

	<p><b>Hendon Area Committee</b></p> <p><b>24 July 2017</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Greyhound Hill, NW4- Request for Pedestrian Facilities</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Hendon</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><b>Appendix 1- Drawings:</b>                  C2016_BC/001031-DESIGN-01                  C2016_BC/001031-DESIGN-02</p> <p><b>Appendix 2- Reports:</b>                  Pedestrian Survey Data</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake- Strategic Director for Environment                  Jamie.blake@barnet.gov.uk</p>

<p><b>Summary</b></p>	
<p>This report details the results from a feasibility study which involves investigating measures to improve road safety on Greyhound Hill, NW4, including installing a zebra crossing and improving existing pedestrian crossing facilities. It puts forward two options for consideration in terms of addressing pedestrian and traffic safety concerns, and improving pedestrian access to Sunnyfields Primary School.</p>	

## **Recommendations**

- 1. That the Committee notes the review of the safety improvements on Greyhound Hill, as outlined in this report and the appendices to this report and as shown on drawings C2016\_BC/001031-DESIGN\_01 and C2016\_BC/001031-DESIGN\_02.**
- 2. That the Committee approves that the preferred Option 1 should be progressed to detailed design and public consultation but note that the scheme cost is in excess of the maximum budget available to the Committee.**
- 3. That, subject to funding being made available, the Committee gives instruction to the Strategic Director for Environment to carry out a statutory consultation on the approved Option.**
- 4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Committee instruct the Strategic Director for Environment to submit this scheme as part of the 2018/19 Local Implementation Plan (LIP) submission.**
- 5. That the committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed option should be implemented or not, with or without modification, subject to funding being made available.**

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

1.1 During the Hendon Area Committee on the 6 July 2016, Councillor Braun introduced a Member's item in her name, which related to the proposal for a zebra crossing outside Sunnyfield School, Hendon Ward.

1.2 Following discussion of the item, the committee unanimously agreed and it was therefore resolved:

*'That the committee authorised the Commissioning Director of Environment to undertake a 'light touch' on cost report highlighting the viability and benefits of a zebra crossing and the indicative costs of a feasibility report and potential installation to be presented to a future meeting'.*

1.3 During the progress update on the 26 October 2016, in the matter of Sunnyfields School, Greyhound Hill it was resolved that Committee:

- i. Note the update report.*
- ii. Agree expenditure of £5,000 from the Area Committee Budget (CIL) to carry out a feasibility study to investigate if a pedestrian facility can be installed on Greyhound Hill.*

1.4 This report is therefore required to investigate the feasibility of installing pedestrian facilities on Greyhound Hill, with a view to enhance pedestrian and safety improvements.

## 2. REASONS FOR RECOMMENDATIONS

2.1 This particular approach to prioritise pedestrian improvements is informed by i) initial site observations on pedestrian experience ii) speed survey data and iii) pedestrian survey data.

2.2 As part of the feasibility study, a site survey was carried out and the following points were observed:

- A pedestrian crossing facility would assist school children travelling to Sunnyfields Primary School;
- The availability of suitable crossing points is limited due to a high number of vehicle crossovers and parking bays within the study area;
- It is likely that there will be a reduction in overall parking provision on Greyhound Hill as part of any proposals for a pedestrian crossing taken forward.

2.3 The current pedestrian desire line is influenced by the primary school (Sunnyfields) in the vicinity and consequently many children are crossing the roads. This information was used to determine the proposed location of the crossing.

2.4 As part of the feasibility study, the personal injury accident data was analysed investigating the most recent 60 months of accident data from 1 September 2011 to 31 August 2016. There were a limited number of accidents (five accidents in total and all coded as slight). Table 1 below shows a summary of the accidents within the study area.

**Table 1 – Summary of the Personal Injury Accident Data**

Date	Accident Reference	Summary
05/02/12	0112SX20135	This accident involved two vehicles. V2 (Car) was waiting to go ahead. V1 (Car) was travelling behind, did not stop and hit rear of V2. This accident occurred during inclement weather (Snow).
08/10/13	0113SX20832	This accident involved two vehicles. The driver of V2 (Car) was looking at Sat Nav and collided with parked V1 (Goods Vehicle).
31/01/14	0114SX20108	This accident involved two

		vehicles. V2 (Car) was waiting to turn right. V1 (Car) travelling behind hit rear of V2 (Car).
29/06/16	0116SX20631	This accident involved two vehicles. V1 (Car) moved off from a parked position and hit V2 (Car).
08/07/16	0116SX20710	This accident involved two vehicles. V1 (Goods Vehicle) turned left with V2 (Pedal Cycle) on the nearside, causing collision.

- 2.5 Although five accidents have been recorded on Greyhound Hill, in close proximity to each other, there is no particular pattern in terms of accident types and modes. It should be noted that there was one accident that involved a vehicle that exceeded the speed limit in wet conditions and another accident that involved a goods vehicle and a pedal cycle.
- 2.6 Greyhound Hill is not on a bus route and is currently subject to a 30mph speed limit. A traffic speed survey was conducted from 10<sup>th</sup> May to 16<sup>th</sup> May 2017. The figures below in Table 2 indicate the 24 hour mean and 85<sup>th</sup> percentile (free flow) speeds in both directions for each day.

**Table 2 – Speed Data**

Date	Eastbound		Westbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
10/11/17	31.1	25.4	33.9	27.9
11/05/17	30.4	25.1	33.8	27.7
12/05/17	30.8	25.5	33.7	27.9
13/05/17	32.1	27.1	34.2	29.7
14/05/17	32.4	27.5	34.2	30.1
15/05/17	30.5	25.2	33.3	27.3
16/05/17	30.9	25.3	33.5	27.9

- 2.7 As shown in Table 2 above, the existing speeds along Greyhound Hill are suitable for installing a zebra crossing (zebra crossings are not appropriate for roads where the 85<sup>th</sup> percentile speed is above 35mph). It should also be noted that the speeds along the link are significantly above the Department for Transport (DfT) recommended threshold of 24mph for implementing a 20mph speed limit without physical speed reducing features therefore reducing the speed limit to 20mph is not recommended.

2.8 A pedestrian survey was conducted on Tuesday, 23<sup>rd</sup> May 2017 during the hours of 7.00-10.00am and from 3.00-6.00pm to determine the number of pedestrians crossing informally on Greyhound Hill. The area was divided into four zones as shown in appendix 2 and the results of the survey were used to determine the proposed location of the zebra crossing. The weather conditions were mainly dry, warm and overcast during the survey. The following points were observed:

- Pedestrians (including school children) were observed travelling on Greyhound Hill towards Sunnyfields Primary School;
- The number of pedestrians wishing to cross the road were heavy during the peak hours, as shown in appendix 2;
- The uncontrolled crossing point located to east of the junction with Sunny Hill was the busiest with a significant number of the pedestrians being school children.

2.9 Following the site survey, accident analysis and a review of the pedestrian crossing movements, two options for providing a safe crossing point on Greyhound Hill were developed. These are summarised in Table 3 below:

**Table 3 – Zebra Crossing Options**

<b>Option</b>	<b>Summary</b>
<p style="text-align: center;"><b>Option 1</b> C2016_BC/001031-DESIGN-01</p>	<p>A zebra crossing is proposed approximately 17m to the west of Sunnyfields Primary School outside property no.38 Greyhound Hill.</p> <p>In addition, it is proposed that an uncontrolled crossing is installed on the southern footway of Greyhound Hill at the junction with Newark Way to improve the pedestrian experience particularly to pedestrians going to Ravenscroft Medical Centre, located at No. 69 Greyhound Hill and an uncontrolled crossing is proposed to be installed on the northern footway of Greyhound hill at the junction with Sunny Hill.</p> <p>This will benefit pedestrians walking along Greyhound Hill, including pupils on their way to the school.</p>
<p style="text-align: center;"><b>Option 2</b></p>	<p>A zebra crossing is proposed approximately 27m to the east of the junction with Sunny Hill outside</p>

<p>C2016_BC/001031-DESIGN-02</p>	<p>property no.49/51 Greyhound Hill.</p> <p>In addition, it is proposed that an uncontrolled crossing is installed on the southern footway of Greyhound Hill at the junction with Newark Way to improve the pedestrian experience particularly to pedestrians going to Ravenscroft Medical Centre, located at No. 69 Greyhound Hill and an uncontrolled crossing is proposed to be installed on the northern footway of Greyhound hill at the junction with Sunny Hill.</p> <p>This will benefit pedestrians walking along Greyhound Hill, including pupils on their way to the school.</p>
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2.10 The options have been reviewed on site by Officers and the preferred location for the zebra crossing is Option 1 which is detailed on drawing C2016\_BC/001031 -DESIGN-01.

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

3.1 During the Hendon Area Committee on the 2 May 2017, a report was presented setting out a number of options and measures but additional speed and pedestrian surveys were requested. Following these surveys, this report has used the information to inform the two best options for consideration by the committee. Therefore, in addition to the two options set out above, the only other option is not to proceed with any of the proposed improvements of the scheme; however, this will not address the traffic and pedestrian safety concerns on Greyhound Hill.

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

4.1 Once the recommendation is approved, detailed design of the proposals would be undertaken. Ward members and residents living close to the study area would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

5.1.1 The scheme will help 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 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate for installing a zebra crossing as shown below in Table 4, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 4 –Cost Estimates**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes statutory processes, topographical survey procurement, lighting design, STATS searches, advertising, public consultation, safety audits etc.)	£7 000
Build Cost	£23 000
Sub-TOTAL	£30 000
Implementation & post implementation fee @ 10%	£3 000
<b>GRAND TOTAL</b>	<b>£33 000</b>

5.2.2 Procurement of the works would be via the existing London Highways Alliance Contract (LOHAC) and the Council’s Street Lighting provider as appropriate.

5.2.3 The Hendon Area Committee should note that all options including the recommended option 1 are above the maximum budget for the Area Committee CIL funding of £25,000. Therefore the proposals cannot be funded fully by the Area Committee and would need to be prioritised in the 2018/19 Local Implementation Plan (LIP) Budget.

5.2.4 The introduction of a zebra crossing would introduce street lighting assets that would require future maintenance.

5.2.5 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward

of £20,500 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.

### 5.3 **Social Value**

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

### 5.4 **Legal and Constitutional References**

5.4.1 The Council's Constitution, in section 15 headed "Responsibility for Functions" (Annex A) 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, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 The Traffic Management Act 2004 places an obligation on local traffic 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.

5.4.3 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

5.4.4 Statutory consultation will be carried out in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

### 5.5 **Risk Management**

5.5.1 The introduction of a zebra crossing can result in road traffic injury accidents in the vicinity. This will be mitigated by selecting a location that serves the pedestrian desire line and discourages crossing close to but not on the crossing. A road safety audit will be commissioned during detailed design stage.

### 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 proposals are expected to benefit individual 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 be outlined on the council's website.

## 5.8 **Insight**

5.8.1 The proposals have been informed by site, traffic and pedestrian surveys in the vicinity of the proposed zebra crossing.

## 6. **BACKGROUND PAPERS**

6.1 Minutes of the Hendon Area Committee on 2<sup>nd</sup> July 2016 can be found here:

<https://barnet.moderngov.co.uk/documents/g8280/Printed%20minutes%2002nd-Jul-2015%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.2 Minutes of the Hendon Area Committee on 26 October 2016 can be found here:

<https://barnet.moderngov.co.uk/documents/g8657/Printed%20minutes%2026tuh-Oct-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.3 Report to the Hendon Area Committee on 2 May 2017:

<https://barnet.moderngov.co.uk/documents/s39488/Greyhound%20Hill%20NW4%20Request%20for%20Pedestrian%20Facility.pdf>