

**The Royal Borough of Kensington and  
Chelsea**

**Key Decision Report dated 30 July 2010**

**For Decision by Councillor Paget-Brown,  
Cabinet Member for Transport, Environment  
and Leisure**



THE ROYAL BOROUGH OF  
KENSINGTON  
AND CHELSEA

**Report by the Director of Transportation  
and Highways**

**IMPROVED PEDESTRIAN FACILITIES FOR  
LINDEN GARDENS**

**1 Introduction**

- 1.1 I am writing to seek your approval to upgrade the junction of Notting Hill Gate and Linden Gardens to provide improved pedestrian facilities.
- 1.2 This project was included in the 2010/11 work programme approved on the 30<sup>th</sup> March 2010.

**2 Background**

- 2.1 The junction of Notting Hill Gate, Palace Garden Terrace and Linden Gardens has a staggered crossing with green man facilities along its eastern arm (see Appendix One).
- 2.2 There are no pedestrian facilities across the other three arms of the junction.
- 2.3 We have received around five requests from residents and from schools in the vicinity of the junction for improved pedestrian facilities, particularly along the southern arm of the junction.
- 2.4 In 2009 Transport for London's Motorcycle Safety Unit undertook a study of Notting Hill Gate because of the above average casualty rate for motorcyclists in that area. They suggested that the guard railing and clutter at the staggered crossing blocked visibility for vehicles at the junction of Notting Hill Gate and Linden Gardens.
- 2.5 In 2009/10 we commissioned traffic modelling to find out if the junction of Notting Hill Gate and Linden Gardens had enough capacity for us to introduce pedestrian facilities across all arms of the junction. Our modelling of this proposal showed that it was

possible to introduce pedestrian facilities without causing a significant increase in queue lengths for other traffic.

### **3 Proposed Scheme**

- 3.1 We plan to install straight across crossings on all arms of the junction, as illustrated in Appendix One.
- 3.2 In order to do this, we will change the sequencing of the signals and install an all red pedestrian stage, which will mean pedestrians can cross any arm of the junction with the traffic stopped. Modelling has shown that this new arrangement will not affect the junction's capacity to cope with through traffic, providing traffic emerging from Linden Gardens receives a green signal only every other cycle.
- 3.3 Linden Gardens requires its own separate signal stage, but only about 30 vehicles per hour leave by this road at peak periods. Running this stage every other cycle allows more green time for Notting Hill Gate. This means that we can provide the pedestrian stage at the junction without a build up of traffic queues in Notting Hill Gate. The downside is that drivers in Linden Gardens might have to wait for just over two minutes to get a green signal.
- 3.4 Notting Hill Gate is part of Transport for London's (TfL) Strategic Road Network. TfL has evaluated the modelling for the proposal and has approved the scheme to go forward to detailed design. The scheme will then need TfL Network assurance approval before implementation to confirm that there is no adverse effect on traffic flow on Notting Hill Gate.
- 3.5 The main change to the junction layout is the replacement of the staggered pedestrian crossing on the eastern arm with a realigned straight crossing. We will upgrade the central islands and dropped kerbs on all arms to our current streetscape standards. We will take the opportunity to remove guard railing and take out any other unnecessary clutter from the junction. This will increase driver visibility at the junction, as recommended by the TfL study.

### **4 Need**

- 4.1 There are pedestrian signals on the eastern arm of this junction at present. This is a staggered crossing so pedestrians have to cross in two stages. Pedestrians can cross the other arms when there are gaps in traffic, but it is particularly difficult to cross Palace Gardens Terrace at busy periods because of the high volume of traffic which turns into it from Notting Hill Gate.
- 4.2 The school travel plans for Lloyd Williamson, Wetherby, Pembridge, Hawkesdown and Fox Primary schools all make reference to difficulties crossing this junction.

- 4.3 Our analysis of collision data from the last three years shows that there have been 12 collisions at the junction of Notting Hill Gate and Linden Gardens. Five of these collisions involve turning movements that may have been masked by the clutter on the islands. Two of the collisions involved pedestrians crossing arms of the junction that currently do not have pedestrian facilities.

## **5 Options**

- i. Approve the proposal outlined in Section Three to upgrade the junction of Notting Hill Gate and Linden Gardens, thereby improving pedestrian facilities.
- ii. Do not approve the proposal outlined in Section Three, thereby retaining the current junction layout and function.

## **6 Financial, Legal, Sustainability, Risk, Personnel and/or Equalities Implications**

- 6.1 The total cost of proposed works is estimated to be £168,000. The total cost will be met by TfL LIP funding.
- 6.2 Improvement of the junction would aid the local schools in implementing their sustainable travel policies.
- 6.3 There are no identified equality issues associated with improving the junction.
- 6.4 The legal implications associated with this proposal have been considered and are contained within this report.
- 6.5 All threats and opportunities identified to the proposals in this report have been considered and risk mitigation actions addressed where appropriate.

## **7 Recommendation(s)**

- 7.1 I recommend that you approve proposal to improve the junction of Notting Hill Gate and Linden Gardens, option i in paragraph 5.

Graeme Swinburne  
Director of Transportation and Highways

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Executive Director of Transport, Environment and Leisure Services

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**FOR COMPLETION BY AUTHOR OF REPORT:**

**Date of first appearance in Forward Plan:** 17 June 2010

**Key decision reference identifier from Forward Plan:** 03363/10/T/A

**Background papers:** None

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**FOR COMPLETION BY GOVERNANCE SERVICES:**

**Report published on:** 9 September 2010

**Report circulated to: Public Realm Scrutiny Committee on:** 9 September 2010

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