

	<h2>Hendon Area Committee</h2> <h3>10 October 2018</h3>
<p style="text-align: right;">Title</p>	<p>Barnfield Road/Montrose Avenue, HA8</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Burnt Oak</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: BC/001349-01_3300-01_001/002/003 – Collisions data BC/001349-01_3300-02 – Pedestrians Survey BC/001349-01_3300-03 – Speed Survey BC/001349-01_FS_100-01 – Recommended Proposals BC/001349-01_FS_100-02 – Zebra Crossing</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report summarises the results of a feasibility study investigating measures to reduce the reported traffic problems on Barnfield/Montrose Avenue area and outline a proposal for consideration to address the concerns at this location.</p>

<h2>Officers Recommendations</h2>
<p>That the Hendon Area Committee:</p>
<ol style="list-style-type: none"> Note the review of the improvements on as outlined in this report and the appendices to this report.

<p>2. authorise the Strategic Director for Environment proposal to be progressed to detailed design, as outlined in Appendix 1 - Drawing No. BC/001349-01_FS_100-01_001 for the following combined elements of the scheme:</p> <p>(i). Watling Avenue j/w Gilbert Grove – Uncontrolled crossing point and double yellow lines;</p> <p>(ii) Watling Avenue j/w Gunter Grove – Uncontrolled crossing point and double yellow lines.</p>
<p>3. Authorise the Strategic Director for Environment to carry out a consultation on the approved proposals.</p>
<p>4. That subject to no objections being received to the consultation, referred to in recommendation 3, the Hendon Area Committee authorise the Strategic Director for Environment to introduce the approved proposal.</p>
<p>5. agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will in consultation with the relevant ward councillor consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.</p>
<p>6. agree to allocate the funding of £24,200 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved proposals.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Hendon Area Committee on the 24 July 2017, Councillor Narenthira introduced her Member's Item, which sought to request officers to carry out a thorough investigation and bring proposals to improve road safety around Barnfield Road/Montrose Avenue near Annunciation School and Goldbeaters School.
- 1.2 Following discussion of the item, the Hendon Area Committee unanimously agreed and resolved:
- 'To allocate funding of up to £2,500, from this year's CIL Area Committee budget, to undertake the review.'*
- 1.3 Following discussions with Ward Councillor Narenthira it was brought to officer's attention that a fatal accident which happened on Montrose Avenue near its junction with A5, involved a child who had difficulties crossing Watling Avenue and parking along Thirleby Road and Gervase Road. This highlights that the current traffic arrangements compromise the safety of children.
- 1.4 This report therefore details the investigation carried out to address the issues related to traffic problems on Barnfield Road/Montrose Avenue area.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Currently there are a number schemes which cover some of the above issues above:

- Montrose Avenue j/w A5 Edgware Road Scheme - the design of this junction is being developed as part of the Colindale Regeneration Programme;
- Annunciation School Scheme – This scheme has been developed as part of the School Travel Engineering Programme and the design include double yellow lines on Thirleby Road and new uncontrolled crossing points on Gervase Road and Thirleby Road. The proposals are currently out to consultation;
- Montrose Road zebra crossing – The proposal includes a raised zebra crossing on Montrose Road outside Silkstream Park and it will be designed and implemented in the next few years.

2.2 Therefore, our investigation concentrates on improving pedestrian facilities on Watling Avenue. This approach to prioritise traffic improvements is informed by:

- i) Site Observations
- ii) Collisions data
- iii) Pedestrians Survey Data
- iv) Speed Survey Data

2.3 **Site Observations:**

2.3.1 Watling Avenue is a main road connecting Mill Hill Broadway to Burnt Oak. It is a bus route and a few schools and amenities are located in the vicinity, such as Annunciation Infants School, Goldbeaters Primary School, Woodcroft Primary School, Burnt Oak Leisure Centre, and Burnt Oak Library.

2.3.2 Controlled parking is in place on Watling Avenue between Gervase Road and Burnt Oak Broadway and between Eversfield Gardens and Goldbeaters Grove. Double yellow lines are also in place at the junctions of Watling Avenue with every minor road.

2.3.3 Controlled and uncontrolled pedestrian crossings facilities are located on Watling Avenue between its junction with Gervase Road and Burnt Oak Broadway. These serve Burnt Oak Library, Burnt Oak Station and the local shops/businesses in this stretch of road.

2.3.4 A zebra crossing is located on Watling Avenue at its junction with Goldbeaters Grove, serving Woodcroft Primary School and residents. Uncontrolled crossings are also located on Watling Avenue at its junction with Eversfield Gardens, serving residents and at its junction with Montrose Avenue serving Burnt Oak Leisure Centre, Watling Park and Goldbeaters Primary School as well as residents.

2.4 Following a site visit and based on the above information the investigation was concentrated on *Watling Avenue between Mostyn Road and Gervase Road*.

2.5 **Collisions Data:** As part of this feasibility study, the personal injury data was analysed investigating 36 months of accident data to 31 July 2017. This is the latest data that was available from the police and the 2017 data is provisional and subject to change. According to the data, there were a total 45 accidents, of which 11 slight accidents at junctions caused by drivers' poor awareness and 4 accidents involving pedestrians crossing the road. They also show a pattern of collisions involving school children when crossing Watling Avenue at its junction with Gilbert Grove. The collisions data is outlined on the attached drawing no. BC/001349-01_3300-01_001/002/003.

2.6 **Pedestrians Survey Data:** a pedestrian survey was carried out on 20 and 21 June 2018 on Watling Avenue at its junction with Gilbert Grove, Gunter Grove, Montrose Avenue and Horsecroft Road. The survey was carried out during peak hours 7.00-10.30am and 2.30-6.00pm. The results are shown on attached drawing no. BC/001349-01_3300-02 and summarised on the following table:

Table 1 – Pedestrians Survey Data

SITE	Total number of pedestrians crossing	
	am	pm
A-B	35	39
C-D	32	42
E-F	34	59
G-H	15	31
I-J	143	193
K-L	180	247
M-N	47	50
O-P	6	17

2.7 **Speed Survey Data:** Watling Avenue is a bus route and is currently subject to a 30mph speed limit, except for a short 20mph zone between its junction with Eversfield Gardens and outside nos.335-337 Watling Avenue. A traffic speed survey was conducted on 10 July 2018 on four locations along Watling Avenue between Gervase Road and Horsecroft Road. Results of the survey are shown on attached drawing no. BC/001349-01_3300-03 and summarised in the table below. The figures in Tables 1 and 2 indicate the 24-hour mean and 85th percentile (free flow) speeds for each location

Table 2 – Speed Data

	Eastbound		Westbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed

Site 1	26.5	20.9	28.8	23.4
Site 2	28	22.7	29.6	24.7
Site 3	26.6	21.9	27.9	23.02
Site 4	28	23.3	28.4	23.1

2.8 Following the above investigation, the following sites have been considered for a proposed upgrade pedestrians' facilities:

- **(i) Watling Avenue j/w Gilbert Grove:** 2 slight accidents involving school children happened in the past 36 months and count shows a medium number of pedestrian crossing the road at this location. *An uncontrolled crossing is therefore proposed at this location and double yellow lines to improve visibility in the crossing area;*
- **(ii) Watling Avenue j/w Gunter Grove:** even though no accidents were reported at this location, *an uncontrolled crossing has been proposed* due to a number of pedestrian counter crossing at this location and its vicinity to adjacent schools; *double yellow lines are also proposed to improve visibility in the crossing area;*
- **(iii) Watling Avenue j/w Montrose Avenue:** survey showed a high volume of pedestrians use the existing crossings at this location Therefore, even though no accidents were reported, it is proposed to upgrade the existing uncontrolled crossing on the east side of the junction to a *new zebra crossing* to give priority to pedestrians crossing the road.

2.9 The proposals (i) and (ii) are shown on attached drawing no. BC/001349-01_FS_100-01. Proposal (iii) is shown on attached drawing no. BC/001349-01_FS_100-02.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 In addition to the three options set out above the junction of Watling Avenue j/w Horsecroft Road was investigated but no accidents were reported and pedestrian count shows a low number of pedestrian crossing the road at this location. Therefore, new facilities have not been proposed at this location.

3.2 The only other options at this stage is not to proceed with any of the proposed improvements or to proceed with part of them, however, this will only address partial concerns raised by Ward Councillor regarding the difficulties in crossing Watling Avenue which compromises the safety of children. However, since no accidents have been registered at this location, Proposal (iii) (zebra crossing) might be considered for implementation at a later stage, subject to funding.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved and subject to funding being approved, detailed design would be undertaken. Ward members and residents living in the area would be notified of the intention and comments invited. Implementation would follow once any issues have 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 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 4 and 5 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 3 –Cost Estimate Proposal (i) and (ii)

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, safety audits, TMO etc.)	£ 6,000
Build cost Proposal (i)	£ 5,000
Build cost Proposal (ii)	£11,000
Sub-TOTAL	£ 22,000
Implementation & post implementation fee @ 10%	£ 2,200
GRAND TOTAL	£ 24,200

Table 4 –Cost Estimate Proposal (iii)

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, safety audits, TMO etc.)	£ 6,500
Build Cost Proposal (iii)	£ 15,000
Sub-TOTAL	£ 21,500
Implementation & post implementation fee @ 10%	£ 2,150
GRAND TOTAL	£ 23,650

5.2.2 The estimated cost of installing the recommended proposals (i) and (ii) is **£24,200** and is requested from the Area Committee budget. It is considered that the proposals will be beneficial to pedestrians in the area and is recommended by officers.

5.2.3 The estimated cost of installing Proposal (iii) – Zebra Crossing is £23,650 and can be considered at a later stage.

5.3 Social Value

5.3.1 As procurement is via existing term or framework agreements, 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, Article 7, states that 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.

5.4.2. Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its road network to secure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the Council’s other obligations, policies and objectives. The action the Council may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.

5.4.3 Furthermore, section 17 of The Traffic Management Act 2004 provides that the local traffic authority shall make such arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.5 Risk Management

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

5.6 Equalities and Diversity

5.6.3 Section 149 of 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.

5.6.4 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.5 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

5.7. Corporate Parenting

5.7.1. Not applicable in the context of this report

5.8. Consultation and Engagement

5.8.1. A statutory consultation will be undertaken as set out above.

5.9. Insight

5.9.1. The options developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

6 BACKGROUND PAPERS

6.1 HENDON AREA COMMITTEE 24 JULY 2017

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