

	<h2>Hendon Area Committee</h2> <h3>12 February 2015</h3>
<p style="text-align: right;">Title</p>	<p>Edgwarebury Lane / Purcells Avenue Traffic Management Scheme</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 Ward</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright Traffic and Development Manager 020 8359 3555</p>

<h2>Summary</h2>
<p>This report informs the Hendon Area Committee of the results of the feasibility study that was undertaken, regarding the proposal to introduce a pedestrian refuge on Edgwarebury Lane.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Committee note the outcome of the investigation into the feasibility of providing an crossing facility on Edgwarebury Lane as presented in this report. 2. That the Committee give instruction to the Interim Commissioning Director for Environment to proceed to the implementation stage of the uncontrolled crossing facility on Edgwarebury Lane near Purcells Avenue, when resources are in place and following liaison with ward members,) and all affected stakeholders including Transport for London (London Buses utility companies and statutory bodies).

1 WHY THIS REPORT IS NEEDED

- 1.1 A Petition was reported to the June 2014 Hendon's Resident Forum requesting a Zebra crossing facility on Edgwarebury Lane. Local residents raised concerns regarding the difficulty in crossing Edgwarebury Lane near its junction with Purcells Avenue as there appears to be a lack of pedestrian crossing facilities, and issues with the volume and speed of traffic within the vicinity of Purcells Avenue.
- 1.2 This report is therefore required to investigate the viability of an crossing facility on Edgwarebury Lane with a view to enhance pedestrian and safety improvements.
- 1.3 The uncontrolled crossing facility 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.

3 POST DECISION IMPLEMENTATION

- 3.1 Post implementation actions will depend on the decision taken by the Committee.

4 IMPLICATIONS OF DECISION

4.1 Corporate Priorities and Performance

- 4.1.1 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 Edgwarebury Lane.
- 4.1.2 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.
- 4.1.3 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.

4.1.4 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.

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

4.2.1 **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 2014/15 or 2015/16 Local Implementation Plan (LIP) funding secured for the purpose of making improvements to the Borough's road network.

4.2.2 **Indicative costs** for a pedestrian island shown in Table 1 are approximate at projected 2015 prices;

Table 1: Pedestrian Island - Works Element Package	Estimated costs (2015 prices)
Design Fees (Feasibility Design and Detailed Design) (Includes statutory processes, STATS searches, TMO advertising, public consultation, safety audits etc.)	£7,000
Construction Cost (including electrical elements)	£7,000
Sub-TOTAL	£14,000
Implementation & post implementation fee @ 10%	£1,400
GRAND TOTAL	£15,400

4.2.3 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.

4.2.4 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.

4.2.5 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.

4.3 Legal and Constitutional References

4.3.1 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.

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

4.4 Risk Management

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

4.5 Equalities and Diversity

4.5.1 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 while meeting Inclusive Mobility aspirations.

4.6 Consultation and Engagement

4.6.1 As per Recommendations 2 in this report.

5 BACKGROUND PAPERS

5.1 Site description

5.1.1 Edwarebury Lane is designated as a 'Borough Distributor' road linking the A41 Watford Way and Edware Town centre. The road serves seven bus routes of which 3 routes only operate during the school hours.

5.2 Background information

5.2.1 Pedestrian safety concerns and improvement suggestions have been raised by residents regarding Edwarebury Lane.

5.2.2 This item was discussed at the June 2014 Hendon Resident's Forum but the petition did not conclude until 4 days after the Resident's Forum was held. It was agreed during the Resident's Forum that Officers will look into this matter.

5.2.3 A site meeting with the Lead Petitioner was undertaken in September 2014, and discussed the possible location for a pedestrian facility. Local residents suggested a crossing point, zebra crossing preferred, to be located on Edwarebury Lane, immediately north of Purcells Avenue. However, due to the proximity of the crossovers, it is not feasible to introduce any zebra crossing or pedestrian island at this location.

5.2.4 A possible location which could accommodate a pedestrian crossing facility was discussed on site and an initial site investigation was undertaken. Although this location is situated away from the current pedestrians' desire line, local residents would be happy for a pedestrian island to be introduced on Edwarebury Lane near Purcells Avenue.