



## Finchley and Golders Green Area Committee

**30 June 2021**

<b>Title</b>	<b>Cranbourne Gardens, NW11 – Feasibility Study</b>
<b>Report of</b>	Executive Director - Environment
<b>Wards</b>	Golders Green
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - Drawing No. BC/001967-11-FS-100- General Arrangement - 01 of 02  Appendix B - Drawing No. BC/001967-11-FS-100- General Arrangement - 02 of 02
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### Summary

This report details the feasibility study undertaken to improve road safety at the junction of Cranbourne Gardens and Leaside Crescent, NW11

## **Officers Recommendations**

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| <b>1. That the Finchley &amp; Golders Green Area Committee note the details of the feasibility study as outlined in this report.</b>   |
| <b>2. That the Finchley &amp; Golders Green Area Committee notes the Executive Directors decision to proceed with Option 2 as the preferred option.</b>  |
| <b>3. Notes that the Director of Environment has allocated from Road Safety &amp; Parking fund the funding of £13,200 to consult, design and introduce the approved proposals for the agreed Option.</b> |

### **1. WHY THIS REPORT IS NEEDED**

- 1.1 A Member's Item raised by Councillor Dean Cohen at the Finchley and Golders Green Area Committee in February 2020 ("the Committee") outlined concerns raised by a resident, regarding safety at the junction of Cranbourne Gardens and Leaside Crescent, as the road width is wide and difficult to cross.
- 1.2 The Committee agreed to allocate £5,000 to review the feasibility of installing a traffic island on Cranbourne Gardens. This report outlines the results of the agreed 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**

#### **Site Observations**

- 2.1 Cranbourne Gardens is a residential road connecting to Bridge Lane in the West and Leaside Crescent in the East. There are single yellow line parking restrictions on Cranbourne Gardens at the junction with Leaside Crescent and the speed limit is 30mph. Also in close proximity is the temple Fortune shopping hub on Finchley Road.
- 2.2 A high demand for on-street parking was observed on both sides of the road, particularly towards Leaside Crescent and Grosvenor Gardens.
- 2.3 The width of Cranbourne Gardens at the junction with Leaside Crescent measures 26.5m and has large corner radii. Vehicles were observed turning at speed into Cranbourne Gardens from Leaside Crescent, which may create conflicts with pedestrians crossing the road.

#### **Personal Injury Accident History**

- 2.4 Accident data for the 60-month period to December 2020 have been analysed for the study area (the most recent data currently available from TFL). According to the data, one

personal injury accident was reported. A slight accident occurred at the Cranbourne Road / Park Way junction in February 2020, but details of the accident are not available.

### **Proposed Layout Improvements**

- 2.5 Two viable options were developed to improve the safety of pedestrians crossing at Cranbourne Gardens at its junction with Leaside Crescent. The proposed options are shown on the plans in Appendix A and set out below
- 2.6 **Option 1**, would include a footway, built-out at both corners of the junction on Cranbourne Gardens to assist pedestrians crossing the road by narrowing the crossing distance from 26m to 15m. The corner radii at the junction will also be tightened to reduce the speed of turning traffic.
- 2.7 **Option 2**, would involve the introduction of a refuge traffic island on Cranbourne Gardens to assist pedestrians crossing the road, reducing crossing widths to approximately 9m for each of the crossing points. As the refuge island narrows the road width, this will inherently reduce the speed of turning traffic.
- 2.8 Officers consider both options to be viable, however on balance recommends the progression of Option 2 for the following reasons:-
- Of the two proposals, option 2 offers the more optimal crossing widths, particularly for vulnerable pedestrians;
  - The proposed traffic refuge island will also inherently reduce vehicle turning speed at the junction; and
  - Option 2 satisfies the committee's request for a traffic Island as outlined in section 1.1

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

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

### **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.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposals will help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic", and "Barnet will be amongst the safest places in London" by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced 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)**

5.1.1 Area Committee funding of £5,000 was agreed at the Finchley and Golders Green Area Committee in February 2020 for the feasibility study.

5.2.2 “London Highway Maintenance and Projects Framework North Area” (LHMPF) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 1 below, which will need to be refined upon completion of the detail design.

5.2.3 The work will be carried out under the existing PFI (electrical) and LHMPF (non-electrical) term maintenance contractual arrangements.

**Table 1 –Cost Estimate for Option 2**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design ((Includes design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£ 5,000
Build Cost including Street Lighting	£9,000
<b>Sub-TOTAL</b>	<b>£12,000</b>
Implementation and post implementation Fees @ 10%	£1,200
<b>GRAND TOTAL</b>	<b>£13,200</b>

4.1.1 The estimated cost of installing the recommended proposals is **£13,200** and is requested from the Finchley and Golders Green Area Committee CIL budget. It is considered that the proposals would improve safety in the area and is recommended by officers.

**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 Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

- 5.4.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.3 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.
- 5.4.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 5.4.5 Statutory consultation is to be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **5.5 Risk Management**

- 5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.
- 5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, but the risk is assessed as low.
- 5.5.3 A road safety audit subject to funding will be commissioned during detailed design stage.

## **5.6 Equalities and Diversity**

- 5.6.1 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
- 5.6.2 The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.
- 5.6.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. It is considered that the decision to agree with the recommendations in this report will not negatively affect protected characteristics under the Equality Act 2010. Furthermore, it is considered that the recommendations will enhance road safety for the young, elderly, and disabled groups.

## **5.7 Corporate Parenting**

- 5.7.1 Not applicable in the context of this report.

## **5.8 Consultation and Engagement**

5.8.1 Consultation on the proposals will be carried out and details of the proposals will also be outlined on the council's website.

## **5.9 Insight**

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

## **6. BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee 2 February 2020, Item 9 (2).

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9959&Ver=4>

<https://barnet.moderngov.co.uk/documents/g9959/Printed%20minutes%2003rd-Feb-2020%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>