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|  | <p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">13 January 2016</p> |
| Title | The Grove, N3 Experimental ‘One-way’ |
| Report of | Commissioning Director - Environment |
| Wards | West Finchley |
| Status | Public |
| Urgent | No |
| Key | No |
| Enclosures | Appendix A – Consultation Responses Appendix B - Drawing Nos. 60692-CM-001, 002 and 003 Appendix C – Consultation Feedback |
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Summary

The report seeks a Committee decision on progressing with the proposed Experimental ‘One-way’ system at The Grove.

Recommendations

1. That the Committee note the outcome of the Public Consultation as presented in this report.
2. That Officers are delegated the authority to implement the Experimental ‘One-way’ scheme on The Grove as illustrated in drawings No. 60692-CM-001, 002 and 003.

1. WHY THIS REPORT IS NEEDED

- 1.1 Following a petition by residents in June 2012 and with local ward member support, the Finchley and Golders Green Area Environment Sub-Committee approved the implementation of an experimental 'One-Way' system on The Grove, N3. During the Committee meeting on 25 June 2013 The Committee instructed the Director of Place to introduce the one-way system together with associated road signs and carriageway markings at the affected junctions.
- 1.2 To address the above issue and to speed up the process, it was proposed to introduce the 'One-Way' system on an experimental basis to resolve the disproportionate traffic volumes currently using The Grove, N3 as a short cut.
- 1.3 Unlike the permanent scheme, the introduction of the experimental scheme will start the consultation process and allow residents to inform the Council in writing of their views on the proposal during this time, so that a decision can then be made in the future of the scheme. Therefore a consultation is not required in advance of the implementation of the scheme.
- 1.4 The full impact of the measures will be assessed during the life of the experiment including parking demand and congestion. The experiment will be in operation for a minimum of 6 months, but no longer than 18 months.
- 1.5 To complement the improvements, a mini roundabout and junction priority changes incorporating a 'No-Entry' are being introduced at the junction of Grove Avenue and The Grove. The planned improvements are as shown in Appendix D (drawings No. 60692-CM-001, 002 and 003).
- 1.6 A letter was delivered to the affected properties and businesses on 11 February 2014 to inform of the proposals and the implementation of the scheme.
- 1.7 However, mixed comments were received from residents immediately after delivery of the above letter. Officers were then instructed to carry out a formal consultation to allow local residents and businesses to give their views prior to the implementation of the experimental measures. The results are shown in Appendices A and C.
- 1.8 48 responses were received and of the responses received, 23 were in favour of the scheme, 21 against and 4 did not give a definitive answer.
- 1.9 Those who were in favour of the Experimental 'One-Way' at The Grove believe that this may discourage motorists using The Grove as a 'rat-run'. As the road alignment of The Grove is narrow with bends and parked vehicles on both sides of the road, vehicles travelling on The Grove do not give way to traffic coming in the opposite direction causing congestion and creating an unsafe environment for pedestrians to cross the road. Vehicles are also travelling at speed on The Grove.
- 1.10 The comments that were received from those who objected generally centred on concerns that traffic from The Grove and Grove Avenue will be forced to turn into The Grove (eastern arm) and cause congestion, especially at Pope's Drive (behind Tesco). The proposal will also cause inconvenience for

residents who live on the western arm of The Grove. Residents have raised concerns that if The Grove is made into a One-Way system, vehicles may travel at higher speeds in the 'One-Way' section.

1.11 Other suggestions from residents include:

| Suggestions | Officer's comment |
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| Elimination of parking on one side of The Grove as there is restricted width for 2 vehicles to bypass each other and causing congestions. | This may increase the speed of traffic as the road will be widened. In addition, parking demand is high on The Grove therefore it may not be feasible to remove parking. |
| Provision of 20mph speed limit on The Grove. | This can be considered as a separate request after the experimental period. |
| Reverse 'One-Way' system (North to South) | The reverse suggested 'One-Way' would have a greater negative impact to local residents as their only means of entering the area would be from The Grove junction with Ballards Lane. |

1.12 Appendix A shows a drawing which indicates the locations of the residents who responded with their preferences on the proposals. Appendix B indicates the locations of the original petitioners. Summary of individual comments are shown in Appendix C.

1.13 Following the results of the Consultation email confirmation was received from the Ward Councillors in July 2014 which advised that the scheme should be implemented for a trial period. The scheme was therefore anticipated to commence on 27 October 2014. However, at this time a number of objections were received and the scheme was put on hold whilst the objections were reviewed.

1.14 To date the decision to progress with the scheme has not been taken therefore this report has been written to confirm the Committees decision. The officer recommendation is that the scheme goes ahead as per the original proposal on an experimental basis to allow residents the opportunity to comment on the actual proposal and how they are operating. If no objections are received then the scheme will be made permanent. However, if objections and concerns are raised over the operation of the One-Way system during the experimental period this will be considered and a decision taken on whether to continue with the scheme with amendments or to remove the scheme.

2 REASONS FOR RECOMMENDATIONS

2.1 The recommendation is for a decision to be made on whether the original scheme that was put on hold should be implemented.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 See Paragraph 1.11 above.

4 POST DECISION IMPLEMENTATION

4.1 The experimental scheme will be in operation for a minimum period of 6 months and a decision will be made on whether to make all or any aspects of the scheme permanent or not.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

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

5.2.1 The scheme was originally funded from the Local Implementation Plan funding for 14/15, but was not implemented during that financial year and the funding is no longer available. The LIP 15/16 funding was considered at the 27 January Environment Committee where proposals had previously been requested via Area Committees or in response to incidents and investigations that had commenced. It was proposed that investigation of these continue, but that any recommendations were taken forward only if they could be shown to perform better in benefit/cost terms. This scheme did not rate highly from the benefit/cost terms and was therefore not included within the 15/16 LIP Programme.

5.2.2 Therefore, if it is recommended that if the Scheme is to be implemented it would be considered as part of the Area Committee Backlog Schemes and funded from the 2015/16 budgets for the Area Committee. The estimated cost of this scheme is £22,000.

5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.

5.2.4 Procurement of the works would be via the existing London Highways Alliance Contract, Transport for London and the Council’s Street Lighting provider as appropriate. The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

5.2.5 There are no Staffing, IT or Property implications arising out of this report.

5.3 Social Value

- 5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations in relation to this work.

5.4 Legal and Constitutional References

- 5.4.1 The Council as Highway Authority has the necessary legal powers to make improvements to the Highway under the Highways Act 1980 and to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 5.4.2 Section 16 of the Traffic Management Act 2004 places an obligation on local 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.
- 5.4.3 The Council's Constitution Responsibility for Functions, Appendix A sets out within the terms of reference the functions which an Area Committee can discharge, which includes local highways and safety schemes.
- 5.5 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees' functions include "in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to: Local highways and safety schemes".

5.5 Risk Management

- 5.5.1 The issues involved are not likely to give rise to policy considerations as the proposed measures would provide pedestrian access points without having a major impact on traffic flow.
- 5.5.2 There would be some minor disruption whilst the work is being completed but this would be minimised through traffic management in discussion with contractor undertaking the work.

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 people from different groups
 - foster good relations between people from different groups

- 5.6.2 The benefits to disabled people and those more vulnerable to injury in road traffic accidents are slightly greater than to the population as a whole, but generally the proposals included within this report benefit all sections of the community and do not disproportionately affect any group.
- 5.6.3 The introduction of 'One-Way' system on The Grove would assist in improving safety for pedestrians and have the effect of reducing number of vehicles using this road.
- 5.6.4 The introduction of the roundabout would reduce speed of traffic at the junction of The Grove / Grove Avenue improving safety for motorists.

5.7 Consultation and Engagement

- 5.7.1 Statutory Consultation will be carried out on an experimental basis to implement the proposed One-way systems and residents will be able to comment on the proposals during this period.

5.8 Insight

- 5.8.1 Not relevant to this report.

6. BACKGROUND PAPERS

- 6.1 The Finchley and Golders Green Area Environment Sub-Committee approved the implementation of an experimental 'One-Way' system on The Grove, N3 during the Committee meeting on 25 June 2013.
- 6.2 Environment Committee Report 27 Jan 2015 Highways Planned Improvement Programme 15/16.
<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>