



Chipping Barnet Area Committee

6 July 2016

Title	High Street, Barnet - Pavement Build-outs
Report of	Commissioning Director for Environment
Wards	High Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 — GC2452-CAP-00-XX-SK-C-001 Proposed Conditions 001
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Summary

This report details the findings of the feasibility study to investigate pavement build-outs in High Street, Barnet and seeks additional funding to implement the recommended Option in full.

Recommendations

1. That the Committee note the detail of the feasibility study as outlined in this report in relation to the potential pavement build-outs in High Street, Barnet.
2. That the Committee notes the above in 1, and the existing budget of £60,000

funded from the 16/17 LIP funding for the scheme.

- 3. That the Committee decides which of a combination of measures should be progressed to detailed design and public consultation, as outlined in Appendix 1, namely:**
 - a. Option 1;**
 - b. Option 2;**
 - c. Whether any of the variation options, described in paragraph 1.11, should be developed further:**
 - i. Widen Footway**
 - ii. Uncontrolled Crossing**
 - iii. Shared Space Feature**
- 4. That, subject to a preferred Option being chosen, the Commissioning Director for Environment to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.**

1. WHY THIS REPORT IS NEEDED

- 1.1 A request was made to the Chipping Barnet Area Committee for a feasibility study to be undertaken on building out full or part of the pavements on the western side of High Street, Barnet. The main driver for the study is to create a better pedestrian environment and improve the townscape along the High Street. Two main feasible options have been developed as part of this study and where the proposed measures, impact on the current arrangement, the advantages, disadvantages and indicative costs have been summarised.
- 1.2 It should be noted that although only two main options have been presented, there are additional measures that could be implemented.
- 1.3 Although Area Committee funding was not agreed at the January 2016 Committee Meeting, alternative funding was identified within the Local Implementation funding for 2015/16 to undertake the initial feasibility study.

Background

- 1.4 High Street, Barnet consists of single carriageway with two-way traffic flows. The study area consisted of a localised section of road approximately 300m in length from Church Passage to St Albans Road. The carriageway width varies from approximately 11.25m outside 'Foxtons' at the southern end narrowing to approximately 8.75m at the northern end outside the 'Sainsbury's Local'.
- 1.5 Existing features include:
 - 2no. existing signal controlled pedestrian crossings onsite located 50m and 200m North of Church Passage;

- Initial enquiries with the statutory undertakers indicate high volumes of utility apparatus in both footways and carriageway;
- 4no. traffic counters;
- 21no. parallel 'pay by phone' parking bays;
- 3no. 12m shared parking/loading bays;
- 2no disabled bays; and
- 4no. bus stops.
- Existing kerblines are 300x200 granite kerbs with varying up stands throughout the site;
- The 12m shared parking/loading bays have been extended to 2.6m wide
- Salisbury Road and Union Street adjoin High Street perpendicularly
- Junction with Union Street includes a 'shared use' feature.

1.6 A site visit was undertaken on the 23 March 2016 and the following observations were made:

- High occupancy of parking and loading bays;
- High traffic volumes in both directions including high numbers of buses and heavy goods vehicles;
- High pedestrian volumes on both eastern and western footways;
- Loading/unloading being undertaken in non-designated areas e.g. outside HSBC Bank causing difficulty for other road users;
- Pedestrian crossing movements were noted to be random and not restricted to formal crossing points;
- Vehicles pulling out of parking and loading bays causing disrupting traffic movements.

1.7 The site constraints include the current built environment, pedestrian movements, vehicular movements on the main road, vehicle movements on the junctions, street furniture and utility apparatus.

1.8 The options are set out below and shown in Appendix A Options Drawing - GC2452-CAP-00-XX-DR-C-001.

1.9 **Option 1**

1.9.1 Option 1 includes 5no. localised kerb build-outs on the western side of the carriageway which include narrowing the pedestrian crossings and building out junctions on both Union Street and Salisbury Road.

1.9.2 The measures heading from South to North are:

- The first build-out (ref 1) widens existing footway by approximately 2.6m into the carriageway;
- The existing pedestrian crossing moves to the extent of the new build-out and the return kerbs forms the radius for Union Street junction build-out;
- The second build-out (ref 2) which is again approximately 2.6m forms the opposite radius for Union Street junction build-out;

- The third (ref 3) and forth (ref 4) build-outs are approximately 2.2m wide which form the Salisbury Road junction build-out;
- The fifth build-out (ref 5) widens existing footway by approximately 2.6m into the carriageway.

1.9.3 The existing pedestrian crossing moves to the edge of the new build-out and new drainage facilities including pipe work, gullies and fluted channels are required to accommodate the new build-outs.

1.9.4 As part of the works the two pedestrian crossings including signals, tactile paving, ducting etc will all need to be relocated so that the new crossing is at the edge of the proposed build-outs.

1.9.5 Throughout the site new road markings will be required as a result of the changes. This includes re-alignment of the centre line, new pedestrian crossing markings, junction markings, refreshment of all parking bays, bus stop markings and 'keep clear' markings. Where the carriageway has been narrowed, a minimum carriageway width of 6m has been maintained throughout the study area.

1.9.6 All the above measures have been indicated on drawing GC2452-CAP-00-XX-DSK-C-001 and can be seen by 'PROPOSED CONDITIONS OPTION 1' in Appendix 1.

1.9.7 **Parking** - This option retains all the existing parking and loading facilities as detailed in 1.5 whilst creating 5 additional parking bays on the Western side between Salisbury Road junction and the Northern pedestrian crossing.

1.9.8 **Advantages and Disadvantages**

1.9.9 The advantages of Option 1 include:

- Increased visibility for pedestrians at Salisbury Road and Union Street junctions, making it safer for pedestrians including the disabled to cross the side roads;
- Narrower carriageways at controlled pedestrian crossings reducing crossing times on the busy carriageway;
- Improved visibility to and from the controlled crossing;
- Wider footways resulting in increased space for pedestrians improving the pedestrian environment;
- Increased visibility for traffic emerging from Salisbury Road and entering Union Street junctions;
- Most cost effective of the two options considered;
- Provides additional parking spaces;
- Although the carriageway is being narrowed, a single carriageway in each direction is maintained keeping impact on traffic to a minimum.

1.9.10 The disadvantages of option 1 include:

- Disruption during construction.

1.9.11 **Costs - Option 1**

The estimated costs to complete the work at LOHAC rates are as follows:

Detailed Design (Including TfL and Road Safety Audit)	£10,000
Consultation	£2,500
Construction (works cost)	£92,139
Implementation, supervision and post implementation costs	£5,000
Sub-total	£109,639
Contingency (44%)*	£48,241
Total	£157,880

* Optimism bias including potential utility diversions, accommodation, works etc

1.10 Option 2

1.10.1 Option 2 includes the same measures as discussed in Option 1 but also creates parking between the build-outs from Union Street Junction to Salisbury Road Junction and from Salisbury Road junction to the Northern pedestrian crossing. These areas of parking will have low up-stand kerbs and paving slabs as per the rest of the footways. The parking areas would be incorporated as part of the pavement but would be used as parking when required. Where the carriageway has been narrowed a minimum carriageway width of 6m has been obtained throughout.

1.10.2 All the above measures have been indicated on drawing GC2452-CAP-00-XX-SK-C-001 and can be seen by 'PROPOSED CONDITIONS OPTION 2'. In Appendix1.

1.10.3 **Parking** - Again this option retains all the existing parking and loading facilities as detailed in 1.5 whilst creating 5 additional parking bays on the Western side between Salisbury Road junction and the Northern pedestrian crossing. Where the 10no parking bays and 1no 12m parking/load bay are located in the new 'off street' parking area.

1.10.4 Advantages and Disadvantages

1.10.5 The advantages of Option 2 include:

- Increased visibility for and to pedestrian Salisbury Road and Union Street junctions, making it safer for pedestrians including the disabled to cross the side roads;
- Narrower carriageways at controlled pedestrian crossings reducing crossing times on the busy carriageway;
- Improved visibility to and from the controlled crossing;
- Increased area of widened footways resulting in increased space for pedestrians improving the pedestrian environment;
- Increased visibility for traffic emerging from Salisbury Road and entering Union Street junctions;
- Additional parking provision;

- Although carriageway is being narrowed a single carriageway in each direction is maintained keeping impact on traffic to a minimum.

1.10.6 The disadvantages of Option 2 include:

- Higher disruption than option 1 during construction;
- More expensive than Option 1.

1.10.7 Costs – Option 2

The estimated costs to complete the work at LOHAC rates are as follows:

Detailed Design (Including TfL and Road Safety Audit)	£12,000
Consultation	£2,500
Construction (works cost)	£123,477
Implementation, supervision and post implementation costs	£6,500
Sub-total	£144,477
Contingency (44%)*	£63,570
Total	£208,047

* Optimism bias including potential utility diversions, accommodation, works etc

1.11 Variation Options

1.11.1 In addition to the Options 1 and 2 the following variations could be added to either of the options.

1.11.2 Widen Footway - As an alternate to the option to create 5no new parking bays in the area from Salisbury Road junction to the Northern pedestrian crossing, it's proposed that this footway could be completely widened creating large amounts of footway space. This would assist in creating a better environment for pedestrians.

- Cost estimate (including detailed design) - **£12,100**

1.11.3 Uncontrolled Crossing - In order to give more priority to pedestrians another alternative for consideration is to create an uncontrolled crossing using the junction build-outs on Salisbury Road and building out the footways opposite. Again this will create more footway space for pedestrians.

- Cost estimate (including detailed design) - **£6,600**

1.11.4 Shared Space Feature - Share space features are a great way to give the priority to pedestrians, resulting in a better pedestrian environment. Salisbury Road could benefit from using a share space feature at the junction similar to the existing share space feature on Union Street junction.

- Cost estimate (including detailed design) - **£7,700**

1.11.5 The above measures have been indicated on drawing GC2452-CAP-00-XX-DR-C-001 and can be seen by 'PROPOSED ADDITIONAL OPTIONS' in Appendix A.

1.12 Further Considerations

1.12.1 Addition options that could be further explored include but are not included within the current recommendation and costings:

- Table top ramps and 'share space' features at existing pedestrian crossing;
- Replace existing controlled crossing with zebra crossings;
- Narrower build-out could be considered to minimise impact on traffic flows;
- Remove controlled crossing and build-out footways incorporating uncontrolled crossing on both sides.

1.12.2 Reasonable assumptions have been made throughout where appropriate. All options aim to minimise impact on utility apparatus and it is expected that only minor works such as adjusting ironworks will be required.

1.13 Conclusion/Recommendations

1.13.1 Both of the Options that have been presented could prove a viable way to build-out the footways and create a better pedestrian environment in High Street, Barnet. The options aim to facilitate traffic movements and not exacerbate delays by maintaining two way traffic flows, even though the carriageways have been narrowed. Parking provisions have been maintained and scope to increase parking provisions have been identified in both options.

1.13.2 It is recommended that Option 1 is used with the addition of the uncontrolled crossing (1.11.3) and the shared space feature (1.11.4). Option 1 is the most cost effective way to implement the measures whilst aiming to minimise disruption during construction. The addition of the uncontrolled crossing will create an additional crossing point for pedestrians and the loss of parking is compensated by the 5 additional parking spaces being created on the Western side of the carriageway. The shared space feature (1.11.4) will give the priority to the pedestrians helping to create the desired pedestrian environment.

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendation is for the Committee progress with Option 1 to detailed design and public consultation with the funding available as this is the most cost effective Option and addresses the pedestrian improvements requested.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Alternative Option 2 has not been recommended as it is not as cost effective and is more disruptive during construction.

4. POST DECISION IMPLEMENTATION

4.1 If the report's recommendations are approved, the scheme would be progressed to detailed design and public consultation with existing funding

and to consultation and implementation stage subject to the required funding being made available.

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.

5.1.2 The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The cost of progressing the Options to detailed design would be £10,000 for Option 1, £12,000 for Option 2 and £1,400 for the variation options and £2,500 for public consultation. There is £60,000 available through 16/17 LIP funding for improvements to the High Street, Barnet which was agreed at Environment Committee on 12 May 2016 which would be sufficient to cover these costs. Additional funding will be required to implement the complete Option and the additional measures and would be subject to a separate Committee Report.

5.2.3 The estimated implementation costs of this recommendation are (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1).

5.2.4 The work will be carried out under the existing LoHAC term maintenance contractual arrangements.

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, Annex A headed “Responsibility for Functions” and under heading of Area Committees, paragraph (2) states that the Area Committee “May Discharge any functions, within budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local leave” and includes discharging of function for local highways and safety , within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 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.

5.5 Risk Management

5.5.1 None in the context of this report. Risk management may be required for work resulting from 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 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community.

5.7 Consultation and Engagement

5.7.1 A public consultation will be carried out on the proposals and details of the proposals will also be outlined on the council's website.

5.8 Insight

5.8.1 The options developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

6. BACKGROUND PAPERS

6.1 Environment Committee May 2016

<https://barnet.moderngov.co.uk/documents/s31746/Highways%20Planned%20Improvements%20%20%20Local%20Implementation%20Plan%20LIP.pdf>

