



Chipping Barnet Area Committee

6 October 2020

Title	Barnet Road, EN5- Request for Zebra Crossing
Report of	Executive Director Environment
Wards	High Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 - Drawings:
Officer Contact Details	Geoff Mee - Executive Director Environment Geoff.Mee@barnet.gov.uk
Summary	
This report details the results of a feasibility study for the installation of a zebra crossing on Barnet Road, EN5, between Field End and Quinta Drive.	

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the results of the feasibility study that was undertaken in Barnet Road, between Field End and Quinta Drive, EN5.
2. That the Chipping Barnet Area Committee notes the recommendation that no further action is taken at this time.

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Chipping Barnet Area Committee on the 3 October 2019, Councillor Longstaff introduced his Member's Item, requesting a new zebra crossing on Barnet Road, EN5 between Field End and Quinta Drive.
- 1.2 Following discussion of the item, the Chipping Barnet Area Committee unanimously agreed and resolved:

'To allocate funding of up to £5,000, from this year's CIL Area Committee budget, to undertake the review, with a report back to a future meeting.'

- 1.3 This report therefore details the investigation carried out to address the above request.

2. REASONS FOR RECOMMENDATIONS

Site Observations:

- 2.1 Barnet Road is a main road connecting High Barnet to the A1. It is residential in character; subject to a 30mph speed limit from Galley Lane to Glebe Lane and 40mph thereafter until the junction with A1. Barnet Road is also a bus route serving London Buses and other bus services.
- 2.2 In the area between Field End and Quinta Drive there are a small number of existing driveways and one eastbound bus stop. The westbound bus stop is located soon after the junction with Quinta Drive.
- 2.3 Quinta Drive connects Barnet Road with Mays Lane, in addition Whittings Hill Primary School is located along this road.
- 2.4 The junction between Barnet Road and Quinta Drive is heavily used and traffic tend to slow down to allow turning manoeuvres or stopping behind stationary buses.
- 2.5 During the site visit possible locations for a zebra crossing were identified and surveys were carried out in these locations, as shown on Figure 1 below.
- 2.6 The footway along this stretch of the road is narrow: approximately 2m wide on the south side and 1.5m on the north side of the road.

Traffic surveys:

- 2.7 A **Pedestrian survey** was carried out on 28 November 2019 on Barnet Road to establish the most popular crossing points for pedestrians. The survey was carried out for 1 day from 7:00 to 10:00am and from 13:00 to 17:00 pm on the sites shown on the map below (Figure.1) and results are shown on table below (Table 1).

	AM Peak (7-10am)	PM Peak (1-5pm)
A→B	3	13
B→A	11	15
C→D	0	0
D→C	0	2
E→F	0	0
F→E	0	0
G→H	0	1
H→G	0	0

Table 1 –Pedestrian Survey Results

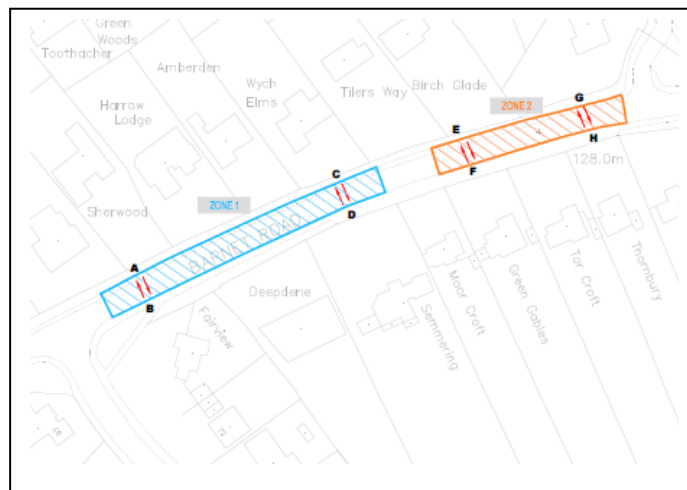


Figure.1 Pedestrian survey location plan

2.8 **A speed survey** was carried out in November 2019 on Barnet Road for 7 days 24-hours on three sites as shown on Fig.2 below. Results are shown on Table 2 below.

Table 2 – Speed survey Results

	Eastbound		Westbound	
	85 th Percentile Speed (mph)	Mean Speed (mph)	85 th Percentile Speed (mph)	Mean Speed (mph)
Location 1	31.9	24	30	23.6
Location 2	34.2	30	33.8	29.1
Location 3	35.8	30.7	34.4	29.6

Note:

85th percentile speed: 85% of traffic travels at or below this speed

Mean speed: The average taken by summing all vehicle speeds and dividing by the number of vehicles.

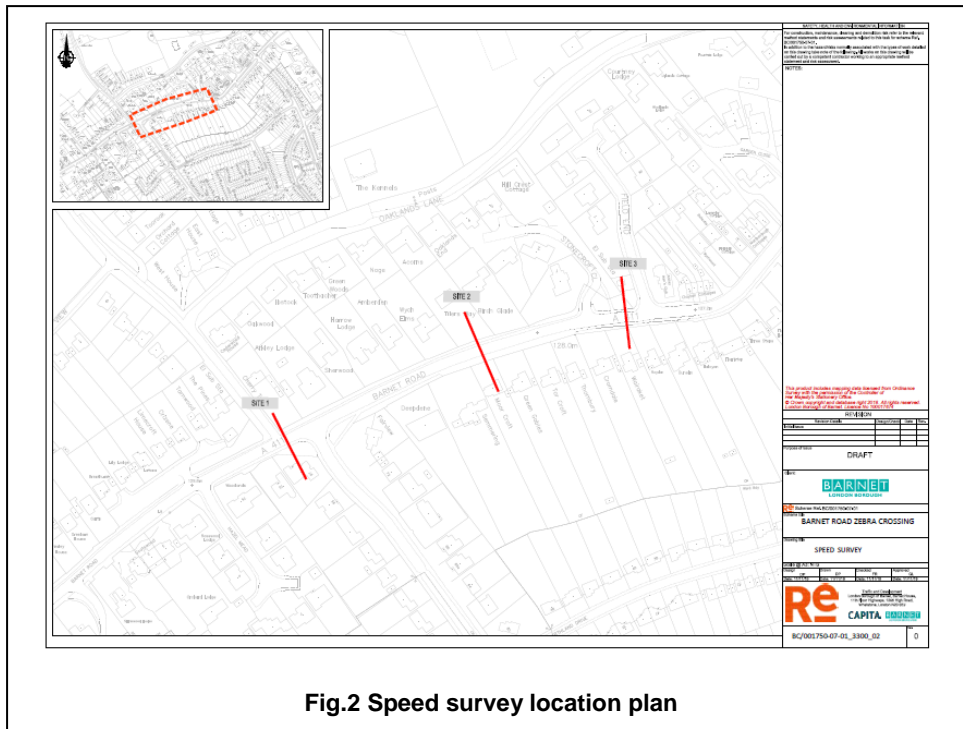


Fig.2 Speed survey location plan

2.9 **Collisions Data:** The Personal Injury Collision Data for the five years until 31 December 2018 was analysed in relation this location. For Members information this is the latest data available from the police, in addition the 2018 data is provisional and subject to change. The analysis of the data determined that:

- No collisions occurred between Field End and Quinta Drive.
- Three collisions occurred at the junction with Quinta Drive, all ‘slight’ and involving cars.
- One fatal accident occurred on Barnet Road, north-east of Field End in 2014 involving one pedestrian crossing the road. The latter was caused by speeding and by pedestrian crossing on a bend, where visibility is very poor.

Feasibility and Proposals:

2.10 Proposals and recommendations set out in this report are based on existing traffic regulations (Manual for Streets 2 and Local Transport Note 1/95 and 2/95) which state that:

- Recommended footway width at crossing point to be a minimum of 2 meters, to be sufficient for both pedestrians waiting to cross and pedestrians walking along the footway;
- Zebra crossings are generally only used when the speed limit is 30mph or below and they should not be installed on roads with an 85th percentile speed of 35 mph or above.

- 2.11 Results from surveys above show that the majority of pedestrians' movements happen near the junction with Quinta Drive (A-B movements), however, the demand of pedestrians crossing the road at this location is very low. It has been noted that the pedestrian movement might be associated with the presence of the eastbound bus stop which serves commuters travelling to the High Barnet area.
- 2.12 Speed along this stretch of road is above 30mph. As expected, speed is slightly reduced approaching the junction with Quinta Drive as the traffic tends to slow down to allow turning manoeuvres or stopping behind stationary buses at bus stops.
- 2.13 Having taken into account the low demand of pedestrians crossing the road, that there have not been accidents involving pedestrians at junction with Quinta Drive and that the footway is not wide enough at the moment, it is not proposed to progress the investigation of any additional traffic management measures at this current time, especially given the low demand of pedestrians.
- 2.14 Officers met with Cllr Longstaff on site in January 2020, to assess the situation and to have a better understanding of the need of a zebra crossing in the area. Officers explained the reasons for their recommendation not to proceed with the proposals at this moment in time. It was explained how a new zebra crossing on Barnet Road near Quinta Drive would exceed the £25k allocated budget for Area Scheme as it would involve the widening of the footway on the north side, removing part of the vegetation, the electrical works for the belisha beacons of the crossing and an ad hoc traffic management during the works being on a major road.
- 2.15 Due to the current limited number of pedestrian movements Officers feel that the costs do not, at this current time, justify the proposals.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Another option considered would be the installation of a set of traffic islands to serve as uncontrolled crossing. However, this option has been rejected by Officers as the width of the carriageway is not enough to accommodate this type of crossing.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location, although monitoring of vehicle speeds will continue to take place.

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 As the recommendation is not to proceed with any improvements at this location, no additional funding is required from The Chipping Barnet Area Committee CIL funding.

5.3 Social Value

5.3.1 None 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. If the scheme is not progressed no Consultation will be required.

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 Chipping Barnet Area Committee 3 October 2019
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9879&Ver=4>