



## Hendon Area Committee

21 January 2020

**Title**

**Bell Lane/ Green Lane, NW4- Request for feasibility for a zebra crossing facility in the vicinity of No 95b Bell Lane.**

**Report of**

Interim Executive Director, Environment

**Wards**

Hendon

**Status**

Public

**Urgent**

No

**Key**

No

**Enclosures**

**Appendix 1**

Drawing BC/001031\_08-100-01

**Appendix 2**

Pedestrian Flow Data

Speed Survey Data

**Officer Contact Details**

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Interim Executive Director, Environment

## Summary

This report details the results of a feasibility study which involves investigating alternative measures to improve road safety on Bell Lane, NW4, including installing a zebra crossing opposite 95b Bell Lane as requested by Hendon Ward Councillors in June 2019.

## Officers Recommendations

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|---|
| 1. That the Hendon Area Committee note the results of the feasibility of providing a zebra crossing in the vicinity of 95b Bell Lane as shown on drawing BC/001031_08-100-01.   |
| 2. That the Hendon Area Committee notes that the Officer preferred location remains outside no.100 and the entrance to Bell Lane Primary School as stated in recommendation 2 of the 26 June 2019 Hendon Area committee report. |
| 3. That having considered the content of this report, the Hendon Area Committee gives instruction to the Interim Executive Director, Environment on how to proceed.   |

### 1. WHY THIS REPORT IS NEEDED

- 1.1 At the Hendon Area Committee meeting of 26 June 2019, the Committee considered the Bell Lane/Green Lane zebra crossing on its agenda, Item 10. Councillor Fluss introduced the item on Bell Lane and expressed the view that the ward councillors and the Chairman of the Environment Committee did not agree with the Officers recommended location for the Zebra crossing to be outside Bell Lane primary school (o/s No. 100 Bell Lane, NW4).
- 1.2 Following discussion of the item, the committee resolved and unanimously agreed the following:
- *That the Hendon Area Committee notes the outcome of the Statutory Consultation on the Bell Lane Zebra crossing and the review of the improvements as outlined in the report.*
  - *That the Hendon Area Committee notes the Officer preferred location still remains outside the entrance to Bell Lane Primary school, however the Ward Councillors and Chairman of the Environment Committees preferred option is outside 95b Bell Lane.*
  - *That the Hendon Area Committee agree expenditure of £5,000 from the Area Committee (CIL) budget to carry out a feasibility study to investigate if a pedestrian crossing can be installed in an alternative location opposite No.95b Bell Lane, subject to funding being made available.*
  - *That the Hendon Area Committee instructs the Executive Director, Environment to report the results of the feasibility study back to the next Hendon Area Committee meeting.*
- 1.3 This report details the results of the feasibility study, which involves investigating measures to improve road safety on Bell Lane, NW4, including installing a zebra crossing opposite 95b Bell Lane.

### 2. REASONS FOR RECOMMENDATIONS

- 2.1 This approach to prioritise pedestrian improvements is informed by i) initial site observations on pedestrian experience ii) speed survey data and iii) pedestrian survey data.
- 2.2 As part of the feasibility study, a site survey was carried out and the findings are summarised in table 1 below:

**Table 1 – Site Survey Findings**

<b>Characteristic</b>	<b>Data and comments</b>
Location	The site (opposite 95b Bell Lane) is a single two-way carriageway, total width 9.4 metres with 4.5 metre on the northern footway and 4.6 metre on the southern footway.
Highway facilities	Road lighting is to a traffic route standard and no re-arrangement is needed (subject to lighting design). The road surface visually meets skid resistance requirements.
Visibility	Desirable visibility standards can be met. However, there will be a loss of six parking spaces approximately.
Complexity	There are several vehicle crossovers on Bell Lane and the provision of the zebra crossing may cause an inconvenience to some residents due to the loss of parking.
Crossing traffic	Crossing time and difficulty of crossing are typical for roads of this character in this area. The current pedestrian desire line is influenced by the schools in the vicinity and consequently, many children are crossing on the western end of Bell Lane.
Vehicles	Highest 85 percentile speed is 29.3 mph westbound on Bell Lane. There is a 30-mph speed limit.
Collisions	There were two collisions in the previous five years both coded as slight. (See detail in Table 2 below)

- 2.3 The following points were observed:
- The availability of suitable crossing points opposite 95b Bell Lane is limited due to vehicle crossovers and disabled parking bays;
  - It is likely that there will be a reduction in overall parking provision on Bell Lane as part of any proposals for a pedestrian crossing taken forward.
- 2.4 As part of the feasibility study, the personal injury accident data was analysed investigating the most recent 60 months of accident data to 31 October 2018. There were a limited number of accidents (two accidents in total and both coded as slight). Table 2 below shows a summary of the accidents within the study area.

**Table 2 – Summary of the Personal Injury Accident Data**

Date	Accident Reference	Summary
18/11/13	0113SX20962	Bell Lane at the junction with Alexandra Road - Vehicle 2 (Car) reversed into parked Vehicle 1 (Car). This accident occurred during wet conditions.
30/03/15	0115SX20260	Bell Lane at the junction with Alexandra Road - Vehicle 2's view was blocked by parked cars, as Vehicle 2 pulled out of junction, approaching vehicle 1 hit off side of vehicle 2 accident occurred during wet conditions.

- 2.5 It should be noted that both collisions occurred on Bell Lane at the junction with Alexandra Road during wet conditions, and not directly at the point of the feasibility study for the crossing point.
- 2.6 Bell Lane is not on a bus route and is currently subject to a 30mph speed limit. A traffic speed survey was conducted from Sunday 12 May 2019 to Saturday 18 May 2019. The 24 hour mean and 85<sup>th</sup> percentile (free flow) speeds in both directions for each day can be found in appendix 2 (Speed survey data).
- 2.7 The existing speeds along Bell Lane are suitable for installing a zebra crossing (Design Standard LTN1/95 states that a zebra crossing should not be installed where the 85<sup>th</sup> percentile speeds are above 35mph. In this location the speeds are below this threshold therefore a zebra crossing would be a viable option).

### **Pedestrian Survey**

- 2.8 A pedestrian tracking survey was conducted on Tuesday, 17 September 2019 during the hours of 07.00-19.00 to determine the origin and destination of pedestrians within the study area as shown in the location plan in appendix 2 . Pedestrian movements were recorded using high level video cameras attached to street furniture (lamp posts).
- 2.9 Pedestrians were tracked from various points within the investigated area. The weather conditions were mainly dry, warm and overcast during the survey. The movements during the survey were mostly characterised by the schools in the area.
- 2.10 There were 2905 pedestrian trips in total. The largest pedestrian movements were observed between 08:00-09:00. The most common movements were recorded as follows:
- 127 movements were recorded from the western end of Bell Lane on the southern footway to Stratford Road on the eastern footway during the peak period (179 movements total).
- Other common movements were:
- From the western end of Bell Lane on the northern footway to the concourse next to Bell Court (160 movements total);

- From Stratford Road on the western footway to the western end of Bell Lane on the northern footway (133 movements total);
- From Stratford Road on the eastern footway to Bell Lane Primary School (119 movements total); and
- From the western end of Bell Lane on the northern footway to the eastern end of Bell Lane on the northern footway. (113 movements total)

The crossing movements recorded were:

- 147 crossing movements opposite Bell Lane Primary School;
- 57 movements opposite 95b Bell Lane; and
- 39 crossing movements on Green Lane at the junction with Bell Lane

These movements were characterised by the schools in the area. The pedestrian tracking survey plan in appendix 2 gives an overview of the movements on Bell Lane.

2.11 The following points were observed:

- Pedestrians (including school children) were observed travelling on Bell Lane towards Bell Lane Primary School and Beth Jacob Grammar School for Girls and the majority of the movements were on the western end of Bell Lane;
- The number of pedestrians wishing to cross the road were particularly heavy during the peak hour of 08:00-09:00.

2.12 As part of the feasibility study, a site visit was carried out with the council lighting team and contractors on 13 December 2019, the lighting team confirmed it is feasible to install the zebra crossing opposite Bell Lane Primary School (opposite no.100 Bell Lane) but also confirmed that the crossing can be installed opposite 95b Bell Lane subject to a full lighting design being undertaken.

2.13 Following the site survey, accident analysis and a review of the pedestrian crossing movements, proposals for providing a safe crossing point opposite 95b Bell Lane have been developed which will benefit pedestrians walking along the eastern end of Bell Lane, including pupils on their way to school.

2.14 Also, as part of the feasibility study, there was a site meeting with ward councillors to discuss the proposals.

2.15 At the site meeting on 16 December 2019, the Ward Councillors and the Chair of the Environment Committee were in favour the option of installing the zebra crossing on the eastern end of Bell Lane opposite 95b Bell Lane.

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

3.1 Alternative options were not considered as part of this feasibility study. An additional option outside No. 74 was originally presented to the Hendon Area Committee on 2 May 2017 but not recommended for progression.

3.2 The location that is considered by Officers to be the most appropriate location for the crossing point is opposite Bell Lane Primary School (opposite no.100 Bell Lane) as detailed in the report in Item 10 of the 26 June 2019 Hendon Area Committee meeting. It

is acknowledged that the provision of the zebra crossing at this location may cause an inconvenience to some residents due to the loss of parking. However, it is believed that the improvements to pedestrian road safety such as assisting the high number of school children crossing the road outweigh any dis-benefits.

#### **4. POST DECISION IMPLEMENTATION**

- 4.1 Once a decision is made regarding the location of the crossing, and subject to funding being approved, detailed design of the zebra crossing would be undertaken. Statutory consultation will be carried out if required and ward members and residents living near the crossing location would be notified prior to implementation.

#### **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)**

- 5.3 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.

**Table 3 – Zebra Crossing Cost Estimate (95b Bell Lane)**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design  (Includes statutory processes, topographical survey procurement, lighting design, STATS searches, advertising, public consultation, safety audits etc.)	£8,000
Build Cost	£20,000

Sub-TOTAL	£28,000
Implementation & post implementation fee @ 10%	£2,810
<b>GRAND TOTAL</b>	<b>£30,810</b>

5.3.1 The high level cost estimate for the zebra crossing outside no.100 is also £30,810 as detailed in paragraph 5.2.1 of the 19 March 2019 Hendon Area Committee Report

5.3.2 The design, consultation and implementation of the recommended crossing will be funded via the TfL LIP funding 2019/20 and 2020/21. Additional funding is not required from the Hendon Area Committee CIL budget.

#### 5.4 **Social Value**

5.4.1 No relevant social value considerations in relation to this work.

#### 5.5 **Legal and Constitutional References**

5.5.1 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.

5.5.2 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.

5.5.3 Article 7 of the Council's Constitution states that Area Committees may (in relation to the areas covered):

- Take responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.
- Determine the allocation of CIL funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget allocated to the committee being unspent.

#### 5.6 **Risk Management**

5.6.1 None in the context of this report. Risk management may be required for work resulting from this report.

#### 5.7 **Equalities and Diversity**

5.7.1 The Equality Act 2010 outlines at section 149 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.

5.7.2 The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.

5.7.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

## 5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

## 5.8 Consultation and Engagement

5.8.1 Statutory consultation will be carried out on the approved proposal if required.

5.8.2 We acknowledge that an e-petition to object to the zebra crossing outside no.100 Bell Lane ran from 11/12/2018 to 20/12/2018. 192 people signed the e-petition.

5.8.3 In addition, 110 people signed a hard copy of the petition to object to the zebra crossing outside no. 100 Bell Lane to make a total of 302 signatories.

5.8.4 The details of the petition are as follows:

***We the undersigned petition the council to not place a zebra-crossing outside 100 Bell Lane. This e-petition works in conjunction with and is in addition to a petition to be submitted by the 20th December 2018. The main concern is the impact that this proposal will have on the elderly and infirm in their ability to access their homes with ease. The scheme and consequent restrictions such as the removal of 10 parking spaces used on a constant basis will have a devastating effect on residents' families, shoppers, business owners, advice centres and their patrons. The signatories ask the council to seek alternative measures of road calming to keep all pedestrians crossing the road safe.***

*1. The proposed location was not the preferred one by the council. Their first choice was much further up the street and the proposal was defeated on a technicality.*

*2. According to the Council's research the major area of accidents (2010-2016) was with cars crossing from Alexandra Road toward Green Lane. The proposed location will have no impact on that area of concern.*

*3. The research also showed that there have been NO pedestrian accidents on Bell Lane. We believe that the council's attempt to safeguard pedestrians will actually endanger them by the fact that the proposed crossing is extremely close to an unsighted bend on a junction with Green Lane. Drivers from Green Lane will always be looking right for oncoming traffic and rush into Bell Lane at the first opportunity to find themselves almost immediately on top of the proposed crossing. It will only be a matter of time before*



*a motorist, accelerating out of the bend, will not see the crossing in time, causing injuries to schoolchildren, the elderly and other pedestrians.*

*4. Presently, pedestrians and children are attuned to the risks of crossing Bell Lane. The safety risk is worsened for people crossing, since pedestrians and children cross with a high degree of awareness and with the implementation of a zebra-crossing, children will lose that awareness, seeing the zebra as their right of way, putting their lives in danger.*

*5. The emptiness created by the disappearance of any cars parked at any time between 86-102 Bell Lane and on the opposite side, will only encourage motorists to drive faster. As any driving instructor would say, 'parked cars are natural speed calmers'.*

*6. Cars in and out from adjacent driveways will block sight-lines and endanger pedestrians using the crossing.*

*6. The proposal will add enormous pressure on residents in an already congested and competitive area for short term and overnight parking.*

*7. The new parking restrictions would affect ease of access for Dial-A-Ride and hospital drop-offs and pick-ups for residents with mobility issues who would have to park/stop far away from their home destinations.*

*8. We ask Barnet Council to research alternative traffic-calming solutions as with all other schools in the area; measures such as, roundabouts, speed-bumps, speed-limit lights, islands and lollipop stewards which would not disrupt or inconvenience residents, shoppers, businesses and services as would the placing of a zebra-crossing.*

*It is unnecessary to eliminate 10 parking spaces 24 hours a day when there are 175 non-school days in a year and viable alternative solutions as used in every other school in the vicinity.*

## **5.9 Insight**

5.9.1 The proposals have been informed by site, traffic and pedestrian surveys on Bell Lane.

## **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>

6.3 May 2017 Hendon Area Committee

<http://barnet.moderngov.co.uk/documents/g9129/Printed%20minutes%2002nd-May-2017%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.4 January 2019 Hendon Residents Forum

<http://barnet.moderngov.co.uk/documents/s50856/Decisions%20of%20the%20Hendon%20Residents%20Forum.pdf>

6.5 March 2019 Hendon Area Committee - Minutes

<https://barnet.moderngov.co.uk/documents/g9532/Printed%20minutes%2019th-Mar-2019%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.6 June 2019 Hendon Area Committee- Minutes

<https://barnet.moderngov.co.uk/documents/s53197/Bell%20Lane%20Report.pdf>

6.7 Link to e-petition objecting to zebra crossing outside no.100 Bell Lane

<https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?id=500000083>