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|  | <h2>Chipping Barnet Area Committee</h2> <h3>12 February 2015</h3> |
| <p style="text-align: right;">Title</p> | <p>Walksafe N14 Feasibility Study</p> |
| <p style="text-align: right;">Report of</p> | <p>Interim Commissioning Director for Environment</p> |
| <p style="text-align: right;">Wards</p> | <p>Brunswick Park</p> |
| <p style="text-align: right;">Status</p> | <p>Public</p> |
| <p style="text-align: right;">Enclosures</p> | <p>Appendix A – Speed Data Appendix B – Accident Data Appendix C – Pedestrian Survey Appendix D – Drawings; G/0/4 -area wide 20mph zone – signs only G/0/5/1 – Wig Wag part time 20mph speed limit at school times only – Option 1 G/0/5/2 – Wig Wag part time 20mph speed limit at school times only – Option 2 G/0/9 – General Arrangement</p> |
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| <h2>Summary</h2> |
| <p>School Travel Plan Schemes This report informs the Chipping Barnet Area Committee of the study into the proposed provision of two pedestrian crossings and a new 20mph speed restriction aimed at improving pedestrian safety. There is also the requirement to introduce new / extend existing waiting restrictions at junctions in the vicinity of the schools.</p> <p>This report also informs the Area Committee of the reasons for the proposed improvements and the rationale for rejecting the alternatives considered.</p> |

Recommendations

- 1. That the Committee notes the intention to address traffic management concerns in the WalkSafe N14 area.**
- 2. That the Committee be mindful of the Councils current approach to traffic calming.**
- 3. The Committee decide whether or not vertical traffic calming features should be introduced;**
- 4. That the Committee decides which a combination of measures be designed and introduced, namely:**
 - (i) The introduction of an advisory 20mph speed limit over a limited extent outside the school complemented by wig-wag signs as shown in G/0/4, or**
 - (ii) The introduction of a statutory 20mph speed limit over a wider area shown on G/0/5/02,**
 - a. New pedestrian crossings on Chase Way and Hampden Way as indicated on drawings G/0/9, and**
 - b. The introduction of a raised table as indicated on drawings G/0/9.**
- 5. That, subject to a preferred measures being chosen, the Interim Commissioning Director for to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.**
- 6. That the Committee recommends post-implementation monitoring of any completed measures.**

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was received from the residents of the N14 area requesting pedestrian crossing improvements and traffic calming measures the area.
- 1.2 The petition submitted was titled 'WalkSafeN14' and includes the following statement:

"We the undersigned petition Barnet Council to ensure greater pedestrian safety in the Osidge area of Barnet along the route of Hampden Way, Chase Way, Arlington Road, Cecil Road and Burleigh Gardens, N14."
- 1.3 This current report is required to investigate the viability of the location to accommodate the new crossing facility and to generate detailed designs based on Ordnance Survey plans.
- 1.4 There are multiple pedestrian movements within the area and no formal crossing facilities. Two roads in particular are noted to experience high crossing incidents and while accident records do not indicate major concerns

both would benefit from formal crossing facilities to discourage random crossing movements. These roads are Hampden Way and Chase Way, and the findings are as below.

- 1.5 There is also known concerns in regards excessive speed of traffic within the residential area that is subject to high pedestrian movements. Some traffic is understood to use the roads as a form of “rat run”. For these reasons it is suggested that a reduction in vehicle speeds is investigated.
- 1.6 The preferred measures 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 Automatic Traffic Count (ATC) 7 day speed and volume survey speed survey in the areas of interest reveals that in all the areas of interest the 85%tile speed did not exceed 30mph though there were outliers recorded up to 65mph. A summary of the data is shown below highlighting the highest average in either direction, refer to Appendix A for full details

| Location | Volume | 85%ile | Mean speed | Outlier Speed |
|-------------------|-------------|----------------|-----------------|---------------|
| Arlington Road | 1193 E/B | 28.9mph E/B | 22.7 mph E/B | 60 - 65mph |
| Burleigh Gardens | 3662 E/B | 29.1mph W/B | 23.1mph W/B | 50 – 55mph |
| Chase Way | 2705 W/B | 29.8mph W/B | 24.9mph W/B | 50-55mph |
| Cecil Road | 852 W/B | 24.8mph E/W | 19.6mph | 45 -50mph |
| Catchment Average | 2103 | 28.15mph | 22.57mph | 50-55mph |

- 2.2 There are two ways to introduce 20mph speed restrictions. One is to create a “speed limit” which entails signs at the entry and no further measures. In these cases the speed existing mean speed is generally below 24mph, and recent speed measurements indicate this is the case. The second option is to include traffic calming features within the area that are designed to ensure vehicles generally proceed at speeds of 20mph or lower. The study has considered both ways to introduce the speed restrictions; however it is

considered that the first option will have limited benefits in reducing the excessive speeds that were recorded unless effectively enforced. Such enforcement is the prerogative of the Police. Advisory wig-wags during school time only are therefore recommended to help emphasise the speed limit when applicable.

- 2.3 A study of accidents on Hampden Way in the last 5 years indicated that 6 accidents occurred in the vicinity of the Hampden Way/Chase Way Junction. These accidents resulted in 10 casualties, 2 of which were classified serious and the others as slight. Refer to Appendix B.
- 2.4 Similarly accident review on Chase Way in the preceding 5 years shows 5 accidents in the vicinity of the Chase Way / Cecil Road junction resulting in 9 casualties, all classified as slight.

PROPOSED OPTIONS FOR CONSIDERATION – Pedestrian Crossings

2.5 Chase Way Zebra Crossing

- 2.6 Chase Way is a residential road that is in proximity to main schools that generate pedestrian movements.
- 2.7 The 2013 study suggested three locations for crossings and these are indicated on the drawing. Each suggested crossing is similar in design and thus construction costs.
- 2.8 An accident investigation indicates that in the preceding 5 years indicated that 5 accidents occurred in the vicinity of the Cecil Road junction, and for this reason location shown on the plan is the preferred option, as it is closer to the Cecil Road junction and will act as a calming measure.
- 2.9 The pedestrian survey (refer to Appendix C) indicates that there is a concentration around the Cecil / Chase way Junction, higher volume of pedestrians crossing on the northern arm of Chase Way.
- 2.10 In consideration based on the site observations and the other surveys, the cost of providing the crossing is likely to be in the region of **£20,000**.

2.11 Hampden Way Zebra Crossing

- 2.12 Hampden way is a residential road that is in proximity to main schools that generate pedestrian movements.
- 2.13 The 2013 study suggested three locations for crossings and these are indicated on the drawing. Each suggested crossing is similar in design and thus construction costs.
- 2.14 An accident investigation indicates that in the preceding 5 years indicated that 6 accidents and the introduction of a new controlled crossing on Hampden Way will act as a speed-control measure.

- 2.15 The pedestrian survey (refer to Appendix C) indicates that on Hampden way there is no specific desire point, with pedestrians crossing at all points along the surveyed area though there is a higher concentration of crossing movement between its junction with Arlington Road and Summit Way. This is possibly due to the fact that no 'designated' crossing points exist and its hopeful that the creation of a formal crossing point near bus stops closer to Summit Way will encourage pedestrians to cross safely at that point.
- 2.16 The cost of providing the crossing is likely to be in the region of **£20,000**.

PROPOSED OPTIONS FOR CONSIDERATION – 20mph speed restriction study

- 2.17 An investigation into the need for a 20mph speed restriction has been carried out, and the potential for these investigated.
- 2.18 Three options for the introduction of the speed restriction are outlined below. A further option only in the vicinity of Cecil Road was considered but discounted due to its limitations.
- 2.19 **20mph Speed Restriction – Drawing G/0/4 & G/0/5/1 & 2**
- 2.20 **Option 1** The speed restriction shown in drawing G/0/4 is by means of 20mph speed limit signs on the entry to the areas. No means of reducing vehicle speeds are included.
- 2.21 This type of speed limit, although relatively cheap to instigate, in the region of **£44,000**, covers too wide an area, will be difficult to enforce and highly likely to lose its effectiveness. If the recommended raised junction on Cecil Road outside the school is included, the total estimated cost becomes £75,000.
- 2.22 **Options 2 & 3** The introduction of variable speed limit restrictions with the use of WIG WAG's (Refer to drawing G/0/5/1 & G/0/5/2) are also considered. Generally these speed limits are indicated by signs at entry points with flashing alerts that operate at certain times of the day and incorporate "when lights flash" wording. Each of these two options will cost less than the £44,000 for Option 1. Therefore this approach confers a more cost-effective solution, and ensures only the critical school drop-off/pick-up periods are covered.
- 2.23 In reality, although the benefits of these two options are still limited, it is suggested that the 20mph advisory speed limit over the limited and safety-critical extent outside the school as is shown on Drawing G/0/5/2 complemented by wig-wag signs is therefore considered for implementation. This option has no enforcement implications.
- 2.24 A further issue of concern is the tendency for motorists to park their vehicles in the immediate vicinity of junctions. This is especially of concern in the vicinity of schools and this report has considered this element. However, the existing waiting restrictions in the vicinity of junctions located near the schools

already subject to a separate investigation under a separately-funded Parking Design initiative.

- 2.25 It is also strongly recommended that some leeway in the design commission be applied to enable additional measures to be introduced if any are subsequently identified. It is also suggested that if the scheme recommended is introduced monitoring of the completed scheme is carried out in subsequent years to enable the success of the scheme to be measured and if needed further features included.
- 2.26 The reasoning behind the leeway is that options have been developed individually, it is imperative that if combined they sit alongside each other successfully.
- 2.27 A point to note is that the pedestrian access to the school off Cecil Way is in the immediate vicinity of the Cecil Way / The Woodlands junction. It is strongly recommended that a raised junction be introduced in the area to calm all traffic movements. The cost of such provision is in the area of **£31,000**, although if it is introduced as part of a wider scheme the costs may be reduced somewhat.
- 2.28 A further issue of concern is the tendency for motorists to park their vehicles in the immediate vicinity of junctions. This is especially of concern in the vicinity of schools and this report has considered this element.
- 2.29 The main reason for recommendation is to create a safe environment for all users of the highways, and especially pedestrians travelling to and from the two schools located in the area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative treatment options have been developed but are not being recommended and these include;
- Priority Give-way on Chase Way
 - Speed cushions on Chase Way
 - Vehicle-activated signs on Chase Way
 - Vehicle-activated signs on Hampden Way.

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementations will depend on the decision taken by the Subcommittee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The subject of this report is in accordance with objectives of improving safety to school as identified by the local authority

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

5.2.1 **Finances** 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 15/16 Local Implementation Funding (LIP) funding secured for the purpose of making improvements to the Borough's road network.

5.2.2 **Indicative costs** for the recommended measures are approximate and shown on Table 1 below at projected 2015 prices;

| Table 1: Summary of Costs | Estimated costs (2015 prices) |
|--|--------------------------------------|
| Detailed Design Fees (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.) | £25 000 |
| Build Cost – 20mph limit (£44k), 2no zebra crossings (£40k) & raised table (£31k) | £115 000 |
| Electrical Apparatus | £19 500 |
| Sub-TOTAL | £140 000 |
| Implementation & post implementation fee @ 10% | £11 500 |
| GRAND TOTAL | £170 000 |

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 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.

5.3.4 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 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

5.6 Consultation and Engagement

5.6.1 None currently identified.

6. BACKGROUND PAPERS

Previous studies carried out by officers submitted earlier in the year.