

	<p>Finchley and Golders Green Area Committee</p> <p>27 April 2017</p>
<p style="text-align: right;">Title</p>	<p>Summers Lane, N12 – Request for Pedestrian Improvements</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>Woodhouse</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 - Drawings: Option 1 C2016_BC001027-03-DESIGN-01 (Zebra Crossing) Option 2 C2016_BC001027-03-DESIGN-02 (Informal Crossing)</p> <p>Appendix 2 - Reports: Speed Survey Pedestrian Survey Accident Data</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk</p>

<p>Summary</p>
<p>This report details the results from a feasibility study for providing a pedestrian crossing facility on Summers Lane, N12 which is intended to serve the sheltered housing at Christchurch Close, and it puts forward two options for consideration to address the pedestrian and traffic safety concerns at this location.</p>

Recommendations

- 1. That the Finchley and Golders Green Area Committee note the review of pedestrian improvements on Summers Lane, N12, as outlined in this report and the Appendices to this report and show on drawings C2016_BC001027-03-DESIGN-01 and C2016_BC001027-03-DESIGN-02.**
- 2. That the Finchley and Golders Green Area committee decides which of an Option should be progressed to detailed design and public consultation, as outlined in Appendix 1, namely:
Option 1 – Provision of a Zebra crossing
Option 2 – Provision of an informal crossing**
- 3. That the Finchley and Golders Green Area Committee give instruction to the Commissioning Director for Environment to carry out a statutory consultation on approved Option.**
- 4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Finchley and Golders Green Area committee instruct Commissioning Director for Environment to introduce the approved Option.**
- 5. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Commissioning Director for Environment will consider and determine whether the agreed option should be implemented or not, and if so, with or without modification.**
- 6. That the Finchley and Golders Green Area Committee agree to allocate the funding for the agreed Option (CIL from this year's CIL Area Committee budget to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the approved Option.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Following a petition by residents in July 2016 and with local ward member support, the Finchley and Golders Green Area Committee discussed the options for providing a pedestrian crossing facility on Summers Lane, N12 near the sheltered housing at Christchurch Close.
- 1.2 Following discussion of the item, the Committee unanimously agreed and it was therefore resolved that:

The committee approves the expenditure of £5,000 from the Area Committee budget for a feasibility study that would look into the best option for a Summers Lane crossing. The results of the feasibility study would be reported to the next Finchley and Golders Green Area Committee or Environment

committee depending on timescales and costs in consultation with the Chairman and Councillor Cooke.

- 1.3 The feasibility study was commissioned to identify options for a pedestrian crossing point on Summers Lane due to elderly residents of Christchurch close often having difficulties crossing the road to and from the nearby bus stops due to the heavy traffic flow.
- 1.4 This report is therefore required to investigate the viability of crossing points on Summers Lane with a view to enhance pedestrian and safety improvements.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The particular approach to prioritise pedestrian improvements is informed by i) the pedestrian survey data, and ii) site observations on pedestrian experience.
- 2.2 Following the review of the traffic and pedestrian crossing movements, two options for crossing points were developed (zebra crossing and informal crossing).
- 2.3 The current pedestrian desire line is influenced by the location of the bus stops, one just west of Woodgrange Road and one opposite Christchurch Close. Pedestrians also cross Summers Lane in reasonable numbers just east of Christchurch Close.
- 2.4 Option 1- involves introducing a zebra crossing just west of Woodgrange Avenue opposite property No. 65 Summers Lane.
- 2.5 Option 2 - involves introducing an informal island crossing also located west of Woodgrange Avenue opposite property No. 65 Summers Lane.
- 2.6 As part of the feasibility study, the personal injury accident data was analysed investigating the most recent 60 months of accident data from 1 September 2011 to 31 August 2016 in the vicinity of Summers Lane. During this time, only one slight collision was recorded in the study area. The accident occurred on Summers Lane, 22 metres west of the junction with Woodgrange Avenue and involved Vehicle 1 colliding with the rear of a static Vehicle 2.
- 2.7 The proposed location has been reviewed on site by Officers and the preferred option is the introduction of the informal crossing (option 2) due to the two bus stops and several vehicle crossovers within the extent. This option would be the officer's recommendation.
- 2.8 The potential advantages/ disadvantages of implementing the scheme are summarised in the table below:

Summary of Potential Advantages/ Disadvantages	<u>Advantages</u>
	<ul style="list-style-type: none"> - Enhanced pedestrian safety; safe crossing point. - Improved pedestrian experience (crossing located at the pedestrian desire line). - Reducing the carriageway width can help to reduce vehicle speeds and reduce crossing distances
	<u>Disadvantages</u>
	<ul style="list-style-type: none"> - Possible increase of traffic and bus journey times. - Intervisibility between buses and pedestrians at the bus stop could be adversely affected when buses are waiting at the bus stop due to the close proximity between the bus stop and the proposed crossing.

2.9 If the Zebra Crossing option was progressed the proposal would need to have a Road Safety Audit which is likely to raise the above issues as a reason for not progressing with the measure, especially in relation to the visibility of pedestrians when bus a waiting at the bus stops.. The cost of a Road Safety Audit for this location would be £1,000 approximately.

2.10 In addition, the indicative costs for the two options are £35,200 for the Zebra Crossing and £24,200 for the informal pedestrian facility. If the informal pedestrian facility is recommended it can potentially be funded from the Area Committee budget, however, the cost of the Zebra Crossing exceeds the budget. Therefore if the zebra crossing option was recommended by the Area Committee this would need to be prioritised in the 18/19 Local Implementation Budget and would not therefore guarantee funding would be made available. In addition this proposal is still subject to the outcome of a Road Safety Audit.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 In addition to the two option set out above, the only other option at this stage is to not proceed with any of the proposed improvements for the scheme; however, this will not address the original concern raised regarding pedestrian safety on Summers Lane, N12.

4. POST DECISION IMPLEMENTATION

4.1 Once the recommendation is approved, detailed design of the crossing would be undertaken. Ward members and residents living close to the crossing location would be notified of the intention and comments invited. Implementation would follow once any issues has been considered and resolved where possible with a view to implement subject to funding being made available.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic 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.

5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 **Costs** for the installation of the zebra crossing (table 1 below) or the informal crossing (table 2 below) are indicative at projected 2015 prices;

Option 1- Zebra Crossing	Estimated costs (2015 prices)
Detailed Design Fees (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£7 000
Build Cost	£25 000
Sub-TOTAL	£32 000
Implementation & post implementation fee @ 10%	£3 200
GRAND TOTAL	£35 200

Table 1

Option 2- Informal Crossing	Estimated costs (2015 prices)
Detailed Design Fees (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£7 000
Build Cost	£15 000
Sub-TOTAL	£22 000
Implementation & post implementation fee @ 10%	£2 200
GRAND TOTAL	£24 200

Table 2

5.2.2 Procurement of the works would be via the existing London Highways Alliance Contract (LOHAC) and the Council’s Street Lighting provider as appropriate.

5.2.3 The introduction of a zebra crossing would introduce street lighting assets that would require future maintenance.

5.3 **Social Value**

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations in relation to this work.

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 may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.5 **Risk Management**

5.5.1 The introduction of a pedestrian crossing can result in road traffic injury accidents in the vicinity. This will be mitigated by selecting a location that serves the pedestrian desire line and discourages crossing close to but not on the crossing. A road safety audit will be commissioned during detailed design stage.

5.6 **Equalities and Diversity**

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

5.6.1 The proposals are 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.

5.7 **Consultation and Engagement**

5.7.1 A public consultation will be carried out on the proposals and details of the proposals will also be outlined on the Council's website.

5.8 **Insight**

5.8.1 The options have been informed by traffic and pedestrian surveys in the vicinity of the proposed crossing point.

6. BACKGROUND PAPERS

6.1 Finchley and Golders Green Area Committee 06 July 2016

<https://barnet.moderngov.co.uk/documents/s32941/Petitions%20for%20the%20Committees%20Consideration.pdf>

<http://barnet.moderngov.co.uk/documents/g8749/Printed%20minutes%2006th-Jul-2016%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>