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|  | <h2>Chipping Barnet Area Committee</h2> <h3>22 October 2014</h3>   |
| <p style="text-align: right;"><b>Title</b></p>                                    | <p><b>Wellhouse Lane Pedestrian &amp; Safety Improvements</b></p>  |
| <p style="text-align: right;"><b>Report of</b></p>                                | <p>Declan Hoare – Lead Commissioner for Housing and Environment</p>  |
| <p style="text-align: right;"><b>Wards</b></p>                                    | <p>High Barnet</p>   |
| <p style="text-align: right;"><b>Status</b></p>                                   | <p>Public</p>  |
| <p style="text-align: right;"><b>Enclosures</b></p>                               | <p><b>Appendix A:</b> <i>Wellhouse Lane – Barnet Highway and Pedestrian Assessment Report of 31 March 2014.</i><br/> <b>Appendix B:</b> <i>Drawing Nos. G/0/14-15, 17 &amp; 18</i></p>   |
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## Summary

The report submits the findings of a feasibility study undertaken to look at how best the existing road layout could be improved to enhance pedestrian experience and safety for the benefit of the wider community taking into account the need to minimise detriment to traffic movements and congestion impact. It puts forward two options for possible implementation to address pedestrian and traffic safety concerns within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.

## Recommendations

1. That the committee notes the shortlisted option from the feasibility study Report shown in Appendix A, and Barnet officer comments in 6.2 below.
2. That the Committee instructs the Strategic Director for Environment and Growth to progress all Options including simultaneous landscaping of the green area belonging to Open Spaces, as preferred in item 6.2 below, to detailed design and implementation stages, ensuring consultation and negotiation with stakeholders to include, but not limited to, the NHS Trust (Barnet General Hospital), London Buses, Transport for London, Barnet (Open Spaces) and all affected stakeholders including utility companies and statutory bodies.

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

- 1.1 This report is needed following the Chipping Barnet Area Environment Sub-Committee decision on 25 June 2013 who resolved;
- i) To instruct the Director for Place to investigate all identified measures and progress to detailed design stage including detailing the cost of anticipated proposals.
  - ii) That officers consult with stakeholders before progressing with any further works and that a break-down of costs are reported back to the Sub-Committee; and
  - iii) If necessary, to highlight to a future Committee, any viability concerns taking into account technical constraints.
- 1.2 This report is required to investigate the viability of the location to benefit from possible pedestrian and safety improvements.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The particular approach to prioritise pedestrian improvements is informed by i) accident data, ii) the need to comply with disability legislation, and iii) site observations on pedestrian experience and increased in demand as a result of the 307 bus relocating to Barnet General Hospital forcing hundreds of school children to walk between QE II Boys School and the hospital to access public transport.
- 2.2 The option to progress junction improvements is informed by the recent relocation of Chase Farm Hospital services to Barnet General Hospital, and the on-going expansion at Barnet General Hospital which is anticipated to increase traffic and exacerbate congestion making it more difficult for right turning movements at this location.
- 2.3 As the proposed pedestrian and junction improvements require additional land currently belonging to Open Spaces, by way of trade-off, enhanced landscaping to the green is necessary.

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

- 3.1 The feasibility study report in Appendix A shows Options 4, 6 and 8 have been considered but are not recommended.

#### 4. POST DECISION IMPLEMENTATION

- 4.1 The Option 10 recommendation includes the improvement of the junctions by introducing mini roundabout(s) and also the pedestrian facilities.
- 4.2 Option 11 on the other hand is a 'pedestrian improvements' only option which can be progressed as Phase 1 of Option 10.
- 4.3 Should this report's recommendations be approved, the proposals therefore enter the detailed design stage which will be accommodated in this year's budget provision. The implementation phase will be deferred to 2015/16 or future budget allocations.

#### 5. IMPLICATIONS OF DECISION

##### 5.1 Corporate Priorities and Performance

- 5.1.1 This report puts forward recommendations that further Barnet's Corporate Plan to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough as it includes junction and pedestrian improvements and also proposes to maintain and enhance the adjacent green space for residents to enjoy.
- 5.1.2 Further by seeking to address pedestrian and traffic safety concerns, this is within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.
- 5.1.3 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

- 5.2.2 **Finance** Estimated costs for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from applicable LIP funding secured for the purpose of making improvements to the Borough's road network and Bus Stop Accessibility and available S106 funding. Any financial implications will be contained within the Environment and Growth budgets.
- 5.2.3 **Indicative costs** for the progression of Option 10 which includes providing a new zebra crossing on Wellhouse Lane are, at this stage approximate but, expected at current prices to be;

| <b>Works Element Package<br/>(Options 10, 12 &amp; Landscaping)</b>   | <b>Estimated costs<br/>(2014 prices)</b> |
|---|--|
| Detailed Design Fees<br>(Includes statutory processes, STATS, advertising, public consultation, safety audits etc.) | £43,000                                  |

|  |                 |
|--|-----------------|
| Mini Roundabout Build Cost - Option 10 | £121,000        |
| Bus Stop Improvements – Option 12      | £13,000         |
| Landscaping cost                       | £55,000         |
| <b>TOTAL</b>                           | <b>£232,000</b> |

5.2.4 Action can be taken via the appropriate approval processes to extend the availability of the funds from the indicated funding streams into the 2015/16 financial year should the delivery timescale extend beyond the current financial year.

5.2.5 There could be a possible financial risk to understate the build cost owing to assumptions on the extent of affected utility apparatus that needs to be diverted or adjusted. However, the cost estimate allows for a contingency and prior to the delivery of the scheme any other factors would be considered in the context of the available in year LIP funding.

5.2.6 Future maintenance of shrub beds and introduced improvements and features on the Open Spaces land shall pass to Barnet Open Spaces Department.

5.2.7 There could be a possible external and supplementary funding contribution from Transport for London towards Bus Stop improvements on Wood Street. The amount, if any, is yet to be confirmed and will proportionately diminish the LIP road network contribution.

5.2.8 The works will be carried out under the existing LOHAC term maintenance contractual arrangements.

### 5.3 Legal and Constitutional References

5.3.1 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

5.3.2 The Council's Constitution, Meetings Procedure Rules – Paragraph 6.1 states that a Member (including appointed substitute Members) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or sub-committee on which he/she serves. Paragraph 6.2 states that Members' Items must be relevant to the terms of reference of the body which will consider the item

5.3.3 There are no legal references in the context of this report. This is an area delegated to the committee in line with the provisions of section 15 of the London Borough of Barnet council constitution. Area Committees may take decisions within their terms of reference provided that it is not contrary to council policy, the work of the licensing committee or out of budget.

### 5.4 Risk Management

5.4.1 None in the context of this report. Risk management may be required for work resulting from this report.

## 5.5 Equalities and Diversity

5.5.1 Proposal is not expected to disproportionately disadvantage or benefit individual members of the community. In fact, the recommendations specifically seek to reach out to vulnerable users such as the disabled and the visually impaired the introduced of additional crossing point with include tactile paving.

## 5.6 Consultation and Engagement

5.6.1 As per recommendation 2 of this report stated above on page 1.

# 6 BACKGROUND PAPERS

## 6.1 Introduction and Background

6.1.1 Pedestrian safety concerns and improvement suggestions have been raised by residents, school and ward members regarding the Wellhouse Lane, Wood Street and Queens Road junctions. Following various meetings with officers, these are broadly defined as follows;

- a. Kerb up-stand improvements required to the bus stops on Wood Street
- b. Improvements required at Queens Road / Wood St junction.
- c. Carriageway widening on Wellhouse Lane to increase capacity and accommodate a refuge.
- d. Kerb re-alignment and radius tightening to left turning movements out of Wood Street (into Wellhouse Lane).
- e. Review of existing pedestrian facilities and consider new footpath construction and re-routing through the green area.
- f. New controlled (possibly zebra) crossing on Wellhouse Lane, including limited section of guardrail.

6.1.2 The Area Environment Committee resolution of 25 June 2013, and the Feasibility Study Report set out the Committee decisions and the requirements of the scheme.

6.1.3 The main (east-west) road through the junction is the A411 Wood Street, which lies on the London Strategic Route Network (SRN). As such any improvements that are undertaken will require support from TfL.

6.1.4 Wellhouse Lane serves the hospital complex (including an A and E department) and is a link to the Elmbank Drive residential area.

6.1.5 The junction itself is an unusual layout 4 arm "staggered" junction with the southern arm (Wellhouse Lane) at an acute approach angle. The area to the southwest of the junction is owned by Barnet Open Spaces (custodians of the green) and minimal impact on that area is desirable. The existing junction is uncontrolled, and includes a narrow right turn holding lane into Wellhouse Lane. Overruns by vehicles from Wellhouse Lane encroaching beyond the give way marking and over footways are common.

6.1.6 Queens Road is a residential area and also the main access road to the Queen Elizabeth Boys School, with approximately 1200 pupils, many of which

travel to school via public transport using Barnet General Hospital as a pick-up/drop-off point and coaches from a wider catchment area. This generates some traffic congestion issues at the start and end of the school day. Queens Road also serves a small industrial estate.

6.1.7 Improvements that clearly demonstrate a significantly superior congestion improvements and improved bus journey times are therefore imperative.

6.1.8 The feasibility study has relied on accident data extracted from the London Personal Injury Accident (PIA) database for the 5 year period preceding the commission. It has considered only those possible remedial measures that seek to improve both vehicle movements and the safety and convenience of all other highway users.

6.1.9 From the explored options, the options in 6.2.7 are considered feasible and a detailed design should then be carried out and costs firmed by the highway authority.

## **6.2 Officer Comments to initial proposals contained in Appendix A Feasibility Report**

6.2.1 Due to land ownership complications, only those options (1, 2, 4, 5 & 6) that require a minimal transfer of land from Barnet Open Spaces were considered in detail.

6.2.2 The signalisation option (Option 4), unless it demonstrates a significantly superior impact on congestion and bus journey times, is otherwise seen as contradicting the London Mayor's aspiration to de-signalise junctions within London as far as is reasonably possible.

6.2.3 Options 2 and 5 are unattractive as they each propose to relocate the existing bus stops and are likely to be resisted by TfL as they place the new locations beyond the 400m threshold recommendation.

6.2.4 Option 6 raises the possibility of setting a precedent seeing it contradicts current administration approach regarding physical deflection features.

6.2.5 Option 8 is for a one way system and requires prior testing and is not currently considered viable.

6.2.5 Officers then recommended the initial Option 1 is developed further to incorporate;

- Landscaping and associated cosmetic improvements to the green area
- Ensure the design discourages pedestrians\school kids from using undesignated footpaths across the green
- Design to provide a more direct route for pedestrians from areas to the west of Queens Road who may wish to access the Hospital or Bus services on Wellhouse Lane

- Ensure design discourages j-walking south-west of proposed zebra crossing on Wellhouse Lane

6.2.6 The refined Option 1 was then resubmitted as the Option 10 (the recommendation of this report) which caters for pedestrians while retaining all the original Option 1 principles.

6.2.7 The benefits summary of the recommended package (Options 10, 12 and landscaping) are from the feasibility study report and are reproduced in table below;

| <b>Option. Description. Cost.</b>     | <b>Benefits</b>   | <b>Summary of benefits</b>   |
|---------------------------------------|---|--|
| Option 10<br>Mini Rbt<br>£121k        | Improves traffic flows on Wellhouse Lane, improves bus reliability, calms traffic on Wood Street, retains existing zebra crossing, improves pedestrian movements, easily understood by motorists.   | Improves traffic flows<br>Improves bus reliability<br>Better pedestrian safety<br>Good safety record   |
| Option 12<br>Bus Stop upgrade<br>£13k | Enhances bus stop provision in line with relevant standards, relocates bus stop slightly further from Queens Rd junction which can improve visibility issues.   | Improves public transport<br>DDA compliant   |
| Landscaping<br>£55k                   | It is proposed that the “green space” located to the west of the Wellhouse Lane junction be enhanced as part of any proposals in the area. The plan included within this report is intended as an initial discussion point for consultation with Barnet Green Space representatives. The option can be used irrespective of which highway / pedestrian option is taken forward.<br>New benches provided to enhance enjoyment of the area. | More attractive green space<br>Removes desire line across grassed areas<br>Provides link between controlled crossings encouraging their use. |