

	<p><b>Chipping Barnet Area Committee</b></p> <p><b>8 March 2017</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Design Review – Walksafe N14 proposals for Chase Way</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Lead Commissioner - Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Brunswick Park</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A – Design Review Document (GC2305 Design Review Rev E Final)</p>
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<p><b>Summary</b></p>
<p>Following objections received to the proposed introduction of a zebra crossing in Chase Way, N14, this report presents the outcome of a review of the design of the crossing and the comparative merits of the original proposed location and a location on the other side of the junction, and seeks the Committee’s agreement to proceeding with introduction of the crossing.</p>

<p><b>Recommendations</b></p>
<p><b>1. That the Committee note the contents of the Design Review Document at Appendix A</b></p>
<p><b>2. That the Committee confirm that a zebra crossing should be installed on Chase Way on the south-west side of the junction with Cecil Road, subject to agreement by the Council of the 2017/18 Budget and agreement by the Environment Committee of elements of Local Implementation Plan (LIP) funded work programmes.</b></p>

## **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 received in 2013.
- 1.2 A consultation was carried out with local residents ending in December 2015 on proposals to introduce an advisory 20mph limit, a zebra crossing and speed table in the Chase Way / Cecil Road area, together with other measures in Hampden Way.
- 1.3 In view of the largely positive response to the measures in Chase Way and Cecil Road the detailed design was completed for this work, statutory notices were published and work put in hand to construct a raised table at the junction of Chase Way and Cecil Road, a zebra crossing on Chase Way to the south-west of the junction together with signage for an advisory speed limit in Cecil Road.
- 1.4 On publication of the statutory notice for the zebra crossing, residents in the area objected to the provision of the crossing, raising concerns about the safety of the location, in particular citing the presence of a telegraph pole that might obstruct visibility and suggesting that most pedestrians crossed on the north-east side of the junction so the crossing would be better located that side of the junction.
- 1.5 Following a site meeting attended by ward councillors, residents and officers in July 2016 work on introducing the zebra crossing was put on hold while a report was commissioned to review the design and consider the comparative merits of the original proposed location and a location on the other side of the junction.
- 1.6 The report of the review is provided as appendix A. This recommends installing the crossing at the original proposed location to the south-west of the junction. Relocation of the telegraph pole is identified as an optional item in the design review report but is nevertheless recommended in this report to mitigate the residual risk and concerns raised about it.
- 1.7 A petition from 41 residents asking the council to not place any zebra crossing at the Chase Way/Cecil Road N14 junction on the grounds that it would be unsafe to do so was reported to the January 2017 Chipping Barnet Forum and was referred to the Chipping Barnet Area Committee for consideration. This petition was prepared following receipt by the lead petitioner of the report at appendix A.
- 1.8 Residents of Chase Way have also raised concerns that a proportion of residents do not recall having received the November / December 2015 consultation.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Installation of a crossing on the south-west side of the junction is recommended to deliver a crossing point on Chase Way near the junction with Cecil Road. It is intended that the relocation of the telegraph pole that has been one cause of concern be sought as part of this work. Despite the concerns raised by the recent petition, officers do not consider introduction of a crossing on the south-west side of the junction to be inherently unsafe. The design review report included at appendix A supports provision of a crossing on the south-west side of the junction.

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

- 3.1 Install a crossing on the north-west side of the junction – this is not recommended – as identified in the design review this location is considered less safe than the proposed location on the south-west side.
- 3.2 Carry out a further consultation regarding the introduction of a crossing. Although a proportion of residents do not recall the December 2015 consultation there is clearly now a high level of awareness among residents of Chase Way who have made their views known via a petition. A further consultation is unlikely to provide further clarity regarding resident views.
- 3.3 Not install a crossing. The original Walksafe N14 petition called for a crossing on Chase Way, and the February 2015 report confirmed that a location near the junction with Cecil Road was desirable to serve the pattern of crossing movements. The provision of a speed table at the junction of Chase Way and Cecil Road may help some pedestrians, but a zebra crossing would provide benefits at busy times when there would otherwise be few opportunities to cross.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 If the recommendation is approved officers will proceed with arranging relocation of the telegraph pole and installation of the zebra crossing on the south-west side of the junction once funding is in place.

## **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 The proposals 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 proposal also helps address road traffic casualties which will also have an

impact on Health and Wellbeing.

- 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 proposals are being introduced using funding from this source identified for School Travel Plan schemes. Procurement is via the term LoHAC contract with ConwayAecom and the PFI street lighting agreement.
- 5.2.3 The estimated works cost to provide the zebra crossing including relocation of the telegraph pole is £21,267. This excludes design and supervision costs, although design is complete for this location except adjustments associated with relocating the telegraph pole. Overall costs of approximately £25,000 are anticipated. This would be funded from the 2017/18 LIP allocation for School Travel Plan schemes subject to agreement of the budget by Council on 7 March and agreement by the Environment Committee on 15 March of elements of LIP funded work programmes.

## **5.3 Social Value**

The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This decision does not relate to the commissioning services.

## **5.4 Legal and Constitutional References**

- 5.4.1 The Council’s Constitution, in section 15 headed “Responsibility for Functions” (Annex A) states that Area Committees discharge any functions, within the budget and policy framework of the theme committees that they agree are more properly delegated to a more local level. These include local highways and safety schemes.

## **5.5 Risk Management**

- 5.5.1 The report discusses the safety risks of locating the crossing in alternative locations. The south-western side of the junction is considered to be the safer of the two options. There is however a risk, whether or not a crossing is installed, that a pedestrian or other injury accident could subsequently occur.
- 5.5.2 Otherwise there are no particular risk management issues associated with the decision, although the works proceeding from it will require risk management of construction risks.

## 5.6 Equalities and Diversity

- 5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies **to have due regard** to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
  - advance equality of opportunity between people from different groups
  - foster good relations between people from different groups

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. It is not considered that this would compromise the Council in fulfilling its duty.

## 5.7 Consultation and Engagement

- 5.7.1 Proposals were subject to consultation with local residents. Approximately 562 resident questionnaires were sent out to roads in the area and 114 resident responses received (approx. 20% response rate). 85 respondents across the consultation area specifically indicated support for the zebra crossing on Chase Way compared with 7 who indicated that they did not support it. (From Chase Way there were 32 respondents from 148 properties, with 24 indicating that they supported the crossing and 2 indicating that they did not). Although a proportion of Chase Way residents have indicated that they do not recall the December 2015 consultation, there is clearly now a high level of awareness among residents of Chase Way.

## 5.8 Insight

- 5.8.1 Data used in developing the proposals including pedestrian survey and accident data is provided in more detail in the report to the Committee on 15 February 2015, and referred to in the design review report.

## 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.

- 6.2 The business management overview and scrutiny committee of 7 October 2013 considered a petition signed by 2,365 residents which called for the introduction of road safety measures in the N14 area of Barnet and welcomed the undertaking by the Cabinet Member for Environment to undertake a site investigation to develop a detailed safety scheme for the area. <http://barnet.moderngov.co.uk/mgAi.aspx?ID=4887>