

	<p><b>Finchley and Golders Green Area Committee</b></p> <p><b>9 July 2019</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Glenhurst Road, N12- One Way</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Executive Director - Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Woodhouse</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p><u><b>Drawings</b></u> BC/001348-02-100-01 BC/001348-02-100-02</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake – Executive Director - Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p>

### Summary

This report details the results of a feasibility study investigating alternative measures to reduce the reported traffic problems on Glenhurst Road, N12 including the introduction of a one-way system in a northbound direction from the junction with Friern Park to the junction with Torrington Park.

## **Recommendations**

- 1. That the Finchley and Golders Green Area Committee note the review of the one-way system as outlined in this report and the appendices to this report and depicted on drawings BC/001348-02-100-01 & BC/001348-02-100-02 attached as an Appendix.**
- 2. Having considered both options that the Finchley and Golders Green Area Committee approve the Officer preferred Option 2, to be progressed to detailed design, as outlined in drawing BC/001348-02-100-02.**
- 3. That the Finchley and Golders Green Area Committee give instruction to the Executive Director - Environment to carry out a statutory consultation.**
- 4. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the statutory consultation, referred to in recommendation 2, the Executive Director - Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.**
- 5. That the Finchley and Golders Green Committee agree to allocate the funding of (£15,400) from this year's Community Infrastructure Levy (CIL) Area Committee budget to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the proposal.**

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

- 1.1 Statutory consultation was carried out in June 2018 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.
- 1.2 During the consultation period, Ward Councillors and Residents requested a site meeting to discuss the proposals. At the meeting on 13<sup>th</sup> 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.
- 1.3 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.
- 1.4 It should be noted that 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.

- 1.5 Following the meeting, and with local member support, the Finchley and Golders Green Committee discussed the results of the Statutory Consultation on the priority give way measure and the alternative request for an option of introducing a one-way system during the Committee Meeting on the 4 Feb 2019.
- 1.6 Following discussion of the item, the committee therefore resolved:
- a. To note the results of the formal consultation as set out in this report.
  - b. To agree that no further action will be taken to progress the priority give-way system on Glenhurst Road.
  - c. To agree to progress an alternative feasibility Study on an option for One-way working on Glenhurst Road.
  - d. To note the feasibility study in recommendation 3 can be funded with the existing funding allocated to the scheme.
  - e. That the results of the feasibility study will be reported back to the Finchley and Golders Green Area Committee for consideration.
- 1.7 This report is therefore required to investigate the feasibility of introducing a one-way traffic system with a view to addressing the issues of vehicle conflicts which often result in 'stand-off' situations on Glenhurst Road.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 This approach is informed by i) site observations, and ii) vehicle and speed survey data.
- 2.2 As part of this feasibility study, the personal injury data was analysed investigating 5 years 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 personal injury accidents in the last 5 years.
- 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 7<sup>th</sup> May to 13<sup>th</sup> 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 85<sup>th</sup> percentile (free flow) speeds for each day at both locations.

**Table 1 – Speed Data (Site 1)**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> 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 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> 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, accident analysis and a review of the vehicle movements, proposals to address traffic problems on Glenhurst Road have been developed, which are summarised in table 3 below:

**Table 3 Design Options**

Option	Summary	Advantages	Disadvantages
1	One-way in a northbound direction from the junction with Friern Park to the junction with Torrington Park.	Reduced vehicle traffic will improve the 'stand-off' situations currently witnessed on Glenhurst Road.	Journey times may increase for residents of Glenhurst Road.  Vehicle speeds may increase.  Some traffic may transfer onto alternative routes potentially causing a problem elsewhere.

2	One-way in a northbound direction from the junction with Friern Park to the junction with Torrington Park including speed cushions (set of two)	<p>Reduced vehicle traffic will improve the 'stand-off' situations currently witnessed on Glenhurst Road</p> <p>Speed cushions will ensure low speeds are maintained and can reduce the volume of through traffic</p> <p>More effective than horizontal traffic calming measures</p> <p>Emergency vehicles can travel faster over cushions than speed humps or tables</p>	<p>Journey times may increase for residents of Glenhurst Road</p> <p>Although minimal, speed cushions can generate noise and vibration</p> <p>Some traffic may transfer onto alternative routes potentially causing a problem elsewhere.</p>
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2.5 The above options have been reviewed on site by officers and Option 2 which is detailed on drawing BC/001348-02-100-02 is the preferred option to address the concerns on Glenhurst Road.

2.6 The committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:

*That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:*

*'Generally, this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required'.*

2.7 The introduction of the 'One-Way' system on Glenhurst Road would assist in improving safety for pedestrians and will reduce the number of vehicles using this road. However, there is potential for displacement of traffic which may lead to 'rat running' through other residential streets in the area.

2.8 Option 1 which is detailed on drawing BC/001348-02-100-01 is not recommended as without vertical measures speeds are likely to increase on Glenhurst Road.

### **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 on Glenhurst Road.

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

**Table 4 –Cost Estimate Option 1**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes statutory processes, advertising, public consultation, safety audits etc.)	£4 000
Build Cost	£8 500
Sub-TOTAL	£12 500
Implementation & post implementation fee @ 10%	£ 1 250
<b>GRAND TOTAL</b>	<b>£13 750</b>

**Table 5 –Cost Estimate Option 2**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes statutory processes, advertising, public consultation, safety audits etc.)	£4 000
Build Cost	£10 000
Sub-TOTAL	£14 000
Implementation & post implementation fee @ 10%	£ 1 400
<b>GRAND TOTAL</b>	<b>£15 400</b>

5.2.2 The estimated cost of installing the recommended Option 2 is £15,400 and is requested from the Area Committee budget.

5.2.3 An annual allocation of £150k is made to each Area Committee. The Finchley and Golders Green Area Committee balance is £0.099m.

### 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 proposals were informed through speed data and on-site observations of the issues on Glenhurst Road.

## **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>

6.3 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 04 JAN 2019

<http://barnet.moderngov.co.uk/documents/s50868/Glenhurst%20Road%20Committee%20Report%20Results.pdf>