



## Chipping Barnet Area Committee

6 July 2016

<b>Title</b>	<b>Walksafe N14 – Hampden Way zebra crossing alternative location</b>
<b>Report of</b>	Commissioning Director - Environment
<b>Wards</b>	Brunswick Park
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - Drawing C2015_BC/000539-09-100-01
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### Summary

This report identifies a revised pedestrian crossing location on Hampden Way (near Summit Way) as part of the previously agreed Walksafe N14 scheme action, and asks the committee to agree this and that steps can be taken to implement it.

### Recommendations

1. That the Committee instruct and authorise the Commissioning Director – Environment to:
  - (a) arrange for a detailed design of the zebra crossing to be prepared
  - (b) arrange a consultation in respect of the proposed zebra crossing in Hampden Way, as identified on drawing BC/000539-09-100-01, to be undertaken
  - (c) take all steps necessary to implement the zebra crossing, subject to consideration of all consultation responses.

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

- 1.1 In February 2015 the Chipping Barnet Area Committee approved design and consultation, for a scheme to introduce pedestrian safety improvements in the N14 area, with a view to implementing this when resources were in place. This followed an investigation into options to address issues raised in a petition entitled Walksafe N14.
- 1.2 Measures included a zebra crossing on Hampden Way south of the junction with Arlington Road. The consultation responses indicated that approval had already been given separately for construction of a vehicle crossover to a property that would conflict with the proposed crossing location and the location would also potentially affect other residents who had applied for or were intending to apply for a crossover, as well as affecting resident parking generally.
- 1.3 The consultation also identified mixed views regarding the appropriate location for a crossing on Hampden Way and at the Area Committee meeting on 13 January 2016 members asked that it be reconsidered.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 It is noted above as to why the previously identified location is not suitable, and as a result alternative possible locations for a zebra crossing on Hampden Way have been considered. The preferred location is just north of Summit Way and would replace an existing pedestrian refuge. This is outlined on drawing C2015\_BC/000539-09-100-01 included at appendix A.
- 2.2 Initial pedestrian surveys considered pedestrian numbers crossing Hampden Way between Chase Way and Summit Way (locations identified in the original petition) and identified that more crossing movements took place between Arlington Road and Summit Way than between Chase Way and Arlington Road, so a crossing on this stretch is preferred. Some consultees also highlighted that the existing uncontrolled crossing point near Summit Way was used by school pupils.
- 2.3 A pictorial representation of the survey data provided with the original study appears to show no pedestrian crossing movements close to Summit Way, but subsequent observation and resident comments confirm that this is not the case.

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

A second alternative just north of Arlington Road has also been considered. As fewer pedestrian crossing movements occur north of the junction this is likely to serve fewer pedestrians. It would also conflict with mature trees in the vicinity and the need to remove these to accommodate this location cannot be ruled out. The location would also reduce the opportunities for on-street parking on Hampden Way, which many residents rely on. Another third location even further north could avoid the trees, but would reduce further the

opportunity to serve existing pedestrian movements and eliminate an even longer stretch of on-street parking.

#### **4. POST DECISION IMPLEMENTATION**

- 4.1 If agreed by the committee, consultation with residents in the vicinity of the proposed zebra crossing location would be undertaken and a detailed design of the proposal would be completed, with a view to implementing the crossing during the 2016/17 financial year.

#### **5. IMPLICATIONS OF DECISION**

##### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.

- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally. The proposed location is also considered to be more effective in terms of prevention of potential Road traffic accidents.

- 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 TfL provide core funding for implementation of a borough Local Implementation Plan (LIP) including a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues.

- 5.2.2 The Walksafe N14 proposal would be introduced using funding from this source identified for School Travel Plan schemes.

- 5.2.3 The estimated costs, which will be funded through TfL LIP, to complete the work are:

Detailed Design	£2,200
Safety audit, surveys etc	£3,000
Consultation	£2,300
Construction (works cost)	£20,000
Implementation, supervision and post implementation costs	£2,800

<b>Sub-total</b>	<b>£30,300</b>
Contingency*	£5,000
<b>Total</b>	<b>£35,300</b>

\* potential utility diversions, accommodation works etc

### 5.3 Social Value

Not applicable in the context of this report.

### 5.4 Legal and Constitutional References

- 5.4.1 The Council's Constitution (15A Responsibility for Functions, Annex A) provides that in relation to the area covered by the committee, the committee can discharge any functions, within the budget and policy framework agreed by Policy & Resources, of the theme committees that they agree are more properly delegated to a more local level, and this includes functions related to local highways and safety schemes.

### 5.5 Risk Management

- 5.5.1 There would be a risk associated with the construction risks of introducing the crossing, which would require management throughout the detailed design, implementation and construction work, assessed as low. Not introducing measures in the area would involve a low risk of reputational damage in relation to responding to the original petition and consultation and a medium risk in relation to potential future road traffic accidents.

### 5.6 Equalities and Diversity

- 5.6.1 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposal in this report will have any adverse impacts on any of the protected groups. It is considered that introduction of the measures outlined in the report would benefit pedestrians generally, but in particular children travelling to and from school and those escorting them. This initial assessment will be reviewed following consultation and if this suggests a full Equalities Impact Assessment (EQIA) will be needed, this will be conducted and considered.

### 5.7 Consultation and Engagement

- 5.7.1 Consultation was undertaken on a scheme that incorporated a crossing on Hampden Way as well as other features elsewhere in the local area. As detailed in the report, consultation on an initial zebra crossing location raised issues that the revised location aims to address. As noted earlier, consultation with residents in the vicinity of the revised location is planned.

### 5.8 Insight

- 5.8.1 The proposal is informed by traffic survey data and public consultation results as referred to in the paper.

## 6. BACKGROUND PAPERS

- 6.1.1 Item 8 of the Chipping Barnet Area Committee meeting of 15 February 2015: Walksafe N14 Feasibility Study  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8189&Ver=4>: Resolved ... that the Committee approve:

(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/0/5/2.

a) New pedestrian (Zebra) crossings on Chase Way and Hampden Way as indicated on drawings G/0/9

b) The introduction of a raised table on Chase Way and Cecil Way (instead of the originally recommended raised table at The Woodlands and Cecil Way)

That 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

6.1.2 Item 9 of the Chipping Barnet Area Committee meeting of 13 January 2016  
Progress report on approved schemes:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8315&Ver=4>

: Resolved Officers be requested to consult with Ward Members on the detailed design of the following schemes:

i. Walksafe N14 Zebra Crossing (RE14).