

	<p>Chipping Barnet Area Committee 21 April 2021</p>
<p style="text-align: right;">Title</p>	<p>Barnet Road, EN5- Request for Zebra Crossing</p>
<p style="text-align: right;">Report of</p>	<p>Interim Executive Director Environment</p>
<p style="text-align: right;">Wards</p>	<p>High Barnet</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/001750-07-01-3300-01 Pedestrian Survey Nov 2019 BC/001750-07-01-3300-02 Speed Survey BC/001750-07-01-3300-03 Pedestrian Survey Dec 2020</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Geoff Mee - Interim Executive Director Environment Geoff.Mee@barnet.gov.uk</p>
<p>Summary</p>	
<p>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.</p>	

<p>Officers Recommendations</p>
<p>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.</p>
<p>2. That the Chipping Barnet Area Committee having considered the feasibility report approves the recommendation that no further action is taken at this time.</p>

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 A feasibility report with the results of the investigation was presented at Chipping Barnet Area Committee in October 2020. Recommendation were not to proceed with the zebra crossing on Barnet Road due to the low number of pedestrians crossing at this location and the high costs of the measures.
- 1.4 At the November Environment Committee, it was agreed to undertake a further investigation and survey on a number of days and over a longer day to pick up bus drop off pedestrians' flow and to report back the findings to the Chipping Barnet Area Committee.
- 1.5 This report therefore details enhance the first feasibility study with the further 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 stationery 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).

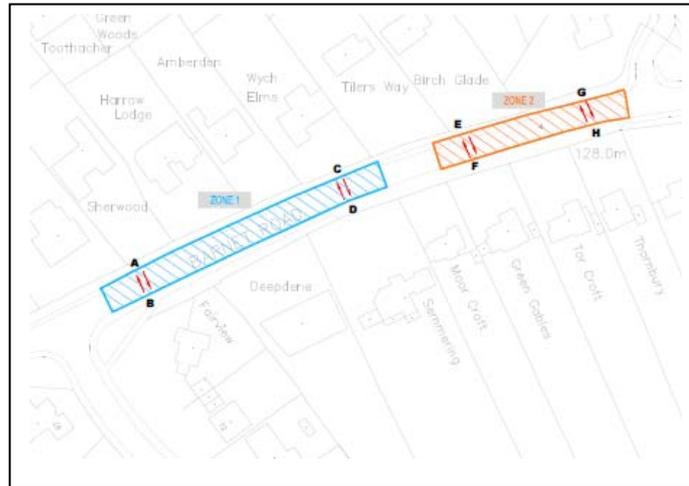


Figure.1 Pedestrian survey location plan – Nov 2019

	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 November 2019

2.8 Following request at Environment Committee a further survey was carried out on Thursday 17th December 2020 and Friday 18th December 2020, as agreed with ward members. The survey was carried out from 7:00 to 10:00am and from 13:00 to 19:00 pm on the above sites and one more site west of Quinta Drive near the bus stop to gather bus users' flow. The map showing the location of this survey is shown in Picture 2 and the results are shown on Table 2 below.

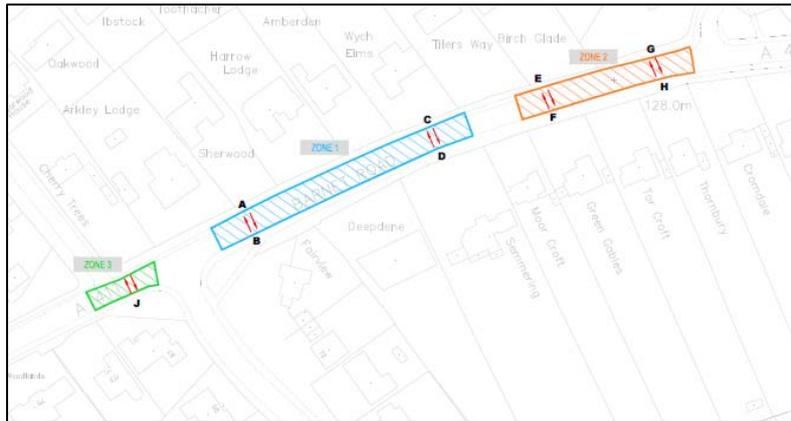


Figure.2 Pedestrian survey location plan – Dec 20

Thursday 17/12/2020	AM Peak (7-10am)	PM Peak (1-7pm)
A→B	6	12
B→A	7	3
C→D	0	0
D→C	0	0
E→F	0	0
F→E	0	1
G→H	1	1
H→G	0	0
I→J	1	6
I→J	5	6

Friday 18/12/2020	AM Peak (7-10am)	PM Peak (1-7pm)
A→B	2	10
B→A	3	3
C→D	0	0
D→C	2	4
E→F	0	0
F→E	0	1
G→H	1	1
H→G	1	0
I→J	0	8
I→J	9	15

Table 2 –Pedestrian Survey Results in December 2020

2.9 **A speed survey** was carried out in November 2019 on Barnet Road for 7days 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
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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.

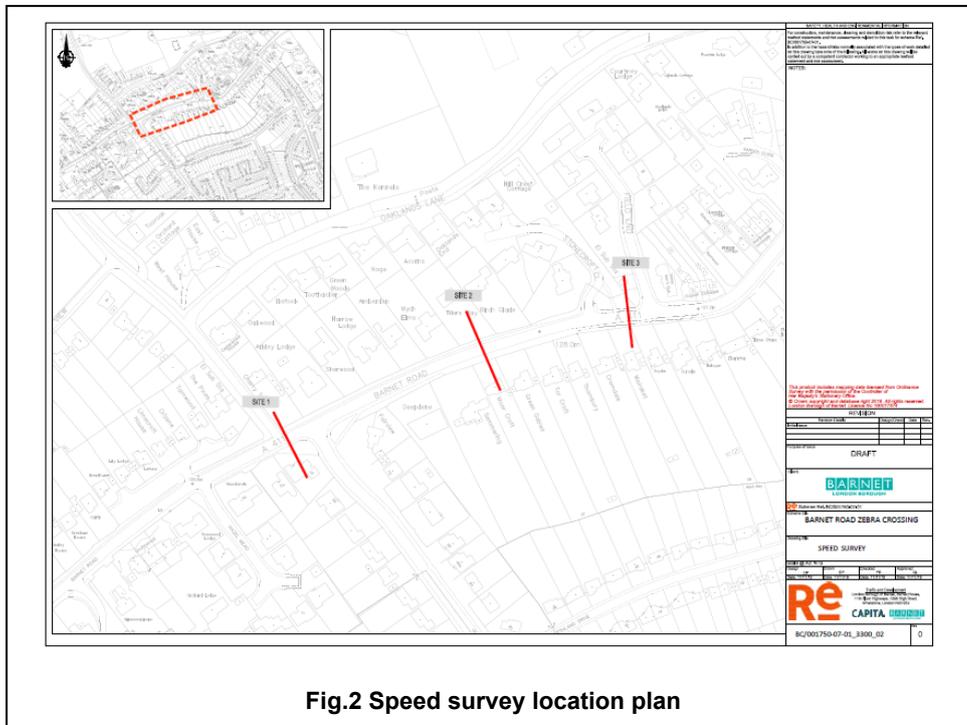


Fig.2 Speed survey location plan

2.9 **Collisions Data:** The Personal Injury Collision Data was analysed in relation to this location. For Members information we analysed the latest data available and all the 2020 records are currently provisional and subject to change. The analysis of the data determined that:

- No collisions occurred between Field End and Quinta Drive for the five years until the end of September 2020.
- One accident occurred in Jan 2019 near Hazel Mead, outside the area of this study. The collision occurred between a pedestrian and a car, resulting in slight injury to the pedestrian.
- Three collisions occurred at the junction with Quinta Drive, all 'slight' and involving cars for the five years until 31 December 2018
- In the past, 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 most pedestrians' movements happen near the junction with Quinta Drive (A-B and I-J 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, with 85th percentile over 35mph in one location. 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, however still quite high and just below the threshold recommended by traffic regulations. From site visits, officers believe that speeding occurs on a regular basis and they are concerned that if a zebra crossing is installed, there might be conflicting occurrences when speeding traffic will not have enough time to stop at the crossing whilst pedestrians think it is their right of way to cross.
- 2.13 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.
- 2.14 During the December investigation, Re Officers engaged with LBB Street Lighting Contractor whose recommendations were that *a controlled crossing would be the safest way to ensure pedestrians are safe crossing this road, ensuring traffic has fully stopped before proceeding across road. Although belisha beacons are being looked at, as cheaper option to controlled crossing, there would be some stipulations to ensure crossing can be built. Footpath at its current side on northside would need to be increased, and beacons would be placed at back of path to ensure minimize vehicle collisions, with outreach brackets pushing globes into footpath. This would possibly be done with erecting combined lighting columns which will provide positive contrast on crossing as current set up does not give correct negative contrast. As we will need to ensure motorist is aware of change on road.*

- 2.15 The investigation carried out in December 2020 confirmed a low number of pedestrians crossing Barnet Road near its junction with Quinta Drive. It has to be noted that the survey was carried out whilst London area was in Tier 3 (Schools and shops were open) and before the national lockdown.
- 2.16 On 1st April 2021, officers met with ward members to explain their recommendations and reasoning stated in this report. Ward members still think that a crossing at this location is necessary and asked to report back with reasons for recommendations and alternative options.
- 2.17 Having taken into account the low demand of pedestrians crossing the road, data from the speed survey, that there have not been accidents involving pedestrians at junction with Quinta Drive, comments from street lighting and that the footway is not wide enough at the moment, it is not proposed to progress the investigation of a zebra crossing at this location at this current time.
- 2.18 Officers recommend that if, despite the low number of pedestrians, a crossing in this location is considered indispensable by ward members and public, the best possible option would be the installation of a pelican crossing, with traffic signals. This type of crossing would ensure that traffic fully stops to let pedestrians cross before proceeding across the road. This option would involve engaging with Transport for London (TfL) for the modelling and installation of the signals; it will take up to 18 months to installation with a cost of about £50,000.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative 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.
- 3.2 Another alternative option considered would be the installation of the zebra crossings together with vertical measures on both approaches to the crossing, in the forms of speed cushions. However, this option has not been progressed by Officers as speed cushions are usually recommended in a 20mph speed limit area and as Barnet Road is a main road with bus route.

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>
- 6.2 Environment Committee 25 November 2020
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=10157&Ver=4>