

	Hendon Area Committee 27 June 2018
Title	Flower Lane NW7, Mill Hill- Feasibility Study
Report of	Strategic Director for Environment
Wards	Mill Hill
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 - Drawings: BC001410-01-DESIGN-01
Officer Contact Details	Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk

Summary

This report details the results of a feasibility study to investigate a pedestrian crossing facility on Flower Lane following a petition to the Hendon Area Committee and makes recommendations for consideration to address the concerns at this location.

Recommendations

1. That the Hendon Area Committee notes the review of the improvements outlined in this report and the appendices to this report and shown on drawing BC/001410-01-DESIGN-01.
2. That the Hendon Area Committee approves the officer preferred Option A with kerb built out and double yellow lines as outlined on Drawing BC/001410-01-DESIGN-01 ("Preferred Scheme")
3. That the Hendon Area Committee authorises the Strategic Director for Environment to carry out a consultation on the Preferred Scheme.
4. That subject to no objections being received to the consultation, referred to in 3 above, the Strategic Director for Environment be authorised to introduce the

Preferred Scheme.
5. That the Hendon Area Committee resolves that if any objections are received as a result of the consultation, referred to in 3 above, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. That the Hendon Area Committee approves the allocation of funding of £17,050 from this year's CIL Area Committee budget to design, consult and introduce the Preferred Scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Hendon Residents' Forum Area Committee on the 23 January 2018, a petition was raised to request for a pedestrian crossing facility in the vicinity of Hartley Hall, Flower Lane, Mill Hill, NW7.
- 1.2 Following the petition, the Hendon Area Committee agreed to fund up to £5,000 to undertake feasibility study at the above location.
- 1.3 This report investigates options to address the request raised by the petition for a pedestrian crossing facility on Flower Lane.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 21 March 2018, Officers met with lead petitioner and Mill Hill Ward Councillor to discuss possible measure at the mentioned location.
- 2.2 Currently there is a pedestrian refuge island at Flower Lane at its junction with The Broadway which is approximately 43 metres from the entrance to Hartley Hall.
- 2.3 There have been no accidents recorded on site over the last five years.
- 2.4 Following the site meeting, options were considered to analyse the advantages and disadvantages of each option.
- 2.5 Three options have been considered to address the request raised by the petition, which are summarised in Table 1 below.

Table 1 – Design Options

Option	Summary
Option A Built Out Area	This option investigated a built-out area at the existing 'pay by phone' parking bays to reduce the crossing width at Flower Lane opposite Hartley Hall.

Option B Pedestrian Refuge Island	This option investigated a pedestrian refuge island at Flower Lane opposite Hartley Hall.
Option C Zebra Crossing	This option investigated install a zebra crossing at Flower Lane opposite Hartley Hall.

- 2.2 All options have been analysed and the recommended option is Option A. This option consists of constructing a built-out area at existing the ‘pay by phone’ parking bays next to Sacred Heart & Mary Immaculate RC Church opposite Hartley Hall. The reason for not recommending Option B and C are set out in Section 3 below.
- 2.3 Option A proposal will reduce the crossing width for pedestrian crossing the road at this location. Dropped kerbs to be installed at both sides of the road to create a new crossing point.
- 2.4 There is a length of approximately 6 ‘pay by phone’ parking bays at this location. Two to three ‘pay by phone’ parking bays will need to be removed in order for a new built out area to be constructed. A section of Double yellow line will extend from the edge of the kerb build to the parking bay past the entrance to the Sacred Heart and Mary Immaculate RC Church as shown on Drawing no. BC001410-01-DESIGN-01.
- 2.5 This option is recommended to provide a balance by taking consideration of the request raised by petition and minimise the loss of parking bays at Flower Lane.

Table 2 – Summary of Advantages and Disadvantages of Option A

	Advantages/Disadvantages			
Option A	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;"><u>Advantages</u></th> </tr> </thead> <tbody> <tr> <td> <ul style="list-style-type: none"> - Improved pedestrian crossing as crossing located at the pedestrian desire line. - Enhanced pedestrian safety. Safe crossing point with advantages for elderly people, pupil's, children, parents with pram and mobility impaired users. - Reducing the carriageway width can help to reduce crossing distance and reduce vehicle speed - The loss of parking to be minimised </td></tr> <tr> <th style="text-align: center;"><u>Disadvantages</u></th></tr> </tbody> </table>	<u>Advantages</u>	<ul style="list-style-type: none"> - Improved pedestrian crossing as crossing located at the pedestrian desire line. - Enhanced pedestrian safety. Safe crossing point with advantages for elderly people, pupil's, children, parents with pram and mobility impaired users. - Reducing the carriageway width can help to reduce crossing distance and reduce vehicle speed - The loss of parking to be minimised 	<u>Disadvantages</u>
<u>Advantages</u>				
<ul style="list-style-type: none"> - Improved pedestrian crossing as crossing located at the pedestrian desire line. - Enhanced pedestrian safety. Safe crossing point with advantages for elderly people, pupil's, children, parents with pram and mobility impaired users. - Reducing the carriageway width can help to reduce crossing distance and reduce vehicle speed - The loss of parking to be minimised 				
<u>Disadvantages</u>				

	- Up to 2 to 3 'pay by phone' parking bays to be removed.
--	-----------------------------------------------------------

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options looked at include Option B, a pedestrian refuge island. However, this cannot be recommended due to site constraints. These include the entrances and exits of Hartley Hall and the Churches. Due to the short distance and limited space between the entrances and exits of properties, vehicle turning movements would be restricting and there is potential risk of vehicles hitting any proposed pedestrian refuge island.
- 3.2 In addition, existing row of parking bays will need to be removed to provide adequate visibility and avoid risk of travelling traffic hitting parked vehicles and sudden change of horizontal alignment of traffic travelling towards The Broadway. There is a mature tree in the vicinity. The site is on a bus route and there is a bus stop in the vicinity.
- 3.3 Option C which is the installation of a zebra crossing cannot be recommended due to the constraint of the entrances and exits of Hartley Hall and Churches and a mature tree. The existing tree and row of parking bays would need to be removed to provide a zebra crossing. The site is on the bus route and there is a bus stop in the vicinity which may need to be relocated.
- 3.4 In addition to the option set out above, the other option is not to proceed with any of the proposed improvements. However, this will not address the original concern raised by petitioners and Ward Councillors regarding the pedestrian crossing demand at Flower Lane.

4 POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved and subject to funding, detailed design will be undertaken. Ward members, organisations and residents living near the site will be consulted. Implementation would follow once any issues have been considered and resolved where possible 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., thousands of new homes Residents will feel

confident moving around their local area on foot walking to school and the scheme will contribute to reduced 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 An annual allocation of £150k is made to each Area Committee. The Hendon Area Committee balance for 2018/2019 is £123k. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2018/19 due to a lack of CIL awards in 2017/2018 in the ward.
- 5.2.2 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 3 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 3 –Cost Estimate Option A

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, Traffic Management Order, safety audits etc.)	£ 7,500
Build Cost	£ 8,000
Sub-TOTAL	£ 15,500
Implementation & post implementation fee @ 10%	£ 1,550
GRAND TOTAL	£ 17,050

- 5.2.3 The estimated cost for the Preferred Scheme is £17,050 and is requested from the Area Committee budget.

5.3 Social Value

- 5.3.1 As procurement is via existing term or framework agreements, there are no relevant social value considerations in relation to this work.

5.4 Legal and Constitutional References

- 5.4.1 The terms of reference of the Area Committees under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees.
- 5.4.2. Section 16 of 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 Risk management may be required for work resulting from this report. Management would be required throughout the detailed design, implementation and construction work.

5.6 Equalities and Diversity

- 5.6.1 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
 - Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
 - Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
 - Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
 - The broader 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.
- 5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

5.7. Corporate Parenting

- 5.7.1. Not applicable in the context of this report

5.8. Consultation and Engagement

- 5.8.1. A statutory consultation will be undertaken on the proposals as set out above.

5.9. Insight

- 5.9.1. The proposals developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

7. BACKGROUND PAPERS

7.1 Hendon Area Committee 28 February 2018

<https://barnet.moderngov.co.uk/documents/s45276/Matters%20referred%20from%20Hendon%20Residents%20Forum.pdf>