

	<p>Hendon Area Committee</p> <p>27 October 2021</p>
<p style="text-align: right;">Title</p>	<p>Edgwarebury Lane Feasibility</p>
<p style="text-align: right;">Report of</p>	<p>Executive Director Environment</p>
<p style="text-align: right;">Wards</p>	<p>Edgware</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Drawing no: BC001965-14_FS_100-01 BC001965-14_FS_3300-01 BC001965-14_FS_3300-02</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Geoff Mee – Executive Director - Environment geoff.mee@barnet.gov.uk</p>
<p>Summary</p>	
<p>This report details the feasibility study undertaken to address the traffic and safety concerns in Edgwarebury Lane, HA8</p>	

<p>Recommendations</p>
<p>1. That the Hendon Area Committee notes the details of the feasibility study as outlined in this report.</p>
<p>2. That the Hendon Area Committee having considered the feasibility study authorises the Executive Director, Environment to install a new zebra crossing outside no. 186 Edgwarebury Lane as indicated in Drawing No. BC001965-14_FS_100-01.</p>
<p>3. That the Hendon Area Committee authorises the Executive Director, Environment to carry out a statutory consultation on the proposed scheme indicated on Drawing No. BC001965-14_FS_100-01. If any objections are received as a result of the statutory consultation, the Executive Director, Environment will consider and determine whether or not the scheme should be implemented and, if so, with or without modification, subject to funding being made available.</p>

4. That the Hendon Area Committee notes that the total cost to implement will be £34,870 to consult, design and introduce the approved proposals. The Executive Director, Environment has agreed to allocate £17,435 from the Road Safety & Parking Budget with the remaining £17,435 to be allocated from the Area Committee Neighbourhood CIL budget.

5. That Hendon Area Committee approve funding of £17,435 from the Area committee NCIL budget as stated in recommendation 4.

1. WHY THIS REPORT IS NEEDED

- 1.1 Following complaints received from many residents and users of the park indicating high speeds along narrow roads and lack of safe crossing points, Cllr Sarah Wardle submitted a Members Item to the Hendon Area Committee in March 2021 for a feasibility study and other appropriate measures along Edgwarebury Lane.
- 1.2 The request was for:
- exploring whether crossing points could be implemented, whether the speed criteria did merit a VAS and whether slow markings were necessary
 - add collision data to the report to be feedback to the Committee.
- 1.3 Following discussion of the item, the Hendon Area Committee approved funding of £5,000 for a feasibility study to consider speed reduction and other safety measures.
- 1.4 This report therefore details the results of the speed and pedestrians survey and of the investigation carried out on Edgwarebury Lane.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This feasibility study focuses on measures to reduce the speed on Edgwarebury Lane and to improve the safety for pedestrian near the Edgwarebury Park entrances through the acquisition and study of the following data:
- i) Site Observations
 - ii) Traffic Surveys
 - iii) Collision Data Analysis
- 2.2 **Site Observations:**
- 2.2.1 Edgwarebury Lane is a long stretch of road connecting Hale Lane with Edgwarebury Park. It is predominantly residential in character with a high number of driveways and mature trees. It has a 30mph speed limit.
- 2.2.2 Edgwarebury Lane runs alongside Edgwarebury Park, a 22-hectare park which includes extensive sports facilities, a playground and ornamental gardens. There are two entrances to the park from Edgwarebury Lane and two entrances from Edgware Way. It has been observed that the park is frequently visited by many people throughout the week, many of whom arrive by car. During site visit, lack of pedestrians crossing facilities was noted near the entrances to the park on Edgwarebury Lane.

2.2.3 A few schools are in the vicinity, such as Broadfields Primary School and Rosh Pinah Primary School.

2.2.4 Following site visits and based on the above information, officers focused their study on the section between Edgware Way and the Edgwarebury Cemetery, near the park entrances.

2.3 Traffic Surveys:

2.3.1 A speed survey was conducted from 21st June 2021 for two weeks, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. The survey was carried out in three different locations, as shown on drawing no. *BC001965-14_FS_3300-01*. The proposed locations were confirmed with Ward Councillors prior to installation.

2.3.2 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).

2.3.3 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 in excess of the signed speed limit by 5mph or more. Therefore, for a 30mph road the 85th percentile speed would ideally be less than 35mph.

2.3.4 The average speeds and 85th percentile speeds that were recorded on Edgwarebury Lane during the 14-day survey in each direction are summarised as follows:

Figure 1 – Speed survey location plan



Table 1 – Speed Survey Results

Road	Direction	Average Speed (mph)	85th Percentile Speed (mph)
Site 1 Edgwarebury Lane (near junction with Hartland Drive)	Northbound	22.5	28.2
	Southbound	21.9	27.1
Site 2 Edgwarebury Lane (between Hartland Drive and Crossgate)	Northbound	26.7	32.4
	Southbound	26.1	31.7
Site 3 Edgwarebury Lane (between Crossgate and Blackwell Gardens)	Northbound	25.3	31.4
	Southbound	27.4	33.1

- 2.3.5 At Site 1, during the 14-day survey 8.9% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 1.7% exceeded 35mph (the usual enforceable threshold). In the southbound direction 6.3% exceeded the speed limit 30mph and 1.03% exceeded 35mph.
- 2.3.6 At Site 2, during the 14-day survey 27.5% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 6.9% exceeded 35mph (the usual enforceable threshold). In the southbound direction 23.5% exceeded the speed limit 30mph and 5.6% exceeded 35mph.
- 2.3.7 At Site 3, during the 14-day survey 21.4% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 5.7% exceeded 35mph (the usual enforceable threshold). In the southbound direction 30.5% exceeded the speed limit 30mph and 8.7% exceeded 35mph.
- 2.3.8 Pedestrian surveys were carried out on the 21st and 25th July from 7.30am to 8.30pm near the entrances of the Edgwarebury Park.

Figure 2 – Pedestrian crossing survey area

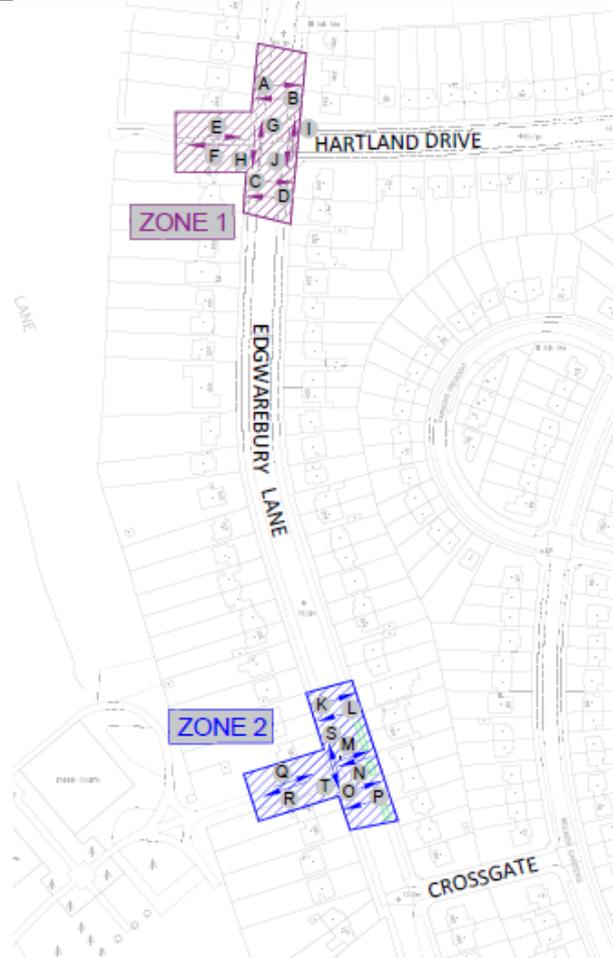


Table 2 – Pedestrian Count Results

Zone 1										
Edgwarebury Lane (near junction with Hartland Drive)										
Direction	A	B	C	D	E	F	G	H	I	J
Number of pedestrians (Average Results)	15	51	69	80	122	156	27	33	37	20
Zone 2										
Edgwarebury Lane (between Hartland Drive and Crossgate)										
Direction	K	L	M	N	O	P	Q	R	S	T
Number of pedestrians (Average Results)	17	23	110	18	33	40	402	391	28	39

2.3.9 The survey revealed that:

- In zone 1 there are approximately 150 pedestrians that entrance to the park and 120 pedestrians that exit to the park each day.
- In zone 2 there are approximately 400 pedestrians that entrance to the park and 400 pedestrians that exit to the park each day.
- In zone 2 the pedestrians prefer to make their crossing in correspondence of the entrance of the park.

2.3.10 Refer to drawing no. *BC001965-14_FS_3300-01* for a full summary of the results.

2.4 Collisions Data:

2.4.1 Personal Injury Collision Data from July 2016 to July 2021 were analysed on Edgwarebury Lane. These were the latest data available from TfL Collision Statistics system (COLLSTATS).

2.4.2 Collision data show a slight accident at junction with Hartland Drive and a slight accident near the junction with Edgware Way.

2.4.3 Refer to drawing no. *BC001965-14_FS_3300-02* for a full summary of the results.

2.5 Proposal:

2.5.1 After reviewing the speed survey and accident data on Edgwarebury Lane, given the high number of pedestrians walking and crossing the road to reach the park entrances and in order to address the concerns raised by residents, it is proposed to install a new zebra crossing outside no.186 Edgwarebury Lane.

2.5.2 This would involve the removal of some grass verge outside nos.181,183 and 186 to repave the crossing area and provide a safety room for people waiting to cross.

2.5.3 The proposal will involve the removal of approximately 6 unrestricted parking spaces due to the installation of the zig-zags lines requested by traffic regulations for the zebra crossing. The extension of existing double yellow lines at park's entrance to the zigzag area is also proposed.

2.5.4 The existing and proposed parking restrictions in the vicinity of the park's entrance, along with the zigzag markings for the zebra crossing, will require a statutory consultation in order to formalise road markings restrictions and provide an adequate intervisibility between pedestrians and approaching vehicles.

2.6 "Slow" road markings" and two "Zebra crossing ahead" warning signs on lamp column outside no. 180 Edgwarebury Lane and on lamp column outside no. 194 Edgwarebury Lane are also recommended.

2.7 This option would address the safety concerns raised by residents and will improve safety in the area. The indicative cost is detailed in paragraph 5.2.2. A robust estimate will be carried out during the detailed design stage.

2.8 Drawing no. BC001965-14_FS_100-01 shows the proposed option.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The installation of a set of traffic islands was considered but not progressed as computer-generated vehicle tracking indicated difficulties in manoeuvring in/out the existing driveways.

3.2 An alternative option would be to not install any measures however this would not address pedestrian safety issues.

4. POST DECISION IMPLEMENTATION

4.1 Should the Committee agree with the recommendations, a statutory consultation on the proposed measures would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during this financial year subject to the results of the consultation.

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 Highway Maintenance and Projects Framework North Area” schedule of rates has been used to carry out a preliminary high-level cost estimate for installing the proposed works as shown below.

5.2.2 Cost estimate for Option 1.

Activity	Estimated costs
Detailed Design (Includes statutory processes, topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£8,000
Build Cost and Street Lighting	£23,700
Sub-TOTAL	£31,700
Design fee @ 10%	£3,170
GRAND TOTAL	£34,870

The estimated cost of installing the recommended proposals is **£34,870** with £17,435 requested from the Road Safety & Parking Budget and £17,435 requested from the Area Committee Neighbourhood CIL Budget. It is considered that the proposals would improve safety in the area and is recommended by officers.

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.

5.4.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

5.4.3 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.

5.4.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.5 Statutory consultation subject to funding will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5.5 Risk Management

5.5.1 Not applicable in the context of this report

5.6 Equalities and Diversity

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

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

5.9 Insight

5.9.1 The proposal has been informed through the analysis of personal injury accident data, speed surveys and site observations.

6. BACKGROUND PAPERS

6.1 Hendon Area Committee meeting, March 2021:

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=10250&Ver=4>