accidents 1, 3, 4 and 5 may suggest that the vehicles concerned have not given enough time to stop with prevailing traffic speeds and conditions on Greyhound Hill, NW4

## Proposed Layout Improvements General Details

### 1.9 General

- 1.9.1 The proposal is to provide a safer crossing on Greyhound Hill. The crossing points will require visibility improvements to ensure that parked vehicles are not an obstacle to the pedestrians. Therefore it is likely that there will be a reduction in overall parking provision on Greyhound Hill as part of any proposals taken forward.
- 1.9.2 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 speed and pedestrian movement surveys to confirm the best combination of measures.
- 1.9.3 Speed surveys should be undertaken to establish if speed is an issue throughout the scheme extents as a traffic calming solution may be more appropriate.
- 1.9.4 In the first instance it may be preferable to undertake a walked route assessment to determine if the route to Greyhound Hill is available and appropriate to use.
- 1.9.5 Locations considered are summarised below and set out in more detail below;

**Location A;** New uncontrolled crossing on Greyhound Hill, at the north of Newark Way junction.

**Location B;** New uncontrolled crossing on Greyhound Hill, at the junction with Newark Way.

**Location C;** New uncontrolled crossing on Greyhound Hill, north of Sunny Hill junction.

**Location D;** New uncontrolled crossing on Greyhound Hill, at the junction with Sunny Hill.

**Location E;** Upgrade existing crossing on Greyhound Hill, south of Sunny Hill junction.

**Location F;** New uncontrolled crossing on Greyhound Hill, next to the entrance of the school, on the south side.

**Location G;** New zebra crossing on Greyhound Hill, around 18 metres north of the entrance of the Sunnyfields Primary School.

**Location H;** New zebra crossing on Greyhound Hill, around 57 metres north of the entrance of Sunnyfields Primary School.

**Location I;** Upgrade existing crossing on Greyhound Hill, at the south of Sunny Hill junction.

### **1.10 Location A**

1.10.1 This is the first feasible crossing location heading towards the Sunnyfields Primary school from the A41 Watford Way underpass. It lies between No.62 and No. 73 Greyhound Hill.

1.10.2 A formal uncontrolled crossing could be installed with tactile paving and dropped kerbs.

1.10.3 A crossing at this location would result in the loss of 2 No. parking spaces.

1.10.4A crossing at this location would result in the loss of a small tree, which could be replaced, in an alternative location.

1.10.5 There may be issues with regards to visibility at this location which would need to be investigated during the preliminary design phase. This may result in the loss of additional parking spaces.

1.10.6 There may be issues with regards to speed at this location which would need to be investigated during the preliminary design phase. This may result in the need to construct kerb build outs as traffic calming feature and reduce the crossing distance for pedestrians.

### **1.11 Location B**

1.11.1 A formal uncontrolled crossing could be installed at this location to assist pedestrians using the Southern footway of Greyhound Hill.

1.11.2 Dropped kerbs are already present at this location, but would need to be re-laid to match the alignment of the installation of tactile paving.

1.11.3 This crossing may be beneficial as it is also adjacent to Ravenscroft Medical Centre, situated at No. 69 Greyhound Hill.

### **1.12 Location C**

1.12.1 This possible crossing location lies between No. 52 and Nos. 61/63 Greyhound Hill.

1.12.2 It is proposed that a formal uncontrolled crossing be installed with tactile paving and dropped kerbs.

1.12.3 A crossing at this location will result in the loss of 2 No. parking spaces.

1.12.4 There may be issues with regards to visibility at this location which would need to be investigated during the preliminary design phase. This may result in the loss of additional parking spaces.

1.12.5 There may be issues with regards to speed at this location which would need to be investigated during the preliminary design phase. This may result in the

need to construct kerb build-outs as traffic calming feature and reduce the crossing distance for pedestrians.

- 1.12.6 There may be issues with regards to an existing lamp column at this location which would need to be investigated during the preliminary design phase. This may result in an increased cost of implementation.

### **1.13 Location D**

- 1.13.1 An uncontrolled crossing at the entrance to Sunny Hill would be beneficial, pedestrians walking along the north side of Greyhound Hill will need to cross Sunny Hill, including pupils on their way to the school.

- 1.13.2 Dropped kerbs are already present at this location, but would need to be re-laid to match the alignment of the installation of tactile paving.

### **1.14 Location E**

- 1.14.1 There is an existing crossing with a central island located between No. 50 and Nos. 53/55

- 1.14.2 However, this crossing does not conform to current design guidelines and would need to be reconstructed.

- 1.14.3 **Option E1** – Keep this crossing as uncontrolled crossing. Increase the width of the central island by around 500mm to increase the holding capacity of the island, and make it more suitable for push-chairs. Re-instate tactile paving.

- 1.14.4 **Option E2** - Upgrade existing crossing to a zebra crossing. Increase the width of the central island by around 500mm to increase the holding capacity of the island, and make it more suitable for push-chairs. Reinstall tactile paving under zebra regulation and add road markings.

- 1.14.5 **Option E3** – Raise kerb at existing crossing making the island unsuitable for pedestrians. If this option is chosen it will be in conjunction with the installation of a zebra crossing in the vicinity of the island (Location H). The island would be used as traffic calming measure only.

### **1.15 Location F**

- 1.25.1 An uncontrolled crossing could be constructed outside the Sunnyfield Primary school entrance, in front of No.34 Greyhound Hill

- 1.15.2 This may require removal of some of the pedestrian guard-railing.

- 1.15.3 However, although this close to the school it is considered that this location is undesirable, as it would confuse drivers when pupils/carers are waiting outside the school entrance.

- 1.15.4 There may be issues with regards to visibility at this location which would need to be investigated during the preliminary design phase. This may result in the loss of additional parking spaces.

1.15.5 There may also be issues with regards to speed at this location which would need to be investigated during the preliminary design phase. This may result in the need of the construction of build outs as traffic calming feature.

### **1.16 Location G**

1.16.1 A controlled zebra crossing could be installed outside No. 38 Greyhound Hill.

1.16.2 The southern kerblines could be built out to narrow the crossing distance, and the build out itself would have a traffic calming effect and reduce the crossing distance for pedestrians.

1.16.3 It is close enough to the school entrance that pedestrians heading east on Greyhound Hill would not be taken out of their way unduly by using the crossing.

1.16.4 There may be issues with regards to visibility at this location which would need to be investigated during the preliminary design phase. This may result in the loss of parking spaces.

1.16.5 There may be issues with regards to speed at this location which would need to be investigated during the preliminary design phase. This may result in the need of the construction of kerb build-outs as traffic calming feature and reduce the crossing distance for pedestrians..

1.16.6 There may be issues with regards to the existing lamp column at this location which would need to be investigated during the preliminary design phase. This may result in an increased cost of implementation.

### **1.17 Location H**

1.17.1 A controlled zebra crossing could be installed between No. 46 and Nos 49/51 Greyhound Hill.

1.17.2 However, a crossing at this location will result in the loss of 5 No. parking spaces.

1.17.3 There may be issues with regards to speed at this location which would need to be investigated during the preliminary design phase. This may result in the need to construct kerb build-outs as traffic calming features and reduce the crossing distance for pedestrians.

### **1.18 Location I**

1.18.1 An existing crossing with a central island is located in front of No. 22 Greyhound Hill.

1.18.2 This crossing however does not conform to current design guidelines and would need to be completely re-constructed to conform to standards.

## **Proposals**

1.19. The proposals described in the paragraphs 1.10 to 1.18 can be used in combination to produce Options for pedestrian improvements on Greyhound Hill. The Options combine a number of the measures to develop an overall proposal for Greyhound Hill. NW4.

1.20. A Plan with the proposed locations can be found in the Appendix 1. This indicates the different routes the pedestrians would follow depending on the measures adopted, crossing Greyhound Hill at different locations. The Green/Blue/Orange routes refer to the routes where a zebra crossing would be installed. The measures in each Option are set out below:

**1.21. Option 1 – Green Route- Crossing Greyhound Hill Road helped by zebra crossing**

1.21.1 Option 1 includes the measures proposed for locations B, D, E1, G and I.

1.21.2 This option would have the benefit of two traffic calming features, the zebra crossing, with optional kerb build outs, and the existing central island.

**1.22. Option 2 – Blue Route -Crossing Greyhound Hill Road helped by a zebra crossing**

1.22.1 Option 2 includes the measures proposed for locations B, D, E2, and I.

1.22.2 The zebra crossing at this location would be right next to the junction. Drivers turning into/exiting from Sunny Hill could be in conflict with crossing pedestrians.

**1.23. Option 3 – Orange Route - Crossing Greyhound Hill Road helped by a zebra crossing**

1.23.1. Option 3 includes the measures proposed for location B, D, E3, H, and I.

1.23.2. If kerb build outs for the zebra crossing were necessary, in conjunction with the central island before the zebra crossing (E3) would help to slow down the traffic.

**1.24. Option 4 – Crossing Greyhound Hill Road helped by uncontrolled crossings.**

1.24.1. Option 4 includes the measures proposed for locations A, B, C, D, E1, F, and I.

**1.25. Option 5 – Crossing Greyhound Hill Road helped by uncontrolled crossings and a zebra crossing.**

1.25.1 Option 5 includes the measures proposed for locations A, B, C, D, E1, F,G, and I. This would be the most expensive Option as it includes a combination of all the measures.

**1.26 Conclusions and Recommendations**

- 1.26.1 The initial assessment has highlighted a number of potential measures that could be combined into a Options that would benefit the pedestrian environment along Greyhound Hill. As it has been confirmed that there are various measures that could be undertaken an additional assessment of the speed and pedestrian movements on Greyhound Hill are undertaken to finalise the Officer's recommended Option.
- 1.26.2 In the first instance it may be beneficial to undertake a walked route assessment to determine if the route to Greyhound Hill is available and appropriate to use. Pedestrian surveys would be beneficial to establish which where the people tend to cross and try to optimize the location of the possible zebra crossing.
- 1.26.3 It is considered that Speed surveys should be undertaken to establish if speed is an issue throughout the scheme extents as a traffic calming solution may be more appropriate, such as a 20 mph zone..

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Before presenting the Officer's recommended Option, speed, pedestrian and site surveys will be carried out and the options identified in this report reviewed. Recommendations will be submitted in a future report to the Hendon Area Committee.

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

- 3.1 A number of measures and Options have been set out in this report. Options considered and not recommended to be developed further will be reported in a future report.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 If the final recommendations are approved, funding will need to be agreed to implement any proposals and the scheme would need to be prioritised against other schemes in the 2018/19 work programme as the Options are likely to be excess of the Area Committee maximum budget of £25,000.

## **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 the next stage, detailed cost estimates will be provided in the future report. Following the undertaking of traffic and pedestrian surveys outline costs for the options considered most appropriate will be presented. The cost of additional £2,500 for the surveys is requested from the Area Committee budgets.

5.2.2 The estimated implementation costs of any recommendation will be (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1).

5.2.3 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.

5.2.4 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 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**

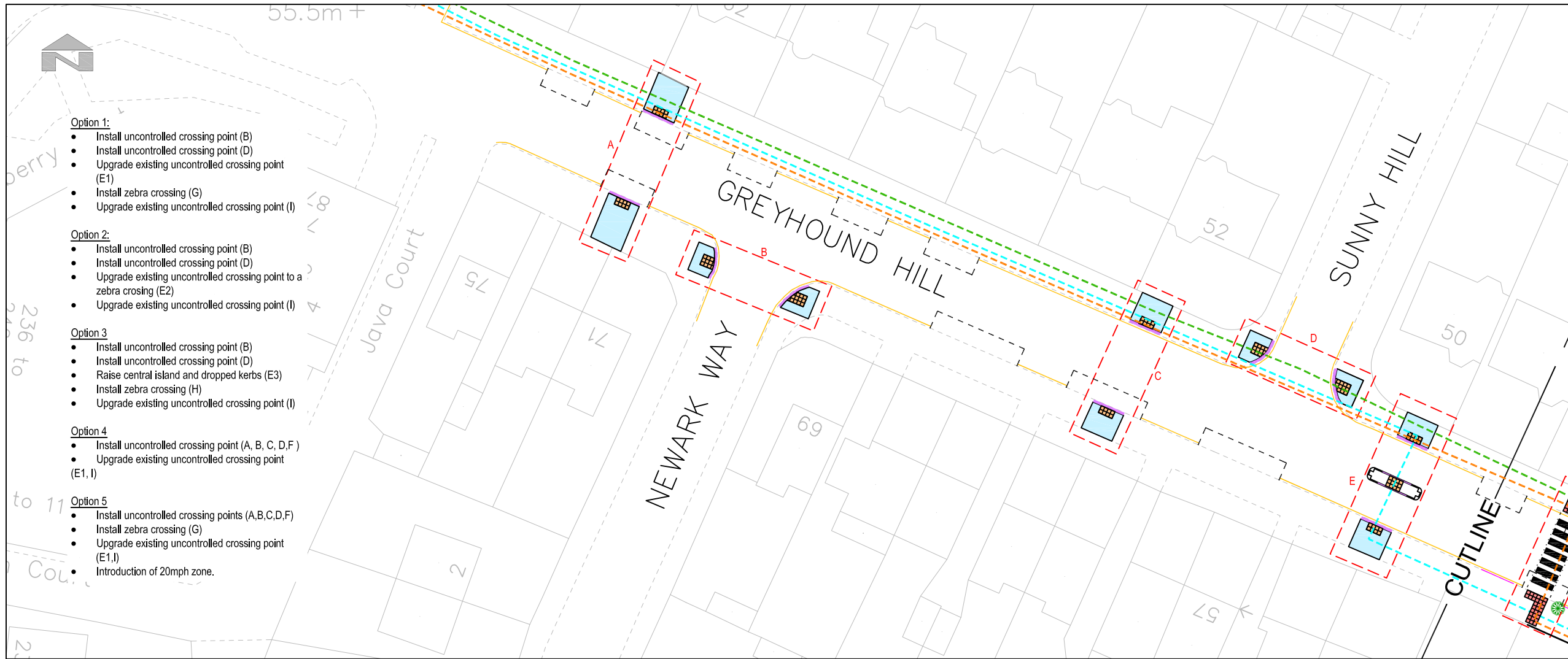
6.1 Minutes of the Hendon Area Committee 2 July 2016

<https://barnet.moderngov.co.uk/documents/g8280/Printed%20minutes%2002nd-Jul-2015%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.2 Minutes of the Hendon Area Committee 26 October 2016

<https://barnet.moderngov.co.uk/documents/g8657/Printed%20minutes%2026th-Oct-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

This page is intentionally left blank



- Option 1:**
- Install uncontrolled crossing point (B)
  - Install uncontrolled crossing point (D)
  - Upgrade existing uncontrolled crossing point (E1)
  - Install zebra crossing (G)
  - Upgrade existing uncontrolled crossing point (I)

- Option 2:**
- Install uncontrolled crossing point (B)
  - Install uncontrolled crossing point (D)
  - Upgrade existing uncontrolled crossing point to a zebra crossing (E2)
  - Upgrade existing uncontrolled crossing point (I)

- Option 3:**
- Install uncontrolled crossing point (B)
  - Install uncontrolled crossing point (D)
  - Raise central island and dropped kerbs (E3)
  - Install zebra crossing (H)
  - Upgrade existing uncontrolled crossing point (I)

- Option 4:**
- Install uncontrolled crossing point (A, B, C, D, F)
  - Upgrade existing uncontrolled crossing point (E1, I)

- Option 5:**
- Install uncontrolled crossing points (A, B, C, D, F)
  - Install zebra crossing (G)
  - Upgrade existing uncontrolled crossing point (E1, I)
  - Introduction of 20mph zone.

**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. BC/001031. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

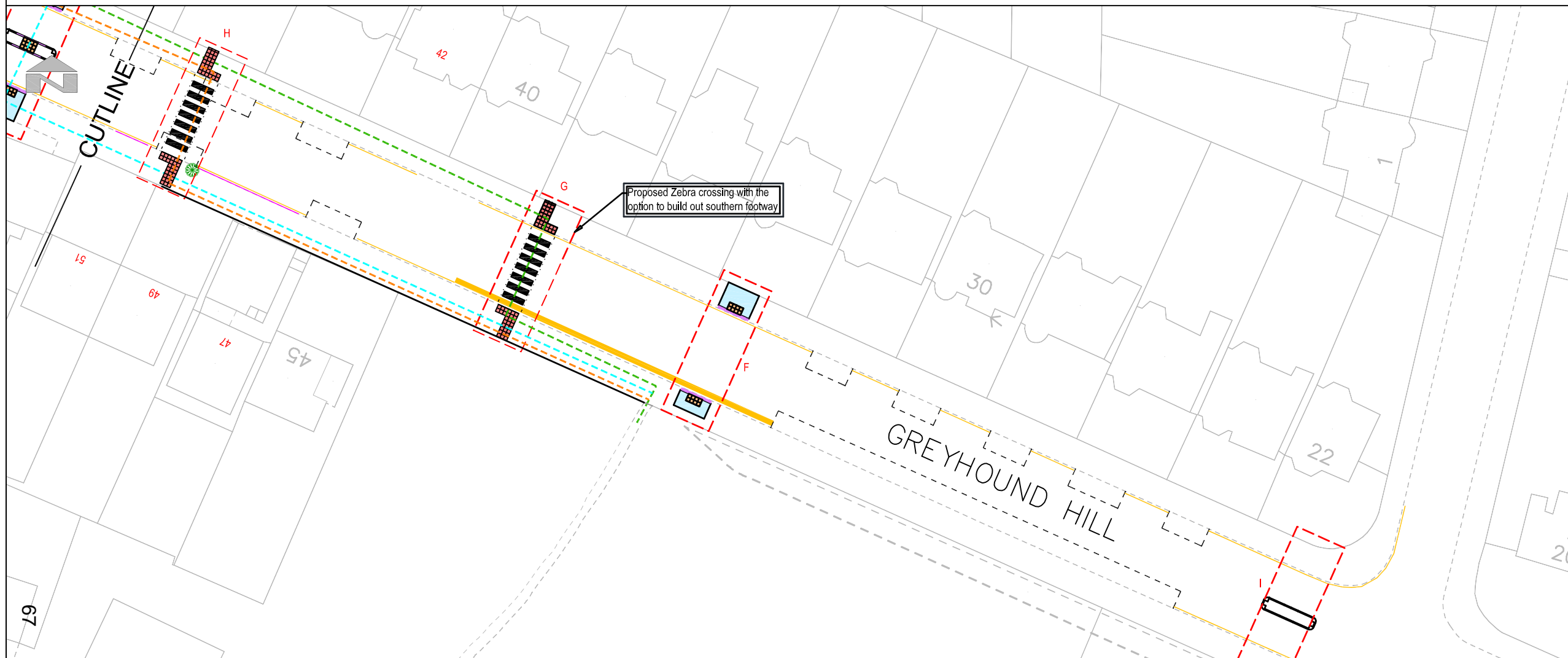
**NOTES:**

**Key:**

- Reinstatement footway with Bitmac surfacing
- Proposed Tactile paving (buff)
- Crossing option boundary
- Proposed kerbing
- Pedestrian desire line. Option 1
- Pedestrian desire line. Option 2
- Pedestrian desire line. Option 3

**Notes:**

1. This drawing is for consultation purposes only and shows various options that are available
2. Each of the options can be installed in isolation or a combination of different options can be provided
3. This drawing has been prepared using an OS base. The feasibility of proposals will depend on a site survey



**REVISION**

Revision Details	Design/Check	Date	Rev.
Initial Issue	LP/GL	09.01.17	0

Purpose of issue

**FOR INFORMATION**

Client:



Scheme Ref. BC/001031

**Grehhound Hill  
Pedestrian Improvements**

**Highways Crossing Options**

Scale @ A3: 1:500

Design	Drawn	Checked	Approved
LP	LP	GL	GL
Date: 09/01/17	Date: 09/01/17	Date: 09/01/17	Date: 09/01/17



BC/001031-3300-01 Rev. 0

This page is intentionally left blank

	<h2>Hendon Area Committee</h2> <h3>2 May 2017</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Abercorn Road, Traffic Management Scheme</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Mill Hill</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>Appendix 1 – Option A Outline Appendix 2 – Option B Outline</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the results of the consultation for the Abercorn Road, Traffic Management Scheme that was approved by the Hendon Area Committee and the Environment to address the traffic and safety concerns raised regarding Abercorn, NW7. The consultation raised concerns regarding the proposed one-way operation and this report investigates an alternative option requested by residents and a Ward Councillor.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> <li>1. That the Committee note the consultation results and the request from Councillor Khatri for an alternative Option to be designed to remove the one-way element of the proposal.</li> <li>2. That the Hendon Area Committee approve either the Officer recommended Option A or the Ward Councillor preferred Option B be progressed.</li> </ol>

<p>3. That if Option A is approved the Hendon Area Committee give instruction to the Commissioning Director for Environment to implemented the approved Option A and advise local residents of this decision and proceed to the implementation of the scheme.</p>
<p>4. That if Option B is approved, the Hendon Area Committee give instruction to the Commissioning Director for Environment to carry out a statutory consultation on the approved Option B.</p>
<p>5. That subject to no objections being received to the statutory consultation, referred to in recommendation 4, the Hendon Area committee instruct Commissioning Director for Environment to introduce the approved Option B.</p>
<p>6. That the Hendon Area Committee agree that if any objections are received as a result of the statutory consultations on Option B, referred to in recommendation 4, the Commissioning Director for Environment will consider and determine whether the agreed Option B should be implemented or not, and if so, with or without modification.</p>
<p>7. That the Hendon Area Committee note that the funding for the agreed Option is included in the Local Implementation Plan (LIP) 2017/18 budget introduce the approved Option.</p>

## 1. WHY THIS REPORT IS NEEDED

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

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.*

- 1.2 At the 13 January 2016 Hendon Area Committee the following resolutions were 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.*

- 1.3 The 30 March 2016 Committee was aware that the preferred recommendation was above the approval limit of this committee (£25,000). It was acknowledged that funding may need to come from LIP and TfL allocations and as already allocated for the year 2016/17, the funding may need to be allocated from the 2017/18 pot. The Committee noted however that this did not preclude some works taking place incrementally and over two financial years accessing some funding via the Area Committee to commence part of the works the following resolutions were agreed in relation to installing VAS in Abercorn Road and carrying out the feasibility study on a traffic management scheme.

The Committee RESOLVED that:

- i. The Hendon Area Committee noted 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 (refer to Appendix 1 for an outline of this proposal, referred to as "Proposal A").*
- ii. The Hendon Area Committee noted the above in i., give instruction to the Commissioning Director for Environment to escalate the proposal within the report to the Environment Committee to consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.*
- iii. The Hendon Area Committee agreed to refer this item to the next Environment Committee meeting.*

- 1.4 The 14 July 2016 Environment Committee, having considered the report, noted:

- i. 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*
- ii. The above resolution instruct funding approval for the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.*

- 1.5 The 29 September 2016 Environment Committee, considered the funding stream for the Abercorn Road scheme and included this in the 2016/17 Local Implementation Plan (LIP) to be funded from the Traffic Management and Accident budget.

1.6 In view of the above, Option A was developed as agreed at the 30 March 2016 Hendon Area Committee (as detailed in Appendix 1) and submitted to public consultation.

**Option A** consists of:

- One-way traffic on Abercorn Road, allowing vehicles to travel in an North-Westerly direction only;
- Footway build-outs at junctions, with double yellow lines along the new kerb lines, to improve visibility and encourage vehicles turning at safe speeds;
- Weight restrictions, to deter large vehicles using Abercorn Road as a cut-through;
- Vertical speed deterrents (e.g. cushions), to deter speeding;
- High friction surfacing of the section of Dollis Road at the junction with Abercorn Road, to reduce speeding.

1.7 These measures result in an increase in travel time for some residents, but addresses all issues listed in 1.1 above.

1.8 Consultation responses were mixed, with residents both endorsing and opposing this proposal. However, the majority of negative responses were against the one-way system element of the scheme but welcomed the other measures.

1.9 For a summary of responses to this consultation, see Table 1 below. Note that, for clarity, responses were divided into four categories, and the below numbers reflect direct mention (for or against) each of the measures listed.

**Table 1 – Summary of responses to consultation on Option A**

	For	Against
One-way traffic on Abercorn Road	8	18
Footway build-outs at junctions, with double yellow lines along the new kerb lines	17	7
Vertical speed deterrents	18	6
High friction surfacing of the section of Dollis Road	18	4

1.10 During the consultation period, Councillor Khatri requested a site meeting to discuss the proposals and consultation results. The meeting took place on 10<sup>th</sup> March 2016. At this meeting Councillor Khatri requested that an alternative Option was taken back to the Hendon Area Committee for consideration.



1.11 In view of the consultation responses and feedback, including a site meeting and input from Councillor Khatri, the design was reviewed and an additional Option B (as detailed in Appendix 2) was developed.

**Option B** consists of:

- Banned right turn from Abercorn Road into Dollis Road by installation of signage, to reduce risk of collisions at this junction. This will be enforced by a CCTV enforcement camera;
- Weight restrictions, to deter large vehicles using Abercorn Road as a cut-through;
- Vertical speed deterrents (e.g. cushions), to deter speeding. To accommodate for the two-way traffic, vertical speed deterrents required would span wider, and may have an impact on parking;
- High friction surfacing of the section of Dollis Road at the junction with Abercorn Road, to reduce speeding.

1.12 It should be noted that the measures proposed in Option B address some, but not all, of the issues listed in 1.1. In particular, the risk of accidents at junctions remains high. Table 2, below, summarises the accidents recorded in the 5 year period 01/06/2010 to 31/05/2015. Option A potentially addresses all accidents, whereas Option B would not have addressed those accidents highlighted at, Nos. 3, 4, 5, 6, 7 and 9. In Table 2 below.

Table 2 – Summary of accidents recorded in the 5 year period 01/06/2010 to 31/05/2015

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.

1.13 Option A is the Officers recommended Option but as there is no consensus between Officers and residents and/or Ward Councillors, it is recommended that a decision is made by Hendon Area Committee as to the way forward.

1.14 Option A has already undergone Statutory Consultation and could be progressed to implementation if agreed. Option B would need additional design of the banned turn element of the scheme prior to an additional Statutory Consultation being undertaken. The results of this further consultation would need to be reported back to the Area Committee for their consideration before the scheme could be implemented.

## **2 REASONS FOR RECOMMENDATIONS**

2.1. The recommendation to progress a traffic management scheme on Abercorn Road and its junction with Firth Lane and Dollis Road is to address the road safety issues that have been highlighted in this report.

2.2. Option A is the Option recommended by Officers and the consultation results indicate that there is a level of support for this Option from residents. Option B although address some of the concerns initially raised does not address all the issues so would not be the preferred Option and Consultation still needs to be undertaken on this Option.

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

3.1. Alternative options were covered in previous reports. No-further alternative options have been developed since the publication of said reports apart from Option B as outlined above.

## **4 POST DECISION IMPLEMENTATION**

4.1. If the report's recommendations are approved the scheme has funding approval from the Local Implementation Plan (LIP) 2017/18 funding and the chosen option would be progressed to consultation, 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. The cost of Option A has been approved by Environment Committee on 15 March 2017 for inclusion as part of the Local Implementation Plan (LIP) 2017/18 funding - from the Traffic Management and Accident reduction funding stream.

5.2.2. Option B can also be funded from the LIP 2017/18 LIP budget and a detailed cost estimate will be undertaken if this scheme is approved by the Committee; however, it should not be in excess of the current estimate for this scheme.

5.2.3. Future maintenance of electrical apparatus shall pass to Barnet Lighting Services (the PFI contractor) who will charge a commuted sum with the cost fully borne by London Borough of Barnet; this can be absorbed within current revenue budgets.

5.2.4. The work will be carried out under the existing PFI (electrical) and LoHAC (non electrical) 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 Consultation has already been carried out on Option A and if progressed residents will be contacted to advised them of the outcome of the consultation. If Option B is progress this will require additional public consultation to be carried out on the chosen proposal and details of the proposals will also be communicated to Ward Councillors.

## **5.8 Insight**

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

## **6. BACKGROUND PAPERS**

6.1. The October 2015 Hendon Area Committee Minutes & Agenda; available at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8281&Ver=4>

6.2. 13 January 2016 Hendon Area Committee Minutes & Agenda; available at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8282&Ver=4>

6.3. 30 March 2016 Hendon Area Committee Minutes & Agenda; available at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8283&Ver=4>

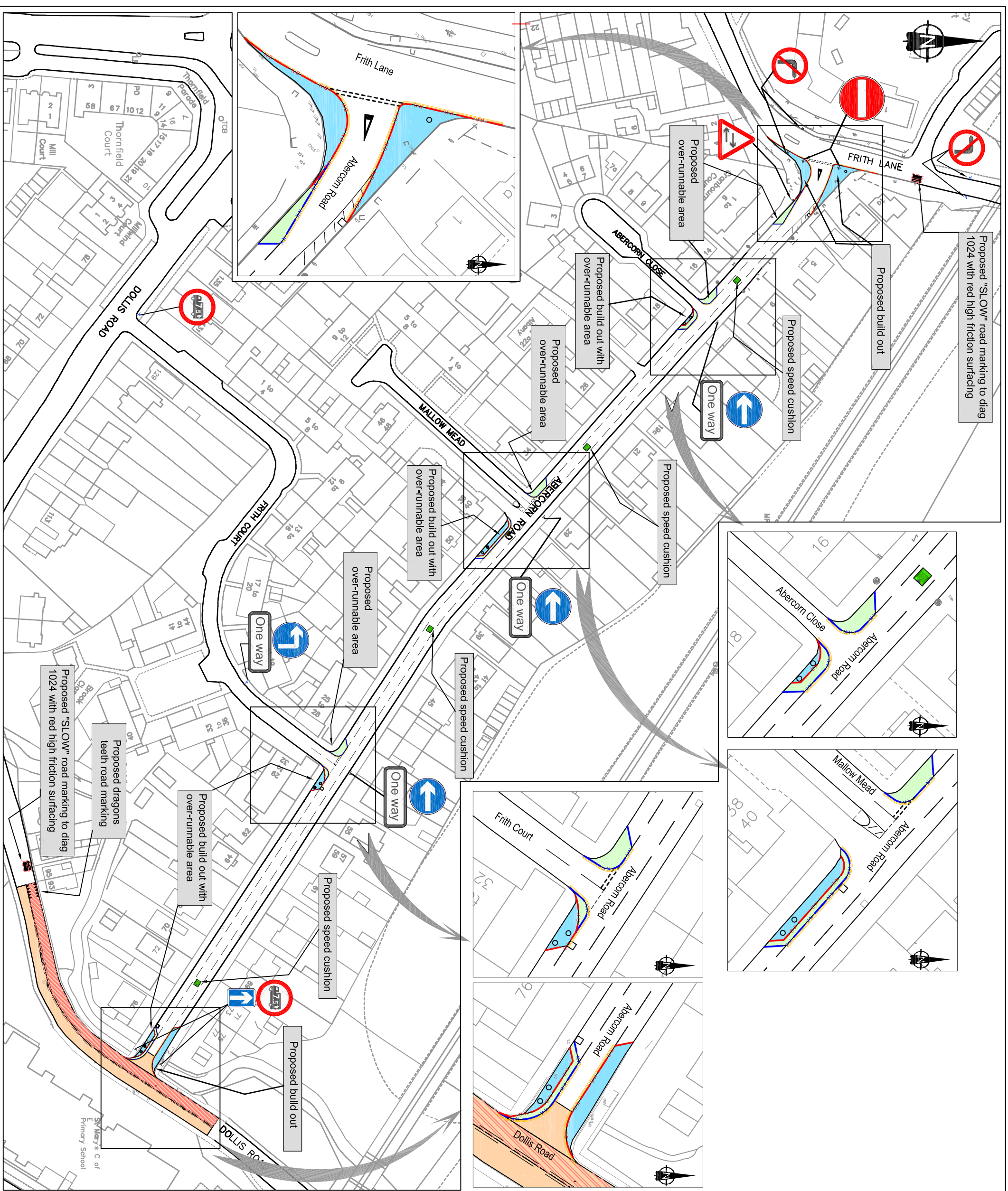
6.4. 14 July 2016 Environment Committee Minutes & Agenda; <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>

6.5. 29 September 2016 Environment Committee Minutes & Agenda <https://barnet.moderngov.co.uk/documents/g8590/Printed%20minutes%2029th-Sep-2016%2019.00%20Environment%20Committee.pdf?T=1>

6.6 15 March 2017 Environment Committee Minutes & Agenda <https://barnet.moderngov.co.uk/documents/g8593/Printed%20minutes%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=1>

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to the task for scheme Ref. C2016\_BC/00744-04.  
 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.

- LEGEND**
- High friction surfacing applied to new surface course
  - Plane out and tiley 40mm new surface course
  - Proposed build out
  - Proposed over-rollable area with high friction surfacing
  - Proposed granite kerbing 200mm x 300mm with 125mm upstand
  - Proposed precast concrete 125mm x 150mm with 15mm upstand
  - Proposed traffic sign
  - Location of new speed cushion
  - Provision of 'At any time' (double yellow lines)



*This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office.  
 © Crown copyright and database right 2016. All rights reserved.  
 London Borough of Barnet; Licence No 100071674*

Revision Details	Design/Check	Date	Rev.
REVISION			

**FOR INFORMATION**



Re Scheme Ref. C2016\_BC/00744-04

**ABERCORN ROAD**  
 Traffic Calming

**OPTION A: General Arrangement**

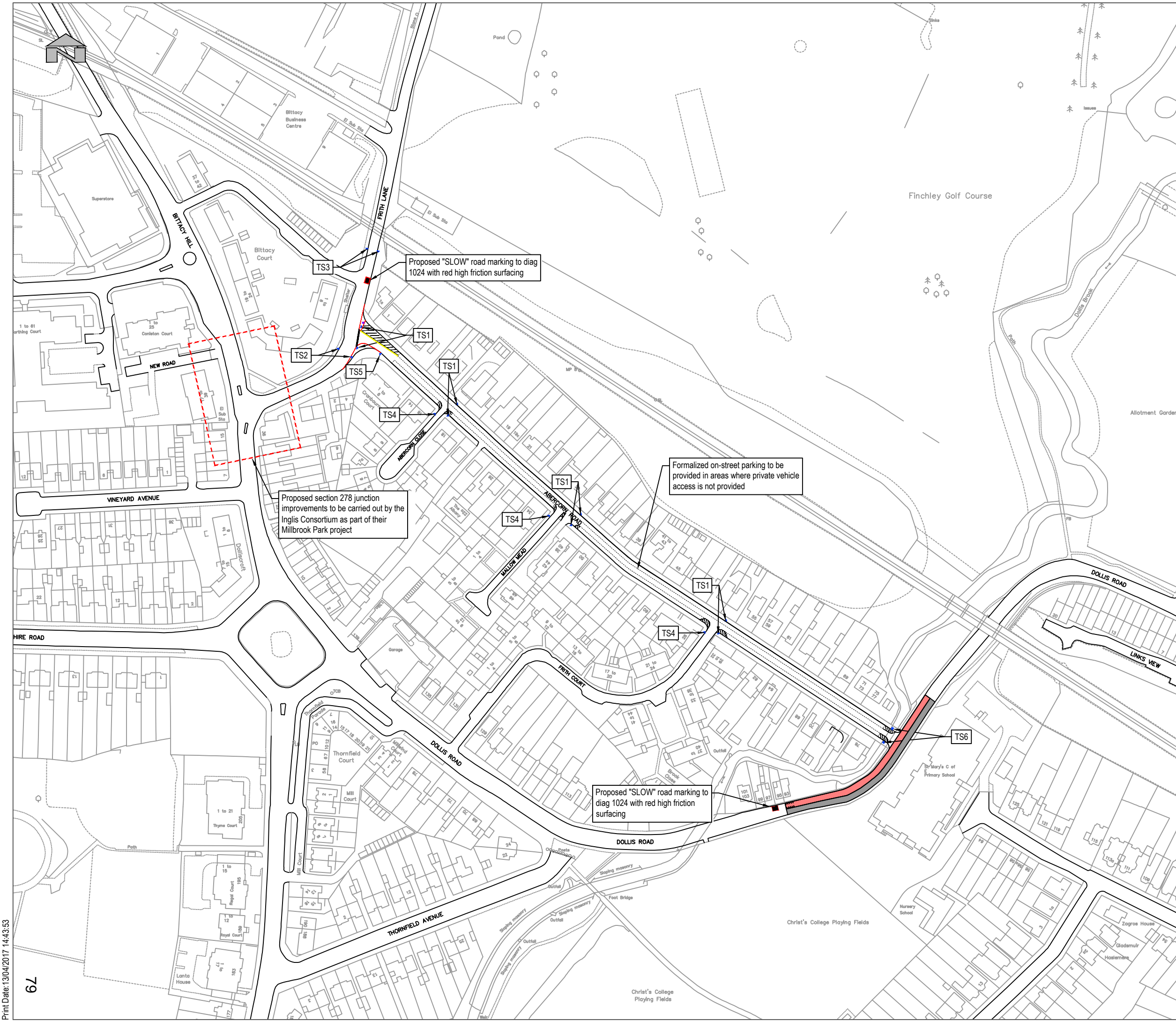
Scale @ A3 N.T.S.

Design	MDM	Drawn	MDM	Checked	SHC	Approved	RC
Date:	06/04/17	Date:	06/04/17	Date:	06/04/17	Date:	06/04/17



C2016\_BC/00744-04 - APPENDIX\_01











This page is intentionally left blank



**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.

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:**
- KEY:**
-  High friction surfacing applied to new surface course
  -  Plane out and inlay 40mm new surface course
  -  Proposed carriageway channel
  -  Sign-TS1(8no)
  -  Sign-TS2 (2no)
  -  Sign-TS3 (2no)
  -  Sign-TS4 (3no)
  -  Sign-TS5(1no)
  -  Sign-TS6(2no) banded back to back with TS1
  - 

- Notes:**
- Traffic Sign Assembly TS6 to be mounted only on the entrance to Abercorn Road

This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office.  
 © Crown copyright and database right 2016. All rights reserved.  
 London Borough of Barnet. Licence No 100017674

REVISION			
Revision Details	Design/Check	Date	Rev.

Purpose of issue: **FOR INFORMATION**

Client: **BARNET LONDON BOROUGH**

RE Scheme Ref. C2016\_BC/000744-04  
 Scheme title: **ABERCORN ROAD Traffic Calming**

Drawing title: **Option B: General Arrangement**

Scale @ A3: N.T.S.	Design MDM	Drawn MDM	Checked SHC	Approved RC
Date: 06/04/2017	Date: 06/04/2017	Date: 06/04/2017	Date: 06/04/2017	Date: 06/04/2017

**re** Traffic and Development  
 London Borough of Barnet, Barnet House,  
 11th Floor Highways, 1255 High Road,  
 Whetstone, London N20 0EJ

**CAPITA BARNET**

C2016\_BC/000744-04-APPENDIX\_02 **0**

This page is intentionally left blank



**London Borough of Barnet**  
**May 2017**

Contact: Maria Lugangira, [maria.lugangira@barnet.gov.uk](mailto:maria.lugangira@barnet.gov.uk) – 0208 359 2761

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
<b>2 May 2017</b>			
Bell Lane/ Green Lane, NW4- Request for zebra crossing facility	That the Committee consider three options for put forward in terms of addressing pedestrian and safety concerns.	Commissioning Director Environment	Non-key
Colindeep Lane – Pedestrian Improvements (Initial Assessment)	This report provides an update on the progress to date on undertaken to address the pedestrian safety and vehicular traffic concerns raised in relation to Colindeep Lane outside North London Grammar School, NW9	Commissioning Director Environment	Non-key
Greyhound Hill, NW4 Request for Pedestrian Facility	This report details the initial feasibility of providing pedestrian improvements on Greyhound Hill, NW4 to improve pedestrian access to Sunnyfields Primary School and help reduce the speed of traffic	Commissioning Director Environment	Non-key
Abercorn Road, Traffic Management Scheme	This report details the results of the consultation for the Abercorn Road, Traffic Management Scheme that was approved by the Hendon Area Committee and the Environment to address the traffic and safety concerns raised regarding Abercorn, NW7	Commissioning Director Environment	Non-key
<b>To be allocated</b>			

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
<b>Feasibility study options re installation of pedestrian crossing in Langstone Way, Mill Hill</b>	That the Committee notes the update in relation to the Member's item.	Commissioning Director Environment	<b>Non-key</b>

This page is intentionally left blank