

	<h2>Hendon Area Committee Meeting</h2> <h3>4 December 2017</h3>
<p style="text-align: right;">Title</p>	<p>Broadfields Avenue Request for Pedestrian Crossing Facility</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Edgware</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 – Background Data</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright – Traffic and Development Manager HighwaysCorrespondence@barnet.gov.uk</p>

Summary

This report details the preliminary feasibility study undertaken in response to the petition titled “Change Island Crossing at Junction of Broadfields Avenue & Broadhurst Avenue to a safer Zebra Crossing” and sets out the investigations and analysis undertaken and the Officers’ preferred way forward.

Recommendations

1. That the Hendon Area Committee notes the results of the investigations and analysis as set out in this report.
2. That the Hendon Area Committee acknowledges the best approach to be not to implement major measures, such as a zebra crossing, as it is considered to it being unfeasible and the insufficient pedestrian demand.
3. That the Hendon Area Committee approves the installation of warning signs on the approaches to Holland House School and instruct the Strategic Director for Environment to instruct Officers to implement the signs.

1. WHY THIS REPORT IS NEEDED

1.1 A petition was presented to the Hendon Area Residents' Forum 5 July 2017, titled "Change Island Crossing at Junction of Broadfields Avenue & Broadhurst Avenue to a safer Zebra Crossing". Following notification of the petition, the Chairman referred the petition to the Hendon Area Committee meeting on 24 July 2017.

1.2 The Hendon Area Committee reviewed this petition at the meeting on 24 July 2017 and agreed that these concerns should be investigated. Funding of up to £3,000 was made available to carry a feasibility study and produce proposals to address the concerns.

1.3 Officers conducted a series of investigations, with the following outcomes:

1.3.1 Site constraints: officers visited site and concluded that there is not sufficient space to install a zebra crossing in the location of the existing island. Current highway design guidance stipulates that an absolute minimum of 14.6 metres of clear road must be clear (no junctions with side roads or potential obstructions to visibility) either side of a zebra crossing for it to be safe. At this location, the total distance between junctions is 12 metres.

In addition, the southbound bus stop is located 4 metres north of the requested location, further limiting visibility which would impact on safety. There is no suitable alternative location for either a pedestrian crossing or to relocate the bus stops. Appendix 1 includes a diagram illustrating this point.

1.3.2 Demand analysis: pedestrian counts were conducted at the southernmost section of Broadfields Avenue. It was concluded that crossing demand is very low, with the highest number of crossings recorded in the afternoon peak (averaging at 0.4 pedestrians per minute in the busiest 25 metres section surveyed).

Pedestrian counts on adjacent sections of Broadfields Avenue show a even lower level of pedestrians, with between 0 to 0.3 pedestrians crossing per minute on average. Appendix 1 sets out the pedestrian count information.

1.3.3 In addition to pedestrian counts, officers reviewed school travel data from the two neighbouring schools and found:-

- Holland House: this is an independent school located within 30 metres of the location of the zebra crossing requested (see Appendix 1 for diagram). The most recent school travel survey available (2009) shows 0% of students travel by bus and 12% walk. The remaining 88% are mostly driven to school.
- Tashbar of Edgware: this is an independent school located 200 metres from the location of the zebra crossing requested (see an Appendix 1 for diagram). The most recent school travel survey available (2015) shows 1% of students travel by bus and 44% walk.

Despite the school travel data dating from some years back, the recent pedestrian counts confirms that figures for students walking or traveling by bus remain similarly low at present.

1.3.4 Collision analysis: no collisions resulting in personal injury collision were recorded in this section of road in the 5 years up to December 2016.

1.4 As a result of the above observations and analysis, it is recommended that “School” warning signs are installed on both directions approaching the school. These will increase drivers’ awareness of the presence of the school and the likelihood of children crossing the road.

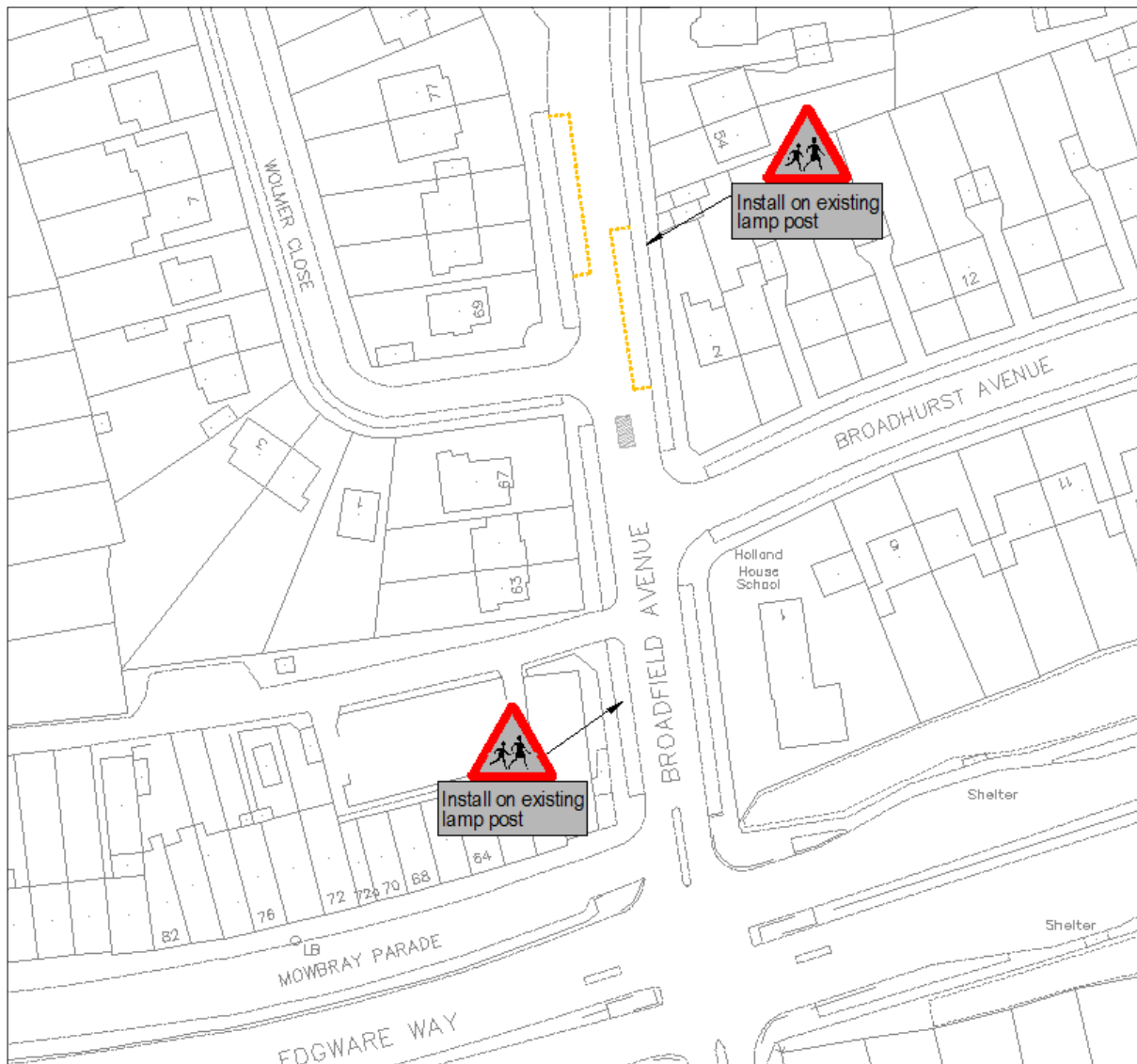


Figure 1

2. REASONS FOR RECOMMENDATIONS

2.1 In view of 1.3.1 to 1.3.2 (above), the requested zebra crossing is considered as an unfeasible and unsuitable measure for this location.

2.2 It is noted there are limited locations for pedestrians to cross the road. However, due to the low pedestrian flows, no recorded history of conflicts between vehicles and pedestrians and lack of suitable places to install measures without significant changes to the area. It is not recommended that this location is prioritised for intervention, other than the minor works stated in 1.4 (above).

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 In view of 1.3.1 to 1.3.2 (above), a zebra crossing is considered as an unfeasible and unsuitable measure for this location.

3.2 A 20mph zone starting at the north end of Broadfields Avenue and covering the area surrounding Broadfields Primary and Rosh Pinah Primary Schools is currently under final design stages. Officers considered extending this 20mph zone to cover all of Broadfields Avenue. However, it was observed that the main issues at this site are lack of visibility, which slowing traffic down would not resolve. Therefore, it was concluded that this measure would have a negative impact on traffic mobility with very limited benefits to pedestrian safety.

3.3 Making changes to side roads would allow for repositioning of the southbound bus stop and existing island to a position that allows for better visibility, as shown in Figure 2 below:

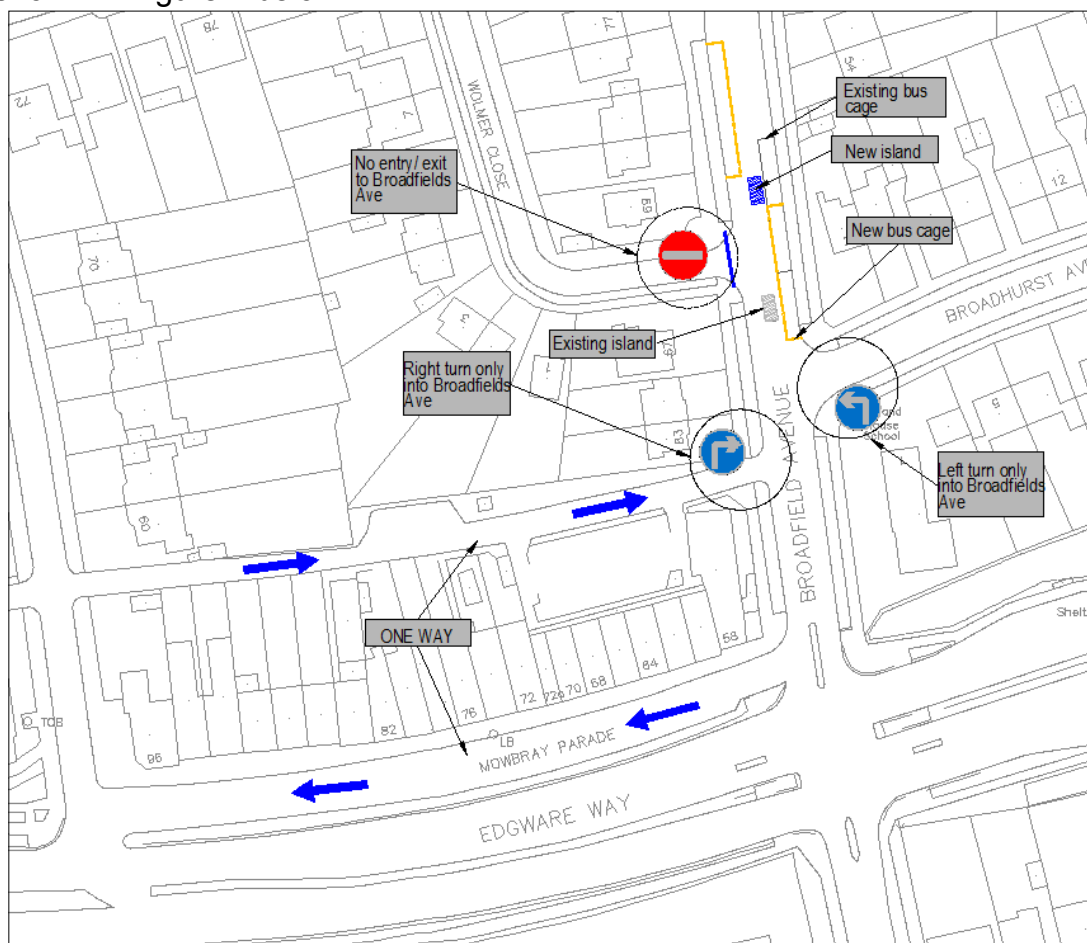


Figure 2

3.4 Based on similar schemes, the cost of implementing these measures is estimated to be in the region of £60,000. Considering the low demand identified in points 1.3.1 to 1.3.2 (above), this is considered to be a disproportionate measure to this issue and not recommended by officers.

4. POST DECISION IMPLEMENTATION

4.1 Once the decision is approved residents of the affected properties and Ward Councillors will be advised of the outcome of the decision and the measures will be implemented during the 2017/2018 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 to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

5.1.2 The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

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

5.2.1 The Hendon Area Committee approved £3,000 to investigate issues and options.

5.2.2 Investigations and surveys carried out to date have accrued a total cost of approximately £2,500.

5.2.3 Implementation of the recommended measures would constitute works cost of approximately £200.

5.2.4 Should the recommended measures be approved for implementation, the remainder of the approved £3,000 would be sufficient to cover costs of the works.

5.2.5 The work will be carried out under the existing London Highways Alliance Contract (LoHAC) term maintenance contractual arrangements.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Councils Constitution, in Article 7, states that the Area Committees: “In relation to the area covered have responsibility for all constituency specific

matters relating to the street scene including parking, road safety, transport, allotments and parks and trees.

5.5 Risk Management

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

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.

5.6.2 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community. Therefore, it is not considered that it will particularly disadvantage any protected group.

5.7 Consultation and Engagement

5.7.1 Items discussed in these report resulted from a request by residents, presented to Members at the Hendon Area Committee Meeting on 24 July 2017. No further consultation has been conducted since said Committee Meeting.

5.8 Insight

5.8.1 School travel data and accident data was used in the preparation of this report.

6. BACKGROUND PAPERS

6.1 Hendon Area Committee meeting 24 July 2017
<http://barnet.moderngov.co.uk/documents/g9323/Printed%20minutes%2024th-Jul-2017%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.2 Hendon Area Residents' Forum 5 July 2017
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=9262&Ver=4>