

	<p>Finchley and Golders Green Area Committee</p> <p>17 October 2018</p>
<p style="text-align: right;">Title</p>	<p>Alexandra Grove/Ballards Lane, N12 Junction – Pedestrian Improvements</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>West Finchley</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 - Drawing No. BC/001143-15-17_FS_100-01 Appendix 2 –Tracking 2-June 2018</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the outcome of the revised safety review of pedestrian improvements on Alexandra Grove junction with Ballards Lane and including Moss Hall Crescent. (N12).</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Finchley and Golders Green Area Committee note the review of the Alexandra Grove/Ballard’s Lane pedestrian safety improvement as outlined in this report and the appendices to this report containing details of design proposals and safety investigations. 2. That the Finchley and Golders Green Area Committee agrees to implement recommended Scheme as shown on the drawing in Appendix 1. 3. That the Finchley and Golders Green Area Committee notes that the cost of the scheme is estimated at £52,000 which is over the Area Committee limit of £25,000.

4. That the Finchley and Golders Green Area Committee notes that the scheme will be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for funding, subject to meeting the qualifying criteria of the traffic schemes priority tool.
5. That if the Finchley and Golders Green Area Committee decide not to progress with the scheme in this report, no further action will be taken at this location.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to address the concerns highlighted for pedestrians crossing Alexandra Grove, close to the junction with Ballards Lane, N12.
- 1.2 A petition was reported to the 6 July 2016 Finchley and Golders Green Area Committee with 43 signatories. *'Put a zebra crossing at the top of Alexandra Grove N12 and corner of Ballards Lane'*.
- 1.3 The Finchley and Golders Green Area Committee unanimously agreed and it was therefore RESOLVED:
'That the Committee agrees the expenditure of £5,000 from the Area Committee budget for a feasibility study to be carried out for a pedestrian crossing on Alexandra Grove N12 near its junction with Ballards Lane. A report would come back to the Committee with the available options for Alexandra Grove.'
- 1.4 Site visits have been undertaken and the following noted:
 - High incidence of pedestrian movement on Ballards Lane crossing at Alexandra Grove;
 - High traffic volumes on Alexandra Grove turning left or right into Ballards Lane;
 - Visibility issues with mature tree on Alexandra Road making it impractical to install a zebra crossing;
 - Alexandra Grove is a bus route.
- 1.5 Pedestrian crossing counts were carried out on Thursday 15 December and Saturday 17 December 2016 which indicate where the majority of pedestrians are crossing. A manual classified traffic count was also carried out on Saturday 17 December 2016.
- 1.6 The Personal Injury Accident Data has been analysed and between 1 September 2011 and 31 August 2016 five accidents occurred on Ballards Lane near its junction with Alexandra Grove. Four involved a powered two wheeler and one involved a pedestrian. All were slight, and occurred during daylight hours and in dry conditions.

- 1.7 The initial investigations and the site visits indicated that overall it would benefit pedestrians to install a pedestrian facility in this location. However, the layout of the junction with the access to Moss Hall Crescent being in close proximity to the junction with Ballards Lane makes it difficult to propose a zebra crossing point where the majority of pedestrians were shown to cross.
- 1.8 A proposal for installing a zebra crossing further west along Alexandra Grove was also investigated, however, not only was it even further from the desire line for pedestrians to cross, the location was obstructed by a very high-profile tree and existing vehicle crossing points.
- 1.9 Therefore, the feasibility indicated that it would benefit both pedestrians and all forms of transport if an uncontrolled pedestrian crossing point complete with dropped kerb and tactile paving, was installed. A kerb build-out on the west side of Moss Hall Crescent incorporated into the design will narrow the junction mouth at its junction with Alexandra Grove and help to facilitate the crossing
- 1.10 The location of the proposed island would still allow access for the 221 Bus which serves Alexandra Grove from Ballards Lane.
- 1.11 The proposal for the island was reported to the Finchley and Golders Green Area Committee on 27 April 2017 where the Committee approved the scheme and resolved, *'To allocate the funding of £13,500 from this year's CIL Area Committee budget to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the approved scheme.'*
- 1.12 However, further detailed design on the scheme and investigations and computer-generated vehicle tracking results indicated that large 5 or 6-axle lorries would be unable to turn into Alexandra Grove if a pedestrian island crossing point were to be constructed. (Appendix 2). Consideration was given to the impact this restriction to access would have and alternative routes were investigated, but these have proved unviable for large vehicles. As a result, we are unable to implement the island as proposed.

Feasibility Design Proposals-Phase 2

- 1.13 Therefore, alternative options have been explored and a revised proposed layout which includes the construction of a raised junction entry treatment with a buildout on the west side of Moss Hall Crescent to narrow the junction mouth on Alexandra Grove but still permit large vehicles access. Which is shown on Drawing BC/001143-15-17-FS_100_01.
- 1.14 The proposed kerb buildout at Moss Hall Crescent junction with Alexandra Grove will incorporate tactile paving, dropped kerbs and safety bollards. An increase of 5.5 metres to the existing double-yellow lines as indicated on the drawing, to improve visibility for all users.
- 1.15 The proposals also include:
 - Repositioning the existing lamp column to back of footway on Alexandra Grove.
 - Repositioning existing 'Give Way' sign and post on Alexandra Grove.

- Tactile paving, dropped kerbs and safety bollards will also be incorporated at the raised junction entry treatment to facilitate ease of crossing for all users.

1.16 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’.

1.17 Ward Councillors have been consulted on the introduction of vertical measures and no comments have been received at time of publication.

1 REASONS FOR RECOMMENDATIONS

2.1 The proposals are recommended to make crossing Alexandra Grove at its junction with Ballard Lane safer and make the area a more attractive environment for local residents and schools. It would also improve local shopping facilities for those who make use of the pedestrian footways.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Consideration was given to making Moss Hall Crescent a ‘no through’ road and providing a zebra crossing at its junction with Alexandra Grove. This location would not have been within pedestrian desire lines and therefore the crossing was less likely to be used with pedestrians still crossing closer to Ballards Lane where the proposed traffic island was to be located.

3.2 Consideration was also given to a zebra crossing on Alexandra Grove but because of visibility issues, i.e. a very high profile tree on Alexandra Grove which would have to be removed, the option was rejected. Siting the zebra crossing here would have been even further west and would not have been within pedestrian desire lines and therefore the crossing was less likely to be used with pedestrians still crossing closer to Ballards Lane where the proposed traffic island was to be located.

3.3 The only other option at this stage is to not proceed with any of the proposed improvements. This will however not address the original concern raised by local residents.

4 POST DECISION IMPLEMENTATION

4.1 If the report's recommendation is approved, the scheme would be added to the the 2019/20 Local Implementation Plan (LIP) work programme for consideration for funding, subject to meeting the qualifying criteria of the traffic schemes priority tool.

5 IMPLICATIONS OF 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.

5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel thus helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.

5.1.3 The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

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

5.2.1 Council funding of £5,000 was agreed from the Finchley and Golders Green Area Budget to carry out the initial review of Alexandra Grove, preliminary design and layout proposals.

5.2.2 Council funding of £13,500 was agreed from the Finchley and Golders Green Area Budget to carry out the detailed design and implementation of the proposed island on Alexandra Grove.

5.2.3 The estimated implementation cost for the raised table scheme is £52,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1). There is currently no allocation of funds for this scheme.

5.2.4 Once funded the work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.
- 5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on traffic 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 Councils Constitution, in Article 7, states that the 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 and parks and trees."

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 The 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 those with protected characteristics and those without;
 - Foster good relations between persons with a relevant protected characteristic and those without.
 - The broader purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services
 - Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.
- 5.6.2 The proposal in this report are not expected to disproportionately disadvantage individual members of the community.

5.7 Consultation and Engagement

- 5.7.1 A statutory consultation will be carried out in relation to the scheme proposals once funding has been agreed.

5.8 Insight

- 5.8.1 None in relation to this report.

6 BACKGROUND PAPERS

- 6.1 6 July 2016 Finchley and Golders Green Area Committee Item 8.
<https://barnet.moderngov.co.uk/documents/g8749/Printed%20minutes%2006th-Jul-2016%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

- 6.2 27 April 2017 Finchley and Golders Green Committee Item 18.
<https://barnet.moderngov.co.uk/documents/s39359/Alexandra%20Grove%20Pedestrian%20Improvements.pdf>

Appendix 1



