

Meeting	Hendon Area Environment Sub-Committee
Date	13 March 2013
Subject	Park Road NW4 – Parkfield School Pedestrian Crossing
Report of	Director for Place
Summary	The report outlines findings of the initial investigations regarding a possible pedestrian facility on Park Road outside Parkfield Primary School

Officer Contributors	Themba Nleya
Status (public or exempt)	Public
Wards Affected	West Hendon Ward
Key Decision	No
Reason for urgency / exemption from call-in	N/A
Function of	Executive
Enclosures	None
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1. RECOMMENDATIONS

- 1.1 That the Hendon Area Environment Sub Committee note the outcome of the investigation into the feasibility of providing a crossing facility on Park Road as presented in this report.**
- 1.2 That the Hendon Area Environment Sub Committee decides whether or not it wishes to agree for an option as indicated in section 9.2.1 of this report to be introduced.**
- 1.3 That subject to 1.2 above, the Hendon Area Environment Sub Committee instruct the Director for Place to introduce the preferred option subject to satisfactory consultation and funding being available.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Hendon Area Environment Sub-Committee on 16 January 2013 considered a Members' Item which requested for the installation of a controlled crossing near Parkfield Primary School. The Sub-Committee resolved that officers undertake a site investigation and report the findings.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 Introducing traffic management measures in the borough will contribute to the Corporate Plan priority "A Successful London Suburb" by enhancing Barnet's reputation as a good place to work and live.
- 3.2 The London Mayor's Transport Strategy also addresses these areas through: "Proposal 30: The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will include ...c) "... keep traffic moving ..." , e) Planning and implementing ... improvements to the existing road network, ... to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users

4. RISK MANAGEMENT ISSUES

- 4.1 I do not consider the issues involved are likely to give rise to policy considerations as the proposed measures would provide pedestrian access points without having a major impact on traffic flow.
- 4.2 There would be some minor disruption whilst the work is being completed but this would be minimised through traffic management in discussion with contractor undertaking the work.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of additional pedestrian facilities on Park Road would facilitate movement of pedestrians across a relatively busy road and particularly benefiting users with mobility impairments and pedestrians with prams and pushchairs.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 **Finance** The scheme is funded across financial years 2012/13 and 2013/14 from the LIP's Traffic Management and Road Safety allocation. The total estimated cost for the scheme is £15,000 to £30,000 depending on the option that is preferred.
- 6.2 **Procurement** The highway works would be procured through the borough's highway term contracts.
- 6.3 There are no **Staffing, IT or Property** implications arising out of this report.

7. LEGAL ISSUES

- 7.1 The Traffic Management Act 2004 places an obligation on authorities to ensure the safe and expeditious movement of traffic on their road network.
- 7.2 The Council as Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

8. CONSTITUTIONAL POWERS (Relevant section from the Constitution, Key/Non-Key Decision)

- 8.1 Council Constitution, Part 3, Responsibility for Functions; paragraph 3.10 details the functions of the Area Environment Sub-Committees which includes making recommendations to Cabinet on the designation of conservation areas. As there are no proposed changes to the boundaries of the conservation areas, a report to Cabinet will not be necessary.

9. BACKGROUND INFORMATION

- 9.1.1 The feasibility of a controlled crossing on Park Road has been investigated due to child safety and accessibility concerns raised by both the school and the local Ward Members.
- 9.1.2 As already highlighted, this Sub-Committee considered a Members' Item in January 2013 and duly resolved that officers be instructed to undertake a site investigation and report the findings.
- 9.1.3 During investigations it became apparent that consideration should also be given to a number of options to fully inform the committee.
- 9.1.4 Park Road serves as a link between the A5 and the A41 both of which are busy and, as will be expected of A roads in London, heavily used roads that form part of the principal network of northwest London. This study has made use of traffic flow survey data obtained during November 2010 as there is no reason to believe the figures have significantly altered. The observed traffic flow data for the 8am-10am and 2pm-4pm periods are shown in Table 1 below and confirm the volumes of traffic being experienced. This period coincides with the school morning and afternoon runs when school pupil and pedestrian activity is at its peak.

Table 1: Park Road - Two-Way Volumetric Counts (8.11.10 to 12.11.10)

	Mon	Tue	Wed	Thur	Fri
8am - 10am	N/A	533	481	486	454
2pm-4pm	N/A	522	497	546	684
Average Hourly Flows		264	245	258	285

9.1.5 Currently Park Road has a pedestrian refuge island facility immediately to the east of its junction with Audley Road. However, investigation has established that this island is not well used as it lies outside of the pedestrian desire line. Parents and school pupils have been observed to prefer crossing Park Road to the west of the junction with Audley Road. Importantly this is the same location that the SCP used to be stationed which is away from the existing island and indicates that this particular position may be the optimal crossing point.

9.1.6 A summary of the formal speed surveys is as shown below.

Table 2: Average 85%ile* Speeds over the 5 weekday period (7am to 7pm)

Table 1	Eastbound (mph)	Westbound (mph)
08/11/2010	26.5	26.7
09/11/2010	27.6	27.3
10/11/2010	27.3	28.0
11/11/2010	26.8	25.5
12/11/2010	27.4	26.4
Average	27.1	26.8

**The eighty-fifth percentile (85%ile) speed is the speed at which 85% or the vehicles using that road travel at or below. It is nationally used benchmark by highway authorities and gives an indication of the extent of speed/trends at a given location.*

9.1.7 The corresponding pedestrian-related personal injury accidents (PIAs) recorded for this location for the last 3 years this being the standard assessment period and 30/9/2012 being the latest date for which data is available, are shown on the table below.

Table 3	01.10.09 to 30.09.12 (36 months)
Slight	3 (These are not pedestrian related nor at the considered location)
Serious	0
Fatal	0
Totals	3

9.1.8 The details of the three 'slight' incidents show;

- A cyclist attempted to cross road into path of V2 and caused a collision at a point 180m west of the considered location in November 2011 @ 17.50hrs

- Multiple-vehicle incident involving parked cars caused by V1 whose driver decamped at a point 150m east of the considered location in May 2010 @ 4.40hrs
- V1 attempted a u-turn and caused a collision with another at a point 270m east of the considered location in September 2012 @ 16.48hrs

9.1.9 The combination of a favourable accident record when compared to other needy locations and low speeds recorded would imply the location does not meet the criteria under the current approach.

9.2.1 Proposal

Surveys and officer observations identify the ideal location for a new formal crossing or pedestrian island to provide a crossing point. Three options are highlighted as shown on the enclosed plans 60669-4P Options 1, 2 & 3. However, the final design will be confirmed at detailed design stage and after subjecting the options to a road safety audit. The proposal is seen as promoting walking, encouraging cycling and the use of public transport on the journeys to and from school by introducing a pedestrian island.

Possible Issues

9.2.2 There may be concerns regarding the position of the options that are away from the existing pedestrian island which if retained implies an increase in clutter and increased maintenance costs associated with the provision of additional facilities.

9.2.3 Implementation and Funding

The estimates for the crossings are;

- £15 000 for option 1 including officer time.
- £20 000 for option 2 including officer time.
- £30 000 for option 3 including officer time.

The costs of the feasibility and preliminary studies have been met during the current financial year. It is anticipated that the detailed design and consultation cost for preferred option can be met within the coming 13/14 financial year's Traffic Management & Accident Reduction allocation. Likewise, for the implementation stage.

10 Officers' recommendations:

10.1 In light of the above, officers would not normally be putting forward any recommendations for related measures on Park Road when guided by the existing traffic management procedure.

CFO – MC

Legal – TE