

	<h2>Hendon Area Committee</h2> <h3>16 March 2021</h3>
<p style="text-align: right;">Title</p>	<p>Hale Lane, HA8 & - Request for Zebra Crossing</p>
<p>Report of</p>	<p>Executive Director Environment</p>
<p>Wards</p>	<p>Edgware, Hale</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix 1 - Drawings: BC/001833-01_SC_100-01</p>
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<h3>Summary</h3>	
<p>This report details the results of a feasibility study for the installation of a zebra crossing on Hale Lane, HA8, between Golders Close and Priority Field Drive.</p>	

<h3>Officers Recommendations</h3>
<p>That the Hendon Area Committee:</p>
<p>1. Note the results of the feasibility study undertaken on Hale Lane, HA8, as outlined in this report and the appendices to this report.</p>
<p>2. Agree that the proposal detailed design, as outlined in Appendix 1 - Drawing No. BC/001833-01_SC_100-01 be progressed.</p>
<p>3. Authorises the Executive Director, Environment to carry out a consultation on the approved proposals.</p>

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 those objections 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 £22,000 for the agreed Option to consult, design and introduce the approved proposals.

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Hendon Area Committee on 21st January 2020, Councillor Simberg introduced his Member's Item, requesting a feasibility study for pedestrian improvements outside 228 Hale Lane, HA8, between Golders Close and Priority Field Drive.
- 1.2 Following discussion of the item, the Hendon Area Committee unanimously agreed and resolved:

'To allocate funding of up to £5,000, from this year's CIL Area Committee budget, to undertake the review, with a report back to a future meeting.'

- 1.3 This report therefore details the investigation carried out to address the above request of improvements to pedestrian crossing facilities.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Our investigation concentrates on improving pedestrian facilities outside 228 Hale Lane, site of Lubavitch Kindergarten School and Synagogue and is informed by:
- i) Site Observations
 - ii) Traffic Surveys
 - iii) Collisions data

Site Observations:

- 2.2 Hale Lane is a main road connecting Edgware to Mill Hill and the A1/A41 Watford Way. It is mainly residential in character, subject to 30mph speed limit and it is a bus route serving London Buses.
- 2.3 There are many existing driveways in the area between Golders Close and Priority Field Drive, particularly on the eastbound footway.
- 2.4 Single yellow line parking restrictions, effective Mon-Fri 10-11am, are in place along most of the section of road between Golders Close and Priority Field. Approximately 50m of 'Permit Holders only' parking bays are present on the Westbound Lane outside Bays Court apartments.

Traffic surveys

- 2.5 A Pedestrian survey was carried out on 21 and 22 January 2021 on Hale Lane to determine the number of pedestrians crossing in the area. On January 21st, surveys were conducted from 8-10am and 2:30-4:30pm to take into account the drop off and pickup hours of the Lubavitch Kindergarten. On January 22nd, a survey was carried out from 3-5pm to investigate foot traffic from the Friday evening service of the adjacent Synagogue. Figure 1 shows the locations of the survey and results of the survey are summarised in Table 1.

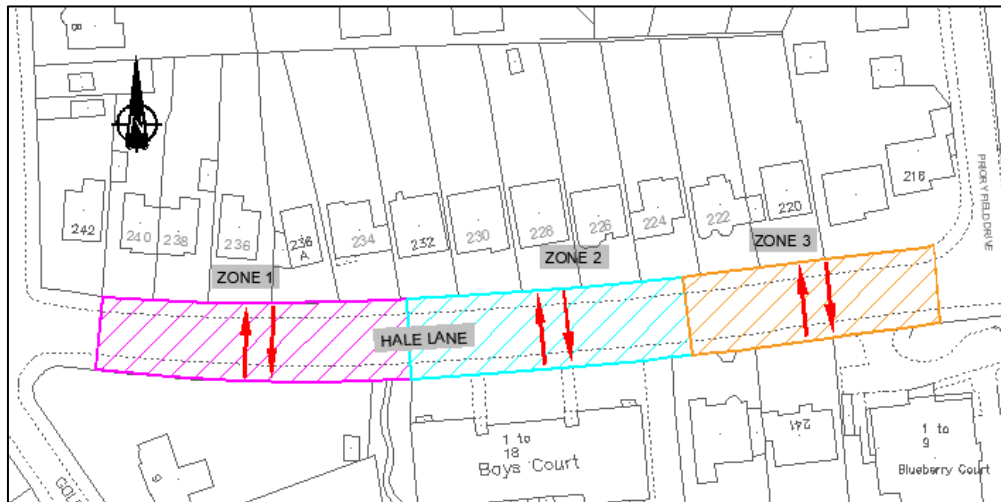


Figure.1 Pedestrian survey location plan

SURVEY	ZONE	No. Crossings
21/01/2020 8-10am	1	26
	2	28
	3	3
21/01/2020 2:30-4:30pm	1	29
	2	27
	3	3
22/01/2020 3:00-5:00pm	1	33
	2	24
	3	7

Table 1 –Pedestrian Survey Results

- 2.6 Due to the lockdown restrictions in place when this survey was conducted, it is believed that the results underestimate the usual foot traffic in the area. Staff at the adjacent kindergarten/synagogue note the reduced attendance for day-care and services. The surveyor also noted that much of the foot traffic in the area passes through the three zones without making a crossing. It is likely that at least some of these pedestrians are crossing Hale Lane closer to their destination (nearby school, bus stops etc). Therefore, it is also likely that some of these pedestrians will make their crossing at this location if pedestrian crossing facilities are implemented.

2.7 Vehicle speed data were obtained from VAS boards already present on Hale Lane since mid-2019. The location of these boards is shown below in Figure 2. Results are summarised on Table 2.

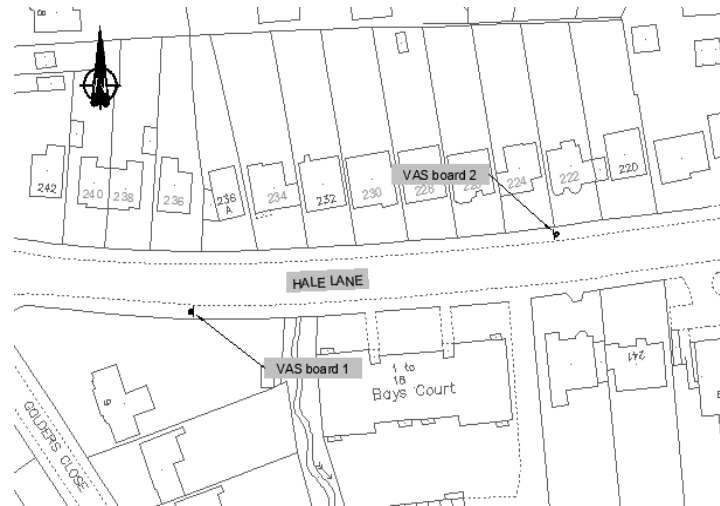


Figure.2 VAS board locations

VAS BOARD	AVERAGE SPEED (mph)	85th PERCENTILE SPEED (mph)
1	25.1	29.8
2	25.7	31.9

Table 1 –Pedestrian Survey Results

Note:

85th percentile speed: 85% of traffic travels at or below this speed

Mean speed: The average taken by summing all vehicle speeds and dividing by the number of vehicles.

2.9 **Collisions Data:** The Personal Injury Collision Data for the five years preceding August 2020 were analysed in relation to this location. This is the latest data available from TfL. The analysis of the data determined that:

- One collision recorded at the junction with the Grove involving two motorists
- One near miss recorded just east of the Grove involving a London Bus
- Both incidents classed as ‘slight’

Feasibility and Proposals:

2.10 Proposals and recommendations set out in this report are based on existing traffic regulations (Manual for Streets 2 and Local Transport Note 1/95 and 2/95) which state that:

- Recommended footway width at crossing point to be a minimum of 2 meters, to be sufficient for both pedestrians waiting to cross and pedestrians walking along the footway;
- Zebra crossings are generally only used when the speed limit is 30mph or below and they should not be installed on roads with an 85th percentile speed of 35 mph or above.

- 2.11 Results from the surveys show that most crossings occur in zones 1 and 2, likely due to the proximity to the synagogue and kindergarten.
- 2.12 This section of Hale lane has a speed limit of 30mph. Both directions of travel have 85th percentile speeds under the recommended maximum of 35mph for zebra crossings.
- 2.13 Considering the number of pedestrians crossing the road, and the acceptable vehicle speeds in the area, it is proposed to progress the detailed design and implementation of a new zebra crossing outside no. 228 Hale Lane.
- 2.14 Implementation of this zebra crossing will require the relocation of approximately 5 residents parking bays from outside Bays Court to the westbound lane between Bays Court and Golders Close. These bays will be accommodated by removing a section of the existing parking restrictions (single yellow line). Details of this proposals as shown on Appendix 1.
- 2.15 Officers received confirmation from LBB Street Lighting Contractor of the feasibility of the new proposed crossing from a lighting perspective.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Another option considered would be the installation a traffic island to serve as an uncontrolled crossing. However, as the crossing will service a kindergarten and be used by many young children and parents, the improved visibility and ease of use of the zebra crossing is preferred.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location, although monitoring of vehicle speeds will continue to take place.

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)

5.2.1 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

Activity	Estimated costs
Detailed Design (Includes statutory processes, topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£7,000
Build Cost including Street Lighting	£13,000
Sub-TOTAL	£20,000
Implementation & post implementation fee @ 10%	£2,000
GRAND TOTAL	£22,000

5.2.2 The estimated cost of installing the recommended proposals is **£22,000** 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.

5.3 Social Value

5.3.1 None in relation to this scheme.

5.4 Legal and Constitutional References

5.4.1. The Council's Constitution, in Article 7, states that that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees. Also, that the Area Committee can 'Determine the allocation of Community Infrastructure Levy 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'

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

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

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. If the scheme is not progressed no Consultation will be required.

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 21 January 2020

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9936&Ver=4>