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|  | <h2>Chipping Barnet Area Committee</h2> <h3>21 October 2015</h3>   |
| <p style="text-align: right;"><b>Title</b></p>                   | <p><b>Osidge Lane - Pedestrian Improvements</b></p>  |
| <p style="text-align: right;"><b>Report of</b></p>               | <p>Commissioning Director - Environment</p>  |
| <p style="text-align: right;"><b>Wards</b></p>                   | <p>Brunswick Park</p>  |
| <p style="text-align: right;"><b>Status</b></p>                  | <p>Public</p>  |
| <p style="text-align: right;"><b>Urgent</b></p>                  | <p>No</p>  |
| <p style="text-align: right;"><b>Key</b></p>                     | <p>No</p>  |
| <p style="text-align: right;"><b>Enclosures</b></p>              | <p>Appendix A - Option 1 GC/002132 G/7/1 (showing pedestrian crossing zones)<br/>Appendix B - Option 3 GC/002132 G/7/3 (showing recommended crossing location)</p> |
| <p style="text-align: right;"><b>Officer Contact Details</b></p> | <p>Jane Shipman, <a href="mailto:highwayscorrespondence@barnet.gov.uk">highwayscorrespondence@barnet.gov.uk</a>,<br/>020 8359 3555</p>                             |

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| <h2>Summary</h2>   |
| <p>This report identifies results from a feasibility study for a zebra crossing on Osidge Lane primarily intended to serve Brunswick Park School, and recommends that a proposal for a zebra crossing be pursued at the location best situated to serve the pedestrian crossing demand (shown on drawing G/7/3).</p> |

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| <h2>Recommendations</h2>  |
| <ol style="list-style-type: none"> <li>1. That the Chipping Barnet Area Committee agree that a proposal for a zebra crossing on Osidge Lane be pursued at the location identified on the Option 3 drawing GC/002132 G/7/3.</li> </ol>   |
| <ol style="list-style-type: none"> <li>2. That the Chipping Barnet Area Committee instruct the Commissioning Director for Environment to proceed with detailed design and consultation of the amended scheme, consider any consultation responses, decide whether amendments should be made as a result and subject to meeting all necessary</li> </ol> |

## **statutory requirements to implement the scheme.**

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 At the 22 October 2014 Chipping Barnet Residents Forum a request was made by the school governors of Brunswick Park School for a pedestrian crossing due to the anticipated increase in pedestrian traffic following the provision of a new access gate to the school. This would result in increased pedestrian traffic crossing Osidge Lane in the West Walk / East Walk / Osidge Lane car park area.
- 1.2 Issues of anti-social behaviour in the private access road that provides service access to the school and rear access to some premises on Osidge Lane were also identified.
- 1.3 A feasibility study was commissioned to identify options for a pedestrian crossing point on Osidge Lane. The brief also identified the anti-social behaviour issue and the presence of an existing cycle route crossing Osidge Lane from East Walk (carriageway) to Waterfall Walk (off road path). It was highlighted that the expectation was that this will be upgraded in future as part of a London Quietways Network.
- 1.4 A location for a controlled crossing has been identified as shown on the appended drawing G/7/3. This is location 3 on the drawing G/7/1. Note that drawing G/7/3 also shows the work identified on drawing G/7/1.

### **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Following surveys of traffic and pedestrian crossing movements a zebra crossing is identified as a suitable option. The existing pedestrian refuges are narrow so do not well serve large numbers of pedestrians or pedestrians needing more space to manage children and pushchairs for example. Guidance identifies they are not a preferred solution given the level of traffic. Therefore, four options for a zebra crossing location were identified.
- 2.2 The current main pedestrian crossing locations are influenced by the presence of two existing pedestrian refuges one just west of West Walk and one just west of East Walk. Pedestrians also cross Osidge Lane in reasonable numbers just east of each junction.
- 2.3 Option 3 (the preferred option) involves introducing a zebra crossing just east of West Walk close to the access from the park and new access from the school. This is shown as location 3 on the appended plan. The existing refuge islands would need to be removed to reduce the risk that pedestrians would continue to cross at these, in an area where drivers' attention will tend to be focused on the zebra crossing. However, diverting to this location is not likely to inconvenience the majority of pedestrians who currently cross at either pedestrian refuge except those crossing from East Walk to Waterfall Walk. It

is therefore likely that most pedestrians would change their behaviour to use the new crossing.

- 2.4 Option 3 would require some pedestrians to cross West Walk who might not otherwise choose to, but they would avoid crossing the school access road, which can be busy at the beginning and end of the school day in particular.
- 2.5 If the removal of a link from East Walk to Waterfall Walk were an issue for pedestrians or in relation to the cycle route, a pedestrian refuge east of East Walk might be considered in future - the location being further removed from the crossing position than would be the case with the other options discussed here.
- 2.6 This location has also been reviewed on site by Re officers and is considered to be the most practical option for introduction of a crossing, although removal of one or two trees would be need to accommodate the crossing.
- 2.7 The proposal has an estimated construction cost of £52,000 for the crossing alone.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 An Option 1 that might be incorporated in whole or in part with the crossings was identified that would involve installing lighting on the path to the new school gate, widening this path and converting the wide southern footway of Osidge Lane to shared pedestrian and cycle use from the school access to the pedestrian crossing. Lighting and pavement provision in the private access road to reduce the opportunities for antisocial behaviour are also identified as a possibility. Although the feasibility study suggests that this work should be pursued this report focuses on the crossing provision, and associated work on the public highway. A cycle link to the might be considered in future to link the school to the future Quietway network. Further work / consideration would be needed if this option were pursued because of potential ecological impacts.
- 3.2 Three other potential pedestrian crossing locations have been identified. Option 2 (location 2 on the appended plan<sup>1</sup> G/7/1) would involve a zebra crossing at the existing pedestrian island position west of West Walk. Pedestrians travelling to/from the school from the east would probably not make the detour to the crossing especially if the other pedestrian island were retained. However, crossing close to but not on a formal crossing can be hazardous because drivers attention will tend to be focused on pedestrians at the crossing, so the refuge near East Walk should not be retained in conjunction with this. This option would require removal of trees and parking bays.

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<sup>1</sup> mislabelled on plan - location 1 in study report

- 3.3 Option 4 (location 6 on plan G/7/1) would involve a crossing at the pedestrian island near East Walk. This is a diversion that pedestrians from the west including West Walk, might choose to avoid if accessing the park or school. However as identified above retention of the other pedestrian refuge in conjunction with a zebra crossing in such close proximity is not recommended. This option could serve the link from East Walk to Waterfall Walk better than option 2 or 3, but would serve the link to the park and school less well.
- 3.4 Option 5 (location 8 on plan G/7/1) would introduce a crossing east of East Walk. It would serve the access to the school poorly, although it would serve the link from East Walk to West Walk. Introduction of the beacons and other crossing features could be compromised due to the presence of the structure of the culvert carrying the brook across Osidge Lane in this vicinity. This would involve removal of parking bays.

#### **4. POST DECISION IMPLEMENTATION**

- 4.1 Once the recommendation is approved detailed design of the crossing would be undertaken. Ward members, the school and residents living close to the crossing location would be notified of the intention and comments invited. Implementation would follow once any issues had been considered and resolved where possible. Works to implement the pedestrian crossing will only be carried out following the necessary statutory processes.

#### **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 Estimated costs for the works will be met from applicable Local Implementation Funding (LIP) funding secured for the purpose of making improvements to the Borough’s road network. Any financial implications will have to be met from the councils existing budgets.

- 5.2.2 Indicative costs for the construction costs of the crossing are approximate and shown in section 2.7 above at projected 2015 prices these cost will need to be met from the capital programme for pavements.
- 5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.
- 5.2.4 Procurement of the works would be via the existing London Highways Alliance Contract, Transport for London and the Council's Street Lighting provider as appropriate. The work will be carried out under the existing PFI and LOHAC term maintenance contractual arrangements.
- 5.2.5 The introduction of a zebra crossing would introduce street lighting assets that would require future maintenance. Equally the proposal would remove some assets that would therefore not need maintenance in future. These additional or reduced costs would have to be met from the existing council budgets.

## **5.2 Social Value**

- 5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations in relation to this work.

## **5.3 Legal and Constitutional References**

- 5.4.1 The Council as Highway Authority has the necessary legal powers to make improvements to the Highway under the Highways Act 1980 and to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 5.4.2 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees' functions include "in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to: Local highways and safety schemes".
- 5.4.3 The Constitution section 15 Responsibility for Functions (Annex B – Scheme of Delegated Authority to Officers) also provides that Chief Officers can take decisions: to discharge the functions allocated to them or dealt with by them or their staff, except for matters specifically reserved to, Committees or Council

## **5.4 Risk Management**

- 5.5.1 The introduction of a pedestrian crossing can result in road traffic injury accidents in the vicinity. This should be mitigated by selecting a location that serves the pedestrian desire line as far as possible and discourages crossing close to but not on the crossing.
- 5.5.2 The retention of the existing narrow pedestrian refuges also presents a similar risk, especially if large numbers of pedestrians try to make use of them.

## **5.5 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

The provision of a controlled zebra crossing is likely to be beneficial to disabled people and members of the school community in particular. It is likely to benefit children and those accessing the park and school more than others but is not considered to have a disproportional adverse effect on any group.

## **5.6 Consultation and Engagement**

- 5.7.1 The request for a controlled crossing was from school governors via the residents forum in October 2014. Location of a crossing has been discussed on site with Councillor Rutter. Ward members, the school and residents living close to the crossing location would be notified of the intention to introduce the crossing and comments invited once the design is further advanced and comments received would be used to refine the design if possible. Statutory notice also has to be given of introduction of a crossing.

## **5.8 Insight**

- 5.8.1 The recommendation has been informed by traffic and pedestrian surveys in the vicinity of the potential crossing point.

## **6 BACKGROUND PAPERS**

- 6.2 The issues list for the 22 October 2014 Chipping Barnet Area Forum at which this matter was raised is available via the link below (page 7)  
<http://barnet.moderngov.co.uk/documents/s18758/Issues%20List%20-%2022%20October%202014.pdf>
- 6.3 A draft report Osidge Lane – Proposed Crossing Feasibility Study, that identifies the survey results and options discussed in this report is held.