



Chipping Barnet Area Committee

6 July 2016

Title	The Avenue – Zebra crossing and pedestrian improvements
Report of	Commissioning Director - Environment
Wards	Chipping Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Drawing C2015_BC/000539_03-100-01 Appendix B – Drawing C2015_BC/000539_03-100-03
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Summary

The report identifies a proposal for a zebra crossing and associated pedestrian improvements for The Avenue, Barnet and asks the committee to agree that work on delivering this proceeds, and to decide whether to include an extension of a 20mph speed limit in the scheme.

Recommendations

1. That the Committee instruct the Commissioning Director – Environment to proceed with detailed design and consultation for a zebra crossing and associated pedestrian improvements as identified on drawing C2015_BC/000539_03-100-01 with a view to implementation subject to consideration of consultation responses.
2. That the Committee decide whether they would wish extension of the 20mph speed limit to cover part of The Avenue and Alston Road as identified on drawing C2015_BC/000539_03-100-03 to be included as part of the proposal.

1. WHY THIS REPORT IS NEEDED

- 1.1 A report to Chipping Barnet Area Committee on 21 October 2015 identified that the introduction of a pelican crossing at a location in The Avenue was not possible and proposed alternative pedestrian improvements. The Committee rejected the alternative proposal. Following further discussion with a ward member (Cllr Longstaff) it was identified that the impact of the constraints affecting a pelican crossing might be less for a zebra crossing, and this could address the local needs. Further work has been undertaken and an initial safety audit undertaken on the proposal shown on drawing C2015_BC/000539_03-100-01.
- 1.2 An improvement to the kerb-line near Wentworth Road and introduction of a pedestrian refuge at the mouth of that road has also been identified when considering the crossing options in the local area and this is also included as part of the recommended scheme on drawing C2015_BC/000539_03-100-01.
- 1.3 It had initially been thought that introduction of a 20mph speed limit would be necessary to support the crossing because of limited visibility, but it has been possible to achieve adequate visibility without this. Nevertheless extending the existing 20mph limit in Wentworth Road and Byng Road to include a stretch of The Avenue/Alston Road on the bend between The Drive and Sebright Road could be included as an enhancement and the proposed extents of this are shown on drawing C2015_BC/000539_03-100-03

2. REASONS FOR RECOMMENDATIONS

- 2.1 The zebra crossing would provide a crossing at or near the location that has been consistently requested by ward members.
- 2.2 The ancillary proposals at the junction of Wentworth Road would reduce the crossing distance and for pedestrians crossing Wentworth Road and also those crossing to the existing refuge improving the ease and safety with which these movements can be carried out.
- 2.3 Extending the 20mph speed limit could highlight the area around the bend and new crossing as being of a different nature and this may be considered beneficial in an area where many children will be crossing to access schools via Wentworth Road. On its own this measure is not likely to have a significant impact on actual speeds since speeds are already relatively low and the introduction of a zebra crossing may result in some reduction in any case. Wentworth Road and Byng Road are already subject to a 20mph restriction and the proposal would link with this. No additional measures (beyond signage) would be needed to permit this.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

Various alternative proposals have previously been considered and rejected by ward members or the committee as not delivering the required pedestrian improvement.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the committee's agreement, consultation with residents in the vicinity of the proposed zebra crossing location would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal 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 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 Avenue proposal would be introduced using funding from this source identified for School Travel Plan schemes.

- 5.2.3 The estimated costs to complete the work are:

Detailed Design	£4,800
Safety audit, surveys etc	£2,000
Consultation	£4,200
Construction (works cost)	£20,000
Implementation, supervision and post implementation costs	£2,800
Sub-total	£33,800
Contingency*	£5,000
Total	£38,800

* potential utility diversions, accommodation works etc

- 5.2.4 If the 20mph speed limit were extended then much of the work associated with this could be undertaken alongside the provision of the crossing at minimal additional cost, but some additional costs of around £2000 could be expected.

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 (Responsibility for Functions, Annex A) provides that in the area covered by the committee and within the budget and policy framework discharge functions including those 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 medium risk in relation to potential future road traffic accidents, although the introduction of a zebra crossing can also increase the risk of accidents at that particular location.

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.

5.7 Consultation and Engagement

- 5.7.1 Consultation with residents in the vicinity of the proposed works is planned. Engagement with local schools regarding the crossing will also take place.

5.8 Insight

- 5.8.1 Not applicable in the context of this report.

6. BACKGROUND PAPERS

- 6.1 On 13 March 2013 the former Chipping Barnet Area Environment Committee approved the introduction of a Pelican crossing being progressed on The Avenue at the predetermined location and instructed the then Director for Place to proceed to a detailed design and public consultation with a view to implementation. Papers and decision are available at item 7 via this link.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=155&MId=6667>
- 6.2 On 21 October 2015 having considered a report on possible alternative measures refused the item and the Officers recommendations as the location of the two crossing points were not considered appropriate. The Committee requested the Officers to meet with Ward Members to consider further options. Papers and decision are available at item 12 via this link.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8314&Ver=4>