

	<h2>Hendon Area Committee</h2> <h3>12 February 2015</h3>
<p style="text-align: right;">Title</p>	<p>Broadfields Avenue – Zebra Crossing</p>
<p style="text-align: right;">Report of</p>	<p>Interim Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Edgware</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A - G/0/11 – General Arrangement</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright Traffic and Development Manager 0208 359 3555</p>

<h2>Summary</h2>
<p>School Travel Plan Schemes</p> <p>This report updates the report prepared for the 22 October 2013 Hendon Area Environment Sub Committee following feedback on the proposals with regard to the possible provision of a pedestrian crossing facility to be located on Broadfields Avenue, immediately north of its junction with Harrowes Meade. The crossing was requested by the Residents’ Forum at the Hendon Area Environmental Sub-committee in January 2013.</p> <p>The report also informs the Area Committee of the reasons for the proposed improvements and the rationale for rejecting the alternatives considered. This updated report highlights the technical points now revised by the proposals</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the committee note the intention to introduce a zebra controlled pedestrian crossing facility on Broadfields Avenue, on the grounds of road safety. 2. That the Committee give instruction to the Interim Commissioning Director for Environment to proceed to the implementation stage, when resources are in place and following liaison with ward members, and all affected stakeholders including utility companies and statutory bodies.

1. WHY THIS REPORT IS NEEDED

- 1.1 A feasibility study was instigated following the January 2013 Hendon Area Environment Sub-Committee meeting when a request was submitted by the residents' forum for pedestrian safety features to be investigated.
- 1.2 The feasibility study was reported on in October 2013 at the Hendon Area Environment Sub-committee. The feasibility study identified the optimum location for a pedestrian crossing as being sited immediately north of the Broadfields Avenue / Harrowes Meade junction.
- 1.3 The October 2013 report related to the investigation of the viability of the location to accommodate the new crossing facility and to generate detailed designs based on Ordnance Survey plans.
- 1.4 This updated report outlines the proposal now presented on drawing G/0/11, and the reasons for the revised proposals.

Broadfields Avenue

- 1.5 Broadfields Avenue is a main distributor road serving a mainly residential area. There are two main schools in the area that generate pedestrian movements.
- 1.6 Investigations into the potential for a crossing have been extensive and include a site visit, consideration of the statutory apparatus locations, impact on adjacent residential properties and maintenance of access to those properties.
- 1.7 The position of the proposed crossing is such that pedestrians will be able to see and be seen by approaching vehicle traffic whilst waiting to cross.
- 1.8 The original scheme included the provision of central traffic islands, although the crossing was designed as a single crossing point. The islands were intended to act as traffic calming measures and enabled the removal of an existing traffic island located north of the crossing point.
- 1.9 The proposal incorporates a traffic island into the crossing itself, so that pedestrians can cross in two stages. This will have the benefit of removing concerns as regards visibility obstructions caused by stationary buses.
- 1.10 An option to remove the island and create a single phase crossing facility could also be considered but would not overcome the visibility obstruction caused by stationary buses.
- 1.11 The design of the crossing is such that a realistic cost estimate for the provision of the facility can be made; it is estimated that the construction cost to install this facility is in the region of £30,000.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Broadfields Avenue, being in close proximity to the schools, has a substantial number of pedestrians crossing at various points along its length. A designated or safe crossing point will encourage persons to cross at that point and the creation of a controlled crossing facility will ensure safety of pedestrians.
- 2.2 The primary reason for provision of a controlled crossing point at this location is safety of pedestrians, especially school children.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The 2013 feasibility study investigated considered alternative locations for pedestrian crossings, as follows:
- 3.2 The Glengall Road and Bullescroft Road (north) location was discounted on the basis it would be difficult to locate a zebra crossing at this location, due to existing street furniture and highway features. Re-siting of existing statutory undertakers equipment would be prohibitively expensive. Relocation of bus stop would negatively impact on the bus passenger and bus service.
- 3.3 The Bullescroft Road (both junctions) location was discounted as it would be difficult to locate a zebra crossing at this location, due to existing private drives.
- 3.4 The Bullescroft Road (south) and Francklyn Gardens (south) location was discounted, as at this location, there are existing traffic islands to assist pedestrians to safely cross Broadfields Avenue. This pedestrian facility is adequate for current volume of pedestrian use and traffic flows.

3.5 Accordingly, when viewed in the context of assessment criteria no Officer recommendation could be made for the implementation of a zebra crossing north of Glengall Road on Broadfields Avenue.

3.6 The 18 June 2014 Area Committee confirmed that officers should proceed with the original location which was identified a probable suitable location as indicated on the Drawing No. 60690 (Conceptual).

4. POST DECISION IMPLEMENTATION

4.1 Post decision implementations will depend on the decision taken by the Committee.

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 Broadfields Avenue.

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)

5.2.1 None in the context of this report.

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 There are no legal references in the context of this report.

5.3.3 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 outside 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

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.