

	<h2>Chipping Barnet Area Committee</h2> <h3>12 February 2015</h3>
<p style="text-align: right;">Title</p>	<p>Walksafe, N10 Phase 2 Colney Hatch Lane Pedestrian and Safety Improvements</p>
<p style="text-align: right;">Report of</p>	<p>Interim Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Coppetts Ward</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A: <i>Conceptual Drawing No. 60713-P</i></p>
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<h3>Summary</h3>
<p>The report submits the findings of a feasibility study undertaken to consider pedestrian safety and crossing facilities for the benefit of the wider community. It puts forward two possible zebra crossings and locations for consideration in terms of addressing 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.</p>

<h3>Recommendations</h3>
<ol style="list-style-type: none"> 1. That the Committee notes the recommended locations for zebra crossings as is shown in drawing 60713-P in Appendix A. 2. That the Committee instructs the Interim Commissioning for Environment to progress both crossings to detailed design and implementation stages, ensuring consultation and negotiation with stakeholders to include, but not limited to Emergency Services, Metropolitan Police, Transport for London (London Buses) 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. A petition was reported to the Sub-Committee raising concern with road safety, speeding (request for 20 mph zone) and Pedestrian crossing improvements on Colney Hatch Lane (Petition also sent to Haringey Council).
- 1.2 The Sub-committee resolved;
- i) That a report be brought to a future appropriate meeting of the Sub-committee detailing the following;
- How these concerns relate to policy considerations and priorities when considering the borough as a whole;
 - Whether there are other potential options to address the safety concerns.
 - Potential possible options to address the concerns with detailed costing.
 - Identifying how it is proposed to fund any potential scheme;
 - Whether it would be possible to fund part or all of the proposed works using the School Travel Plan process and TfL funding;
 - Viability of any additional crossing points on Colney Hatch Lane and the most appropriate measure should this be considered necessary.
- ii) That the petitioners, WalksafeN10 campaigners and schools are consulted, informed and kept up to date by Officers on the progress of this issue.
- 1.3 This report is therefore required to investigate the viability of crossing points on Colney Hatch Lane with a view to enhance pedestrian and safety improvements. For the purposes of project management, these improvements herein recommended are known as the WalksafeN10 Phase 2.
- 1.4 The detailed design and implementation will be included in the 2015/16 Local Implementation Programme (LIP) which was agreed by the January 2015 Environment Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The particular approach to prioritise pedestrian improvements is informed by i) the need to comply with disability legislation, and ii) site observations on pedestrian experience and school travel plan aspirations.
- 2.2 As one of the proposed pedestrian crossings requires relocation of bus stops, London Buses' approval is necessary.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None.

4. POST DECISION IMPLEMENTATION

- 4.1 Should this report's recommendations be approved, the proposals to be known as Walksafe N10 Phase 2 should therefore enter the detailed design stage with a view to implement and all to be accommodated during 2015/16 budget provision.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The subject of this report is in accordance with Objective one of the London Borough of Barnet Corporate Plan 2013-2016. This objective is to maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. Within this objective, there are six performance measures set out in the 2014 Addendum to the Corporate Plan. These are the performance measures, which the subject of this report will be measured against if the Committee decides to approve a Traffic Management Scheme for Colney Hatch Lane.

- 5.1.2 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 pedestrian improvements.

- 5.1.3 Further by seeking to address pedestrian safety concerns, this is within the context of the intervention criteria set by 'Priorities of the Traffic Management Budget' Cabinet Report of July 2002.

- 5.1.4 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)

- 5.2.1 **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 available Local Implementation Funding (LIP) funding secured for the purpose of making improvements to the Borough's road network and Bus Stop Accessibility funding where applicable.

- 5.2.2 **Indicative costs** for the separate progression of location 1 (table 1 below) and/or location 2 (table 2 below) zebra crossings are approximate at projected 2015 prices;

Table 1: Location 1 Zebra Crossing - Works Element Package	Estimated costs (2015 prices)
Detailed Design Fees (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£7 000
Build Cost (includes high PSV surfacing & removal of existing islands)	£27 000
Bus Stop Improvements (includes 2no new bus shelters plus relocation costs and footway re-profiling for DDA compliance)	£33 000
Sub-TOTAL	£67 000
Implementation & post implementation fee @ 10%	£6 700
GRAND TOTAL	£73 700

Table 2: Location 2 Zebra Crossing - Works Element Package	Estimated costs (2015 prices)
Detailed Design Fees (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£8 000
Build Cost (includes high PSV surfacing & removal of existing islands)	£24 000
Sub-TOTAL	£32 000
Implementation & post implementation fee @ 10%	£3 200
GRAND TOTAL	£35 200

5.2.3 The recommendations are expected to fully cover the financial decisions that need to be made with appropriate variations applied to the costs should the delivery timescale extend beyond the applicable financial year.

5.2.4 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.

5.2.5 Future maintenance of any newly introduced electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost full borne by London Borough of Barnet.

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

5.3 Legal and Constitutional References

5.3.1 The Traffic Management Act 2004 places obligation on 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.

5.3.2 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.

5.3.3 The Council's Constitution Responsibility for Functions – Area Committees sets out within the terms of reference the functions which an Area Committee can discharge which includes local highways and safety schemes.

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.

5.6 Consultation and Engagement

5.6.1 As per recommendation 2 of this report stated above.

6. BACKGROUND PAPERS

6.1 Introduction and Background

6.1.1 Pedestrian safety concerns and improvement suggestions have been raised by residents and ward members regarding the Colney Hatch Lane.

6.1.2 Two petitions were received by the Council from Walksafe N10 raising concern with road safety including a request for a 20 miles per hour (mph) speed limit and pedestrian crossing improvements on Colney Hatch Lane. (A petition was also sent to Haringey Council as this location is adjacent to the Borough boundary).

6.1.3 The petitions were considered at the June 2013 Chipping Barnet's Resident's Forum. The first petition containing over 670 signatures requested that Barnet Council work with Haringey Council to introduce a 20 mph speed limit on the streets around Coldfall Primary School and Coppetts Wood Primary School; and to create more pedestrian crossings on Colney Hatch Lane.

6.1.4 Walksafe N10 wishes for their local streets to be safer for all pedestrians, especially children when they are walking to and from school.

6.1.5 The second petition with over 100 signatures on behalf of Halliwick Primary School also made representation on the issue of 20mph speed limit.

6.1.6 The matter was referred up to the Chipping Barnet Area Environment Sub-Committee who recommended that the safety concerns were investigated further and that the petitioners, Walksafe N10 campaigners and schools are consulted, informed and kept up to date by Officers on the progress of this issue.

6.1.7 At the time of the petition, Haringey Council had commenced consultation on a proposal to extend the existing 20 mph within Haringey on Coppetts Road. This proposal was agreed and the Haringey 20mph zone became operational in January 2014.

6.1.8 Barnet does not have a general policy of introducing 20mph zones or speed limits outside schools but gives consideration as to whether this traffic management measure might be a suitable provision on a site specific basis, and therefore does not preclude the consideration of 20mph speed limits if justified in a particular location such as the roads included in this report.

6.1.9 As part of the investigations a meeting was held with Residents and Walksafe N10 campaigners in December 2013 to discuss the issues.

6.1.10 Wilton Road, Halliwick Road and Sutton Road are wide straight roads, and this can lead to vehicles travelling at excessive speeds. The roads are used by a number of pedestrians including school children accessing local schools. The proposed 20mph speed limit restriction will complement the existing 20mph zone in Haringey and will encourage drivers to travel at slower speeds thereby providing a safer environment for all road users.

6.1.11 Ward Councillors have been consulted and are in favour of the proposals.

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

6.2.1 Due to potential negative impact on through-traffic flows, there may be concerns with installing both crossings at location 1 and location 2 which are in close proximity, and will also be close to the existing zebra crossing facility at the Sydney Road junction.

6.2.2 The location 1 zebra crossing requires TfL buses approval as the existing bus stops and associated furniture need to relocate to create enough room.

6.2.3 Officers recommend that both locations are developed further to detailed design to incorporate;

- De-cluttering and associated cosmetic improvements to area
- Ensure a design that encourages pedestrians\school kids to use designated crossing points
- Ensure a design that is sympathetic to vulnerable users and meets Inclusive Mobility requirements.