	ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER March 2017
Title	Objections received following statutory consultations on the Hale Lane, NW7 Zebra Crossing.
Report of	Commissioning Director - Environment
Wards	Hale
Status	Public
Enclosures	Appendix - Drawing C2016-BC000744-08-100-01 Rev0
Officer Contact Details	Lisa Wright; lisa.wright@barnet.gov.uk ; 020 8359 3555

Summary

There is a proposal for two zebra crossings in Mill Hill, one on Hale Lane and one on Bunns Lane, NW7. Statutory consultation has been undertaken and this report summarises the objections received to the proposed zebra crossing on Hale Lane and determines whether the proposal should be introduced or not, and if so, with or without modification.

Recommendations

1. That having considered the objections received to the statutory consultation on the proposal outlined in this report, that The Commissioning Director for Environment should implement the Zebra Crossing on Hale Lane, NW7, as per the original proposal as shown in Drawing No. C2016-BC000744-08-100-01 Rev0

1. WHY THIS REPORT IS NEEDED

- 1.1 The 2 July 2015 Hendon Committee received an item from Councillor Tom Davey, relating to crossing points between Mathilda Marks (Hale Lane), Bunns Lane and towards Woodcroft Park.

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

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

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

- 1.2 The Committee agreed to carry out a feasibility study and there was a discussion at the Committee with officers and it was noted the existing island to the south east of Langley Park would be too close to the bridge to achieve the required forward visibility to install a zebra crossing. It was therefore agreed that the feasibility study for zebra crossings should include the following two locations:

i) **Location 1** - Bunns Lane at the existing traffic island to the north-west of Langley Park.

ii) **Location 2** - Hale Lane (near the junction with Mill Hill Broadway and Bunns Lane).

Location 1 - Bunns Lane

Currently, there is an existing refuge island at the requested location for the zebra crossing on Bunns Lane to the north-west of Langley Park. This is on the route to Mathilda Marks Kennedy School but will also provide convenience and benefit to the public using Bunns Lane Car Park.

Location 2 – Hale Lane

The second location is on Hale Lane where the carriageway changes from one lane to two lanes approaching the mini roundabout at the junction with Bunns Lane and Mill Hill Broadway.

- 1.3 On completion of the feasibility studies, the 30 March 2016 Committee considered the proposals for two zebra crossings positioned in the two locations - Bunns Lane NW7 (Location 2 near Junction with Langley Park) and Hale Lane (Location 1 near junction with Bunns Lane and Mill Hill Broadway).

- 1.4 Following consideration of the report, the Committee resolved that:

1. The Hendon Area Committee approved funding of £25,000 for the Zebra Crossing at Location 1 from Hendon Area Committee's 2015/16 CIL funding allocation;
 2. Subject to approval from Finance and a favourable feasibility study outcome for the crossing at Location 2, the Hendon Area Committee agree funding of up to £23,500 from Hendon Area Committee 2016/17 CIL funding allocation and £8,500 from the Hendon Area Committee budget.
 3. The Commissioning Director, Environment, be authorised to instruct Re to undertake the work as agreed.
- 1.5 Following the completion of the detailed design, as part of the statutory consultation process the proposals were advertised in notices published in the local Press newspapers and in the London Gazette. In addition, similar notices were erected on-street in the vicinity of the affected roads and letters and plans outlining the proposals were delivered to premises in close proximity to each proposal.
- 1.6 In response to the statutory consultations, which was undertaken over three weeks from 20 October – 10 November 2016, the Council received two objections as well as favourable comments to the proposals which are outlined in this report.

	No.	%
No. residents consulted	141	100%
Responses received	5	4%
Objections	2	40%
Support	3	60%

- 1.7 Five responses were received in relation to the two zebra crossings, including two in support of both crossing points. One objection was in relation specifically to the Bunns Lane Crossing and two objections to the Hale Lane Crossing. Councillor Davey has also confirmed full support of the proposed Hale Lane zebra Crossing.

This report considers the objections to the Hale Lane Zebra crossing, the objection to the Bunns Lane crossing has been set out in a separate DPR.

1.8 **Objection 1 Hale Lane:**

The respondent was generally in favour of a zebra crossing but raised concerns over the Double Yellow Lines and their extent through two correspondences.

Response:

The concerns have been considered but the Road Safety Audit concluded that there were risks associated with the restricted forward visibility and available carriageway width which would be mitigated by the introduction of double yellow lines.

1.9 **Objection 2 Hale Lane:**

The respondent stated that they had not received the original consultation material but were informed of the consultation by their neighbour.

The representation was received outside the dates of the consultation period, however, notwithstanding this has been considered in this report.

The objection received raised concerns regarding the proposed location of the crossing and suggested an alternative location at No.29 Hale Lane, north west of the existing site.

The resident is concerned that the zebra has been located too close to the filter lane from Bunns Lane into Hale Lane. The concern was that some vehicles would not obey the give way or slow down, and have insufficient time to see people on the crossing, although there is currently a give way marking at this junction.

Response:

A road safety audit has been carried out on the proposed location and has not raised any safety issues with the location. The location is on the pedestrian desire line. The existing crossing island is not wide enough for a pram or wheelchair. Part of the existing drop kerb of the crossing point is by the end of the give way line of the filter lane.

Moving the zebra crossing to the suggested location would require the removal of existing parking bays for residents on one side of the road and parking bays for business on the other side. There are property crossovers on both sides of the suggested location which would be impacted. The required visibility by standards to the crossing is not achieved unless the majority of the parking bays the suggested location will also have an adverse effect on local businesses and residents. The location would not be on the pedestrian desire line.

- 1.17 Having considered the objections and responses in support from Councillor Davey, the Ward Councillor and residents in the area up to the Mathilda Marks Kennedy School, and the benefits to the users of Mill Hill Broadway the crossing will bring, it is proposed to proceed with the installation of the Zebra Crossing on Hale Lane as proposed originally and shown on drawing C2016-BC00744-08-100-01 Rev0.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The Hale Lane zebra crossing will be provided close to the location that has been consistently requested by residents and ward members. The proposal is fully supported by Councillor Davey, the Ward Councillors, local residents and schools in the area and has been approved by the Hendon Area Committee.

- 2.2 In addition to the zebra crossing improving the route to Mathilda Marks Kennedy School (origin of the safety concern), the zebra crossing will also assist pedestrians using Mill Hill Broadway station and Mill Hill Broadway shopping area.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternatively the proposed crossing could be abandoned, however, having considered the content of the objections received, and the safety benefits the provision of the crossing will bring, it is considered the best solution would be to implement the crossing in the location originally proposed.

4 POST DECISION IMPLEMENTATION

- 4.1 The crossing on Hale Lane, NW7 will be implemented as soon as practicable.

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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced 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. The proposed location is also considered to be effective in terms of prevention of potential Road traffic accidents.

- 5.1.3 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

- 5.2.1 The Hendon Area Committee approved funding for Location 2 (Hale Lane) of up to £23,500 from Hendon Area Committee 2016/17 CIL funding allocation and £8,500 from the Hendon Area Committee budget.

5.3 Legal and Constitutional References

- 5.3.1 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.

- 5.3.2 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.

- 5.3.3 Statutory consultation with all affected frontages, Ward councillors and relevant stakeholders in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 has been carried out.

5.3.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2),) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

5.4 Risk Management

5.4.1 It is not considered that the issues involved are likely to give rise to policy considerations as the proposed measures have a specific purpose and benefit which has been outlined within the consultation material.

5.4.2 There would be a risk associated with the construction risks of introducing the crossing, which would require management throughout the detailed design, implementation and construction work, assessed as low. Not introducing measures in the area would involve a medium risk in relation to potential future road traffic accidents.

5.5 Equalities and Diversity

5.5.1 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposal in this report will have any adverse impacts on any of the protected groups. It is considered that introduction of the measures outlined in the report would benefit pedestrians generally, but in particular children travelling to and from school and those escorting them.

5.5.2 The proposals are not expected to disproportionately disadvantage or benefit individual members of the community.

5.6 Consultation and Engagement

5.6.1 A statutory consultation on the proposed changes has been carried out with affected residents, business frontages, Ward Councillors and various stakeholders. They will be informed of the outcome of the consultation process.

6 BACKGROUND PAPERS

6.1 Hendon Area Committee 2 July 2015

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

6.2 Hendon Area Committee 30 March 2016 - Bunns Lane/Hale Lane, NW7 - Request for Zebra Crossings.

<https://barnet.moderngov.co.uk/documents/g8283/Printed%20minutes%2030th-Mar-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

7. DECISION TAKER'S STATEMENT

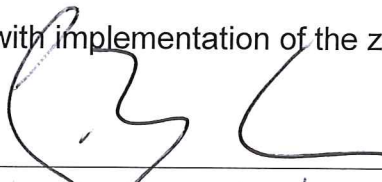
7.1 *I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.*

8. OFFICER'S DECISION

I authorise the following action

8.1 To proceed with implementation of the zebra crossing on Hale Lane, NW7.

Signed



Date

30/3/17

REPORT CLEARANCE CHECKLIST

(Removed prior to publication and retained by Governance Service)

Report authors should engage with their Governance Champion early in the report writing process and record the date below. If the decision/report has been reviewed at an internal board please record the date and name of the meeting (e.g. SCB). Otherwise enter N/A. All reports must be cleared by the appropriate Director/AD, Legal, Finance and Governance as a minimum. **Legal, Finance and Governance require a minimum of 5 working days to provide report clearance. Clearance cannot be guaranteed for reports submitted outside of this time.**

AUTHOR TO COMPLETE TABLE BELOW:

Who	Clearance Date	Name
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Enabling Board / Delivery Board		
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Equalities & Diversity		
HR Business Partner		
Strategic Procurement		
HB Public Law	29/03/2017	Preetinder Cheema
Finance	29/03/2017	Richard Playle
Governance	24/03/2017	Paul Frost



HALE LANE

NEW GULLY INSTALLATION AND NEW CONNECTION TO SURFACE WATER SYSTEM. EXISTING SURFACE WATER SYSTEM TO BE CONFIRM ON SITE.

PROPOSED RELECTIVE BOLLARD

NEW ZEBRA CROSSING FACILITY WITH ASSOCIATED TACTILE PAVING RED IN COLOUR, ROAD MARKINGS & BELISHA BEACONS

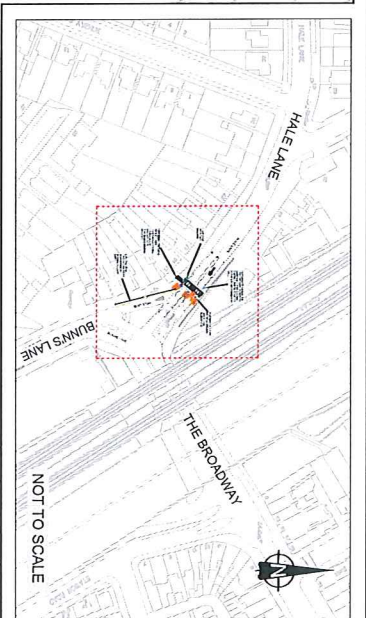
EXISTING GULLY TO BE REMOVED AND AREA TO BE REINSTATED

EXISTING SINGLE YELLOW LINE TO BE CONVERTED TO DOUBLE YELLOW LINES

30.00

HALE LANE








BUNNS LANE



NOT TO SCALE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
For construction, installation, maintenance and demolition the refer to the relevant method statements and risk assessments related to the task or activity. Ref: C2016-BC000744-00. This site is a public highway. All works on this site will be carried out by a competent contractor working to an appropriate method statement and risk assessment.
NOTES:
1. All dimensions in meters unless otherwise stated.
2. Proposed Belisha beacons and reflective bollard to be 0.45m from the edge of carriageway.

LEGEND:

-  Road markings to be removed
-  Belisha beacon with shield plate
-  Concrete bollard to be removed
-  Area to be raised to match adjacent profile
-  New granite kerbs
-  New precast concrete kerbs
-  New reflective bollard

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Revision	Date	By	Check
1	22.03.17	KVS/SJC	22.03.17

FOR INFORMATION



RE Scaffolding Ref: C2016-BC000744-00

Scheme title: HENDON AREA COMMITTEE
HALE LANE
PROPOSED ZEBRA CROSSING

Drawing title: GENERAL ARRANGEMENT

DATE OF NEXT SITE VISIT	STATUS	APPROVAL
DATE: 22.03.17	DATE: 22.03.17	DATE: 22.03.17



C2016-BC000744-08-100-01

SCALE 1:250