



Hendon Area Committee

16 March 2021

Title	Bell Lane, NW4- Zebra Crossing
Report of	Executive Director, Environment
Wards	Hendon
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. <ul style="list-style-type: none">• Appendix 1 - BC001031-08-07-FS-100-General Arrangement-01• Appendix 2 – Bell Lane Primary School walkingdist_00• Appendix 3 – Hendon Secondary School walkingdist_00• Appendix 4 – Pedestrian Tracking Survey (Jan 2020)
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Summary

This report details the results of a feasibility study to install a zebra crossing outside no.95b Bell Lane, NW4 and outline proposals for consideration to improve safety at this location.

Officers Recommendations

That the Hendon Area Committee:

- 1. Note the review of safety improvements on Bell Lane, NW4 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. BC001031-08-07-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. Note and agree that funding for the agreed Option to consult, design and introduce the approved proposals will include the £25,000 implementation budget approved by the Hendon Area Committee on 24 July 2017 with an additional £4,920 from Local Implementation Plan (LIP) funding, for a total of £29,920**

1. WHY THIS REPORT IS NEEDED

- 1.1 Following a petition by residents in October 2016, and with local Ward Member support, the Hendon Area Committee discussed the options for introducing measures to improve road safety on Bell Lane, including installing a zebra crossing facility.
- 1.2 In May 2017, Officers reported back the results of the feasibility with recommendation to construct the zebra crossing opposite no.74 Bell Lane. However, as part of the design development, lighting design was carried out to determine the lighting levels following installation of the zebra crossing and it was identified that the proposed location would not meet street lighting requirements. Therefore, a decision was taken to investigate options to install the zebra crossing in an alternative location.
- 1.3 On 29 November 2018, a statutory consultation was carried out on proposals to install the zebra crossing with associated dropped kerbs, tactile paving and belisha beacons opposite Bell Lane Primary School (outside no.100 Bell Lane). From this consultation, six objections and a petition (192 signed objections) were received and although officers considered the proposed to be the most appropriate location for the crossing point, it was acknowledged that the provision of the zebra crossing would cause an inconvenience to some residents due to the loss of parking.
- 1.4 During the Hendon Area Committee on 19 March 2019, it was agreed for Item 12 on the Agenda - Bell Lane / Green Lane, NW4 Request for zebra crossing facility - to be withdrawn while further investigation into the selected location is undertaken in response to a number of concerns raised by residents.

- 1.5 During the Hendon Area Committee on 26 June 2019, the Committee revisited the Bell Lane/Green Lane zebra crossing on its agenda. Councillor Fluss introduced the item on Bell Lane and expressed the view that the ward councillors and the Chairman of the Environment Committee did not agree with the Officers preferred location for the Zebra crossing being outside Bell Lane Primary School and they suggested outside 95b Bell Lane as their preferred location. A feasibility study was then instructed to inform on its suitability.
- 1.6 The completed feasibility study was presented to the Hendon Area Committee in January 2020 but withdrawn prior to the meeting.
- 1.7 In October 2020, officers were asked to review the overall situation and undertake a new study review to improve safety in the area by installing a crossing point on Bell Lane to gather the pedestrians' movement in the area, taking into account the previous investigations and results presented to Committee. This report details the results of this review and put forward officers' recommendations.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This investigation looked at the current pedestrian flow and desire line in a holistic approach considering the overall movement of pedestrians and the location of all the schools in the area:
 - Beth Jacob Grammar School for Girls
 - The Independent Jewish Day School
 - Hendon School.
 - Bell Lane Primary school
- 2.2 The approach to identify the best location for a crossing point was is informed by
 - i) Personal Injury Accident data (Aug 2020)
 - ii) Speed survey data (May 2019)
 - iii) Pedestrian survey data (Sept 2019)
 - iv) Site survey observations on pedestrian movements during school opening and closing times (Oct 2020)
 - v) Postcode mapping of the registered dwellings of pupils attending Bell lane Primary School and Hendon School (Nov 2020)
- 2.3 **Personal Injury Accident Data** was collected for a period of 36 months until August 2020. Only one accident occurred during this period, a slight accident involving a vehicle turning right onto Bell lane from Stratford Road colliding with a vehicle heading straight on Bell Lane. The incident occurred during daylight hours and in dry conditions.
- 2.4 A **traffic speed survey** was conducted between 12 May 2019 and 18 May 2019. The figures were published in January 2020 Hendon committee report and showed the 85th percentile speed ranged from 25.8 to 29.3 mph. Bell Lane is not on a bus route and is currently subject to a 30mph speed limit. The existing speeds along Bell Lane are suitable for installing a zebra crossing (The LTN1/95 states that a zebra crossing should not be installed where the 85th percentile speeds are above 35mph. In this location the speeds are below this threshold therefore a zebra crossing would be a viable option).

2.5 A **pedestrian survey** was conducted on Tuesday 17 September 2019 between 7am and 7pm to determine the origin and destination of pedestrians within the study area on Bell Lane. Pedestrian movements were recorded using high level video cameras attached to street furniture (lamp posts). A schematic map of all pedestrian movements is shown in Appendix 4 and the crossing movements are summarised in the table below:

Crossing movements – September 2019	
Crossing movements opposite 95B	57
Crossing movements at the Bell Ln Junction with Green Ln	39
Crossing movements opposite Bell Ln Primary School	147

2.6 A summary of **site surveys** conducted in two school days in October 2020 during AM and PM peak hours is summarised in the table below. During the time of the survey, it was not confirmed whether the schools were operating at full or half capacity, due to the COVID Pandemic.

2.7

	Data and comments	
Characteristic	95b Bell Lane	62 Bell Lane
Location	single two-way carriageway, total width 9.4 metres with 4.5 metre on the northern footway and 4.6 metre on the southern footway	single two-way carriageway, total width 8.6 metres with 4.2 metre on the northern footway and 4.4 metre on the southern footway
Highway facilities	Road surface in good condition. The availability of suitable crossing points is limited due to a high number of vehicle crossovers and parking bays within the study area	
Visibility	Locating the crossing here will result in the loss of 3 parking space on westbound carriageway of Bell Lane adjacent to Vincent Court.	Locating the crossing here will result in the loss of 12 parking spaces on westbound and eastbound carriageway of Bell Lane
Crossing traffic	Pedestrian crossings observed east of Green Lane was significantly lower than west of Green Lane. Where predominantly young children with parents or as a group of children crossed Bell Lane heading towards The Independent Jewish Day School, some crossing traffic was noted heading to Hendon School	Largest volume of crossing traffic observed between Stratford Rd and Green Ln, predominantly parents with children walking to Bell Lane Primary School. Some crossing traffic observed west of Stratford Road. Westbound footway between Belle Vue Rd and Green Ln heavily trafficked during AM and PM times

Vehicles	traffic speed generally under 30mph. Significant number of HGV traffic during AM times (delivery vehicles and transit vans)
Parking	High volume of parents parking on School Keep Clear markings, driveways, and on carriageway to drop off children. High crossover traffic of residents leaving driveways (AM times). It is likely that there will be a reduction in overall parking provision on Bell Lane as part of any proposals for a pedestrian crossing taken forward.

- 2.8 A **postcode mapping survey** was completed in November 2020. The registered dwellings of pupils attending Bell Lane Primary School and Hendon School were pinned on a map, detailing where pupils lived in relation to their respective schools. Postcode mapping was not carried out for Beth Jacob Grammar School for Girl or The Independent Jewish Day School as data were not provided by these schools.
- 2.9 Survey results, which are shown in Appendix 2 & 3, indicate that a significant number of Hendon School pupils live north or west of Bell Lane, and would need to cross Bell Lane near its junction with Brent Street in order to walk to school. The majority of Bell Lane Primary School pupils live north of Bell Lane and therefore would not cross Bell Lane in order to walk to school. However, a significant number of pupils are shown to live southwest of Bell Lane and are likely to cross Bell Lane near its junction with Brent Street.
- 2.10 Based on the above data the pedestrians desire line and flow and taking into consideration the Members request and history and background of this scheme, two zebra crossings are proposed on Bell Lane:
- **One zebra crossing outside no.62 Bell Lane**
 - **One zebra Crossing outside no. 95b Bell Lane**
- 2.11 Following consultation with Ward Members and Chairman of the Environment Committee, it has been decided to prioritise and progress to consultation and implementation **the location outside 95b Bell Lane** with a vision to monitor and review the situation at a later stage for the implementation of a zebra crossing outside 62 Bell Lane, subject to funding being available.
- 2.12 Re instructed LBB Street Lighting contractor to complete a lighting design to confirm that a zebra crossing outside no. 95b Bell Lane is feasible form a lighting perspective. Officers received confirmation on this feasibility, subject to underground utilities service and resulting in a proposal to replace and reposition lighting columns nos. 16 & 17 subject to regular pruning of nearby tree.
- 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**
- 3.1 The alternative option would be to implement both the zebra crossings proposed on Bell Lane to gather all the pedestrians' desire line and improve the overall safety in the area. In consultation with Ward Members, it has been decided to consult and implement one of the proposed zebra crossing for the moment with a view to monitor and review the situation in the near future subject to funding becoming available.

4. POST DECISION IMPLEMENTATION

- 4.1 Once a decision is made and subject to funding being approved, detailed design of the zebra crossing would be undertaken. Ward members and residents living near the crossing location 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. 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 5.

Table 5 – 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	£20,200
Sub-TOTAL	£27,200
Implementation & post implementation fee @ 10%	£2,720

GRAND TOTAL	£29,920
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5.2.2 The funding for the implementation of the zebra crossing will include the £25,000 Implementation budget approved by Area Committee in July 2017 with an additional £4,920 from Local Implementation Plan (LIP) funding.

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.

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 October 2016 Hendon Area Committee

<https://barnet.moderngov.co.uk/documents/g8657/Printed%20minutes%2026th-Oct-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.2 Link to the petition requesting a Zebra Crossing on Bell Lane

<https://barnet.moderngov.co.uk/documents/s35287/Petitions%20Report.pdf>

6.3 May 2017 Hendon Area Committee

<http://barnet.moderngov.co.uk/documents/g9129/Printed%20minutes%2002nd-May-2017%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.4 January 2019 Hendon Residents Forum

<http://barnet.moderngov.co.uk/documents/s50856/Decisions%20of%20the%20Hendon%20Residents%20Forum.pdf>

6.5 March 2019 Hendon Area Committee – Minutes

<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9532&Ver=4>

6.6 June 2019 Hendon Area Committee – Minutes

<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9934&Ver=4>

6.7 January 2020 Hendon Area Committee – Minutes

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