

	<p>Finchley and Golders Green Area Committee</p> <p>17 October 2018</p>
<p style="text-align: right;">Title</p>	<p>The Vale junction with Granville Road and Wayside, NW11</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Childs Hill</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/001495_03_FS_100-01 Appendix 2 –Tracking</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 a feasibility study to determine the viability of a zebra crossing on The Vale as a safer means for pedestrians wishing to cross to and from Basing Hill Park and Childs Hill Park.</p>

<h2>Officers Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Finchley and Golders Green Area Committee note the review of The Vale 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 the pedestrian safety scheme on The Vale NW11, as set out in this report and detailed in Appendix 1 and 2.

3. That the Finchley and Golders Green Area Committee notes that the cost of the scheme is estimated at £35,000 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 The Vale close to the junctions with Granville Road and Wayside NW11.

1.2 A Members item in the name of Councillor Arjun Mitra was raised at the Finchley and Golders Green Area Committee on 13 June 2018.

1.3 Residents of Granville Road Estate have requested a zebra crossing over The Vale to connect Childs Hill Park and Basing Hill Park. A zebra crossing would enable safer and wider access to both parks.

1.4 The Finchley and Golders Green Area Committee unanimously agreed and it was therefore **RESOLVED** on 13 June 2018:

‘That the Committee agrees the expenditure of £3,000 from the Area Committee budget for a feasibility study to be carried out for a zebra crossing on The Vale NW11 near its junction with Granville Road and Wayside. A report would come back to the Committee with the available options for The Vale.’

1.5 A site visit was undertaken and the following noted:

- Very few incidences of pedestrians crossing the road. (However, note the site visit was conducted outside term time;
- Reasonable volume of free-flowing traffic, but speeds and volumes may have been affected by utility works on The Vale;
- The only place where a zebra crossing may be situated would entail the removal of an existing Parking bay. (Residents permit holders Zone ‘H’ Mon-Fri 11am – 12pm);
- The Vale is a bus route, serving route numbers 102 and 226.

1.6 Speed and volume counts were carried out 24 September to 1 October 2018 in two locations for 7 days, 24 hours per day.

- 1.7 The Personal Injury Accident Data for five years has been analysed between 1 January 2013 and 31 December 2017. Three accidents occurred on The Vale near its junction with Wayside. One involved a powered two-wheeler and two involved cars. All were slight, two occurred during day light hours and in dry conditions, one occurred during the hours of darkness and in wet conditions.
- 1.8 The initial investigation and the site visit indicated that overall it would benefit pedestrians to install a pedestrian facility in this location. However, the layout of the junction would necessitate the removal of a parking bay to aid visibility issues.
- 1.9 A proposal for installing an informal island crossing point was also considered, however, computer-generated vehicle tracking results indicated that large vehicles such as refuse vehicles turning into Wayside could not make the turn without over-running the island. Please refer to **Appendix 2**.
- 1.10 Therefore, the feasibility indicated that it would benefit both pedestrians and all forms of transport if a zebra crossing was installed at this location.

Feasibility Design Proposals

- 1.11 Drawing BC/001495_03_FS_100-01 shows the proposed layout which includes the construction of a zebra crossing complete with dropped kerb and tactile paving.
- 1.12 The proposals will have no negative impact on existing vehicle crossovers.
- 1.13 The proposals also include the repositioning of the Residents' Permit parking bay east of the junction with Wayside.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The proposals are recommended to improve safety and make crossing The Vale at its junctions with Wayside and Granville Road safer and a more attractive environment for local residents, schools and local shopping facilities for those who make use of the pedestrian footways and as a direct link between Basing Hill Park and Childs Hill Park.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The installation of an island was considered but not progressed due to the reasons outlined above.
- 3.2 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 reports recommendation is approved, the scheme would be added to the to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for the 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 £3,000 was agreed from the Finchley and Golders Green Area Budget to carry out the initial review of The Vale, preliminary design and layout proposals.

- 5.2.2 The estimated implementation cost for the recommendations is £35,000 (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.

- 5.2.3 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.

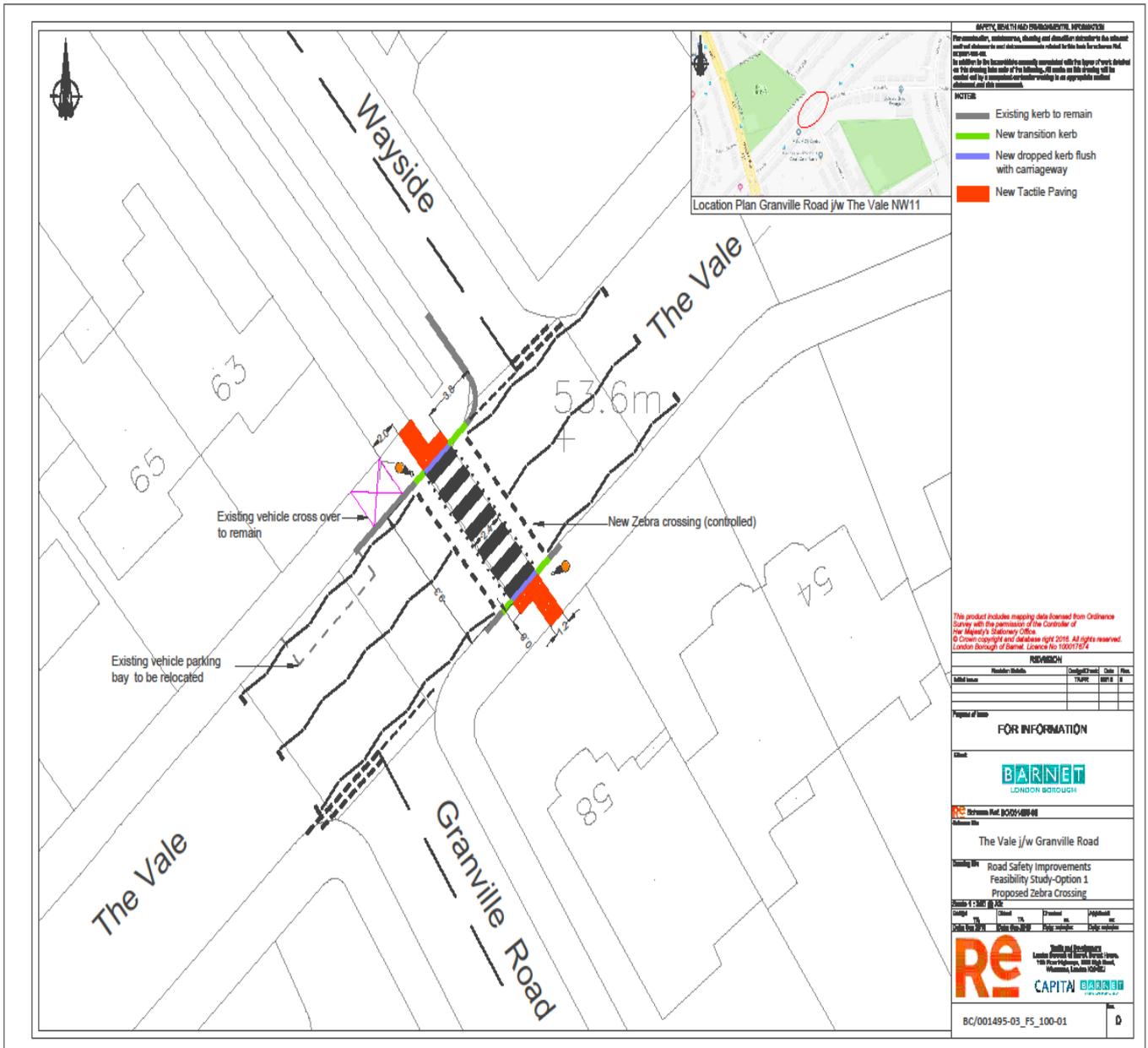
6 BACKGROUND PAPERS

6.1

13 June 2018 Finchley and Golders Green Area Committee Members Item in the name of Cllr Arjun Mittra.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9524&V>

Appendix 1



SAFETY HEALTH AND ENVIRONMENTAL INFORMATION
 For consideration, maintenance, checking and amendment regarding the relevant road and adjacent to road details shown on this plan for the proposed road works.
 In addition to the responsibilities normally associated with the design of works detailed on this drawing, the user of this drawing will be liable for a comprehensive review to an appropriate level of detail and this document.

NOTES

- Existing kerb to remain
- New transition kerb
- New dropped kerb flush with carriageway
- New Tactile Paving

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REVISION			
Number	Details	Design/Drawn	Date / Rev.
1	TRIP	BNP	8

Purpose of issue
FOR INFORMATION

Client
BARNET
 LONDON BOROUGH

Project Ref: **BC05/180/01**

Address No
 The Vale j/w Granville Road

Drawing No
 Road Safety Improvements
 Feasibility Study-Option 1
 Proposed zebra Crossing

Scale	Drawn	TS	Drawn	Approved
1:200	BNP			

Scale 1:200

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BC/001495-03_F5_100-01

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Appendix 2

