



Hendon Area Committee

28 June 2021

Title	High Street, NW7 – Feasibility study for traffic management
Report of	Executive Director Environment
Wards	Mill Hill
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – BC/001965-03_FS_100-01 Rev2
Officer Contact Details	Geoff Mee – Executive Director Environment

Summary

This report details the results of a feasibility study for the traffic management on High Street, NW7, Mill Hill.

Officers Recommendations

That the Hendon Area Committee:

1. Notes the results of the feasibility study undertaken on High Street, NW7, as outlined in this report and the appendix to this report.
2. Agrees that option o as detailed in 2.12 – 2.17 and outlined in Appendix 1- Drawing No. BC/001965-03_FS_100-01 Rev2 to be progressed for consideration.
3. Authorises the Executive Director Environment to carry out a statutory consultation on the final approved proposal.
4. That subject to no objections being received to the consultation, referred to in recommendation 3, authorises the Executive Director Environment to introduce the approved proposal.

5. Agrees that if 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 proposals should be implemented or not, and if so, with or without modification.

6. Approves to allocate the funding of £48,635 from NCIL Area Committee budget. S106 funding of £26,715 has been identified and agreed by Executive Director, Environment to be allocated for the remaining cost. Total estimated scheme cost is £75,350 to consult, design and introduce the approved proposals.

1. WHY THIS REPORT IS NEEDED

1.1 During the Hendon Area Committee on 15th September 2020, Councillor Val Duschinsky introduced her Member's Item, to address the following traffic management issues for High Street, NW7.

- Improve conflict on two ways traffic flows and reducing the traffic volume travelling on The High Street, NW7. There are ongoing issues with the damaging of side mirrors, scratches and dents on vehicles belonging to residents caused by the traffic using High Street NW7. This is due to the narrowness of the road width especially with current traffic travelling in both directions and residents relying on the roadside space to park their vehicles street.
- There are also currently issues with vehicles parking at the Will Grove junction with High Street NW7, Milespit Hill junction with The Ridgeway and on Milespit Hill and around the pond.
- Lack of pavement creating issues for students from The Mount, Mill Hill International walking to Wills Grove or vice versa via High Street, NW7 to gain access to their school boarding facility

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 a feasibility study which would include a traffic survey and tracking of large vehicles (e.g. refuse vehicles) which might affect the green area including looking at:

- One-way system along Milespit Hill between High Street and Hollies End:
- High Street and Milespit Hill west side to be for traffic travelling northbound
- Milespit east side to be for traffic travelling southbound
- Existing pond to act as mini-roundabout
- Double yellow lines on main corners and at junctions of Milespit Hill and of High Street with The Ridgeway
- Outside no. 2 Angel Cottage: footway cannot be widened but signs and road markings could help pedestrians and double yellow lines could prevent parking
- Signs to restrict HGV to drive through High Street and Milespit Hill

1.3 This report details the investigation carried out to address the above request of traffic survey and tracking of large vehicles including looking at one-way system along Milespit Hill between High Street NW7 and Hollies End, the existing pond as a mini roundabout.

2. REASONS FOR RECOMMENDATIONS

The investigation concentrates on looking at the traffic flow along Milespit Hill between High Street and Hollies End and is informed by:

- i) Site observation
- ii) Traffic Survey
- iii) Collision Data

Ward Councillor was consulted and agreed traffic survey to be carried out to track vehicles movements in order to progress with the feasibility study.

Site Observation

- 2.1 High Street, NW7 is a residential road adjoining Wills Grove on the north west and Milespit Hill on the south west direction. It is a 20mph speed limit road.
- 2.2 Milespit Hill connects to High Street, NW7 on the west side split road and The Ridgeway on the east side split road. It is mainly residential in character. It is subject to 30mph speed limit on the section south of The Mount, Mill Hill International School and 20mph speed limit on the section north of The Mount, Mill Hill International School.
- 2.3 High Street, NW7 and Milespit Hill are roads with street lighting. Existing traffic signs indicate restriction of no waiting for 5t or above heavy good vehicles and buses from 6.30pm to midnight and midnight to 8.00am on High Street, NW7 and within the scheme extent.
- 2.4 Most of the properties on High Street do not have driveways and residents rely on roadside space to park their vehicles.
- 2.5 The carriageway surfacing within the extent of the site is generally not in a good condition, this is however not within the scope of this feasibility study. If carriageway surfacing to be addressed, additional funding will be required.

Traffic Survey

- 2.6 Manual classified vehicles counts were carried out on the 16th March 2021 on High Street, NW7 and a section of Milespit Hill. The survey was conducted for 12 hours from 7am to 7pm to track vehicles movements with vehicle category classification.
- 2.7 On the 6th and 8th May, additional surveys were conducted for 24 hours for one weekday and a day on weekend to track vehicles movement. This is to identify the vehicle category classification on High Street, NW7 and a small section of Milespit Hill within the scheme extent. Locations of the surveys are shown on Figure 1 below.



Figure 1: Traffic survey location plan

2.8 The manual classified vehicles count results are shown on the Table 1 below

Table 1

Direction	Date/Period	Vehicles Classification			
		Cars	Light Good Vehicles (LGV)	Heavy Good Vehicles (HGV)	Coaches and buses (PSV)
A to E (High Street, NW7 to Mylespit Hill)	Tues, 16 March 2021 (Period: 0700 -1900)	126	11	0	0
	Thurs, 6 May 2021 (Period: 24 hours)	162	26	6	1
	Date: Sat, 8 May 2021 (period: 24 hours)	118	6	0	0
E to A (Mylespit Hill to High Street, NW7)	Tues, 16 March 2021 (Period: 0700 -1900)	250	15	4	1
	Thurs, 6 May 2021 (Period: 24 hours)	306	36	4	0
	Date: Sat, 8 May 2021 (period: 24 hours)	157	16	0	0
B to D (The Ridgeway junction with Mylespit Hill to Mylespit Hill)	Tues, 16 March 2021 (Period: 0700 -1900)	63	14	2	0
	Thurs, 6 May 2021 (Period: 24 hours)	75	10	0	0
	Date: Sat, 8 May 2021 (period: 24 hours)	50	3	0	0

D to B (Milesplit Hill to The Ridgeway junction with Milesplit Hill)	Tues, 16 March 2021 (Period: 0700 -1900)	28	14	0	0
	Thurs, 6 May 2021 (Period: 24 hours)	59	11	3	1
	Date: Sat, 8 May 2021 (period: 24 hours)	25	4	0	0
B to E (The Ridgeway junction with Milesplit Hill to Milesplit Hill)	Tues, 16 March 2021 (Period: 0700 -1900)	14	0	0	0
	Thurs, 6 May 2021 (Period: 24 hours)	12	0	0	0
	Date: Sat, 8 May 2021 (period: 24 hours)	6	1	0	0
E to B (Milesplit Hill to The Ridgeway junction with Milesplit Hill)	Tues, 16 March 2021 (Period: 0700 -1900)	37	7	1	0
	Thurs, 6 May 2021 (Period: 24 hours)	82	17	2	1
	Date: Sat, 8 May 2021 (period: 24 hours)	10	3	0	0
C to D (The Ridgeway junction with Milesplit Hill to Milesplit Hill)	Tues, 16 March 2021 (Period: 0700 -1900)	289	31	7	4
	Thurs, 6 May 2021 (Period: 24 hours)	329	50	3	4
	Date: Sat, 8 May 2021 (period: 24 hours)	205	16	4	0
D to C (Milesplit Hill to The Ridgeway junction with Milesplit Hill)	Tues, 16 March 2021 (Period: 0700 -1900)	162	17	4	0
	Thurs, 6 May 2021 (Period: 24 hours)	182	15	2	0
	Date: Sat, 8 May 2021 (period: 24 hours)	149	9	0	0
C to E (The Ridgeway junction with Milesplit Hill to Milesplit Hill)	Tues, 16 March 2021 (Period: 0700 -1900)	30	5	0	0
	Thurs, 6 May 2021 (Period: 24 hours)	79	6	0	1
	Date: Sat, 8 May 2021 (period: 24 hours)	27	0	0	0
E to C (Milesplit Hill to The Ridgeway junction with Milesplit Hill)	Tues, 16 March 2021 (Period: 0700 -1900)	125	10	0	0
	Thurs, 6 May 2021 (Period: 24 hours)	126	8	1	0
	Date: Sat, 8 May 2021 (period: 24 hours)	50	3	2	0

2.9 The traffic survey results for 2 weekdays and 1 day on the weekend showed small volumes of heavy good vehicles (HGVs) and public service vehicles (PSVs) travelled on High Street, NW7 in both directions (highlighted in red in Table 1). A total of 5 HGVs and PSVs were recorded on Tuesday 16th March 2021, a total of 11 HGVs and PSVs were recorded on Thursday 6th May 2021 and none on Saturday 8th May 2021.

2.10 The majority of traffic travelled on High Street, NW7 in both directions were cars and light good vehicles less than 3.5t.

Collision Data

2.11 The Collision Data from TfL database for the last five years up to December 2020 (the most recent data available from TFL) showed no records of any personal injury accident on High Street, NW7 and the section of Milesplit Hill included in this study.

Feasibility and proposal

- 2.12 A one-way system is proposed along Milesplit Hill between High Street and Hollies End to address the traffic management on High Street, NW7. The one-way northbound is proposed on High Street and Milesplit Hill between Wills Grove and Hollies End. The one-way southbound is on the eastern side Milesplit Hill, from the pond to the junction where it meets Milesplit Hill opposite the property Wychwood. The existing pond would act as a mini roundabout. The proposed one-way system is shown on Drawing BC/001965-03_FS_100-01 Rev1 and the advantages and disadvantages of the proposal are shown in Table 2.

Table 2 – Proposed One-way system

Brief Description	Advantage /Disadvantage
<ul style="list-style-type: none"> • One-way system along Milesplit Hill between High Street NW7 and Berry Cottages by the junction of Hollies End. • The pond acted as a mini roundabout. 	<p>Advantages</p> <ul style="list-style-type: none"> • Improve traffic flow on High Street NW7. • Reduce conflict on vehicles travelling on High Street NW7 due to limited road width with parked vehicles. • Will help students from The Mount, Mill Hill International to have better anticipation of the travelling traffic in one direction rather than both directions when walking to Wills Grove or vice versa via High Street, NW7 to gain access to their school boarding facility <p>Disadvantages</p> <ul style="list-style-type: none"> • Proposed one-way system will require illuminated traffic signs and posts to be installed on site to direct traffic as required by the design standard and regulation although it is within the conservation area. • As per traffic survey results, the number of large vehicles using High Street NW7 if one-way system is implemented will increase slightly (highlighted in black on Table 1).

- 2.13 A traffic sign showing “Unsuitable for heavy goods vehicles” for right turning vehicles at the “mini-roundabout” will be proposed on the existing lamp column opposite property no. 6 Nicholls Armshouses, Millspit Hill.
- 2.14 Double yellow lines are proposed at Will Grove junction with High Street NW7, Milesplit Hill junction with The Ridgeway and on Milesplit Hill, around the pond near the junction with Hollies End. The double yellow lines proposed at all these junctions and around the bends will improve visibility, enhance safety and prevent further obstructive parking.
- 2.15 One-way system arrows and “No entry” road markings will be installed on site to guide travelling traffic.
- 2.16 Minor modification to kerb alignment on Milesplit Hill opposite Hollies End junction is required to provide a smoother turning movement for vehicles turning right if one-way system is implemented.
- 2.17 Currently the refuse vehicles are travelling in the southbound direction through High Street,

NW7 for refuse collection. The Waste Management Team will be consulted during the consultation. If the proposed one-way system is implemented, an alternative refuse collection route will be required on High Street, NW7 and at Milesplit Hill.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative option considered, but not recommended is the one-way system between High Street, NW7 and the boundary of 2 Angel cottage and 1 Nicholls Almshouses. This option is not viable due to the site constraint and safety concerns for installing illuminated traffic signs in front of the properties in order to comply with design standard and regulation.
- 3.2 Another option considered but not recommended is to introduce the proposed one way system and include a set of speed cushions on High Street NW7. This proposal was not progressed following consideration that the site is within conservation area and a 20mph Zone is in place. Parking on both sides of the road would make it difficult for vehicles to drive over the cushions. However, the speed of the site might need to be monitored after the implementation of the one-way system to verify whether there will be an increase of speed which might justify the installation of speed cushions.
- 3.3 In addition to the options 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 Ward Councillor to address traffic management issue at High Street NW7.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Hendon Area Committee's decision and agreement subject to funding, consultation to ward members, residents living near the site, waste management team and emergency services would be undertaken. Detailed design of the proposal to be progressed and implementation would follow once any issue has 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 proposals will 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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.
- 5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as 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 Maintenance and Project Framework (LHMP) North Area schedule of rates have been used to carry out a preliminary high-level cost estimate for this recommendation as shown in Table 3. This will need to be refined by LHMP upon completion of the detailed design.

Table 3 – One Way System Cost Estimation

Activity	Estimated costs
<i>Detailed Design and Consultation</i> (Includes statutory processes, topographical survey procurement, STATS searches, advertising, public consultation, notices, safety audits etc.)	£8,500
<i>Build Cost including Street Lighting</i>	£60,000
<i>Civil Works</i> (road markings, verge conversion and island modification)	£12,000
<i>Lighting</i> (approximately 15 lit traffic signs)	£31,000
<i>Accruals</i> (accruals:10 years remaining contract with Bouygues to maintain electrical asset)	£17,000
Sub-TOTAL	£68,500
<i>Implementation & post implementation fee</i> (site supervision, checking defect, snagging, remeasure, certify work and quantity on site, H&S file, completion certificate fees and finances)	£6,850
GRAND TOTAL	£75,350

5.2.2 The estimated scheme cost of this recommendation is £75,350. S106 funding of £26,715 has been identified and agreed by Executive Director, Environment to be allocated to this scheme. The amount of £48,635 is requested from NCIL Area Committee budget.

5.2.3 The work will be carried out under the existing PFI (electrical) and LHMP (non-electrical) term maintenance contractual arrangements. Future maintenance of electrical apparatus shall pass to Barnet Lighting Services, the PFI Contractor, who will charge a commuted sum for the maintenance – the cost of this can be absorbed within existing Council revenue budgets.

5.3 Legal and Constitutional References

- 5.3.1 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.
- 5.3.2 The Council as the Highway Authority has the necessary legal powers to introduce traffic signs and road markings in the interest of safety under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.
- 5.3.3 The terms of reference for the Hendon 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, consider matters referred from Residents Forums and determine how they are to be taken forward in consultation with the relevant Area Committee Lead Officer and subject to any Community Infrastructure Levy (CIL) funding requirement being agreed by the Committee and determine the allocation of CIL funding within the constituency subject to sufficient of the budget allocated to the committee being unspent.

5.4 Insight

- 5.4.1 The options developed for the scheme were informed through manual classified traffic count and onsite observations of the issues.

5.5 Social Value

- 5.5.1 None in relation to this scheme.

5.6 Risk Management

- 5.6.1 None in the context of this report. Risk assessment may be required for work resulting from this report.

5.7 Equalities and Diversity

- 5.7.1 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.
- 5.7.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.7.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

5.8 **Corporate Parenting**

5.8.1 Not applicable in the context of this report.

5.9 **Consultation and Engagement**

5.9.1 If the scheme is not progressed, no consultation will be required.

- **BACKGROUND PAPERS**

5.10 Hendon Area Committee 15 September 2020

<https://barnet.moderngov.co.uk/documents/g10248/Public%20reports%20pack%2015th-Sep-2020%2018.00%20Hendon%20Area%20Committee.pdf?T=10>