



Finchley and Golders Green Area Committee

17 October 2019

Title	Proposed One-Way in Churchfield Avenue, N12 – Consultation Results
Report of	Executive Director, Environment
Wards	Woodhouse
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. BC/001495-01_SC_100-01
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Summary

This report details the outcome of the statutory consultation undertaken on a proposal to install a one-way system in Churchfield Avenue, N12.

Officers Recommendations

1. That the Finchley and Golders Green Area Committee note the results of the formal consultation as set out in this report.
2. That, having considered the objections received to the statutory consultation on the proposals outlined in this report, Officers should proceed with implementation of the one-way in Churchfield Avenue, N12 as per the original proposal outlined in Drawing No. BC/001495-01_SC_100-01.
3. That the Finchley and Golders Green Area Committee note the request and agree to allocate £24,200 from the Finchley and Golders Green Area CIL

budget to carry out the implementation of the One-way on Churchfield Avenue.**1. WHY THIS REPORT IS NEEDED**

- 1.1 The purpose of this report is to consider the objections and comments received to the statutory consultation on the proposed one-way system in Churchfield Avenue, N12.
- 1.2 Consultation was undertaken on a proposal to implement a one-way in an eastbound direction with entry into Churchfield Avenue from Woodhouse Road prohibited.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Public consultation on the proposal was carried out for three weeks from 23rd May 2019. Consultation letters outlining the proposals were hand delivered to around 380 properties in the local area. The proposals were published in the local press and London Gazette and notices were put up on street.
- 2.2 The scheme as consulted is shown on Consultation Drawing No. BC/001495-01_SC_100-01 and incorporates the following measures:
 - Illuminated signs denoting the one-way at the junction of Churchfield Avenue and High Road;
 - Repeater signs along Churchfield Avenue;
 - 'No entry' signs on Churchfield Avenue at its junction with Woodhouse Road;
 - A 'No Entry' road marking on Woodhouse Road at the junction with Churchfield Avenue.
- 2.3 Only thirteen responses to the consultation were received and of these:
 - 5 expressed support for the scheme as proposed;
 - 6 expressed support and also suggested additional measures;
 - 1 expressed support for the one-way but objected to the proposed direction;
 - 1 objected to the scheme and suggested that if the proposal went ahead it should be installed in the opposite direction.
- 2.4 Those in support of the scheme relayed concerns that Churchfield Avenue is used as a cut through and that the road can become congested as vehicles have difficulty passing one another, particularly at peak times. This has led to altercations on occasions. There is also concern about pedestrian safety and increased pollution.
- 2.5 The objection received expressed concern about the impact of the proposal on traffic flow at the junction of Woodhouse Road and High Road (Tally Ho Corner). They stated that traffic at the junction often tails back to Grove Road at busy times and that they believed that the proposal would increase traffic congestion at this location. They suggested that if the proposal is to be introduced that it would be better to change the direction of travel from Woodhouse Road towards High Road as they believe there would be less impact to traffic in the area. Another respondent, although in favour of the proposal to install a one-way, also suggested that the direction be reversed as they were concerned about access to Churchfield Avenue from High Road end particularly for emergency vehicles.

- 2.6 Three respondents were concerned that speeds could increase as motorists would not encounter any oncoming traffic and suggested installing additional traffic calming measures. A concern was also raised regarding contraventions to the existing banned right turn into Churchfield Avenue and the question was asked as to whether an enforcement camera could be installed as a deterrent.
- 2.7 Two of those generally in support of the scheme put forward the suggestion to start the one-way after the junction with Churchfield Way, suggesting that this would facilitate access and egress from business premises in Churchfield Way.
- 2.8 Two comments were received about parking with one resident requesting a review of the hours of the Controlled Parking Zone in Churchfield Avenue. They advised that it is often difficult to find a space after 5pm when parking is unrestricted as non-residents park in the road to use local amenities. They suggested an extension to the controlled hours as non-resident parking in the evenings can reduce availability of parking for residents. Another resident commented about the whether the small stretches of yellow lines could be removed to improve parking opportunity in the road.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The option to reverse the direction of the one-way is not considered viable as the concerns predominantly relate to westbound traffic using Churchfield Avenue as a cut through to avoid the traffic lights at Tally Ho Corner. The direction being proposed was the preferred direction of the petitioner at the site meeting and was agreed by the Committee.
- 3.2 The installation of traffic calming measures is not being considered at this time although vehicle speeds can be monitored and additional measures could be considered if deemed necessary. There concerns about enforcement of the banned turn have been referred to the council's Enforcement Team for consideration.
- 3.3 There are currently no plans to review the hours of the CPZ in Churchfield Avenue however these comments have been noted for future review. It is acknowledged that there is a high demand for resident parking in the road and officers are currently reviewing the provision of disabled bays to confirm whether they are still required. It is proposed to convert any that are not in active use into resident permit bays.
- 3.4 The only other option at this stage is not to proceed with the scheme, however, this will not address the original concerns raised by residents and Ward Councillors.

4. POST DECISION IMPLEMENTATION

- 4.1 If the recommendation is approved, the detailed design of the proposal will be completed and the scheme implemented this financial year.

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 £0.15m is made to each Area Committee. The Finchley and Golders Green Area Committee balance is £0.054m. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years.

5.2.2 The estimated costs are as:

Activity	Estimated Cost
Build Cost	£22,000
Implementation & post implementation fee @ 10%	£2,200
GRAND TOTAL	£24,200

5.2.3 The work will be carried out under the existing PFI (electrical) and LoHAC (non-electrical) term maintenance contractual arrangements.

5.2.4 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.

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

5.4.2 Road Traffic Regulation Act 1984 provides powers to local authority to regulate or restrict traffic on roads in the interest of safety.

5.4.3 Section 16 of 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.

5.4.4 The terms of reference of the Area Committees under Article 7 of the Council's Constitution and under Article 7.5 includes responsibility to discharge the functions for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, 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 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 has been undertaken on the proposals as set out above and this report deals with the comments and objections received.

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 4 February 2019.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9527&Ver=4>

6.2 Finchley and Golders Green Area Committee 14 June 2018, Item 6.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9524&Ver=4>

