

<p style="text-align: center;"><b><u>MEETING</u></b></p> <p style="text-align: center;"><b>FINCHLEY &amp; GOLDERS GREEN AREA COMMITTEE</b></p>		
<p style="text-align: center;"><b><u>DATE AND TIME</u></b></p> <p style="text-align: center;"><b>TUESDAY 9TH JULY, 2019</b></p> <p style="text-align: center;"><b>AT 7.00 PM</b></p>		
<p style="text-align: center;"><b><u>VENUE</u></b></p> <p style="text-align: center;"><b>HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</b></p>		

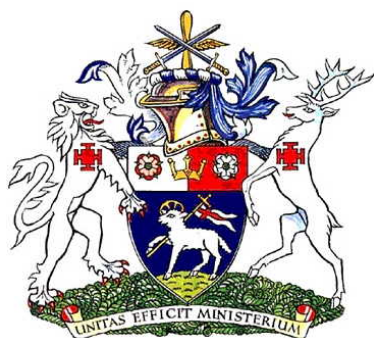
Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	ROSEMONT AVENUE - FEASIBILITY STUDY	3 - 8

Faith Mwende 020 8359 4917 [faith.mwende@barnet.gov.uk](mailto:faith.mwende@barnet.gov.uk)

This page is intentionally left blank



## Finchley and Golders Green Area Committee

**9 July 2019**

<b>Title</b>	<b>Rosemont Avenue, N12 – Feasibility Study</b>
<b>Report of</b>	Executive Director - Environment
<b>Wards</b>	West Finchley
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A – Drawing No. BC/001609-05-01
<b>Officer Contact Details</b>	Jamie Blake – Executive Director - Environment <a href="mailto:Highways.Correspondence@barnet.gov.uk">Highways.Correspondence@barnet.gov.uk</a>

### Summary

This report details the feasibility study undertaken to address concerns raised by residents regarding traffic flow and safety in Rosemont Avenue, N12.

### Officers Recommendations

1. That the Finchley and Golders Green Area Committee note the results of the traffic survey data and collision statistics in this report.
2. That the Finchley and Golders Green Area Committee approve the Officer preferred Option of a 'point no entry' system on Rosemont Avenue at the junction with (A1000) High Road as outlined in Drawing No. BC/001609-05-01 attached as Appendix B.
3. That the Finchley and Golders Green Area Committee authorise the Executive Director for Environment to consult residents and stakeholders on the preferred scheme.

<b>4. That subject to no objections being received to the consultation referred to in recommendation 3, the Executive Director for Environment be authorised to introduce the preferred scheme.</b>
<b>5. That the Finchley and Golders Green Area Committee resolve that if any objections are received as a result of the consultation referred to in recommendation 3, the Executive Director for Environment be authorised to consider and determine whether the preferred scheme should be implemented or not, and if so, with or without modification.</b>
<b>6. That the Finchley and Golders Green Area Committee approves the allocation of funding of £16,000 from this year's CIL Area Committee budget to design and introduce the preferred scheme.</b>

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

- 1.1 A Member's Item raised by Councillor Ross Houston at the Finchley and Golders Green Area Committee in February 2019 outlined concerns raised by residents about traffic flow and congestion in Rosemont Avenue and requested a review of the traffic in the road.
- 1.2 The Committee agreed to allocate £5,000 to review of traffic and road markings and consider the feasibility of installing a one-way system or a point no entry system and to report back to a future meeting.

### **Site Observations**

- 1.3 Rosemont Avenue is a residential road in North Finchley south of Tally Ho Corner and joins A1000 High Road to the east and Woodberry Grove, off Ballards Lane to the west. The speed limit is 30mph.
- 1.4 The road is within the North Finchley Controlled Parking Zone and on-street parking is controlled from Monday to Saturday between 9am to 5pm. The majority of residents do not have off-street parking facilities and there is a high demand for on-street parking, particularly towards the High Road end of the road.
- 1.5 Greater numbers of vehicles were observed travelling in an eastbound direction than westbound, although traffic levels were not markedly high.
- 1.6 The road is often heavily parked on both sides making it difficult for vehicles to pass one another particularly at the eastern (High Road) end of the road. Visibility of oncoming vehicles is also limited at the bend at this end of the road.

### **Traffic Survey**

- 1.7 A traffic survey was carried out for a 12 hour period from 7am to 7pm on Wednesday 8 May 2019 to ascertain the number of vehicles turning into and out of Rosemont Avenue from A1000 High Road and Woodberry Grove / Ballards Lane.
- 1.8 The survey indicated that almost 60% of vehicles travel along Rosemont Avenue in an eastbound direction, ie travelling towards High Road. The majority of these vehicles enter Woodberry Grove from Ballards Lane then turn right into High Road to travel

southbound. Of the vehicles entering Rosemont Avenue from High Road travelling westbound, the majority (76%) are northbound vehicles.

### **Personal Injury Accident History**

- 1.9 No personal injury accidents have been recorded in Rosemont Avenue in the 5-year period from 1 January 2014 to 31 December 2018 (the most recent data currently available).
- 1.10 Four personal injury accidents (all classified as slight) occurred on High Road at the junction with Rosemont Avenue. One accident occurred when a vehicle turned right out of Rosemont Avenue into the path on an oncoming vehicle travelling south on High Road. Two accidents are recorded as involving pedestrians who were crossing High Road near to the junction with Rosemont Avenue. The fourth occurred as a motorcyclist overtook a right turning vehicle.

### **Proposed Layout Improvements**

- 1.11 In order to address the concerns about traffic congestion and to deter motorists from using the road as a cut through, the proposal is to introduce a 'point no entry' where vehicles will be banned from entering Rosemont Avenue at its junction with A1000 High Road. This would include an exemption for cyclists. Rosemont Avenue will remain two-way for traffic allowing residents access to both Woodberry Grove/Ballards Lane and A1000 High Road.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendations are in response to concerns raised by residents and a request for measures to improve traffic flow in Rosemont Avenue.
- 2.2 It is considered that introducing a 'point no entry' would ease congestion in Rosemont Avenue and improve traffic flow, with minimum inconvenience to residents. Cyclists would be permitted to enter Rosemont Avenue from A1000 High Road.

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

- 3.1 An alternative option would be to install a one-way system in Rosemont Avenue in an easterly direction with access from Woodberry Grove only. However, this option may not be popular with residents as journey times could be slightly increased.
- 3.2 Another option would be to remove sections of parking bays to allow for passing places and to improve the flow of traffic along the road. However due to a relatively high parking demand in this road this option has not been progressed.
- 3.3 If no measures were introduced this would not address the concerns raised in the Members Item.

## **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 2019/20 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 “a responsible approach to regeneration, with thousands of new homes built” by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.

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

- 5.2.1 An annual allocation of £150,000 is made to each Area Committee. The Finchley and Golders Green Area Committee balance is £99,000. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years.
- 5.2.2 The estimated implementation costs of the preferred option of a ‘point no entry’ is £16,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Area Committee (CIL) budget.
- 5.2.3 The work will be carried out under the existing PFI (electrical) and LoHAC (non-electrical) 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 Traffic Management Act 2004 places local traffic authorities under a duty to manage their road network with a view to achieving, so far as reasonably practicable, the expeditious movement of traffic on their road networks. Authorities may make arrangements as they consider appropriate to secure the objectives under the duty.
- 5.4.2 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.
- 5.4.3 CIL is a planning charge that was introduced by the Planning Act 2008 to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended (“the Regulations”).

- 5.4.4. Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.
- 5.4.5 Regulation 59(3) of the Regulations as amended allows the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.
- 5.4.6 As a result of this, 15% of the CIL budget is allocated to the Area Committee.
- 5.4.7 Article 7 of the Council's Constitution states that Area Committees may (in relation to the areas covered):
- Take responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.
  - Determine the allocation of CIL funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget allocated to the committee being unspent.

## 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, assessed as low.

## 5.6 Equalities and Diversity

- 5.6.1 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies **to have due regard** to the need to:
- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - Foster good relations between persons who share a relevant protected characteristics and persons who do not share it;
  - 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 proposals in this report are not expected to disproportionately disadvantage individual members of the community.

## **5.7 Corporate Parenting**

5.7.1 None 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 4 February 2019, Item 11.  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9527&Ver=4>