

	<p>ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER {15/09/2017}</p>
<p>Title</p>	<p>A5 Edgware High Street - Safety Improvements (BC/000867-19)</p>
<p>Report of</p>	<p>Strategic Director - Environment</p>
<p>Wards</p>	<p>Edgware Ward</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>Appendix 1 – Survey Results and Accident Data Appendix 2 – Proposal Appendix 3 - Consultation Responses</p>
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Summary

Following several accidents (including a fatality) and concerns from local residents and businesses a review of traffic management and pedestrian safety was carried out on a section of the A5 between its junction with Station Road and North of Spring Villas Road.

This review found no specific traffic management issues to be resolved, but highlighted a high volume of unsafe pedestrian crossings. It is recommended to close the gaps in pedestrian guard railing on the A5 between its junction with Station Road and North of Spring Villa Road, where the majority of these unsafe crossings take place.

The design proposals resulting from this feasibility study were subject to consultation in June 2017 with local residents and Ward Councillors, asking for their comments.

As a result of this consultation, two objections were received. This report outlines the details of the individual objections and the proposed action to be taken.

Decisions

1. That officers, having given due consideration to the representation received during the consultation process, are authorised to proceed with the implementation of the proposal to close the gap in the pedestrian guardrail, on the A5 to provide a continuous physical barrier dividing the dual carriageway between its junction with Station Road and North of Spring Villas Road.

1. WHY THIS REPORT IS NEEDED

- 1.1 Following several accident including a fatal accident at this site on 21 December 2012, Officers met with LB Harrow and Metropolitan Police representatives to identify traffic management issues that led to this accident. No specific traffic management issues were identified, but officers noted a very high volume of pedestrian traffic at this junction. In particular, pedestrians crossing 4 or 5 lanes of traffic outside designated safe crossing points. As a result of this observation, this site was prioritised for a further study with a view of identifying patterns and possible arrangements to prevent unsafe crossings.
- 1.2 In addition, officers received requests from the public to review the need for a bus gate as this location. Local residents and businesses responses from the consultation were of the opinion that the bus gate was not used enough to justify its existence.
- 1.3 A study was conducted from February to March 2015. The surveys carried out for the purpose of this study show:
- 1.3.1 Pedestrian Movements - The majority of pedestrian crossings outside the facilities provided (existing pelican crossings) are made via the right turn lane and the gap in the central reserve that allows vehicular access to Forumside from the south. In addition, a number of pedestrians appear to be crossing in the small gap in the pedestrian guardrail that exists between the start of the right turn lane and the raised area to the south east of this point. Despite the gap being no wider than about 150 mm, pedestrians still manage to pass through it. Refer to Section 1 in Appendix 1 for further detail on pedestrian traffic across this section of the A5.
- 1.3.2 Bus Gate - A very low percentage of buses use the bus gate, averaging at 7.5% throughout the day but as low as 3.5% at times. The majority of buses use the other two lanes available to all traffic instead. During the survey, it was observed that buses using the bus gate were frequently held up by vehicles queuing back from the traffic signal junction, which may be part of the reason for its low use rates. Refer to Section 2 in Appendix 1 for further detail on pedestrian traffic across this section of the A5.
- 1.3.3 Use of right turn lane – the purpose of this right turn lane facility is to allow vehicles travelling northbound on the A5 to access Forumside. However, traffic counts show that only 23% of vehicles using this facility access Forumside in this way, with the remaining 77% of vehicles performing a U turn instead. Although this manoeuvre is not advisable due to the high traffic

volumes, it is not illegal, and vehicles can perform it using any of the breaks in the centre island, which are approximately 100 m north and 50 m south of this point. These manoeuvres can be directly linked to accidents in the 5 year period for which data was analysed, Refer to Sections 3 and 4 in Appendix 1 for further detail on pedestrian traffic across this section of the A5.

- 1.3.4 Accident data - the accident data used for the purpose of this study dated from 1 November 2009 to 31 October 2014, and shows 4 accidents directly caused by pedestrian crossings in inappropriate locations. These include the fatality detailed above, one resulting in serious personal injury and two in slight personal injury. In addition, one incident was directly linked to a vehicle performing a 'U' turn crossing the path of a second vehicle. Refer to Section 4 in Appendix 1 for further detail on traffic accidents across this section of the A5.
- 1.4 In view of the above, a proposal to close the existing gaps in the pedestrian guard rail was prepared and formal consultation was conducted. (Further details on the proposal and consultation are detailed in Appendices 2 and 3, respectively). The feasibility design proposals were distributed for consultation in June 2017 with a letter to local residents and Ward Councillors to provide their comments. A total of approximately 66 letters were distributed.
- 1.5 One response was received from a local Ward Member in favour of the proposal, and two responses from local businesses, both of which objected to the proposal. One of these objections is by the occupier of offices that fall under LB Harrow, as this road marks the border between this borough and LB Barnet.
- 1.6 The first of these objections is based on the belief that the gap is in continuous use, and closing it will have a high negative impact in surrounding side roads and the A5. Surveys conducted show that, in fact, a very low number of vehicles use this gap in the median to turn right. Therefore, diverted traffic volumes would be minimal.
- 1.7 The second objection is from a small business owner in the area. They state that the majority of their customers use the right turn into Forumside. As explained above, the volume of traffic actually turning right is small.
- 1.8 Officers acknowledge these objections but still believe closing the gap in the pedestrian guard rail is the most cost effective way of deterring pedestrians from crossing at this point, and improving the safety of all road users in this area.
- 1.9 Due to its location, changes to this section of road may have an impact on LB Harrow's network. LB Harrow have been consulted via email and no objections were received.

2. REASONS FOR DECISIONS

- 2.1 Officers believe the proposal to close the gaps in the pedestrian railing between Station Road and North of Spring Villa Road is the most cost effective way of deterring pedestrians from crossing at this point in inappropriate locations, resulting in improving the safety of all road users in this area.
- 2.2 This proposal has the lowest impact on existing facilities, such as bus stops and crossing outside school, which are well serviced and highly used.

3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 3.1 Removal of bus gate – this option was considered by officers but not endorsed by bus operators/ Transport for London.
- 3.2 Provision of an additional controlled pedestrian crossing outside the Lidl store/ relocation of existing crossing – However, there is a lack of suitable alternative locations that coincide with pedestrian desire lines. The existing crossing facilities serve pedestrians (in particular those traveling to and from Edgware Primary School) well, and relocating these would have a negative impact on this.
- 3.3 Relocation of existing bus stops (such as Spring Villa Road bus stop) to re-direct pedestrian desire lines to established safe crossing points - lack of suitable alternative locations that coincide with pedestrian crossings and narrowing already narrow footways.
- 3.4 Closure of Right Turn Lane into Forumside combined with the relocation of the controlled pedestrian crossing outside Edgware Primary School and Spring Villa Road bus stop. Existing bus stops serve users well and relocating these would have a negative impact.

4. POST DECISION IMPLEMENTATION

- 4.1. If the recommendations of this report are approved the scheme has funding approval from the Local Implementation Plan (LIP) 2017/18 funding and the chosen option would be progressed to implementation.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 This scheme 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 This 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 cost of this scheme is estimated at £30,250 including a contingency of £2,700. This was approved by the Environment Committee on 15 March 2017, for inclusion as part of the 2017/18 Local Implementation Plan (LIP) from the Minor Traffic Management Schemes funding stream. This scheme has a total allocation of £100k.

5.2.2 The table below shows an estimate of the costs that compose the total stated above. Please note part of these costs has already been incurred as part of the design process so far.

Detailed Design	£3,500
RSA and other audits	£1,800
Consultation and TMO	£2,700
Construction (works cost)	£16,500
Implementation, supervision and post implementation costs	£3,000
Subtotal	£27,000
Contingency*	£2,700
TOTAL	£30,250

5.3 Legal and Constitutional References

5.3.1 The Council's Constitution, in Article 15 headed "Responsibility for Functions, Annex B", states that Chief Officers as listed in Article 9 can take decisions to discharge the functions allocated to them or dealt with by them or their staff, except for matters specifically reserved to, Committees or Council.

5.3.2 Article 7 of the Council's Constitution is headed "Committees, Forums, Working Groups and Partnerships". Article 7.5 states that 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, parks and trees".

5.3.3 Section 16 of the Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required under section 17 to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty

5.4 Risk Management

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

5.5 Equalities and Diversity

5.5.1 The Equality Act 2010 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 Consultation and Engagement

5.6.1 Consultation has already been carried out (refer to Appendix 3). If progressed, residents will be contacted to advise them of this decision and an approximate works start date when available. Ward Councillors were also consulted on the proposals.

6. BACKGROUND PAPERS

Environment Committee on 15 March 2017

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8593&Ver=4>

7. DECISION TAKER'S STATEMENT

7.1 *I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.*

8. OFFICER'S DECISION

I authorise the following action: Having given due consideration to the representation received during the consultation process, proceed with the implementation of the proposal to close the gap in the pedestrian guardrail, providing a continuous physical barrier to divide the dual carriageway between its junction with Station Road and North of Spring Villas Road

Signed



Jamie Blake
Strategic Director- Environment

Date

15/11/2017