

	<p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">13 June 2018</p>
<p style="text-align: right;">Title</p>	<p>Glenhurst Road, N12- Feasibility Study</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Woodhouse</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 - Drawings: BC001348-DESIGN-01 BC001348-DESIGN-02 BC001348-DESIGN-03</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

Summary

This report details the results of a feasibility study investigating measures to reduce the reported traffic problems on Glenhurst Road, N12 and considers three options for consideration to address the concerns at this location.

Recommendations

1. That the Finchley and Golders Green Area Committee note the review of the improvements on as outlined in this report and the appendices to this report and depicted on drawings BC/001348-DESIGN-01, BC/001348-DESIGN-02 & BC/001348-DESIGN-03 attached as an Appendix.
2. Having considered all three options that the Finchley and Golders Green Area Committee approve the Officer preferred Option 1 – Installation of a priority give way system on Glenhurst Road to be progressed to detailed design, as outlined in drawing BC/001348-DESIGN-01.
3. That the Finchley and Golders Green Area Committee delegates authority to the

Strategic Director for Environment to carry out a consultation on the preferred Option 1.
4. That subject to no objections being received to the consultation, referred to in recommendation 3, the Finchley and Golders Green Area Committee delegates the Strategic Director for Environment to implement the approved proposal.
5. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will consider these objections and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
6. That the Finchley and Golders Green Area Committee agree to allocate the funding of £20,350 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved Option.

1. WHY THIS REPORT IS NEEDED

1.1 During the Finchley and Golders Green Area Committee on the 14 November 2017, Councillor Geoff Cooke introduced his Member's item, which sought to enable officers to carry out a thorough investigation and bring proposals to address the issues of vehicles mounting the pavement and speeding on Glenhurst Road, N12.

1.2 Following discussion of the item, the Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:

'To approve funding of £5,000 for a speed survey and on-site investigation and that options are presented to the committee'

1.3 This report therefore details the investigation carried out to address the issues related to traffic problems on Glenhurst Road.

2. REASONS FOR RECOMMENDATIONS

2.1 This approach to prioritise traffic improvements is informed by i) site observations, and ii) speed survey data.

2.2 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data to 31 October 2016. This is the latest data that was available from the police and the 2016 data is provisional and subject to change. According to the data, there were no accidents in the last 60 months.

2.3 Glenhurst Road is currently subject to a 30mph speed limit and does not serve any bus routes. A traffic speed survey was conducted from 7th May to 13th May on the northern end of Glenhurst Road (Site 1) and on Southern end of Glenhurst Road (Site 2).

The figures in tables 1 & 2 indicate the 24 hour mean and 85th percentile (free flow) speeds for each day at both locations.

Table 1 – Speed Data (Site 1)

Date	Northbound		Southbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
07/05/2018	20.7	17.8	19.9	16.6
08/05/2018	20.4	17.4	20.4	16.9
09/05/2018	20.6	17.0	20.4	17.1
10/05/2018	20.5	17.2	20.2	16.8
11/05/2018	20.3	17.1	20.8	17.2
12/05/2018	20.3	17.1	20.0	16.4
13/05/2018	20.5	17.2	20.5	16.8

Table 2 – Speed Data (Site 2)

Date	Northbound		Southbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
07/05/2018	23.8	19.7	25.0	20.6
08/05/2018	24.0	20.0	25.9	21.5
09/05/2018	23.9	19.9	26.1	21.9
10/05/2018	23.8	19.9	25.4	21.3
11/05/2018	23.7	19.6	25.6	20.8
12/05/2018	23.5	19.7	25.0	20.9
13/05/2018	23.4	19.6	25.0	20.7

- 2.4 Following the site survey, and a review of the vehicle movements, three options to address traffic problems on Glenhurst Road have been developed, which are summarised in table 3 below:

Table 3 – Design Options

Option	Summary
Option 1 BC/001348-DESIGN-01	<p>This option proposes to install a priority give way system on Glenhurst Road.</p> <p>It involves priority being given to vehicles traveling in the southern</p>

	<p>direction. The road width is reduced using a build out on the western side of the carriageway, give way markings are installed on the northbound approach and a speed cushion is installed.</p> <p>There will be a loss of 32m of parking (Seven cars approximately).</p>
<p>Option 2 BC/001348-DESIGN-02</p>	<p>This option proposes to remove a total of 18m of parking (Four cars approximately) on Glenhurst Road.</p> <p>This will increase the amount of passing points for vehicles on Glenhurst Road.</p>
<p>Option 3 BC/001348-DESIGN-03</p>	<p>This option proposes to introduce a one-way system on Glenhurst Road in a northbound direction with entry into Glenhurst Road from Torrington Park prohibited.</p>

2.5 The above options have been reviewed on site by officers and Option 1 which is detailed on drawing BC/001348-DESIGN-01 is the preferred option to address the vehicles mounting the pavement and speeding concerns on Glenhurst Road.

2.6 Option 2 & 3 which are detailed on drawing BC/0011348-DESIGN-02 & BC/0011348-DESIGN-03 are not recommended.

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

3.1 In addition to the three options set out above, the only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding traffic problems on Glenhurst Road.

3.2 Option 1 is the preferred Options 2 and 3 are not recommended.

4. POST DECISION IMPLEMENTATION

4.1 Once the recommendation is approved and subject to funding being approved, detailed design would be undertaken. Ward members and residents living near Glenhurst Road, N12 would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

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.

5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate as shown in Table 4 and 5 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 4 –Cost Estimate Option 1

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, safety audits, TMO etc.)	£ 6 500
Build Cost	£ 12 000
Sub-TOTAL	£ 18 500
Implementation & post implementation fee @ 10%	£1 850

GRAND TOTAL	£20 350
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Table 5 –Cost Estimate Option 2

Activity	Estimated costs
Detailed Design (Includes advertising, safety audits, TMO etc.)	£ 1 500
Build Cost	£ 500
Sub-TOTAL	£ 2 000
Implementation & post implementation fee @ 10%	£ 200
GRAND TOTAL	£ 2 200

Table 6 –Cost Estimate Option 3

Activity	Estimated costs
Detailed Design (Includes advertising, safety audits, TMO etc.)	£ 4 500
Build Cost	£ 7 500
Sub-TOTAL	£12 000
Implementation & post implementation fee @ 10%	£1 200
GRAND TOTAL	£13 200

5.2.2 The estimated cost of installing the recommended Option 1 is £20,350 and is requested from the Area Committee budget.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £158,711. This balance consists of an in year CIL allocation of £150,000 combined with a carry forward of £8,711, consisting of prior over/underspends and brought forward balances from 2017/18.

5.3 Social Value

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

5.4 Legal and Constitutional References

5.4.1. The Council's Constitution, in Article 7, states that that 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" parks and trees.

5.4.2. The Traffic Management Act 2004 places obligations on 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.

5.5 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 Section 149 of 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 safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

5.7. Corporate Parenting

5.7.1. Not applicable in the context of this report

5.8. Consultation and Engagement

5.8.1. A statutory consultation will be undertaken on the proposals as set out above.

5.9. Insight

5.9.1. The options developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

6. BACKGROUND PAPERS

6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 12 NOV 2017

<https://barnet.moderngov.co.uk/documents/g9275/Printed%20minutes%2014th-Nov-2017%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

