

	<p>Finchley and Golders Green Area Committee</p> <p>4 February 2019</p>
<p style="text-align: right;">Title</p>	<p>Glenhurst Road, N12- Consultation Results</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>N/A</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

Summary
<p>This report details the results of consultation for the traffic calming scheme on Glenhurst Road including the provision of a priority give way system. The statutory consultation raised concerns regarding the proposals. This report considers the objections and asks the Committee to determine the way forward.</p>

Recommendations
<p>1. That the Finchley and Golders Green Area Committee note the results of the formal consultation as set out in this report.</p>
<p>2. That the Finchley and Golders Green Area Committee agreed that no further action will be taken to progress the priority give-way system on Glenhurst Road.</p>
<p>3. That the Finchley and Golders Green Area Committee agrees to progress an alternative feasibility Study on an option for One-way working on Glenhurst Road.</p>
<p>4. That the Finchley and Golders Green Area Committee note the feasibility study in recommendation 3 can be funded with the existing funding allocated to the scheme.</p>

5. That the results of the feasibility study will be reported back to the Finchley and Golders Green Area Committee for consideration.

1. WHY THIS REPORT IS NEEDED

1.1 The purpose of this report is to consider objections to the consultation on the proposed priority give way system on Glenhurst Road, N12.

2. REASONS FOR RECOMMENDATIONS

2.1 Statutory consultation was carried out on proposals to improve road safety on Glenhurst Road including installing a priority give way system. As part of the statutory consultation process, the proposals were advertised on notices and published in the local press and London Gazette.

2.2 In addition, similar notices were erected on lamp columns on Glenhurst Road and letters with the associated plans were delivered to properties near the scheme.

2.3 A total of 67 properties on Glenhurst Road and Torrington Park received a hand delivered letter and plans illustrating the scheme. Nine objections, which are summarised in Table 1 below, were received for the scheme.

Resident 1 02/07/2018	Resident 1 objected to the proposals due to loss of parking and suggested Glenhurst Road should be converted to one way.
Resident 2 06/07/2018	Resident 2 objected and suggested that Glenhurst Road should be one way.
Resident 3 10/07/2018	Resident 3 objected and does not believe the scheme will make a difference in the behaviour of drivers.
Resident 4 15/07/2018	Resident 4 objected due to loss of parking and suggested reducing the speed and providing speed cushions.
Resident 5 17/07/2018	Resident 5 objected to the scheme due to loss of parking and suggested that Glenhurst Road should be converted to one way
Resident 6 18/07/2018	Resident 6, 7, 8 & 9 objected to the scheme due to loss of parking
Resident 7 25/07/2018	
Resident 8	

04/07/2018	
Resident 9 17/07/2018	

Table 1 – Responses

- 2.4 During the consultation period, Ward Councillors and Residents requested a site meeting to discuss the proposals and alternative requests for residents. At the meeting on 13th September 2018, residents raised concerns that they considered that the priority give-way system would not improve the current driver behaviour on Glenhurst Road or reduce the speed of vehicles as mentioned in the objections above.
- 2.5 The consensus of the meeting and in discussion with Councillor Hutton was that the proposed priority give way system should not be progressed. The residents were in favour of a one-way operation (and confirmed at the meeting they would be in favour of the one-way in a northbound direction from Friern Park to Torrington Park). Officers raised concerns that a one-way operation may impact on other roads in the vicinity and result in increased speeds on Glenhurst Road therefore additional traffic calming measures are likely to be required.
- 2.6 Ward councillors raised concerns related to the one way because traffic is likely to be diverted to Ashurst Road, however the road is currently being investigated for improvements as part of the proposed ‘Quietways’ programme.
- 2.7 Having considered the feedback to the comments made during the consultation period and following the site meeting, Officers views are as follows:
- The responses received to the proposals were negative with most of the objectors requesting a one way on Glenhurst Road;
 - Officers are satisfied that there is sufficient evidence from the responses to the statutory consultation and site meeting that show objection to justify that the priority give way on Glenhurst Road is not progressed.
- 2.8 If approved by Committee, a feasibility study for a proposed one-way would need to consider traffic movements and speed of traffic prior to a recommendation being made.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Additional options were originally presented to the June 2018 Finchley and Golders Green Area Committee but not recommended for progression.

3.2 The only other Option at this stage is not to proceed with the proposed improvements; however, this will not address the original concerns raised by residents and Ward Councillors.

4. POST DECISION IMPLEMENTATION

4.1 Not applicable in the context of this report

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 An annual allocation of £150k is made to each Area Committee. The Finchley and Golders Green Area Committee balance is £*****. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2018/19 due to a lack of CIL awards in 2017/2018 in the Finchley and Golders Green Area.

5.2.2 The £19,000 was allocated to implement the proposed priority give way system (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest). If alternative proposals are recommended by the Committee the costs of the feasibility can be met from the original budget allocation.

5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services, the PFI Contractor, who will charge a commuted sum for the maintenance – the cost of this can be absorbed within existing Council revenue budgets.

5.2.4 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 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.

5.7. 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 responses from the statutory consultation have been reviewed and officers met with a ward councillor and local residents on site.

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>

6.2 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 13 JUN 2018

<http://barnet.moderngov.co.uk/documents/g9524/Printed%20minutes%2013th-Jun-2018%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

