

	<h2>Hendon Area Committee</h2> <h3>2 May 2017</h3>
<p style="text-align: right;">Title</p>	<p>Colindeep Lane – Pedestrian Improvements (Initial Assessment)</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Colindale Ward</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1: Site Plan Appendix 2: Survey Data Analysis Appendix 3: Accident Data</p>
<p style="text-align: right;">Officer Contact Details</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"> 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. 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.

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&Ver=4>