
Meeting	Finchley & Golders Green Area Environment Sub-Committee
Date	25 June 2013
Subject	The Grove N3 – One Way and Traffic Management Review
Report of Summary	Director for Place The report outlines the feasibility study findings regarding the introduction of a possible one-way system on a section of The Grove N3 linking Nether Street and the A598 Ballards Lane

Officer Contributors	Themba Nleya, Senior Engineer (Traffic & Development)
Status (public or exempt)	Public
Wards Affected	West Finchley
Key Decision	No
Reason for urgency / exemption from call-in	Not applicable
Function of	Executive
Enclosures	Drawing numbers <i>60692 Conceptual</i>
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1. RECOMMENDATIONS

- 1.1 That the Sub-Committee notes the outcome of the investigation into the feasibility of;**
 - a) Introducing a one-way system on The Grove N3 as presented in this report.**
 - b) Introducing associated signing and carriageway marking changes at the affected junctions and locations in the locality**
- 1.2 That the Sub-Committee notes the Council's current approach to traffic management measures.**
- 1.3 That the Sub-Committee decides whether or not the one-way consideration above should be progressed, having given consideration to the possible financial implications as detailed in paragraph 6.1, and**
- 1.4 That subject to 1.1 to 1.3 above, instruct the Director for Place to proceed to a statutory public consultation on the intention to introduce one way working on the Grove, and that any unresolved objections received as a result of the consultation be addressed by the Director for Place in consultation with the Cabinet Member for Environment and the Ward Councillors.**
- 1.5 That subject to the outcome of 1.4 above monitor the impact of the new arrangement in particular with regard to significant undesirable impact on the surrounding road network and make remedial recommendations as appropriate to the Cabinet Member for Environment.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 The Finchley & Golders Green Area Environment Sub-Committee 13 March 2013 - Member's item from Councillor Ross Houston and the Sub-committee requested an investigation to look at the traffic congestion problem at The Grove, Finchley Central N3; and look at the options including assessing the possibility of making The Grove one way.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Corporate Plan 2013/16 defines the Council's vision (under the priority to promote responsible growth, development and success across the borough) in delivering sustainable growth to ensure Barnet continues to be successful and prosperous place where people want to live and work.
- 3.2 The London Mayor's Transport Strategy also addresses these areas through: "Proposal 30: The Mayor, through TfL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will include ...c) "... keep traffic moving ..." , e) Planning and implementing ... improvements to the existing road network, ... to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users

4. RISK MANAGEMENT ISSUES

- 4.1 It is not considered that the issues involved are likely to give rise to policy considerations as the proposed measures would provide affected residents of The Grove desired respite to an extent. The impact on traffic flows and congestion at the Nether Street and A598 Ballards Lane junction is likely to be negative and unacceptable.
- 4.2 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. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of traffic management measures on The Grove in the form of a one-way system would facilitate a safer movement of pedestrians across a relatively busy junction and particularly benefiting users with mobility impairments and pedestrians with prams and pushchairs as they have to contend with fewer traffic streams or turning movements.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 **Finance** The scheme is funded across financial years 2013/14 and 2014/15 from the LIP's Traffic Management and Road Safety allocation. The total estimated cost for introduction of the measures is estimated in the region of £15 000.
- 6.2 **Procurement** The highway works would be procured through the borough's highway term contracts.
- 6.3 There are no **Staffing, IT or Property** implications arising out of this report.

7. LEGAL ISSUES

- 7.1 There is a duty on local traffic authorities under the Traffic Management Act 2004 to manage their road network to ensure the safe and expeditious movement of traffic on their road network.
- 7.2 The Council as Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

8. CONSTITUTIONAL POWERS (Relevant section from the Constitution, Key/Non-Key Decision)

- 8.1 The Council's Constitution – Responsibility for Functions – Area Environment Sub-committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

9. BACKGROUND

9.1 A petition by residents was admitted in June 2012 calling for ‘*The Council to review the current configuration and affect a safe solution...either by changing the road to ‘one way’ or another traffic management solution to restrict the speed and size of vehicles before a serious accident occurs’.*

9.2 Following the June 2012 petition and a follow-up site meeting between officers and ward members, the Sub-committee meeting on 13 March 2013 heard a member’s item from Councillor Ross Houston and called for an investigation to look at the traffic congestion problem at The Grove, Finchley Central N3; and look at the options including assessing the possibility of making a section of The Grove N3 into a one-way.

9.3 Site Description - Foreword

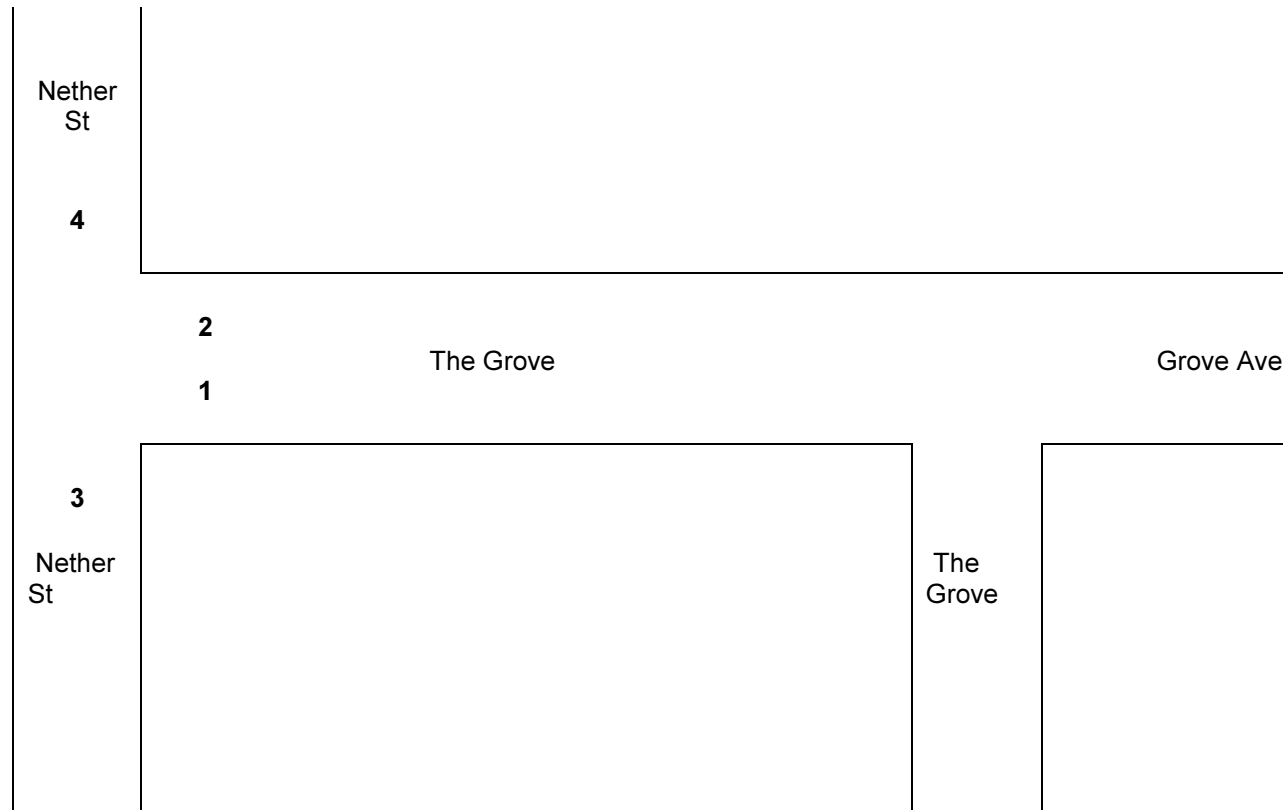
9.3.1 Drawing 60692-*Conceptual* highlights the considered one-way proposal that is being put forward for consideration.

9.3.2 Table 1 below summarises the existing location, road layouts and identified concerns.

Table 1: The Grove N3 linking Nether Street to A598 Ballards Lane – ONE-WAY FEASIBILITY STUDY	
Site Description	<p>The Grove N3 in West Finchley links Nether Street to itself and therefore acts as a relief road to that section of Nether Street that is prone to congestion between Dollis Road and Essex Park. At the same time, The Grove N3 also links Nether Street to A598 Ballards Lane and is popularly used by drivers to bypass the busy and heavily used Nether Street/ Ballards Lane junction.</p> <p>Albert Street is parallel to The Grove and also links Nether Street to The Grove. It is already one-way east-to-west servicing the public car park behind the superstore and various offices in the High Street and is therefore favoured by delivery vehicles.</p> <p>As is reflected by the turning movements traffic counts shown in Table 2, in excess of 2500 vehicles used the junction during a 12hour period with 1182 vehicles or 47% coming out of The Grove onto Nether Street.</p>
Pedestrian Activity, Traffic and Speeds	<p>Pedestrian footfall at The Grove / Nether street junction is high.</p> <p>For residents of The Grove, the significant traffic volume volumes would present a problem for any pedestrians wishing to cross the roads.</p> <p>Parking demand on this section of The Grove is high with cars parked on both sides of the road.</p>

	<p>This obstructs a free two-way flow with the result the east-to-west flows on The Grove are dominant during the morning peak effectively making it one way eastbound during this period.</p> <p>Informal speed assessments have been conducted and it has not been considered necessary to carry out further surveys as preliminary investigations did not appear to highlight speeding as a concern.</p>
Visibility	<p>Forward visibility at the target location is poor due to the bend and parked cars. It is unlikely that removing some designated parking bays in order to create passing places will be acceptable to residents due to consequential loss of parking space.</p>
PIAs	<p>There is one unrelated 'slight' PIA during the 3 year period when a vehicle 'moved over to the right and collided with another on purpose' in July 2010.</p>
Identified concerns	<p>Poor forward visibility, insufficient passing opportunities, high and dominant east-to-west traffic flows</p>

FIGURE 1: Indicative Layout & Turning Movements Sketch



KEY

- 4 = Turning left onto The Grove
- 3 = Turning right onto The Grove
- 2 = Turning right onto Nether Street
- 1 = Turning left onto Nether Street

Table 2: Hourly Flows	Turn (1)	Turn (2)	Turn (3)	Turn (4)
Hour Starting				
7am	36	102	6	97
8am	90	145	13	85
9am	29	70	31	92
10am	18	48	16	66
11am	15	51	17	67
12noon	15	32	33	78
1pm	23	81	24	105
2pm	12	61	27	58
3pm	29	64	25	72
4pm	12	65	29	99
5pm	11	72	52	119
6pm	10	91	38	103
TOTAL (12hr)	300	882	311	1041

9.4 Road Closures & Banning Heavy Goods Vehicle

9.4.1 The feasibility to consider closing off direct communication of The Grove with Nether Street at its eastern end has been investigated and is found to be unattractive due to the fact spare capacity at the Nether Street & A598 Ballards Lane junction will need to be created.

9.4.2 The 12hour flows above show in excess of 2500 vehicles being affected and with Albert Street already subject to one-way restrictions, the west-to-east flows are bound to be particularly affected and more delays will result.

9.4.3 Eleven (11) out of a total 2542 vehicles are recorded in the heavy goods vehicles (HGV) category during the survey and this constitutes 0.4%.

9.4.5 At this level, the consideration to introduce a ban or restriction on HGVs does not appear to have merit.

9.4.6 The lack of spare capacity at the Nether Street & Ballards Lane junction appears to be the main cause for the disproportionate volumes of traffic that is using The Grove. This is backed up by the survey figures but still these do not tell the full story as during the survey it is noted that on 27 February 2013 there were emergency works by utility company on The Grove leading to a blockage, distortion or under-counting.

9.4.7 As rescinding the existing one-way operation on Albert Street is not deemed practical, the road closure option is therefore retired.

9.5 One Way System Proposal

9.5.1 It is a normal to consider one way systems in roads where two vehicles can't pass safely such as is happening on The Grove either due to too narrow a width or because of parked vehicles.

9.5.2 The Council may also take a view to introduce one way systems in order to curtail disproportionate volumes using lower tier roads as a short cut although

there are known challenges associated with one-ways such as encouraging speeding. This is because drivers tend to flout limits encouraged by the fact there won't be opposing flows of traffic.

- 9.5.3 In this instance, both high parking demand and current congestion at the nearby junction are appealing and therefore an experimental scheme could be considered to allow an impact study to be fully assessed but junction priorities will need to be changed for an east-to-west one-way traffic flow to be introduced. It is hoped the east-to-west will counter the dominant west-to-east flows observed.
- 9.5.4 Should the Sub-committee agree to the report recommendation, the proposal to introduce a one-way traffic system on the limited section of The Grove between Grove Avenue and Nether Street, highlighted here as Option 1, will require a Traffic Regulation Order.
- 9.5.5 Although the one-way proposal accords with the wishes of the residents as expressed in the Petition of June 2012, there is a high possibility that the existing one-way in Albert Street will now take significantly larger volumes of traffic. As a result the concentration of conflicts arising from right turning movements that is currently spread over two junctions will now be focused on the one junction that is also too close to the signal-controlled junction of Nether Street and Ballards Lane that will in turn experience an increase in traffic flows.
- 9.5.6 On the other hand, the one way proposal may present an opportunity to facilitate improvements to facilities on The Grove area and allow overall parking provision to be increased.

10 LIST OF BACKGROUND PAPERS

10.1 None.

Cleared by Finance (Officer's initials)	A.D
Cleared by Legal (Officer's initials)	P.D