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<b>Meeting</b>	Chipping Barnet Area Environment Sub-Committee
<b>Date</b>	25 June 2013
<b>Subject</b>	WELLHOUSE LANE, EN5 – Traffic and Pedestrian Safety Improvements
<b>Report of Summary</b>	Director for Place  The report outlines findings of the pedestrian safety study in view of relocated 307 bus and associated TfL-funded improvements to public transport at the Barnet General Hospital and seeks approval to progress the scheme with a view to implementation of agreed measures as detailed in this report

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Officer Contributors	Themba Nleya, Senior Engineer (Traffic & Development)
Status (public or exempt)	Public
Wards Affected	High Barnet , Underhill
Key Decision	No
Reason for urgency / exemption from call-in	N/A
Function of	Executive
Enclosures	<i>Drawing No. 60689 Conceptual</i>
Contact for Further Information:	Themba Nleya - 0208 359 4198

## **1. RECOMMENDATIONS**

**1.1 That the Chipping Barnet Area Environment Sub-Committee note the outcome of the investigations to date,**

**1.2 That the Chipping Barnet Area Environment Sub-Committee instructs the Director for Place;**

- i) to investigate all the measures outlined in paragraph 9.8 below and progress to detailed design stage including detailing the cost of anticipated proposals on Wellhouse Lane and Wood Street with the scheme being jointly funded from available s106 budget, the applicable financial year's LIP's Traffic Management and Road Safety allocation and a Transport for London (Buses) contribution,**
- ii) if necessary, to highlight to a future committee meeting, any viability concerns taking into account technical constraints such as drainage and layout restrictions, road safety audit outcomes, buried utility services,**
- iii) if 1.2 ii) above is not required, to seek formal approval from the Cabinet Member for Environment to proceed to a public consultation with a view to implement part or all of the design elements,**

## **2. RELEVANT PREVIOUS DECISIONS**

**2.1 The Chipping Barnet Area Forum meeting on 16 October 2012 was informed *'that a traffic engineer will be investigating this location to identify what can be done to address these [pedestrian safety] concerns'*.**

**2.2 The Chipping Barnet Area Environment Sub-Committee meetings of January 2013 and March 2013 instructed officers to engage investigate the matter in liaison with stakeholders and the Queen Elizabeth II School.**

## **3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS**

**3.1 The Corporate Plan 2013/16 defines the Council's vision (under the priority to promote responsible growth, development and success across the borough) in delivering sustainable growth to ensure Barnet continues to be successful and prosperous place where people want to live and work.**

**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 enhanced pedestrian facilities and a controlled pedestrian facility on Wellhouse Lane and Wood Street would facilitate movement of pedestrians especially school pupils and across a relatively busy road and particularly benefiting users with mobility impairments, out-patients of Barnet General Hospital 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 initial investigatory work and design for the scheme can be funded through the current 2013/14 financial year's LIP Traffic Management and Accident Reduction allocation and an anticipated contribution from London Buses. The implementation phase of the scheme will be met from the anticipated 2014/15 LIP Traffic Management and Accident Reduction allocation and the overall projected cost for the scheme based on ideas that are currently being developed is estimated to be £70 000 if all the identified activities and measures are to be progressed. Implementation is foreseeable during the 2014/15 financial year.
- 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 Constitution Part 3 – Responsibility for Functions – Area Environment Sub-committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

## 9 BACKGROUND

- 9.1 Further to Council receiving repeated requests from a concerned resident with the backing of some elected members and this following the re-routing of the 307 Bus by TfL, the matter was discussed at the Residents Forum on 16 October 2012.
- 9.2 Through subsequent verbal updates by the Highways Manager to the Chipping Barnet Area Environment Sub-Committee meetings of January 2013 and March 2013, officers have been instructed to engage with a resident who has expressed a particular interest in this matter and involve a representative from the Queen Elizabeth II School taking the matter forward.
- 9.3 To that end, *in-situ* meetings between officers and the resident and also with a representative from Transport for London occurred on 12 March 2013 and 30 April 2013 respectively with a follow-on meeting with the school representative pending. However the school has been sent the detailed proposal of possible measures for their initial input and officers await their comments at the time of drafting this report.

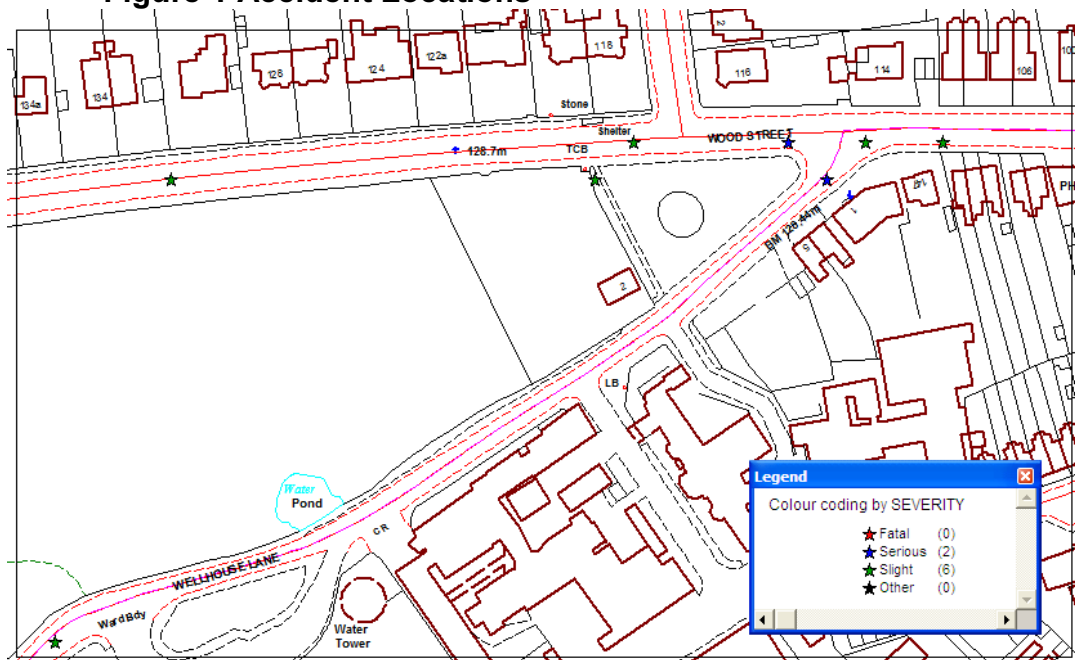
**Table 1 below summaries the description of the site and the existing road layout.**

**Table 1 Summary of Site description and Road Layout**

Wellhouse Lane between Wood Street and Barnet General Hospital incorporating a limited section of A411 Wood Street – TRAFFIC AND PEDESTRIAN SAFETY INVESTIGATION	
Site Description	Wellhouse Lane is a single carriageway road that is subject to a 30mph speed limit and demarcates the ward boundary between Underhill and High Barnet. It also serves as a vital link Barnet General Hospital to A411 Wood Street inevitably experiencing a high frequency of ambulance and bus journeys as a result. With the relocation of health services and NHS departments from Chase Farm Hospital in nearby Enfield this is set to increase. The width of Wellhouse Lane is narrow and rather restrictive.
Pedestrian Activity, Traffic and Speeds	The location lacks a controlled crossing for pedestrians. Since the 307 bus was re-routed to terminate at the hospital, the sheer numbers of school pupils needing to access bus services has only made the need for a crossing to be much greater.  The path favoured by pedestrians is through the adjacent green that lies outside of the public highway boundary and is managed by Barnet's Parks & Open Spaces section.

	No formal speed surveys have been carried out although there is anecdotal evidence that suggests to officers that this being an ambulance route and emergency services route, speeding may be a concern.
Personal Injury Accidents (PIAs)	There are 8 recorded separate incidents of PIAs for the locality in the latest available 36 month period from 01.10.2010 to 31.12.2012 as shown in <b>Figure</b> below. The details of the individual incidents are covered in detail in <b>Appendix A</b> .
Visibility	Forward visibility at the target location for the proposed controlled crossing will be much better than at the informal crossing point that pupils were observed using.  For the Wellhouse Lane /Wood Street junction, design improvements are necessary in order to mitigate the poor forward visibility.

**Figure 1 Accident Locations**



### Site Assessment Outcomes and Discussion Points

- 9.4 Generally, the provision of traffic management measures ought to be targeted at those locations where a need is established and evidenced by recorded PIAs. That approach is met for location as is evidenced by the PIA records and also taking into account the recently introduced changes to public transported and the changed pedestrian activity trends.

- 9.5 Funding has been secured from s106 contributions and London Buses have pledged a conditional contribution that is dependent on the two adjacent Bus Stops on Wood Street being improved to ensure compliance to the Disability Discrimination Act and that they are adapted to cater for the needs of all user-groups.
- 9.6 Liaison with the Parks & Open Spaces team is ongoing and it is believed that in principle they are supportive of the proposed footpath improvements through the green although additional enhancement works may be necessary to uplift the general amenity and appearance of the open space.
- 9.7 The school will be expected to provide input and in that regard, officers remain open-minded and committed to working with the school to incorporate any additional that may be deemed necessary to investigate further.

### **Conceptual Design**

- 9.8 The areas of improvement are shown on the attached drawing number 60689 *Conceptual* and in summary proposes the following for further development;
- Kerb up-stand improvements to Bus Stops D & L on Wood Street
  - Raised table at Queens Road/Wood Street junction
  - Carriageway widening on Wellhouse Lane to increase capacity and accommodate a pedestrian refuge
  - Kerb re-alignment and radius tightening for left turning movements out of Wood Street
  - Review the necessity of the existing pedestrian refuge on Wood Street at its junction with Wellhouse Lane
  - New footway construction and re-routing through the green
  - Shrub-bed and landscape enhancements within the green
  - New controlled crossing (possibly a zebra crossing) on Wellhouse Lane and a limited section of pedestrian guardrail
- 9.9 The challenge of inadequate visibility at the Wood Street/Wellhouse Lane is proposed to be mitigated by changing the alignment of the junction, introducing a pedestrian island and tightening the radius of the left-turning movement from Wood Street onto Wellhouse Lane to curtail excessive speeding.
- 9.10 The design so far does not present any apparent safety concerns and it is not believed that there would be major concerns highlighted should it be taken forward to formal consultation. However, limited design variations may be required when the proposals get to the more technical development stage. The design will be subject to a road safety audit and in the event additional issues or concerns are highlighted, this may in particular lead to an unforeseen cost increase, delays at the junction, congestion on Wellhouse Lane and Wood Street.

<b>Table 2</b>	<b>Estimated Costs</b>
Civil and Electrical improvements	£70,000
<b>Total</b>	<b>Circa £70,000</b>

10 **List of background papers:**

10.1 None

<b>Cleared by Finance (Officer's initials)</b>	<b>A.D</b>
<b>Cleared by Legal (Officer's initials)</b>	<b>P.R</b>