

	<h2>Hendon Area Committee</h2> <h3>24 July 2017</h3>
<p style="text-align: right;">Title</p>	<p>Langstone Way, NW7 - Request for Pedestrian Crossing</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 - Drawings: Option 1: C2016_BC/00110801_DESIGN_01 Option 2: C2016_BC/00110801_DESIGN_02</p> <p>Appendix 2 - Survey Data: Speed Survey Data Pedestrian Survey Location Plan & Data</p>
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<h2>Summary</h2>
<p>This report details the results from a feasibility study to provide a pedestrian crossing facility on Langstone Way, NW7 which is intended to serve the residents of Farthing Court and it puts forward two options for consideration to address the pedestrian and traffic safety concerns raised.</p>

Recommendations

- 1. That the Committee notes the review of safety improvements on Langstone Way, NW7, as outlined in this report and the appendices to this report and as shown on the enclosed drawings.**
- 2. That the Committee approves that the preferred Option 1 should be progressed to detailed design and public consultation, as outlined in Appendix 1.**
- 3. That 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 instructs the Strategic Director for Environment to introduce the approved option.**
- 5. That the Committee agrees 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, and if so, with or without modification, subject to funding being made available.**
- 6. That the Committee agrees to allocate the funding for the approved option from this year's (CIL Area Committee budget of £25,000) to design and carry out statutory consultation, and subject to the outcome of that consultation, introduce the agreed option.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns were raised by residents at the Hendon Residents Forum regarding the difficulty in crossing Langstone Way to and from the nearby supermarket due to the heavy traffic flow and high vehicle speeds.
- 1.2 During the Hendon Area Committee on the 20 February 2017, The Chairman, Councillor Brian Gordon invited Councillor Sury Khatri to introduce a Member's item in his name, which related to a request for a new pedestrian crossing on Langstone Way, NW7.
- 1.3 Following discussion of the item, the Hendon Area Committee unanimously agreed and it was therefore resolved:

That the Commissioning Director for Environment instructs officers to undertake a feasibility study on the option to install a pedestrian crossing in Langstone Way, Mill Hill with an allocated budget of up to £5,000 and to bring an update back to Committee.
- 1.4 This report is therefore required to investigate the feasibility of installing a pedestrian crossing on Langstone Way 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) site observations on pedestrian experience particularly the residents of Farthing Court, ii) speed survey data and iii) pedestrian survey data.
- 2.2 On the 11th April 2017, a site meeting took place involving the responsible officer, ward councillor and the manager of Farthing Court. During the meeting, the safety concerns on Langstone Way were observed and the preferred option to improve pedestrian safety which is discussed in Table 3 below was put forward and agreed upon.
- 2.3 The current pedestrian desire line is influenced by the supermarket in the vicinity and consequently, many pedestrians are crossing the road at the existing dropped kerbs opposite Farthing Court. Residents of Farthing Court frequently cross the road to access the supermarket. This information was used to determine the location of the Zebra Crossing.
- 2.4 As part of this feasibility study, the most recent personal injury accident data was analysed investigating 60 months of accident data from 1 September 2011 to 31 August 2016 within the study area. There were a limited number of accidents (two accidents in total and both 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
29/03/12	0112SX20284	This accident involved two vehicles. V1 (Mobility Scooter) drove off pavement into the side of V2 (Car).
30/01/14	0114SX20101	This accident involved two vehicles. V2 (Car) failed to give way at roundabout and hit nearside of V1 (Car) as it turned right on the roundabout.

There are a high number of residents who use wheel chairs and mobility scooters within the scheme extent due to the close proximity of Farthing Court and Frances and Dick James Court. Although both accidents are unrelated, one accident involved a mobility scooter. There were no speed related accidents, or any directly involving pedestrians on Langstone Way.

- 2.5 Langstone Way is not on a bus route and is currently subject to a 30mph Speed Limit. A traffic speed survey was conducted from 6th May to 12th May 2017. The figures below in Table 2 indicate the 24 hour mean and 85th percentile (free flow) speeds in both directions for each day.

Table 2 – Speed Data

Date	Eastbound		Westbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
06/05/17	20.5	16.5	21.0	17.2
07/05/17	22.3	17.3	21.9	16.8
08/05/17	21.4	17.1	21.2	17.2
09/05/17	21.9	17.2	21.3	17.4
10/05/17	21.8	17.4	22.2	18.5
11/05/17	21.4	16.9	21.6	17.9
12/05/17	20.3	16.5	20.7	16.6

As shown in Table 2 above, the existing speeds along Langstone Way are suitable for installing a zebra crossing (Zebra crossings are not appropriate for roads where the 85thtile speed is above 35mph).

2.6 A pedestrian survey was conducted on 6th June 2017 for the hours of 7.00-10.00am and from 3.00-6.00pm to determine the number of pedestrians crossing informally on Langstone Way. The area was divided into two zones which can be seen in appendix 2 and the results of the survey were used to determine the proposed location of the zebra crossing. The weather conditions were wet in the AM and mainly dry in the PM, with short periods of misty rain during the survey. The following points were observed:

- Pedestrians were observed travelling on Langstone Way on the southern footway walking diagonally across the road towards the supermarket;
- There were a high number of elderly pedestrians wishing to cross the road at both zones with the desire line at zone 1 being the supermarket and the desire line for zone 2 being the doctor’s surgery as shown in appendix 2. Also, most of the children were observed to be crossing at zone 1.

2.7 Following the site survey, speed survey, accident analysis and a review of the pedestrian crossing movements, two options for installing a zebra crossing on Langstone Way were developed which are summarised in table 3 below:

Table 3 – Zebra Crossing Options

Option	Summary
Option 1	The proposed location for the zebra crossing is opposite Farthing Court. This option involves modifying the

C2016_BC/00110801_08-DESIGN-01	dropped kerbs to accommodate the new zebra crossing. There is a removal of approximately 8m of single yellow line (zebra zig zag markings to replace the single yellow line which operates Mon-Sat 10-11am and 2-3pm). This is the officers preferred option.
<p style="text-align: center;">Option 2</p> C2016_BC/00110801_08-DESIGN-02	The proposed location for the zebra crossing is opposite Frances and Dick James Court. There is a removal of approximately 17m of single yellow line (zebra zig zag markings to replace the single yellow line which operates Mon-Sat 10-11am and 2-3pm)..

2.8 The indicative cost for building a zebra crossing is detailed out in paragraph 5.2.1 below is £24,200. There may be associated costs for any lighting columns that may need to be relocated. This will be confirmed as part of lighting design during the detailed design stage.

2.9 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/00110801_08-DESIGN-01.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 In addition to the two options set out above, the only other option at this stage is not to proceed with any of the proposed improvements of the scheme; however, this will not address the original concern raised by residents regarding the difficulty in crossing Langstone Way.

3.2 Option 1 is the preferred option and Option 2 is not recommended.

4. POST DECISION IMPLEMENTATION

4.1 Once the recommendation is approved and subject to funding being approved, detailed design of the zebra crossing would be undertaken. Ward members and residents living in close proximity to the crossing location 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 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 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 – Zebra Crossing Cost Estimates

Activity	Estimated costs
Detailed Design (Includes statutory processes, topographical survey procurement, lighting design, STATS searches, advertising, public consultation, safety audits etc.)	£7,000
Build Cost	£15,000
Sub-TOTAL	£22,000
Implementation & post implementation fee @ 10%	£2,200
GRAND TOTAL	£24,200

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 maximum that can be approved from the CIL Area Committee budget is £25,000.

5.2.4 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 in relation 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

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

6. **BACKGROUND PAPERS**

6.1 20 February 2017 Hendon Area Committee

<http://barnet.moderngov.co.uk/documents/g9128/Printed%20minutes%2020th-Feb-2017%2019.00%20Hendon%20Area%20Committee.pdf?T=1>