

	<h2>Chipping Barnet Area Committee</h2> <h3>21 October 2015</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>The Avenue, Barnet – 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>High Barnet</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 - Sketch BC0005-23 G-0-01</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>, 020 8359 3555</p>

<h3>Summary</h3>
<p>The report identifies that the scheme previously agreed by the former Chipping Barnet Area Environment sub-committee for a signalised pedestrian crossing on The Avenue near the junction with Marriot Road cannot be introduced. It presents an alternative involving a reduced speed limit and adjustments to the uncontrolled crossing points in the vicinity and seeks agreement to proceeding with development and future implementation of these.</p>

<h3>Recommendations</h3>
<p>1. That the Chipping Barnet Area Committee agree that a signalised pedestrian crossing no longer be pursued at the pre-determined position on The Avenue.</p>
<p>2. That the Chipping Barnet Area Committee agree that uncontrolled crossing adjustments and a 20mph restriction on parts of Alston Road and The Avenue be implemented, as outlined in drawing G-0-1 sketch.</p>
<p>3. 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 to implement the scheme when resources are in place.</p>

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

- 1.1 On 13 March 2013 the Chipping Barnet Area Environment sub-committee approved progressing the detailed design and public consultation of a Pelican crossing being on The Avenue at the location predetermined in the original request from residents and Ward Councillors.
- 1.2 The Road Safety Audit Report identified a number of challenges presented by the proposal and the additional work required to improve the design to bring it up to an acceptable standard.
- 1.3 Since the meeting on 13 March 2013 more detailed work has taken place, however, barriers remain to introducing a crossing at the location. An alternative proposal is identified and this report seeks approval to proceed with the proposal.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Following topographical surveys and more detailed design work it has been established that the constraints at the location originally identified prevent the introduction of a crossing.
- 2.2 Various mitigation measures have been considered to try to overcome some constraints. This included the introduction of a 20mph area as lower speeds would reduce the length of sightline required for drivers approaching the crossing.
- 2.3 However the location of public and private driveway accesses in conjunction with the other requirements of the refined design of the crossing, create a constraint that it has not been possible to overcome.
- 2.4 The previously identified location for a signalised crossing also does not meet TfL's requirements for new signals, although TfL have identified that a dispensation might be possible in view of the close proximity of the crossing to schools.
- 2.5 A review of the proposals has identified that pedestrian movements from the south might be better served by relocating the uncontrolled crossing point near Marriot Road to a point further south, encouraging pedestrians to cross further from the bend. This would probably use kerb build-outs rather than a pedestrian refuge island to help pedestrians see past parked cars and to limit the number of parking spaces affected. In addition, adjusting the position of the larger pedestrian island nearer Salisbury Road might also provide a small improvement for pedestrians crossing at this point by improving visibility. Either or both of these changes could be supported by the extension of the 20mph area in Wentworth Road and Byng Road onto The Avenue and Alston Road from the junction with the Drive to the junction with Salisbury Road.
- 2.6 This option is illustrated in the appended Sketch BC0005-23 G-0-01.

- 2.7 An initial estimated Implementation construction cost of this proposal is £29,8000, (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1).

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

- 3.1 The original proposed crossing position was pre-determined and not based on a study. Pedestrian surveys undertaken indicate that the larger traffic island near the junction with Salisbury Road provides for the strongest pedestrian desire line in the area, but site constraints would also prevent introduction of a controlled crossing.
- 3.2 Restricting private driveway accesses close to the pedestrian crossing position has been considered. However, after investigating the option, it was discovered that at least one access has provided a longstanding facility and its removal would not be possible.
- 3.3 Neither of the existing traffic islands, either side of Wentworth Road, show the level of interaction between pedestrians and vehicles that would normally be expected for introduction of a controlled crossing. There is also a low level of reported injuries caused by road traffic accidents in either location. Taking no further action on this matter is also an option, however, this is not recommended because the location is close to schools and the revised proposals could help address concerns regarding school journeys in the area.

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

- 4.1 On approval, the proposal to extend the 20mph area onto Alston Road and The Avenue would be developed, including adjustments to the uncontrolled pedestrian crossing positions to improve visibility.
- 4.2 Informal consultation with local schools, residents and ward members would be undertaken on the completed design prior to statutory consultation for those elements of the scheme that require it.
- 4.3 The Commissioning Director for environment would consider whether amendments should be made as a result of consultation responses prior to implementation.
- 4.4 The work would be undertaken subject to resources being available from appropriate budgets.

### **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, thus 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 Barnet Needs Assessment 2011 – 2015, 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 The estimated cost of this scheme is £29,800. The scheme will be funded from LIP funding for School Travel Plan schemes.

5.2.2 The revised scheme will not be completed within the 2015/16 financial year, so work in 2016/17 will be subject to agreement of 2016/17 budgets.

5.2.3 Any additional maintenance or operational costs (e.g. affecting street-lighting or street-scene operations) will be considered via delegated powers once the design has been finalised.

5.2.4 Procurement of the works would be via the existing London Highways Alliance Contract.

## 5.3 **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.

## 5.4 **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

## 5.5 **Risk Management**

5.5.1 No risks have been identified in relation to this decision. Health and safety

risks will be considered through the design and implementation process.

## 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 While the introduction of a signalised crossing might have been more beneficial to some of the most vulnerable road user groups, including some disabled people, it would need to meet design guidelines which cannot be achieved at this location. The proposed alternative would benefit children and their parents more than most groups, but would be generally beneficial to any road users in the area (as would have been the case for a signalised crossing).

5.6.3 The decision is not considered to compromise the Council in fulfilment of this duty.

## 5.7 **Consultation and Engagement**

5.7.1 As identified in section 4, informal consultation with local schools, residents and ward members would be undertaken on the completed design prior to statutory consultation for those elements of the scheme that require it.

## 5.8 **Insight**

5.8.1 Not relevant to this report.

## 6. **BACKGROUND PAPERS**

6.1 On 13 March 2013 the Chipping Barnet Area Environment Committee approved the introduction of a Pelican crossing being progressed on The Avenue at the predetermined location and instructed the then Director for Place to proceed to a detailed design and public consultation with a view to implementation. Papers and decision are available at item 7 via this link.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=155&MId=6667>