

Hendon Area Committee

17 September 2019

Title	Lawrence Street/Holcombe Hill – Feasibility Study
Report of	Executive Director, Environment
Wards	Mill Hill
Status	Public
Urgent	No
Key	No
Enclosures	Drawing no. BC/001610-02-01_FS_100-01 Proposed Layout 1 Drawing no. BC/001610-02-01_FS_100-02 Proposed Layout 2
Officer Contact Details	Jamie Blake - Executive Director, Environment Jamie.Blake@barnet.gov.uk E-mail – Highways.Correspondence@barnet.gov.uk

Summary

This report details the results of a feasibility study carried out to improve safety at the junction of Lawrence Street with Holcombe Hill, NW7 and outline proposals for consideration to address the concerns at this location.

Officers Recommendations

That the Hendon Area Committee:

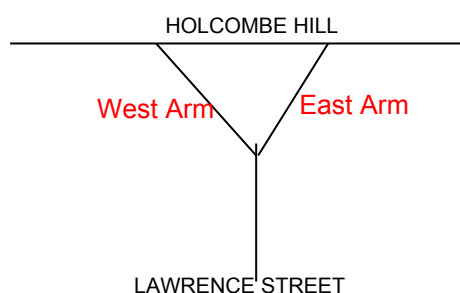
1. Note the review of the improvements on as outlined in this report and the appendices to this report.
2. Agree that the proposal detailed design, as outlined in Appendix 1 - Drawing No. BC/001610-02-01_FS_100-01 be progressed.
3. Authorises the Executive Director, Environment to carry out a consultation on the approved proposals.
4. That subject to no objections being received to the consultation, referred to in recommendation 3, authorise the Executive Director, Environment to introduce the approved proposal.
5. Agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Executive Director, Environment will in consultation with the relevant Ward Councillors consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
6. Agree to allocate the funding of £24,750 for the agreed Option to consult, design and introduce the approved proposals.

1. WHY THIS REPORT IS NEEDED

- 1.1 Following a Member's Item, on 15 January 2019 the Hendon Area Committee approved funding to carry out a feasibility study at the junction of Lawrence Street/Holcombe Hill following concerns raised about the visibility when vehicles pull out from Lawrence Street into Holcombe Hill.
- 1.2 This report details the results of the above feasibility study and outline proposals for consideration to address the concerns at this location.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Lawrence Street is a main route connecting Mill Hill to the A1. It is mainly residential in character and it is a bus route, serving Bus no. 251 from Arnos Grove to Edgware Station. It meets Holcombe Hill with a Y-intersection and vehicles are currently able to use both arms of the intersection to access/exit Lawrence Street into Holcombe Hill. Buses use only the west arm of the intersection and a bus stop is located on the central reservation island.



- 2.2 Visibility at this junction is restricted especially for vehicles coming out from Lawrence Street using the east arm of the junction and wishing to turn right into Holcombe Hill, due to the sharp bend downhill on Holcombe Hill.
- 2.3 A traffic survey was carried out on 2 July 2019 during Peak Hours 7-10am and 12-7pm. Results are summarised on the below table and show a high number of vehicles, with a small percentage of LGV, turning from Lawrence Street right into Holcombe Hill and vice versa using the east arm of the junction:

Table 1 – Results of traffic survey

	From Lawrence Street right into Holcombe Hill (East arm)		From Holcombe Hill left into Lawrence street (East Arm)		From Lawrence Street right into Holcombe Hill (West arm)	
	Total	% LGV/OGV	Total	% LGV/OGV	Total	% LGV/OGV
Am Peak (7-10am)	160	6%	109	12%	87	1%
Pm Peak (12-7pm)	149	6%	368	10%	123	9%

- 2.4 In the past 5 years to 30 September 2018, 3 accidents occurred at the junction of Lawrence Street/ Holcombe Hill. It is noted that none of these related to the turning manoeuvre from/into Holcombe Hill.
- 2.5 After considering the above surveys and investigation, it is proposed to close off the east arm of Lawrence Street leading into Holcombe Hill, all traffic will then use the west arm only to turn in/out of Lawrence Street into Holcombe Hill and vice versa. The west arm of the junction will be suitable to take all traffic and turning movements of vehicles were tracked using AutoTrack to make sure they will be possible.
- 2.6 This proposal is shown on attached drawing BC/001610-02-01_FS_100-01 and takes into account:
 - A new kerb build-out across Lawrence Street outside The Old Forge;
 - New sign posts with black and white chevrons and advanced warning signs for vehicles travelling westbound downhill on Holcombe Hill;
 - Reshaping the existing central reservation island to ease the left turn manoeuvre into the west arm of Lawrence Street;
 - No-trough road signs on Lawrence Street;
 - Dragon teeth road markings on Holcombe Hill and Highwood Hill near their junction with Lawrence Street.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option could be introducing only metal traffic bollards outside the Old Forge to close the east arm of the junction without any kerb build out. This option would be much cheaper than the above but the bollards could easily be knocked down by vehicles travelling at speed and would only be considered as a temporary solution.
- 3.2 Another alternative option could be to repave the whole of the east arm of the junction to create a pedestrian area, leaving access to The Old Forge only into/out of Lawrence Street. In this case a bus stop lay-by can be included in this area to improve pedestrians' safety and access to public transport and to ease the southbound traffic which at the moment get stuck behind buses stopping at the existing bus stop. This option is drafted on attached drawing BC/001610-02-01_FS_100-02 but it will require extensive works and possible relocation of lighting columns and statutory services. It is not recommended at this moment in time as it would require substantial funding which fall out of the Area Committee/CIL funding. However, it is recommended to consider this option on a later stage if extra funding can be secured.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved and subject to funding being approved, detailed design would be undertaken. Ward members and residents living in the area would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

5. IMPLICATION OF THE 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 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.)	£ 4,000
Civil works	£18,500
Sub-TOTAL	£ 22,500
Implementation & post implementation fee @ 10%	£ 2,250
GRAND TOTAL	£ 24,750

5.2.2 The estimated cost of installing the recommended proposals is **£24,750** and is requested from the Hendon Area Committee CIL budget. It is considered that the proposals would improve safety 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 £72k.

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 None in relation to 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.

5.7. 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. The options developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

6. BACKGROUND PAPERS

6.1 HENDON AREA COMMITTEE 15 JANUARY 2019

<https://barnet.moderngov.co.uk/documents/g9531/Printed%20minutes%2015th-Jan-2019%2019.00%20Hendon%20Area%20Committee.pdf?T=1>