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Meeting	Hendon Area Environment Sub-Committee
Date	22 October 2013
Subject	BROADFIELDS AVENUE, HA8 – School Pedestrian Crossing Improvements
Report of Summary	Director for Place  The report outlines findings of the initial investigations regarding a pedestrian improvements feasibility study

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Officer Contributors	Themba Nleya
Status (public or exempt)	Public
Wards Affected	Edgware Ward
Key Decision	No
Reason for urgency / exemption from call-in	N/A
Function of	Executive
Enclosures	Drawing <i>60690 Conceptual</i>
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## **1. RECOMMENDATIONS**

- 1.1** That the Hendon Area Environment Sub-Committee note the outcome of the investigation into the feasibility of providing a crossing facility at the pre-determined location on Broadfields Avenue as presented in this report.
- 1.2** That the Hendon Area Environment Sub-Committee note the Council's current approach to traffic management measures and that therefore when assessed within the context of Barnet's wider aspirations the request does not meet the standard.
- 1.3** That the Hendon Area Environment Sub-Committee consider sections 9.3 and 9.4, of the report and determine, subject to a successful Road Safety Audit if a zebra crossing should be introduced.

## **2. RELEVANT PREVIOUS DECISIONS**

- 2.1** The Hendon Area Environment Sub-Committee meeting on 16 January 2013 agreed to admit a petition from the Residents Area Forum requesting for the installation of a Pelican crossing on Broadfields Avenue.

## **3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS**

- 3.1** The Corporate Plan 2013/16 defines the Council's vision (under the priority to promote responsible growth, development and success across the borough) in delivering sustainable growth to ensure Barnet continues to be successful and prosperous place where people want to live and work.
- 3.2** The London Mayor's Transport Strategy also addresses these areas through: "Proposal 30: The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will include ...c) "... keep traffic moving ..." , e) Planning and implementing ... improvements to the existing road network, ... to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users.

## **4. RISK MANAGEMENT ISSUES**

- 4.1** I do not consider the issues involved are likely to give rise to policy considerations as this report is not recommending measures.
- 4.2** There would be a reputation risk associated with the inability to recommend measures for the upgrading of the existing pedestrian facilities should an incident/accident involving a pedestrian or a school child occur at the location later.

## **5. EQUALITIES AND DIVERSITY ISSUES**

- 5.1** A future introduction of a controlled pedestrian facility on Broadfields Avenue would facilitate movement of pedestrians and particularly benefiting users with mobility impairments and pedestrians with prams and pushchairs.

## **6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)**

- 6.1 **Finance** The investigatory and feasibility study aspects of the scheme are being funded from the 2013/14 Local Implementation Plan's (LIP) Traffic Management and Accident Reduction allocation at a cost of £5 000.
- 6.2 Should it be agreed that the Zebra Crossing be introduced the estimated costs of the works is £30,000 and can be funded from the 2013/14 Local Implementation Plan's (LIP) Traffic Management and Accident Reduction allocation.
- 6.3 **Procurement** No highway works other than that necessary to inform the feasibility study are being procured in light of the 'do nothing' recommendation.
- 6.4 There are no **Staffing, IT or Property** implications arising out of this report.

## **7. LEGAL ISSUES**

- 7.1 The Traffic Management Act 2004 places an obligation on authorities to ensure the safe and expeditious movement of traffic on their road network.
- 7.2 The Council as Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

## **8. CONSTITUTIONAL POWERS (Relevant section from the Constitution, Key/Non-Key Decision)**

- 8.1 Constitution Part 3 – Responsibility for Functions – Area Environment Sub-committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

## **9.0 BACKGROUND**

- 9.1 Further to receiving a petition, on 16 January 2013 the item was referred from the Residents Forum to the Hendon Area Environment Sub-committee. The Committee decision on the night noted that although the location does not meet the criteria to justify a recommendation for the installation of a crossing, officers be instructed to *'carry out a feasibility study with a view to introducing a crossing and report the findings back at a future meeting'*.
- 9.2 A summary of the officers' investigatory work is included in Appendices A and B below.
- 9.3 Accordingly, when viewed in the context of assessment criteria no Officer recommendation can be made for the implementation of a zebra crossing.
- 9.4 However, if the Committee is minded to still proceed officers have identified a probable suitable location as indicated on the drawing no, *60690 Conceptual*

in Appendix B that subject to a successful Road Safety Audit (RSA) could be introduced.

10 **List of background papers:**

10.1 None

CFO	AD
Legal	AK

## APPENDIX A: SUMMARY OF THE LOCATION AND ROAD LAYOUT

Broadfields Avenue Junction With Harrowes Meade and Glengall Road – PEDESTRIAN CROSSING FEASIBILITY STUDY	
Site Description	<p>The favoured location lies on Broadfields Avenue, immediately to the north of its junctions with Glengall Road and Harrowes Meade at or very near the existing formal but uncontrolled pedestrian island facility that has dropped kerbs. The above side roads interaction at the location presents a staggered cross-roads layout which then warrants care in how pedestrian facilities are safely incorporated.</p>
Pedestrian Activity, Traffic and Speeds	<p>The location sits at the junction of Glengall Road which leads to Rosh Pinah School. The speed surveys carried out during 10 to 17 December 2012 indicate that a high proportion of traffic was recorded during school AM and PM peak periods.</p> <p>The weekday 24hr average flows are 4200 vehicles per day and up to 50% of this figure is recorded during the period generally tending to coincide with high pedestrian activity hours of 7am-10am and 3pm-5pm linked to journeys to/from school.</p> <p>In addition to the December 2012 survey, a further informal footfall assessment in May 2013 has shown pedestrian demand at this particular location to be low. However, at the time of investigation, there was talk of a new school Avanti House relocating to the area and should this happen, the outcome of the assessment is likely to be very different.</p> <p>Officers believe when the hourly traffic flow figures are computed these will generate a low <math>PV^2</math> count. The <math>PV^2</math> formula is widely used by traffic engineers as barometer to indicate the perceived difficulty or opportunities with which pedestrians intending to cross a busy road are able to find gaps in traffic to be able to do so. At such locations as</p>

	<p>this one where traffic counts are relatively high but pedestrian counts are on the lower side, often an island is introduced to enable pedestrians to cross the road in two stages. Such a facility is already provided at this location.</p> <p>The average daily 85<sup>th</sup>ile speeds during the weekday period of 7am to 7pm suggest compliance with the speed limit. This is thought to be influenced in part by the fact that there is already a vehicle activated sign with 'slow down' legend for southbound drivers immediately south of the Glengall Road junction. The presence of pedestrian islands which are known to be sometimes effective in providing a psychological 'visual throttling effect' and may encourage drivers to mind their speeds. In addition, SLOW carriageway markings to advise drivers are also present on both approaches.</p> <p>However, despite the existing traffic calming measures that are in place, during off-peak periods when traffic flows reduce, as has been observed at many locations elsewhere, there are occasional instances of excessive speeding.</p>
Personal Injury Accidents (PIAs)	<p>There are no recorded PIAs in the latest available 36 month period from 01.06.2010 to 31.05.2013 at the target location outside 156 Broadfields Avenue including up to 100m either side i.e. from property 138 near Bullescroft Gardens junction to property 170 near Francklyn Gardens junction.</p>
Visibility	<p>Forward visibility at the target location has been found to be adequate from both directions.</p> <p>This also holds for any traffic emerging from the side road junctions of Harrowes Meade and Glengall Road.</p>

## Site Assessment Outcomes and Discussion Points

Generally, the provision of crossings ought to be targeted at the needs of vulnerable user groups as they experience the most difficulty and danger with each type of crossing having its advantages and disadvantages.

Refuges are a form of an uncontrolled crossing that present an opportunity to cross in two stages thus reducing the size of the needed gap between two successive vehicles. This road is in excess of 9 metres and such a measure would be appropriate. Indeed there is an existing pedestrian refuge with dropped kerbs in the vicinity.

Where a need for a controlled crossing is established, a zebra crossing may be a preferred option as it gives priority to pedestrians over vehicles and users do not have to wait. They are particularly recommended where average hourly pedestrian flows are up to 1100, vehicle flows are 500 or less and 85%ile speeds do not exceed 35mph. Pedestrian flows are low, but the recorded speeds and traffic counts mean the location would be an ideal candidate to accommodate a zebra crossing as a form of a controlled crossing rather than a pelican. The footprint of a zebra crossing at the assessed location is as shown in drawing no **60690 Conceptual** in Appendix B.

## APPENDIX B: CONCEPTUAL DRAWING FOR A ZEBRA CROSSING