

	<p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">4 February 2019</p>
<p style="text-align: right;">Title</p>	<p>Churchfield Avenue – Proposed One-Way System between High Road and Woodhouse Road, N12</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 A – Collision Statistics Appendix B – All vehicle speed tabulations Appendix C – Location Plan of Counts</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<h3>Summary</h3>
<p>This report details the results of surveys undertaken to address concerns raised by residents regarding traffic flows and speeding issues on Churchfield Avenue N12.</p>

<h3>Recommendations</h3>
<p>1. That the Finchley and Golders Green Area Committee note the results of the speed counts and collision statistics in this report.</p>

2. That the Finchley and Golders Green Area Committee approve the Officer preferred Option of a one-way system from (A1000) High Road in an easterly direction towards the junction with Woodhouse Road.
3. That the Finchley and Golders Green Area Committee authorise the Strategic Director for Environment to consult residents and stakeholders on the preferred Option.
4. That the results of the Statutory Consultation referred to in recommendation 3, are reported back to the Finchley and Golders Green Area Committee to determine whether the agreed proposal should be implemented or not, and if so, with or without modification and to allocate funding to implement the scheme.
5. That the Finchley and Golders Green Area Committee agree to allocate the funding of £6000 CIL from this year's CIL Area Committee budget to design and carry out statutory consultation.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Chairman of the Finchley and Golders Green Residents Forum considered a petition relating to making Churchfield Avenue one-way with entry only at the High Road end of Churchfield Avenue in March 2018.

'We the undersigned petition the council to make Churchfield Avenue N12 a one-way street, with entry only at the High Road end and therefore 'no entry' at the Woodhouse Road end (preventing the constant stream of traffic from Woodhouse Road using Churchfield Ave to avoid the traffic lights at Tally Ho). The High Road end of Churchfield Avenue is restricted entry to cars travelling North however the 'no right turn' sign is being ignored. We would like the central barrier to be widened (or some similar physical barrier be put in place) to prevent this and/or a camera installed at the junction. We would also like speed restrictions to be put in Churchfield Avenue as cars are driving too fast for the size of the road.

The traffic and the parking situation in the road is becoming intolerable for the residents. There have been numerous road-rage incidents, occasionally involving the police, as well as parked cars being damaged, due to the road being used as a 'rat run' by drivers trying to avoid the Tally Ho traffic lights and/or the one-way system. This is also due to a combination of the restricted entry sign being ignored at the 'High Road' end and Churchfield Avenue being too narrow for two cars to pass each other both ways.

The speed at which vehicles drive down Churchfield Avenue is too fast for the road, it affects us all but is of concern to residents with children or elderly relatives when getting in or out of their cars, hence the request for speed restrictions.

The resident parking permit time extension would ease the parking problem as long as it was policed.'

- 1.2 The Chairman of the Residents Forum referred the matter to the next meeting of the Finchley and Golders Green Area Committee which took place on the 13 June 2018. The Chairman introduced the item and following discussion, the Committee determined to ask Officers to meet with Woodhouse Ward members and Residents to look at the scheme and it was **RESOLVED** *'that a sum of £3,000 be made available to start to develop a scheme that would then be reported back to a future meeting of this Committee'.*

Initial Observations

- 1.3 An initial site visit took place on 21 August 2018 and all potential solutions have been considered and appraised against the issues which were raised by the Chairman's Item as detailed in sections 1.1 above.
- 1.4 There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety along Churchfield Avenue between High Road and Woodhouse Road.
- 1.5 Although there was a minimal amount of 'through' traffic from High Road and Woodhouse Road, Churchfield Avenue was heavily parked on either side making it difficult for vehicles to pass.
- 1.6 There is a dangerous right-hand bend on Churchfield Avenue when approached from Woodhouse Road exacerbated by the proximity of parking bays either side of Churchfield Avenue close to the junction with Woodhouse Road causing west bound traffic to move towards the opposing lane.
- 1.7 The road is with the North Finchley Controlled Parking Zone which operates between 9am and 5pm Monday to Saturday. There is high demand for residents parking in the road. At the site meeting residents and ward councillors expressed concerns over the induction of a proposals that would reduce the parking provision in the road.

Collision History

- 1.8 Collision records for the 5-year period to 31 December 2017 have been studied along the length of Churchfield Avenue between its junction with High Road to its junction with Woodhouse Road collisions are summarised in **Appendix A**.
- 1.9 There were two collisions resulting in one casualty which was considered slight, a car colliding with a motorcyclist. The second was a pedestrian hit by a car and resulted in a pedestrian fatality.

Summary of speed counts

- 1.10 Speed counts were taken at two locations along Churchfield Avenue each recording east and west bound speeds, these are summarised in **Appendix B** and would indicate that vehicles accelerate in a west bound direction from Woodhouse Road once they have cleared the right-hand bend.

Conclusions and Recommendations

- 1.11 Officers recommendation is that a feasibility design to implement a one-way system be drawn up and consulted upon, the one-way system would have entry into Churchfield Avenue from the High Road end only, which was the preferred direction of the petitioner at the site meeting.
- 1.12 Officers will also be reviewing disabled bays in the road to ensure they are all still required. Any bays that are no longer required will be converted back to residents parking bays.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are in response to a petition from residents asking for measures to improve road safety on Churchfield Avenue be considered.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option would be to remove sections of parking bays to allow for parking places and improve the flow of traffic along the road, also to remove parking from the right hand bend near to the junction with Woodhouse Road. However, due to the concerns regarding the loss of parking previously raised this option was not progressed.
- 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 in the Members Item.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Finchley and Golders Green Area Committee's agreement, consultation to residents, Metropolitan Police and emergency services would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2019/20 financial year.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals will help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion. The scheme will also impact on the health and wellbeing needs of

the local population as identified in Barnet's Joint Strategic Needs Assessment.

5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as 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 £17,316 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 estimated design and consultation costs of this recommendation are £6,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Finchley and Golders Green Area Committee (CIL) budget.

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 None in the context of this report.

5.4. Legal and Constitutional References

5.4.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.

5.4.3 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1984 and the subsidiary regulations made under that Act.

5.4.4 The terms of reference of the Area Committees under Article 7 of the Council's Constitution includes responsibility for all constituency-specific matters relating to the street scene including parking, road safety, transport, allotments and parks and trees.

5.5. Risk Management

5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.

5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, assessed as low.

5.6. Equalities and Diversity

5.6.1 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies **to have due regard** to the need to:

- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristics and persons who do not share it
- The broader purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services
- Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.

5.6.2 The proposal in this report are not expected to disproportionately disadvantage individual members of the community.

5.7. Corporate Parenting

5.7.1 None in the context of this report.

5.8 Consultation and Engagement

5.8.1 Consultation on the proposals will be carried out and details of the proposals will also be outlined on the council's website.

5.9 Insight

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

6. BACKGROUND PAPERS

6.1. Finchley and Golders Green Area Committee 13 June 2018, Item 6.

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

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