

	<h2>Hendon Area Committee</h2> <h3>26 June 2019</h3>
<p style="text-align: center;">Title</p>	<p>Millway, NW7 - Feasibility Study</p>
<p style="text-align: center;">Report of</p>	<p>Executive Director, Environment</p>
<p style="text-align: center;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Drawing No. BC/001610-01_FS_100-01 - Proposed junction improvements Drawing No. BC/001610-01_FS_100-02 - VAS Signs Drawing No. BC/001610-01_3300-01 - Speed survey Drawing No. BC/001610-01_3300-02 - Collisions Data</p>
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Summary

This report details the results of a feasibility study carried out in Millway, NW7 investigating measures to reduce the reported speeding and traffic problems in the area and outline proposals for consideration to address the concerns at this location.

Officers Recommendations
1. That the Hendon Area Committee notes the review of the improvements on Millway as outlined in this report and the appendices to this report.
2. That the Hendon Area Committee authorises the Executive Director, Environment proposal to be progressed to detailed design, as outlined in Appendix 1 - Drawing No. BC/001610-01_FS_100-01 and Drawing No. BC/001610-01_FS_100-02 for the following combined elements of the scheme: <ul style="list-style-type: none"> • A new “No loading at any time” sign on existing lamp column at the junction of Millway/The Broadway; • New “No loading” kerb markings and signage is to be included along the footway outside Barclays Bank towards the existing bus stop on The Broadway. • 2 New disabled bays on The Broadway; • Re-shaping the existing kerb line on the west side of Millway at its junction with The Broadway and introducing new tactile paving and dropped kerb; • Two new VAS signs on Millway outside No. 58 and No. 99.
3. That the Hendon Area Committee authorises the Executive Director, Environment, to carry out a Statutory Consultation on the proposals.
4. That subject to no objections being received to the consultation, referred to in Recommendation 3, the Hendon Area Committee authorises the Executive Director, Environment to implement the approved proposal.
5. That the Hendon Area Committee agrees that if any representations are received as a result of the consultation exercise referred to in Recommendation 3, the Executive Director, Environment, is authorised (in consultation with the relevant ward councillors) to consider the representations and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
6. That the Hendon Area Committee agrees to allocate the funding of £23,100 from the Hendon Area CIL budget towards the agreed proposal to design and implement the approved measures.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was raised at the Hendon Area Committee on 15 January 2019 by Councillor Duschinsky following concerns about speeding in Millway, NW7. The request was for a feasibility study to investigate improving safety and decreasing the speeds of vehicles passing Millway and including the junction with The Broadway. Concerns were also raised about vehicles parking at the junction of Millway/The Broadway for loading/unloading purposes. Officers explained that there are already loading restrictions on the west side of the junction, but a sign was currently missing.
- 1.2 The Hendon Area Committee approved the allocation of funding to carry out a more comprehensive feasibility study and to report the results back to a future Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Millway is situated in NW7 and joins The Broadway to the south-east and A1/Watford Way to the north-east. The speed limit on this stretch of Millway is 30mph.
- 2.2 A speed survey was conducted at 5 sites along Millway from 14 March 2019 for one week with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. A plan showing the survey locations is shown on Drawing No. BC/001610-01_3300-01.
- 2.3 The speed survey provides both the average speed and the 85th percentile speed, the two figures generally referred to when reporting speed data. The average speed quoted is the mean speed of all vehicles using the road and the 85th percentile speed is the speed at which 85 per cent of vehicles travel at or below along a road or street (under free flow conditions).
- 2.4 The 85th percentile speed could be characterised as the speed that most motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85th percentile speed is not more than the signed speed limit by 5mph or more.
- 2.5 The average speeds and 85th percentile speeds that were recorded in Millway during the 7-day survey in each direction are summarised as follows:

Table 1 – Speed Survey Results Millway, NW7

	Northbound		Southbound	
	Mean Speed	85th Percentile Speed	Mean Speed	85th Percentile Speed
Site 1	27.3	31.9	20.9	27.2
Site 2	27.4	31.9	20.9	27.1
Site 3	28.2	33.6	22.4	28.6
Site 4	23.6	29.7	18.1	25.0
Site 5	19.7	25.4	16.7	21.6

- 2.6 At Site 1 during the week surveyed 10.6% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 1.6% exceeded 35mph. In the southbound direction 7.4% exceeded the speed limit and up to 2.6% exceeded 35mph. At Site 3, 23.3% of vehicles travelling northbound were recorded as exceeding the speed limit and 4.5% exceeded 35mph. In the southbound direction almost 3.9% of vehicles exceeded the speed limit and 7.6% exceeded 35mph. In the southbound direction 7.6% exceeded the speed limit and up to 2.3% exceeded 35mph.
- 2.7 Our personal injury collision records indicate that in the five-year period from 25.06.14 to 23.03.18 (the most recent data currently available) there were nine personal injury accidents (all classified as slight) in the stretch of Millway being reviewed. Most incidents occurred at the junction with The Broadway, one other incident occurred at the junction with Weymouth Avenue. Speed was not recorded as a contributory factor in any of these

incidents. Details of the collisions data are shown on attached drawing BC/001610-01_3300-02.

2.8 To address the issue proposals are shown on drawing BC001610-01_FS_100-01 and BC001610-01_FS_100-02 involve the followings:

- A new “No loading at any time” sign on existing lamp column at the junction of Millway/The Broadway. This will reinforce the existing loading restrictions and discourage drivers to park at the junction along;
- Two new disabled parking bays are also proposed on The Broadway, outside no.9 and no.41, these spaces will replace existing Pay by Phone bays;
- New “No loading” kerb markings and signage is to be included along the footway outside Barclays Bank towards the existing bus stop on The Broadway.
- Reshaping the existing kerb line on the west side of Millway at its junction with The Broadway and introducing new tactile paving and dropped kerb. This will discourage drivers to wait/load at the junction and improve safety for pedestrians wishing to cross;
- Introduce two new VAS signs on Millway: one outside No. 58 facing northbound and one outside No. 99. facing southbound. The installation of vehicle-activated signs may help to address residents’ concerns and encourage a reduction in vehicle speeds along Millway.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option would be to install traffic islands outside Nos. 60 and 96 where speed exceeds the existing speed limit. However, this would result in a loss of parking bays, which would cause concern for current residents and is therefore not recommended at this time.
- 3.2 Another alternative option would be to not install any measures however this would not address the concerns raised by residents and Ward Councillors.

4. POST DECISION IMPLEMENTATION

- 4.1 In the event of the recommendations in this report being approved and subject to funding being made available, a consultation exercise (to include ward members and residents living in the area being notified and comments invited) will be carried out. Subject to consideration of representations received (if any) in response to the consultation exercise implementation of the scheme would follow.

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.

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates and quotation received by agreed contractor have been used to carry out a preliminary high-level cost estimate as shown in Table 2 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 2 –Cost Estimate

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, safety audits, TMO etc.)	£ 5,000
VAS sign	£ 10,000
Civil Works	£ 6,000
Sub-TOTAL	£ 21,000
Implementation & post implementation fee @ 10%	£ 2,100
GRAND TOTAL	£ 23,100

5.2.2 The estimated cost of installing the recommended proposals is **£23,100** and is requested from the Area Committee budget. It is considered that the proposals will be beneficial to pedestrians in the area and is recommended by officers.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £153k.

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 Article 7, Area Committee Terms of Reference, Part 1 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, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

5.5 Risk Management

5.5.1 Not applicable in the context of this report.

5.6 Equalities and Diversity

5.6.1 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 discrimination, harassment victimisation and any 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.

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

5.6.3 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.

5.6.4 As the proposed changes may affect the ability of disabled drivers to park as they currently do on Mill Way, notwithstanding it is considered that this location affects the flow of traffic, it is being proposed that two additional disabled bays are provided on Mill Hill Broadway.

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 as set out above.

5.9 Insight

5.9.1 Accident data has been referenced in the report.

6. BACKGROUND PAPERS

6.1 Hendon Area Committee 15 January 2019

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9742&Ver=4>