

	<h2>Hendon Area Committee</h2> <h3>15 January 2019</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Montrose Avenue Parks, HA8</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Burnt Oak</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><b>Appendix 1 - Drawings:</b>                  BC/001485_SC_100-01 Montrose Avenue Parks                  BC/001485_3300-01 Collisions Data</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake – Strategic Director for Environment  <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p>

<h2>Summary</h2>
<p>This report details a proposal to introduce a raised table with crossing facilities on Montrose Avenue, HA8 to connect the two parkland areas either side of Montrose Avenue and maximise their benefits to the community.</p>

<h2>Officers Recommendations</h2>
<p>1. That the Hendon Area Committee note the review of the improvements on Montrose Avenue as outlined in this report and the appendices to this report.</p>
<p>2. That the Hendon Area Committee, noting the Council’s Policy on traffic Calming, agrees the Officer proposal to be progressed to detailed design and implementation, as outlined in Appendix 1 - Drawing No. BC/001365_SC_100-01.</p>
<p>3. That the Hendon Area Committee gives instruction to 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</p>

recommendation 3, the Hendon Area Committee instruct the Strategic Director for Environment to introduce the approved proposal.

5. That the Hendon Area Committee agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.

6. That the Hendon Area Committee note that the scheme is funded by 'Colindale Capital Funding' to design and carry out consultation and, subject to the outcome of that consultation, introduce the approved scheme; and that funding is not required from the Hendon Area Committee Budget.

## 1. WHY THIS REPORT IS NEEDED

1.1 On 29 September 2016 the Environment Committee unanimously agreed that the Committee noted the results from the engagement and consultation for the current design plan for Silk Stream Valley Park, and endorsed a planning application based on its design principles.

1.2 As part of the Silk Stream Valley Park plan, a raised table with zebra crossing on Montrose Avenue is proposed. The raised table between the two parks will connect the adjoining spaces, creating a single entity. The table will be a shared surface with appropriate calming measures and a dual cycle and pedestrian crossing. A designated cycle route will run parallel with the main pedestrian route through the park linking Burnt Oak to the Fairview Homes development entrance.

1.3 This report therefore details the proposal to introduce a raised table with crossing facilities on Montrose Avenue, HA8.

1.4 The Committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:

*'That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:*

*'Generally, this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required'.*

## 2. REASONS FOR RECOMMENDATIONS

2.1 **Site Observations:** Silkstream Park and Montrose Playing Field are two parks that make up one of the largest open green spaces in Colindale. The two parks are currently independent of each other and separated by Montrose Avenue. It

is considered highly desirable to “connect” the two park areas both physically and visually to increase their impact on the local environment and maximise benefits to the community.

2.2 It is noted that there is currently an independent proposal for a new “youth zone” to be sited in the northern corner of Montrose Playing Field and immediately adjacent to Montrose Avenue. Improving the facilities for pedestrians and cyclists approaching the ‘youth zone’ is therefore essential and anticipated to encourage the planned high number of users of the new youth facility towards walking and cycling.

2.3 **Feasibility and Traffic survey:** A feasibility study was carried out in February 2017 to investigate different options to “connect” the two park areas. As a result, a raised table with pedestrian crossing facility was recommended as part of this feasibility study. As part of this report a pedestrian and traffic survey was carried out in November 2015 and it emerged that vehicle speed are relatively high, particularly for vehicle travelling westbound as shown on table 1 below:

**Table 1 – Traffic and Speed Survey results**

Direction of Travel	Average daily traffic flow (one way)	Mean Speed (mph)	85percentile recorded speed (mph)
Westbound	5981	29.3	34.4
Eastbound	5953	23.3	28.4

2.4 **Collisions Data:** The personal injury data was analysed investigating 60 months of accident data to 31 March 2018. This is the latest data that was available from the police and the 2018, data is provisional and subject to change. The data shows a total of 17 collisions along the whole length of Montrose Avenue mainly caused by speeding or by drivers’ poor awareness. Of these collisions, 4 accidents involved pedestrians (of which one was fatal and one was serious) and 2 accidents involving pedal cycles. The collisions data is outlined on attached drawings no. BC/001485\_3300-01.

2.5 The proposals aim to reduce speeding and improve road safety in the area for all road users, particularly for pedestrians and they include:

- i. The reduction in carriageway width to 6 metres and a raised table between the junction of Montrose Avenue with Silkstream Road and 25 metres south-west of its junction with The Greenway;
- ii. A new “Tiger” crossing on the raised table on Montrose Avenue to facilitate a safe crossing point for pedestrians and cyclists, particularly between the two parks. A “Tiger” crossing combines a pedestrian zebra with a crossing for people on bikes.

As part of these proposals, the parking layout proposed in the Colindale CPZ may require slight amendments; it will be revised and parking retained as much as possible.

- 2.6 The proposals are shown on attached drawing no. BC/001485\_SC\_100-01.
- 2.7 If approved, the implementation of the above proposals will be staggered into two phases:
- Phase 1: implementation of a raised zebra crossing on the above location;
  - Phase 2: implementation of the whole raised table.
- 2.7 As a result of this investigation a raised table with pedestrian/cyclists crossing facility is highly recommended, and having considered as exceptional circumstances due to the length of the sections of roads and that the speeds are high, Officers believe that these measures would be appropriate at this particular area.

Ward Councillors have been consulted on the introduction of vertical measures. Councillor Val Duschinsky was in favour of the proposals. No reply from other Ward Councillors. In addition, the matter of the proposed raised table was discussed at the 10 October 2018 Committee meeting where the principle was agreed. Officers advised that a formal report to the Committee would be submitted to the next Committee so that the decision on the vertical measures could be formally recorded and approved.

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

- 3.1 In addition to the proposals set out above, the only other option at this stage is not to proceed with any of the proposed improvements or to proceed with part of them, however, this will achieve only partially the original objective of the Silk Stream Valley Park plan. A new zebra crossing at carriageway level could be introduced as alternative option, but this would not achieve the connection between the two parks. Moreover, a raised crossing would reduce speeding hence create a safer environment for pedestrians/cyclists crossing between the two parks.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Once the recommendation is approved a 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.

### **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 The scheme will be funded by £6.000m Colindale Capital Funding and funding is not being requested from the Hendon Area Committee budget.

## 5.3 **Social Value**

5.3.1 No in relation to this scheme.

## 5.4 **Legal and Constitutional References**

5.4.1. The Council’s Constitution, in 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. 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 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 Section 149 of the Equality Act 2010 requires a decision-maker to have ‘due regard’ to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It

also covers marriage and civil partnership with regard to eliminating discrimination.

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

5.6.3 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 29 September 2016 Environment Committee – Item 9

<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8590&Ver=4>

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