



Chipping Barnet Area Committee

29 June 2021

Title	Parkside Gardens Zebra Crossing – Feasibility Study
Report of	Executive Director, Environment
Wards	East Barnet and Brunswick Park
Status	Public
Urgent	No
Key	No
Enclosures	Drawing no. BC/001966-08_FS_100-01 OF 03 Drawing no. BC/001966-08_FS_100-02 OF 03 Drawing no. BC/001966-08_FS_100-03 OF 03
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Summary

This report details the results of a feasibility study to inform on the installation of a zebra crossing on Parkside Gardens, EN4 near the entrance to Oakhill Park.

Officers Recommendations

That the Chipping Barnet Area Committee:

1. That the Chipping Barnet Area Committee note the details of the feasibility study as outlined in this report.

<p>2. That the Chipping Barnet Area Committee notes the Executive Directors decision to proceed with Option 1 as the preferred option.</p>
<p>3. That the Chipping Barnet Area Committee, notes that the Executive Director, Environment will carry out a statutory consultation on the preferred Option 1 as shown on Drawing No. BC/001966-08_FS_100-01 OF 03. If any objections are received as a result of the statutory consultation, the Strategic Director for Environment will consider and determine whether the agreed Options should be implemented or not and if so, with or without modification, subject to funding being made available</p>
<p>4. Notes that the Director of Environment has allocated from Road Safety & Parking fund the funding of £43,450 to consult, design and introduce the approved proposals for the agreed Option.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 A Member's Item raised by Councillor Kathy Levine and Roberto Weeden-Sanz at the Chipping Barnet Area Committee on 20th January 2021 outlined concerns raised by residents in crossing Parkside Gardens to access Oakhill Park. Residents requested the Council to consider the installation of a zebra crossing to improve safety at this location.
- 1.2 The Chipping Barnet Area Committee agreed to allocate £5,000 of CIL funding to carry out a feasibility study for the installation of a zebra crossing. This report details the result of the feasibility study and outlines proposals for consideration.
- 1.3 Ward councillors were informed on the nature and location of the feasibility study, prior to the commissioning of survey data. No comments were received.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The feasibility study is informed by:
 - a) Site observations
 - b) Personal Injury Accident data
 - c) Traffic Surveys
 - d) Pedestrian survey data

2.2 Site Observations

- 2.2.1 Parkside Gardens is a relatively straight road connecting to Church Hill Road in the West and Brookside Close in the East. The road has a steep vertical gradient from Brookside Close to the middle section of Parkside Gardens and is then relatively flat until Church Hill Road.
- 2.2.2 There are no parking restrictions on Parkside Gardens. The road is residential in character and the speed limit is 30mph. Two 30mph Vehicle Activation signs are located between Lancelot Gardens and Mallory Gardens, as well as a sign warning of cyclists.
- 2.2.3 Monkfrith Primary School is a short walk away from Brookside Close to the East. Towards the middle of Parkside Gardens is a condensed cluster of varied points of interest which include:
 - Junctions with Lancelot Gardens, East Walk and West Walk.

- A significant number of retirement homes
- An access road to a car park for Oakhill Park and a Pitch & Putt (57 vehicle capacity, free parking)
- Over bridge with narrow footway over Pymmes Brook
- Pedestrian entrances to Oakhill Park
- Post box

2.2.4 Further west towards Church Hill Road is residential on one side. The other side is a hedge row of Oakhill Park, with no pedestrian footpath or access.

2.2.5 A 'hail and ride' bus route serves Parkside Gardens. Bus route 382 travels the length of Parkside Gardens from Brookside Close to Church Hill Road. The bus stops are situated outside property Nos. 15 and 34 Parkside Gardens.

2.2.6 Due to the proximity of Oakhill Park and associated amenities such as a Pitch & Putt, and bowling green, a variety of pedestrian type were observed crossing Parkside Gardens. This included joggers and cyclists that straddle the side of the road in an attempt not to break stride when crossing; vulnerable pedestrians such as children, elderly and parents with pushchairs and also dog walkers.

2.2.7 Park visitors were also observed parking on Parkside Gardens between East Walk and West Walk on the opposite side of the road to Oakhill Park and then crossing the road to enter the park despite there being spaces available in the free parking car park. Perhaps this is due to park visitors considering it quicker and more convenient to do so. Parked cars at this location caused congestion at the park entrance due to vehicles having to give way to oncoming traffic.

2.2.8 During site visits it was observed that pedestrians did not have to wait long for a gap in the traffic to cross, however cyclists, parents with pushchairs and dog walkers did struggle for pavement space. It was also noted that pedestrians were crossing from between parked cars.

2.2.9 Footway and road widths were measured to be acceptable for a zebra crossing (minimum 2m). The officer observed that occasionally vehicles traveling West to East from Brookside Close down the hill tended to speed when there were low levels of oncoming traffic.

2.3 Personal Injury Collision Data

2.3.1 Personal Injury Collision Data for the five years preceding December 2020 was collected for Parkside Gardens (the most recent data available from TFL). Two personal injury accidents (both classified as slight in severity) occurred at the Junction of Church Hill Road and Parkside Gardens. These Involved vehicles only and on a clear day.

2.4 Traffic surveys

2.4.1 A speed survey was carried out on 22nd April 2021 for 7 days, 24 hours a day on 2 sites. The speed survey location plan is shown in Figure 1 and results are summarised in Table 1 below. The results show the 85th percentile traffic speed ranged from 32mph to - 34.1mph. This is within the satisfactory traffic speed threshold for a zebra crossing.

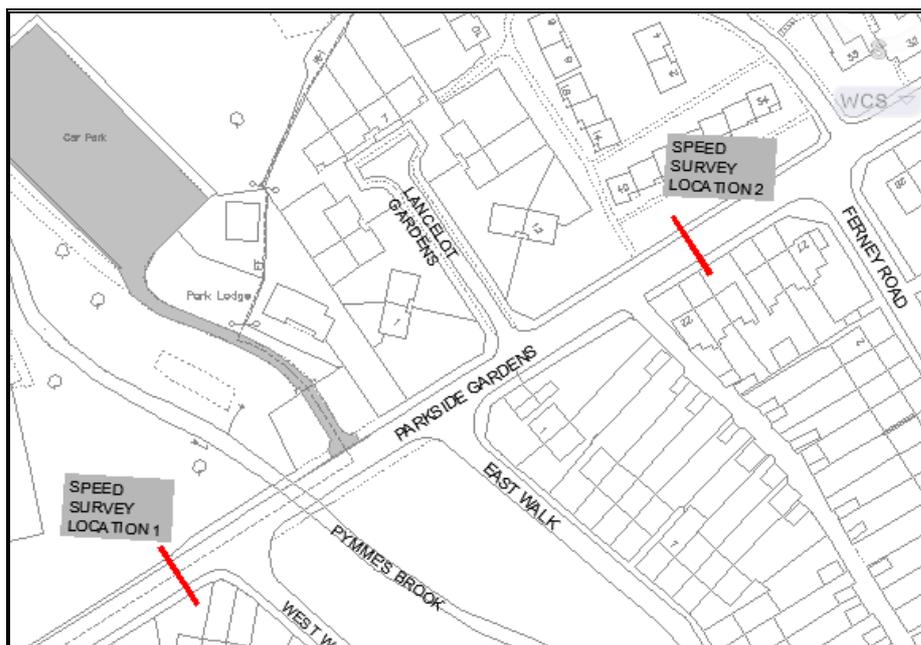


Figure.1 Speed survey location plan

	Eastbound		Westbound	
	85th Percentile speed (mph)	Mean speed (mph)	85th Percentile speed (mph)	Mean speed (mph)
Location 1	33.9	27.0	32.0	24.7
Location 2	34.1	27.5	32.6	26.0

Table 1 -Speed Survey Results

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.

2.4.2 A vehicle and pedestrian count survey was carried out for a 12-hour period on Thursday 22nd April and Saturday 24th April using CCTV cameras. The weather on both dates was bright and sunny. During this time Oakhill park administrators confirmed that all amenities were open to full capacity including the park café and the popular Pitch & Putt and bowling green which tend to cause a spike in car park usage and footfall traffic.

2.4.3 A vehicle count survey for car park usage was carried out to determine if locating a zebra crossing immediately east of the car park would impact on accessibility. Turning movements of vehicles to/from the east was shown to be highest between the hours of 1pm-5pm on Saturday, with the largest recorded hourly volume of 65 vehicles between 2pm-3pm. The results show that in general car park usage was greater on Saturday than on Thursday, suggesting that car park usage is highest on the weekend.

2.4.4 A pedestrian survey was also carried out to determine the volume of pedestrians crossing the road and at which location they crossed (desire lines). The results show a

significantly high number of pedestrians and cyclists crossing Parkside Gardens within the survey area shown in green in Figure 2 below. The highest hourly crossing volume was Saturday at 3pm-4pm where 202 pedestrians crossed; the highest volume of cyclists crossing was 32 from 2pm-3pm, this suggests a demand for a zebra crossing.

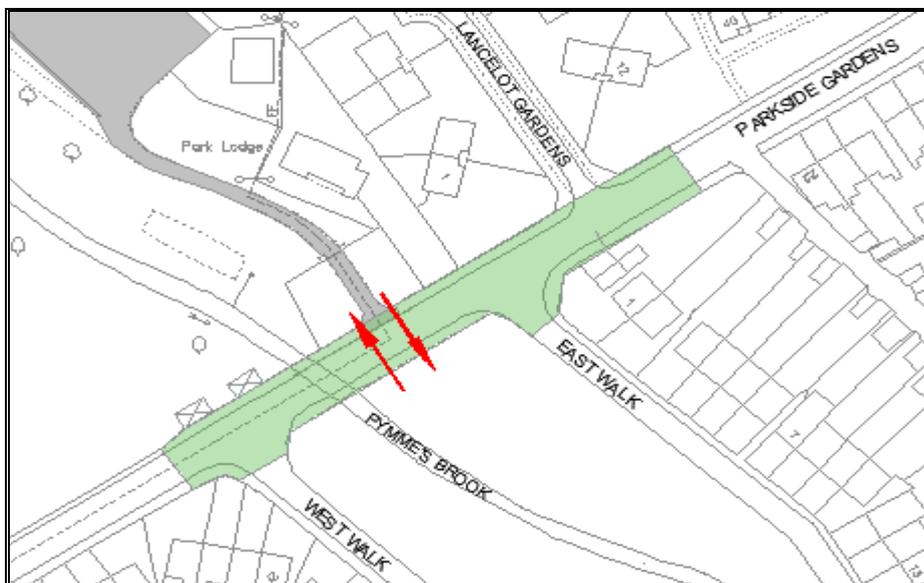


Figure 2. Pedestrian crossing survey area, shown in green

Parkside Gardens road crossings to/from Oakhill Park				
	SAT 24 TH APRIL		THUR 22 ND APRIL	
Time	peds	cyclists	peds	cyclists
7Am-8AM	27	8	64	8
8AM-9AM	59	14	91	10
9AM-10AM	48	15	75	6
10AM-11AM	85	13	59	9
11AM-12PM	89	14	64	14
12PM-13PM	75	15	104	11
13PM-14PM	103	18	77	6
14PM-15PM	144	32	59	3
15PM-16PM	202	24	110	8
16PM-17PM	169	11	89	17
17PM-18PM	147	18	66	27
18PM-19PM	45	2	78	11
Total	1193	184	936	130

Table 2 Parkside Gardens road crossings to/from Oakhill Park

2.5 Feasibility and Proposals

2.5.1 The above site investigations and traffic surveys highlight a demand for a zebra crossing on Parkside Gardens. Two suitable locations were identified. Both locations require

improvements to street lighting via additional street lighting columns and column repositioning.

2.5.2 As traffic speeds are over 30mph, Zebra crossing warning signs are recommended.

2.5.3 Approximately 60% of pedestrians who crossed Parkside Gardens did so at West Walk which is directly opposite the park entrance. The layout of the road does not allow for a zebra crossing at this location. Being mindful of the possibility that pedestrians may continue to cross here for convenience, the officer's recommendation is to propose additional safety measures at West Walk.

2.5.4 **Option 1 – West of East Walk.**

Option 1 involves the proposed zebra crossing to be sited between East Walk and the car park access road, this is the closest possible location to the entrance to Oakhill Park. Details of this option are shown on drawing no. BC/001966-08_FS_100-01

Due to the proximity of the side roads to the crossing, it is necessary to extend the footway at East Walk to allow the required minimum separating width between zebra crossing and the side road. Zig zags restrictions are to be extended past the overbridge to West Walk, to improve the visibility of pedestrians and cyclists to the approaching traffic. At West Walk the radii of the kerb is tightened and tactile paving proposed to remedy issues raised in par 2.5.3.

Advantages:

- Closest possible location to Oakhill Park entrance and has the strongest desire line.
- Tightening the radius of East Walk significantly reduces the speed of turning traffic and together with a narrowing of the carriageway makes crossing East Walk inherently safer for pedestrians and cyclists.
- Additional junction improvements at West Walk also reduce the speed of turning traffic and provide assistance to vulnerable road users.

Disadvantages:

- Where peak car park usage times coincide with peak pedestrian crossing times it may cause a small increase in waiting times for vehicles entering and leaving the car park access road.
- This option removes popular parking opportunities closest to the park entrance.
- The crossing is sited at the minimum allowable spacing between a Zebra crossing and side roads.

2.5.5 **Option 2 – West of East Walk including anti-skid surfacing**

Option 2 is the similar to Option 1 but also includes an antiskid surface to enhance safety at the crossing. The estimated build cost for ant-skid surfacing installation is approximately £11k.

Advantages

- Improves road safety by improving vehicle breaking performance around the crossing especially in adverse weather conditions.

2.5.6 Option 3 – Between East Walk and Lancelot Gardens.

For option 3 the zebra crossing is located between East Walk and Lancelot Gardens. A buildout with reduced radius is required on East Walk to allow a safe distance between the zebra crossings and side roads. This option requires the relocation of a road gully. As this location is on a vertical gradient a high friction surface is included. At West Walk the radius of the kerb is tightened and tactile paving installed to remedy issues raised in par 2.5.3.

Advantages:

- This location does not affect access to the car park
- East Walk buildout and kerb radius reduction reduces the speed of turning traffic and improves safety of pedestrians and cyclists crossing East Walk.
- Additional junction improvements at West Walk also reduce the speed of turning traffic and provide assistance to vulnerable road users.

Disadvantages:

- The crossing is located further away from the entrance to Oakhill Park compared to option 1, and is at the extremity of the desire line
- This option requires additional works to relocate a road gully
- This crossing is installed at a gradient which may cause vehicles to brake severely in the downhill direction.

2.5.6 Officers consider the three proposed options to be viable, however on balance recommends the progression of Option 1 for the following reasons:

- Option 1 sites the crossing closest to pedestrian desire lines and on a flatter gradient than at option 3.
- Option 1 also offers improved visibility to pedestrians and reduces the risk of pedestrians crossing in between parked cars.
- If after implementation and that Committee funding is still available at the end of this financial year, implementation of the anti-skid surfacing is recommended to enhance safety in the vicinity of the crossing point; by improving vehicle braking performance at the crossing especially in wet weather conditions. The implementation cost is estimated at £11,000.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 An alternative low-cost option is not to proceed with a zebra crossing and instead tighten the radii and provide tactile paving at East Walk and West Walk only. This will improve safety at the junctions by reducing vehicle turning speed, improving crossing visibility for pedestrians, reducing crossing distance for pedestrians, and increasing footway space for cyclists. However, this proposal does not provide any provisions for crossing Parkside Gardens despite the pedestrian survey showing a significantly high volume of people crossing the road. The proposal is therefore not recommended.

3.2 The only other option is not to proceed with the proposed improvements, however this will not address the concerns that have been raised by residents.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee agree with the recommendations, a statutory consultation on the proposed measures would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2021/22 financial year. design

5. IMPLICATION OF THE DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here 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

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 Area Committee funding of £5,000 was agreed at the Chipping Barnet Area Committee in January 2020 for the feasibility study.
- 5.2.2 ‘London Highway Maintenance and Projects Framework North Area (LHMP) ’ schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 3 below, which will need to be refined upon completion of the detailed design:
- 5.2.3 The work will be carried out under the existing PFI (electrical) and LHMP (non-electrical) term maintenance contractual arrangements.

Table 3 –Cost Estimate

Activity	Estimated costs
Detailed Design ((Includes design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£ 9,500
Build Cost including Street Lighting	£30,000
Sub-TOTAL	£39,500
Implementation and post implementation Fees @ 10%	£ 3,950
GRAND TOTAL	£43,450

- 5.2.4 The estimated cost of installing the recommended proposals as per Option 1 is **£43,450**

and is requested from the Chipping Barnet Area Committee CIL budget. It is considered that the proposals would improve safety in the area and is recommended by officers.

5.2.5 If after implementation the Committee decides that anti-skid surfacing will benefit this crossing, the construction costs are estimated at £11,000. This will require funding from the Committee.

5.3 Social Value

5.3.1 None in the context of this report.

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 In relation to 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. The Council has carried out an equalities impact assessment for this scheme.

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 Chipping Barnet Area Committee 20 January 2021, item 11
<https://barnet.moderngov.co.uk/documents/g10125/Printed%20minutes%2020th-Jan-2021%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

