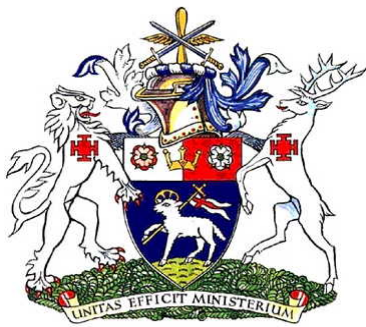


<u>MEETING</u>
HENDON AREA COMMITTEE
<u>DATE AND TIME</u>
WEDNESDAY 6TH JULY, 2016
AT 7.00 PM
<u>VENUE</u>
HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
13.	OUTCOME OF PARKING INVESTIGATIONS - WATFORD WAY (APEX CORNER) SLIP ROAD, NW7	1 - 8
14.	PROPOSED EXTENSION OF EDGWARE CPZ (J) TO INCLUDE THE UNRESTRICTED SECTION OF MOWBRAY ROAD HA8 (SOUTH OF A41 WATFORD WAY)	9 - 20
15.	PAGE STREET/BUNNS LANE/PURSLEY ROAD - JUNCTION IMPROVEMENTS	21 - 58
16.	DEVONSHIRE ROAD, NW7 - ADDITIONAL REQUEST FOR TRAFFIC CALMING MEASURES	59 - 68
17.	OAKLEIGH GARDENS AREA HA8 - REQUEST FOR A CONTROLLED PARKING ZONE (CPZ)	69 - 80
18.	HENDON AREA COMMITTEE WORK PROGRAMME	81 - 90
19.	ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT - SALCOMBE GARDENS AREA COMMITTEE FUNDING GRANT APPLICATION	91 - 96



Hendon Area Committee

6 July 2016

Title	Outcome of parking investigations - Watford Way (Apex Corner) Slip Road, NW7
Report of	Commissioning Director for Environment
Wards	Mill Hill/ Hale Ward
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – SCR129/APEX/001 Drawing of Parking Survey area and Initial Design of CPZ layout
Officer Contact Details	Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk 020 8359 7545

Summary

In 2014, the Council received a petition from businesses and residents local to the Watford Way Slip Road near Apex Corner. The petition requested the Council introduce parking controls in the area as vehicles are being parked continuously throughout the day, thus preventing visitors from obtaining parking spaces to visit the local shops and businesses.

Having considered the issue the Hendon Area Committee instructed Officers to investigate the issue to establish possible options. This report updates the Committee with action taken to date and recommends future action.

Recommendations

That the Committee note the details contained within this report and approve the following:

- 1. That the Committee, give instruction to the Commissioning Director for Environment to carry out an informal consultation exercise to seek the views of residents and businesses as to whether they would like a Controlled Parking Zone (CPZ) as indicated on drawing no. SCR129/APEX/001, and to obtain information about likely permit take-up, at an estimated cost of £4,000 to be funded from the 2016/17 LIP allocation for Parking Reviews.**
- 2. That the Committee, give instruction to the Commissioning Director for Environment to report back the results of the consultation to a future meeting of this Committee, for a decision on the way forward.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides the committee with the background to the original request, asks the Committee to note the actions carried out to date, and to make a decision on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 7 October 2014 the council received a petition signed by 71 people which requested parking restrictions and for the parking provision and number to be improved in the Watford Way slip road near Apex Corner, in keeping with Council practice at the time, the petition was presented to the Hendon Area Forum on 22 October 2014. The Hendon Residents Forum, in considering the matter, referred the petition to the Hendon Area Committee of the same evening for further consideration.
- 2.2 Accordingly the Hendon Area Committee considered the petition and determined decided that Officers should carry out investigations to conclude what options were available.
- 2.3 In order to better understand the parking characteristics in the road, Officers arranged for parking surveys to be carried out to determine how the kerb space was being used.
- 2.4 The surveys were carried out at every hour between 7am and 7pm on a Wednesday, Thursday and Saturday, in order to obtain a good picture of the parking habits in the slip road, Scout Way and Northway Crescent.
- 2.5 The parking areas were broken down into ten sections throughout the three roads where it was noted motorists already park their vehicles (Appendix A). The survey noted part of each vehicle's registration in order to determine how long vehicles were being left in the relevant roads.

- 2.6 The findings were that that a considerable amount of kerb space was being used throughout the surveyed days by motorists parking for the majority of the survey period, thus limiting the number of motorists being able to park for short periods of time.
- 2.7 Given the information gathered from site surveys and observations, Officers consider that there would be merit in obtaining local views by way of a consultation on a Controlled Parking Zone (CPZ) for the three roads. An initial design is shown in Appendix A to this report.
- 2.8 Officers therefore consider that they should consult residents and businesses on whether they would like to have a CPZ in the area as indicated on Appendix A. It is suggested that a CPZ would operate between Monday to Friday 10am and 4pm, with a combination of Resident Only parking bays, Resident, Pay by phone and Business Permits Bays, and Pay by phone Only parking bays.
- 2.9 As part of the consultation, Officers would also ask residents and businesses whether they would purchase a permit, and if so, how many, in order to gauge how much of a demand there is for parking controls in the area and whether the proposal would be able to fully accommodate the permit demand.
- 2.10 The operational times of the initial design of the CPZ are based on the Parking Surveys carried out, which suggest that an all-day CPZ would be of benefit to the area, although the feedback from the consultation would enable the Council to better understand whether the local community would accept such a scheme, and whether any amendments would be required prior to deciding whether to formally proposing a scheme through a statutory consultation process.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to consult on parking controls for the area, however, there will be on-going parking issues which would continue, to the detriment of residents' and businesses ability to park near their homes. Therefore it is considered a do nothing option is considered not viable.

4 POST DECISION IMPLEMENTATION

- 4.1 The implementation of the consultation will be carried out as soon as practicable, in line with existing work programmes and budgets.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions in Watford Way (Apex Corner) Slip Road, Scout Way and Northway Crescent and effectively managing the traffic

movement throughout the local road network contributes to the Corporate Plan priority “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The estimated costs of an informal consultation are estimated to be £4,000. These costs could be met from Local Implementation Plan (LIP) allocation for Parking Reviews for 2016/17.

5.2.2 Any CPZ introduced will require sufficient on-going enforcement to ensure the measures are adhered to. The lines and signs require periodic on-going routine maintenance. These costs have to be met from the Special Parking Account (SPA).

5.2.3 Income generated through the purchasing of parking permits, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be attributable to the Special Parking Account.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, in section 15 headed “Responsibility for Functions” (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 The Traffic Management Act 2004 places obligation 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.

5.4.3 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.5 Risk Management

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and businesses and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.

5.5.2 It is considered the issues involved proposing or introducing parking controls may lead to some level of public concern from local residents who feel such

measures are not required, or from residents of other roads in the area concerned about parking issues being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area will ensure that members of the public have the opportunity to comment in any informal consultation exercise or to any statutory consultation on any proposals, which will then be assessed and incorporated into this report and design if necessary.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2 The safety elements incorporated into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

5.7 Consultation and Engagement

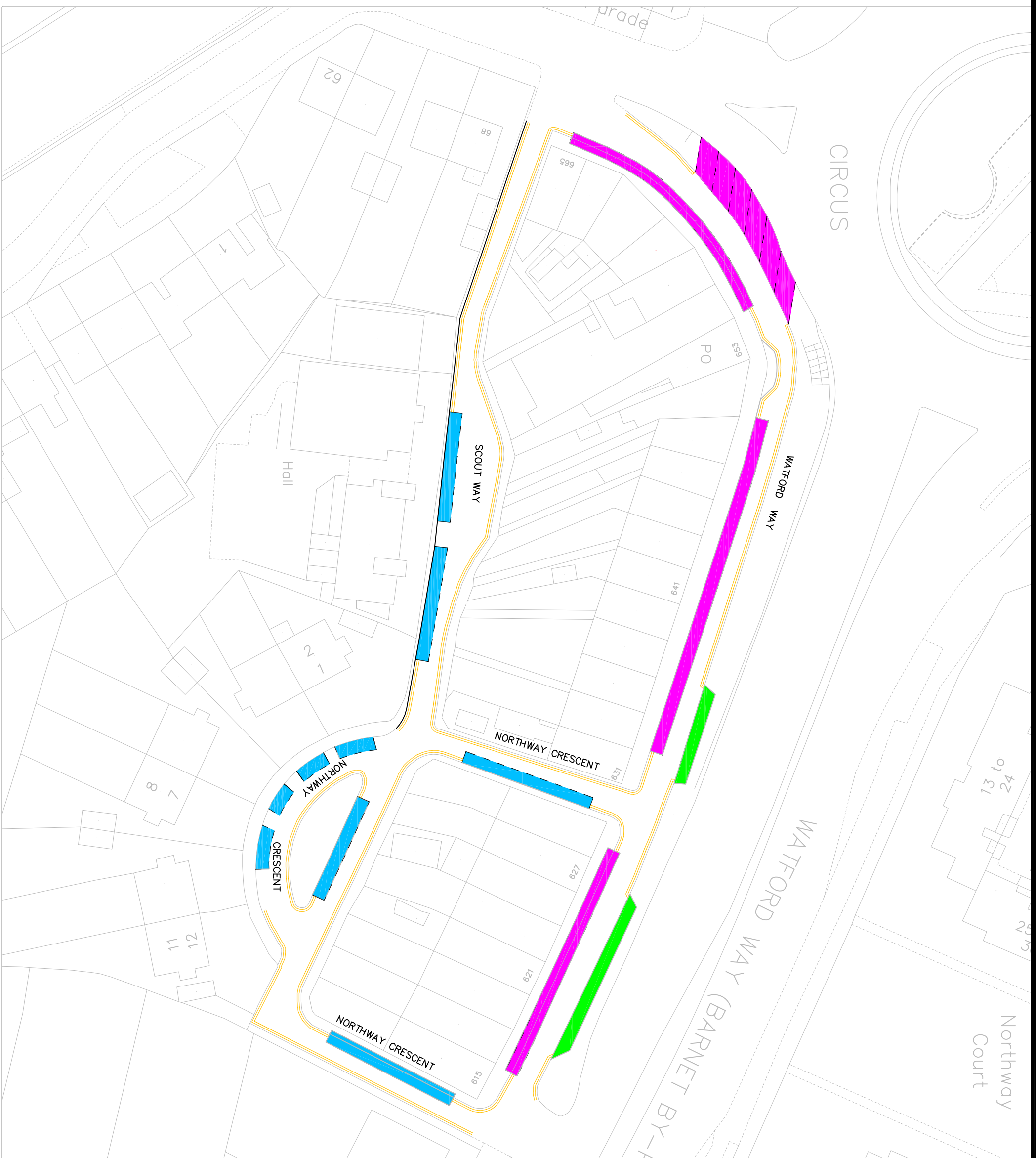
5.7.1 This report seeks permission to carry out a consultation as outlined elsewhere in this report .

5.8 Insight

5.8.1 None in relation to this report.

6. BACKGROUND PAPERS

- 6.1 Hendon Area Committee 22 October 2014
<http://barnet.moderngov.co.uk/ielistdocuments.aspx?cid=717&mid=8058&ver=4>
- 6.2 Issues list, Hendon Residents Forum, 22 October 2014
<http://barnet.moderngov.co.uk/documents/s18769/Hendon%20Residents%20Forum%20-%20Issues%20List.pdf>
- 6.3 Summary of Parking Survey findings, Papers held in Traffic and Development Section.
-



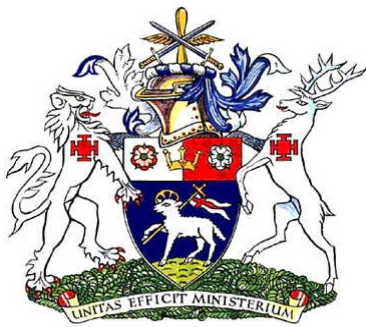
- Residents Only Parking Bay
(Mon-Fri, 10am-4pm)
- Residents / Pay & Display
(max stay 2hrs) / Business
Permit Holder Parking Bay
(Mon-Fri, 10am-4pm)
- Pay & Display Parking Bay
(Mon-Fri, 10am-4pm, max stay
2hrs)

SCHEME:
APEX CORNER

TITLE:
PROPOSED PARKING LAYOUT

Scales: N.T.S.		Date: APRIL 2016	
Initiated: GWA	Drawn: MJ	Checked:	
DRAWING NO: SCR129/APEX/001			
Acad Ref.			

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Hendon Area Committee

6 July 2016

Title	Proposed extension of Edgware CPZ (J) to include the unrestricted section of Mowbray Road HA8 (south of A41 Watford Way)
Report of	Commissioning Director for Environment
Wards	Edgware
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Objections considered Appendix B – SCR114-1 - Proposed CPZ layout
Officer Contact Details	Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk 020 8359 7545

Summary

On 13 January 2016, the Hendon Area Committee resolved that officers undertake a statutory consultation in respect of Mowbray Road, south of the A41 Watford by-pass be included in the Edgware Controlled Parking Zone (CPZ) (Zone J) as soon as practicable.

Accordingly, this report details the outcome of the statutory consultation, which commenced on 5 May 2016, and asks the Committee to consider the recommendations made as a result of the representations received during the consultation period.

Recommendations

- 1. That the Committee note the outcome of the statutory consultation as detailed within this report.**
- 2. That the Committee, authorises the Commissioning Director for Environment to extend the Edgware CPZ to include the section of Mowbray Road south of Watford Way (A41), through the making of the relevant Traffic Management Orders, as shown on Drawing Number SCR114-1; at an estimated cost of £6,000 to be funded from the 2016/17 LIP allocation for Parking Reviews.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides the Committee with an update on progress made to date following the Hendon Area Committee's decision of 13 January 2016 for a statutory consultation to take place relating to the parking issues in Mowbray Road, and their possible inclusion in the Edgware Controlled Parking Zone (Zone J) and asks the Committee to note the actions carried out to date, and to make a decision on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 13 January 2016 the Hendon Area Committee resolved that officers should undertake a statutory consultation with the local community in respect of a CPZ extension into Mowbray Road HA8, in order to address to the parking issues they have encountered due to their proximity to the CPZ in nearby streets
- 2.2 On the 5 May 2016, 35 letters were hand delivered letters to residents of Mowbray Road as part of the statutory consultation process to propose Mowbray Road's inclusion in the Edgware CPZ. As part of the statutory consultation process, notices outlining the proposal were erected on-street along Mowbray Road and a similar notice published in the London Gazette and local newspaper.
- 2.3 As a result of this consultation, two general objections were received (See Appendix A).
- 2.4 The objections related to the issue of permit cost as an additional expense and that there is no problem with parking on the road as it is now, and the other related to the possible impact on patient attendance at a local surgery.
- 2.5 An objection was also raised by a resident who was concerned that a proposed parking place would hinder access to their off-street parking facility.

Officers comments to the issues raised are as follows:

- 2.6 It is acknowledged that there is a cost implication for residents living within a CPZ, and who wish to park their vehicle or vehicles on-street, through the need to purchase a permit, permits or visitor vouchers. However, it is considered that it is not unreasonable to charge for an entitlement to park during the restricted periods.

- 2.7 It is noted that one of the objectors believes there is no parking problem in the road, however this is contrary to the information given to the Council through the original petition (with 71 Signatories), and the results of the informal consultation carried out last Autumn. Both suggesting that generally residents believe there is a problem, and wish for a CPZ to be introduced.
- 2.8 It is noted that there could be a possible impact on a local surgery, however it is considered that the impact may be negligible as the proposed CPZ would only operate for one hour per weekday, between 10am and 11am.
- 2.9 In any case, it is considered that this issue be monitored; with the objector advised to contact the Council should it be evident the issue worsens if the CPZ is introduced. Officers would then seek to investigate the issue with a view to designing solutions for the surgery in question.
- 2.10 Having considered the issue of the concern about access to their off-street parking facility, Officers consider that a slight amendment should be made to the proposed parking bay outside the resident's house to ensure unhindered access.

Conclusion

- 2.11 Although two objections were received to the proposal, it is considered that in context of the number of people who were consulted, and the number of people who originally signed a petition asking for a CPZ, this level is considered insufficient to justify changing or not implementing the proposal.
- 2.12 An objection was received from a resident who was concerned that a proposed parking place would hinder access to their off-street parking facility. Having considered the issue, Officers consider that a slight amendment has been made to the proposed layout to ensure unhindered access.
- 2.13 Therefore it is recommended that the Edgware CPZ (Zone J) extension into Mowbray Road (unrestricted section south of the A41 Watford Way) be introduced as originally proposed aside from the slight amendment as mentioned in paragraph 2.12.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to include this section of Mowbray Road in the CPZ. However, there will be on-going parking issues in the area which would continue, to the detriment of residents' ability to park near their homes. Therefore it is considered a do nothing option is considered not viable.

4 POST DECISION IMPLEMENTATION

- 4.1 The implementation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions in Mowbray Road, Edgware and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic".

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The estimated costs of introducing a CPZ in Mowbray Road, which require the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be £6,000. These costs could be met from Local Implementation Plan (LIP) allocation for Parking Reviews for 2016/17.
- 5.2.2 Any CPZ introduced will require sufficient on-going enforcement to ensure the measures are adhered to. The lines and signs require periodic on-going routine maintenance. These costs have to be met from the Special Parking Account (SPA).
- 5.2.3 Income generated through the purchasing of parking permits, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be attributable to the Special Parking Account.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 Section 16 of the Traffic Management Act 2004 places obligation on local traffic 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.
- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984

5.4.3 In accordance with the Council's Constitution, Annex A for Responsibility for Functions, paragraph 2 of the terms of reference for Area Committees states that the Area Committee may "Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level", the discharge of functions for local highways and safety schemes are included within this.

5.5 Risk Management

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.

5.5.2 It is considered the issues involved proposing or introducing a CPZ may lead to some level of public concern from local residents who feel do not wish for a CPZ to be introduced, or from residents of other roads in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation has ensured that members of the public have had the opportunity to comment to any statutory consultation on any proposed CPZ, which has been assessed and considered accordingly.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2 The safety elements incorporated into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

5.7 Consultation and Engagement

5.7.1 Consultation was undertaken as described elsewhere in this report.

5.8 Insight

5.8.1 None in relation to this report.

6 BACKGROUND PAPERS

- 6.1 Agenda and Issues List, Hendon Residents Forum 22 October 2014
<https://barnet.moderngov.co.uk/documents/s18769/Hendon%20Residents%20Forum%20-%20Issues%20List.pdf>

- 6.2 Hendon Area Committee 13 January 2016
<http://barnet.moderngov.co.uk/documents/s28666/HENDON%20Mowbray%20Road%20CPZ%20Consultation%20Report.pdf>

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APPENDIX A – Objections:

Objection 1

“I am writing to object to the proposed extension of Edgware J CPZ in Mowbray Road, Edgware.

All the houses on Mowbray Road have driveways and off-street parking.

As a resident of the road I do not see any benefit in extending the CPZ, I only see added cost and inconvenience.

I do not believe there is a major issue with commuters parking their cars here for the whole day. I believe that the CPZ will be an added hindrance to parking in the area for the residents and visitors of Mowbray Road. Furthermore, there is the added cost of permits should visitors come, or should other family cars need permits.

I therefore object”.

Objection 2

“I write regarding the notification I received regarding the abovementioned proposal.

“I reside at no. *** Mowbray Road and have a carriage driveway. Importantly this provides me with the ability to park my wife and my own car off of the street. The two entrances to the property are served by proper driveway entrances (i.e. there are no curbs to climb).

I do with respect insist that this facility is not interfered with by your plans. Your proposal will force one of our cars on to the street by denying us access which we presently enjoy to our own property. The diagram provided indicates that the south entrance to our property and indeed the whole of the adjoining property no 34 are to be resident parking bays.

There is presently space for a small car to park between our driveways which can be a Resident Parking Bay.

Kindly acknowledge this note with a confirmation that your plans will not interfere with the existing access to our property”.

We and many others strongly oppose this plan for the following reasons:

1. Ability to park for doctors appointments

Our doctor’s surgery is at the end of Penshurst’s gardens near the roundabout for Station Road. With two small children it is already nearly impossible to park to attend an appointment between the hours of 10-11am due to the many parking restrictions in place in the area at this time. This proposed plan would exacerbate this critical issue still further. Parking in Mowbray Road is by no way an ideal solution as it is a good 10-15 minute walk with a child to the surgery. Add to that when the children are not well, a walk of that distance is the last thing they or a parent need.

2. The properties on Mowbray Road

A study of properties on Mowbray Road shows these to be sizeable with room for at least 2 cars per driveway. Therefore there is simply no need for residents of these properties to require on street parking (indeed more than a handful of properties had 3+ cars on their drives on the day we and others observed). For the rare occasion that a resident has a visitor during the working week, there is ample room both on driveways and in the road itself for these people to already park.

3. Our local economy

It is almost impossible to park to pop into our local shops for life's essentials such as a loaf of bread, a pint of milk or some meat. Extending parking controls in an areas already inundated with them damages our local shops and with it our local Edgware economy still further.

4. Local Parking Control

Since the introduction of parking control in the area, the number of cars that park in a bay either on Edgwarebury Lane, Mowbray Road or Purcells Avenue is minimal. It is simply wasted parking space at present. Adding more control prevents more wasted space for an area that absolutely needs more parking options and less rules and bureaucracy.

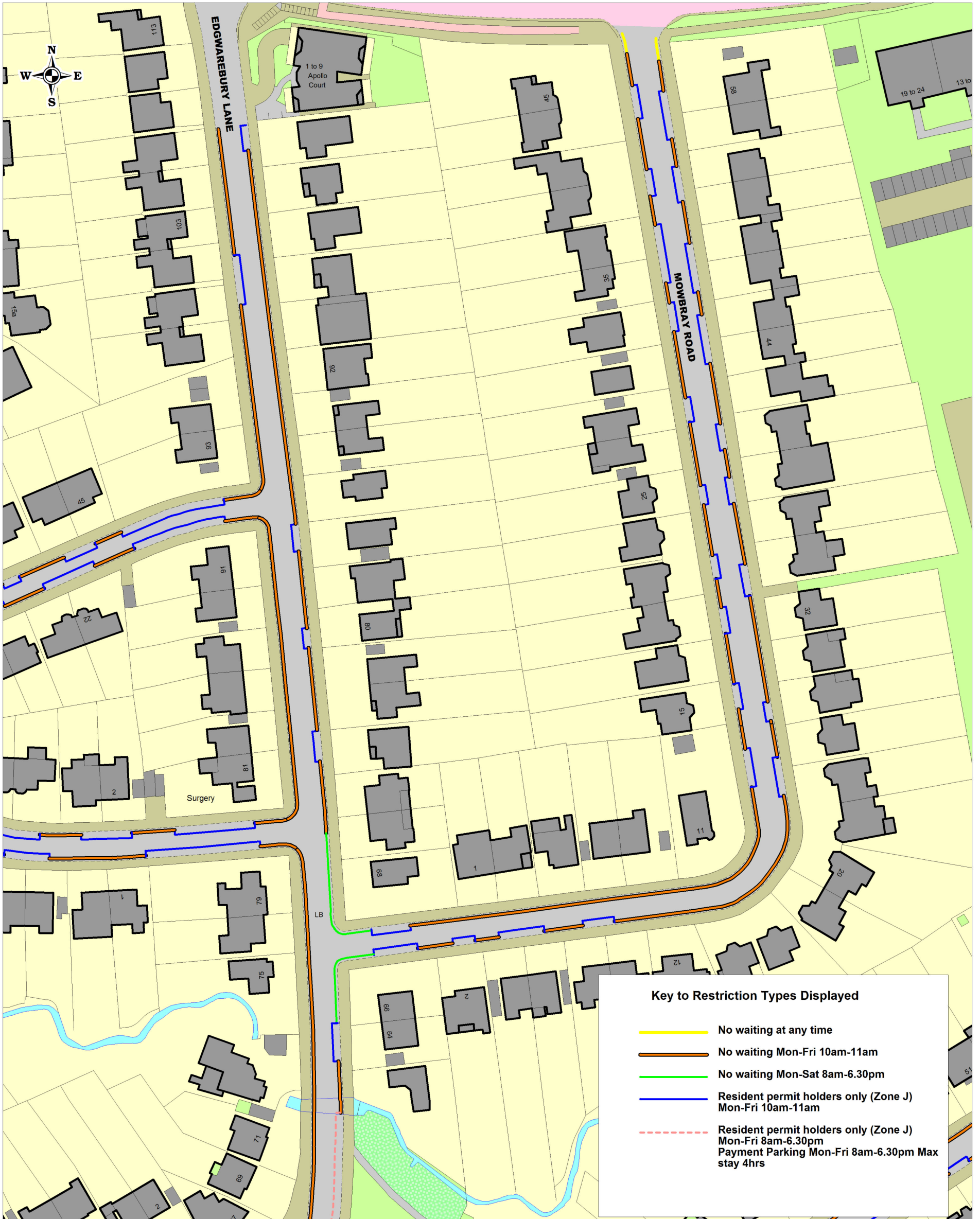
5. Edgware Broadwalk Commuter Parking

For working parents like us the ability to park in the Broadwalk commuter car park is severely restricted due to its size. We have to take our young son and daughter to different schools before work every day meaning the commuter car park is full by the time either of us would get there. If the council see fit to increase parking control on tax payers who go out to work to increase the productivity and quality life in our local area, then you also have a duty to increase the number of affordable parking options for commuters who work hard to provide for their families and the local economy.

6. Value for Money

As local tax payers my wife and I make a contribution to developing the social and economic quality of our area. Is it really in the best interests of local people for the council to increase parking control in a road that simply does not need it? Wouldn't it be better if the money spent on the consultation and potential implementation of this scheme was spent on increasing the quality of our roads (the potholes in the borough are increasing daily, damaging local people's cars) or investing in local social and welfare projects? This scheme is simply not the best use of tax payers pounds and therefore not in the public interest.

We strongly ask for this scheme to be reconsidered with the logical conclusion that it simply is not necessary”.




Proposed controlled parking zone extension (Zone J)
 Mowbray Road - HA8
 Statutory Consultation
 SCR114

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SCALE	1 : 1011
DATE	28/06/2016
DRAWING No.	SCR114-1
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	<h2>Hendon Area Committee</h2> <h3>6 July 2016</h3>
<p style="text-align: right;">Title</p>	<p>Page Street/Bunns Lane/Pursley Road – Junction Improvements</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A - Feasibility Design Option Drawings Appendix B – Details of Options for the Page Street/Bunns Lane/Pursley Road Junction Appendix C – Traffic and Pedestrian Surveys June 2016</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555</p>

<h2>Summary</h2>
<p>This report details the feasibility study undertaken to address the safety concerns raised regarding the Page Street/ Bunns Lane/ Pursley Road, NW7 double mini-roundabout junction and outlines the discussions with Ward Councillors at a Site meeting to discuss the Options. It also details the results of the Pedestrian and Traffic Surveys undertaken in June 2016.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Committee note the detail of the feasibility study as outlined in this report in relation to the Page Street / Bunns Lane / Pursley Road, NW7 double mini-roundabout junction.

2. That the Committee note the that additional pedestrian and traffic surveys as outlined in this report in relation to the Page Street / Bunns Lane / Pursley Road, NW7 double mini-roundabout junction have been undertaken.

3. That the Committee, having noted the above in 1 and 2, agrees the expenditure of £10,000 from the Hendon Area Committee budget CIL to further design the Options to take account of the high level of pedestrian movements between the double mini roundabouts and the movement of vehicles through the junction, and gives an instruction to the Commissioning Director for Environment to design the proposed junction improvements at the Page Street/Bunns Lane/Pursley Road double mini-roundabout junction.

1. WHY THIS REPORT IS NEEDED

1.1 The matter of the PageStreet / Bunns Lane / Pursley Road double mini-roundabout junction was referred up from the Hendon Residents Forum on 21 October 2015. The issued raised '*Could Highway Officers review the double junction of Page St, Pursley Road and Bunns Lane? A recent accident involving a schoolgirl highlights the dangerous nature of this junction.*'

1.2 The 21 October 2015 Hendon Area Committee RESOLVED that:

The Committee instructs that the Highways Officer be commissioned to undertake a feasibility study in relation to the risks at the junction of Bunn's Lane and Page Street and at the junction of Pursley Road and Page Street.

1.3 At the January 2016 Hendon Area Committee, the Committee RESOLVED the following:

In the matter of Pursley Road/Bunns Lane - Double Mini-Roundabout Junction.

i) *That the Committee notes the update in Appendix 1 of this report.*

ii) *That the Committee agrees the expenditure of £7,000 to undertake a Feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.*

Background

1.4 This report outlines feasibility appraisal of identified highway and pedestrian safety related issues at the Page Street, Pursley Road and Bunns Lane double mini-roundabout junction.

1.5 The potential issues within the study area include:

- a. High traffic volumes – Although traffic figures are not available, a large number of vehicles have been observed using the junction, especially at peak times.
 - b. High pedestrian volumes especially at the start and end of the school day.
 - c. Accidents - A number of collisions reported
 - d. Crossing layouts perceived as confusing by pedestrians
 - e. Parents dropping off pupils at inappropriate locations
 - f. Vehicle/ pedestrian conflict with cyclists
 - g. Overall unsafe operation of the roundabout with conflicting movements
- 1.6 The study area consists of a double mini roundabout junction linking Page St to Pursley Road in the East and Bunns Lane to the West. A site visit was undertaken on 8 February 2016.
- 1.7 Pursley Rd is a wide, single carriageway, residential road subject to a 30mph speed limit. It is fronted by residential properties throughout the majority of its length and ties into the study area at Page Street from the east. Pursley Road is also located on a bus route and the alignment is predominantly straight on the approach to the roundabout.
- 1.8 Bunns Lane is similar in character to Pursley Road and is also a wide, single carriageway, residential road subject to a 30mph speed limit. It is fronted by residential properties throughout the majority of its length and ties into the study area at Page Street from the West. Bunns Lane is also located on a bus route and the alignment is predominantly straight on the approach to the roundabout.
- 1.9 Page Street runs north to south through the junction and although the southern approach shares similar characteristics to Bunn’s Lane and Pursley Road the northern section narrows as you travel towards to Wise Lane.
- 1.10 Copthall School is located directly adjacent to the junctions and has access/egress points of both Page Street and Pursley Road although the school travel plan states the Page Street entrance is not in use. The school is also used as a theatre school at the weekends and is likely to be used in the week, outside normal school hours for after school clubs etc.
- 1.11 There is inconsistency in the layout and road markings on both existing mini roundabouts which may cause confusion to the road user. In the absence of a topographical survey and from initial site observations it appears that the layouts are geometrically incorrect and are not in accordance with the standards. There were several issues noted during the site visit which may have an impact on vehicle and pedestrian safety at the junction. The

following outline the main points of concern observed at the site visit and from an initial desk study. For simplicity, the comments have been grouped under each approach road to the individual roundabouts. Refer to the Reference Plan in Appendix A for the approach references.

Pursley Rd Entry to Page St (Approach A)

- 1.12 The section of road approaching the junction is straight and wide. The 85th percentile speeds on the approach appeared to be at or above the posted speed limit of 30 mph. There are no traffic calming features on the approach to the junction to slow vehicles down.
- 1.13 The geometric design of this mini roundabout appears to be nonstandard and as such the layout is confusing to motorists. The areas of particular concern are the Inscribed circle diameter (ICD), size of the central island and entry angles.
- 1.14 The current arrangement, (Shown on drawing No. PST-CAP-00-XX-DR-C-002 in Appendix A) provides two, wide approach lanes into the roundabout which will allow vehicles to stack in both lanes on the approach to the junction, as shown in Fig 2.1 and Fig 2.2. It would be preferable to have a single approach lane with a flared entry as two vehicles queuing abreast at the give way line increases the number of conflict points at the junction. This would be subject to a junction capacity assessment being undertaken.



Fig 2.1 and 2.2 – Pursley Rd Approach[Map data ©2016 Google]

- 1.15 The offside (right turn) lane position appears to be geometrically incorrect and lies directly adjacent to the central island (Fig 2.1). This makes it very difficult for right turning vehicles to negotiate the central island without completely over running the road markings (Fig 2.2). During the site visit all the right tuning vehicles were seen over running the island markings or completely ignoring the road markings altogether. The layout of the road markings appeared to resemble the road marking layout of a T junction rather than a mini roundabout.
- 1.16 Drop kerbs have been provided at the junction although there are no formal, safe crossing opportunities for non-motorised users (NMU's) located directly at the roundabout. To cross Pursley Road, pedestrians would have to use the zebra crossing which is approx. 400m away from the desire line of where pedestrians are likely to cross. Cyclists may have issues using the junction due to the non-standard arrangement.
- 1.17 The road marking arrangement has changed since October 2009 this is apparent from the Google Streetview 2009 image shown in Figure 2.3 below. No details were provided on why the arrangement had been changed.

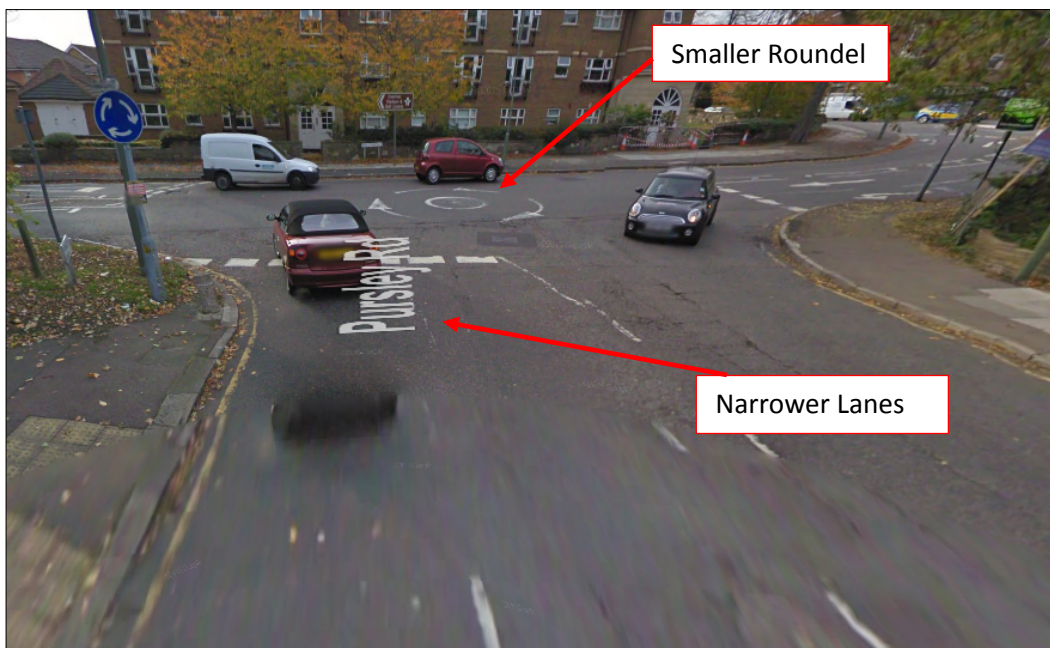


Fig 2.3 – 2009 Google Street View Imagery [Map data ©2016 Google]

- 1.18 The surfacing condition at the junction is reasonable except for some localised crazing which is starting to appear on the circulatory system. If left untreated, maintenance would be expected in less than 5 years.

Page St North Bound Entry (Approach B)

- 1.19 The 85th percentile speed on the immediate approach to the junction is likely to be at, or lower than the posted speed limit. This assumption has been made due to the presence of the zebra crossing and its associated road narrowing and street furniture.
- 1.20 The road marking arrangement, road narrowing and zebra crossing all have a traffic calming/ speed reduction benefit at the junction.
- 1.21 The single lane entry appears to be a standard arrangement but the non-standard position of the central roundel makes it difficult for road users to make the right hand turn without running over the markings. Furthermore, vehicles turning right at the junction that try to drive around the roundel may give the impression that they are travelling straight on. This is due to the angle they are travelling at. This has the potential to cause confusion to motorists on the opposite entry whom may fail to give way.
- 1.22 Vehicles travelling straight on are unaffected by the mini roundabout due to the lack of deflection and the placement of the central roundel. However this may encourage vehicles to increase speed to beat vehicles that are giving way.
- 1.23 As with the other approaches to this junction, the layout of the road markings appeared to resemble the road marking layout of a T junction rather than a mini roundabout. This again can cause confusion to users.

Page St South Bound Entry (Approach C)

- 1.24 The 85th percentile speed on the immediate approach to the junction is likely to be at, or lower than the posted speed limit. The vehicles have just travelled through the Northern mini roundabout at the Bunn's Lane junction.
- 1.25 The current arrangement provides two very narrow substandard approach lanes into the roundabout. The effective lane widths are approx. 2.2m as shown in Fig 2.4. This has the potential to cause side swipe type accidents, although this is not evident from the accident data. It would be preferable to have a single approach lane as all the vehicles observed using the junction straddled both lanes.
- 1.26 Due to the widths of the lanes this arrangement is potentially dangerous for cyclists. There is also driver hesitancy/ confusion for drivers as they are unsure whether to use both lanes. The give way lines are also set too far back from the junction.

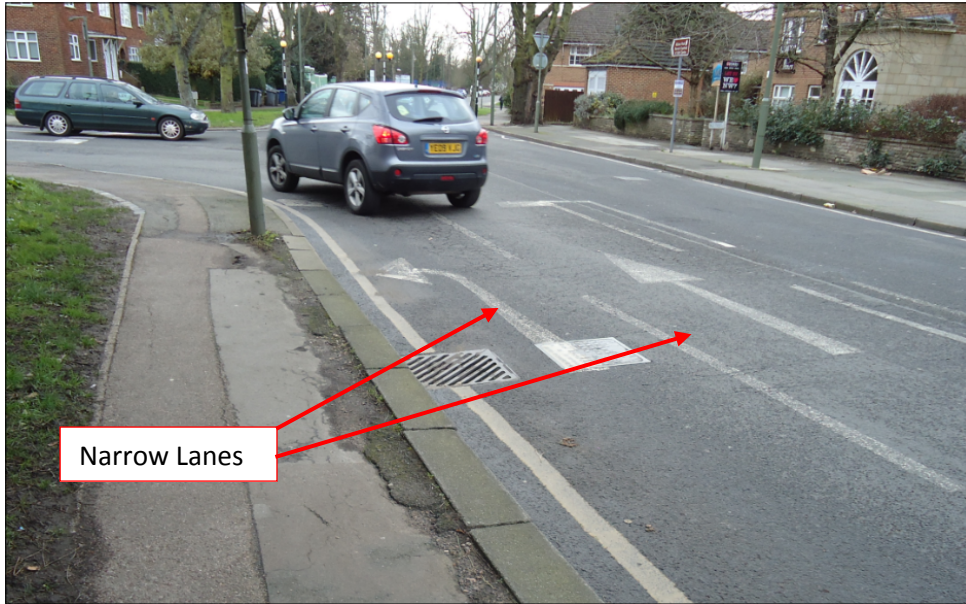
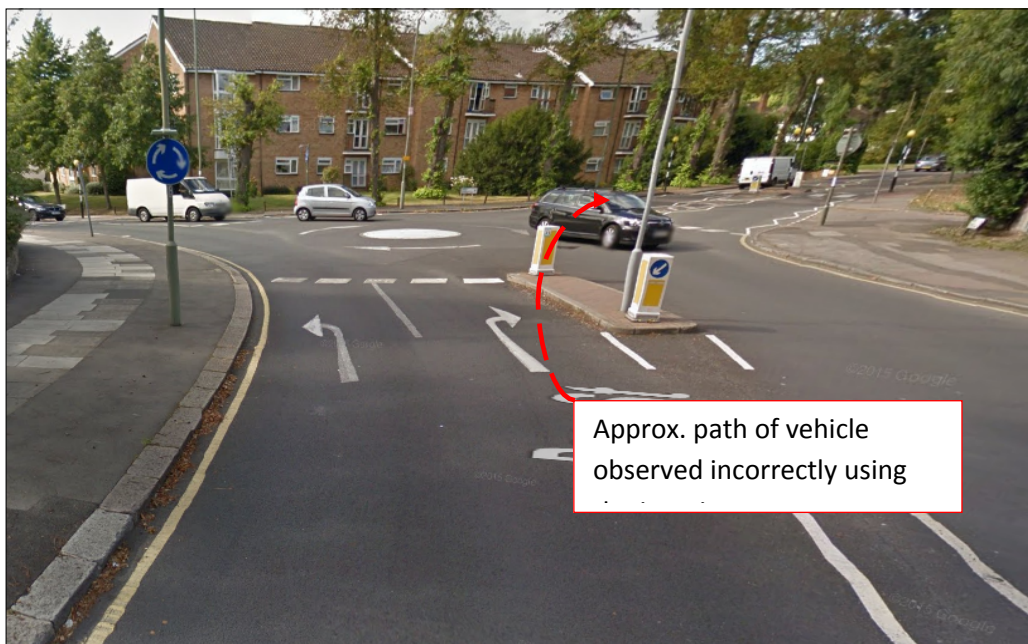


Fig 2.4 – Page St south bound approach to Pursley Road[Map data ©2012 Google]

Page St North Bound Entry to Bunn’s Ln Junction (Approach D)

- 1.27 The 85th percentile speed on the immediate approach to the junction is likely to be at, or lower than the posted speed limit. The vehicles have just travelled through the Northern mini roundabout at the Pursley Rd junction.
- 1.28 The current arrangement provides two approach lanes into the roundabout. The provision of the right turn arrow may cause confusion at this location as a vehicle was observed avoiding the roundabout completely (route show in Fig 2.5).



Bunns Lane Entry to Page Street (Approach E)

- 1.29 The 85th percentile speed on the immediate approach to the junction is likely to be at, or lower than the posted speed limit. This assumption has been made due to the presence of the zebra crossing and its associated road narrowing and street furniture.
- 1.30 The single lane entry appears to be a standard arrangement and vehicles were observed making satisfactory right and left turn manoeuvres without overrunning the island.

Page St South Bound Entry to Bunn's Ln Junction (Approach F)

- 1.31 The section of road approaching the junction is a standard width single carriageway road. Due to the avenue of trees and soft verges along this section, it has the characteristics and features of a semi-rural road.
- 1.32 The 85th percentile speed along the approach to the junction is likely to be at, or lower than the posted speed limit. This assumption has been made due to the presence of the zebra crossing and its associated road narrowing and street furniture.

Accident History

- 1.33 Accident records for the 5 year period 01/06/2010 to 31/05/2015 have been studied in the vicinity of the junction. During this time 9 accidents have been recorded in the study area, they are summarised below.

ref	Location	Ref & Date	No of Injuries	Severity	Description
1	Pursley Rd	0115SX20246/ 25.03.2015	2	Slight	Driver hit the bus stop, lighting column and parked car 47m from the exit of the mini roundabout
2	Pursley Rd	0114SX20239/ 07/01/2014	1	Serious	Rear end shunt. V1 braked sharply at the zebra crossing o/s the school V2 impacted rear
3	Pursley Rd	0110SX21277/ 07.12.2010	3	Slight	3 children aged 13, 16 and 17 were struck by vehicle description states the accident happened on the Zebra crossing although there is no zebra crossing at this location
4	Page St (NB)	0012SX20189/ 05.03.2012	1	Serious	Description suggests that pedestrian stepped out into

					the carriageway although it is likely that the accident happened at or on the zebra crossing
5	Page St	0113SX20985/ 11.11.2013	1	Slight	Both vehicles entered the roundabout at the same time and collided.
6	Page St	0111TB00091/ 08.2.2011	1	Slight	Vehicle lost control at the roundabout and hit a tree
7	Page St	0110SX21326/ 16.12.2010	2	Slight	Vehicle has impacted pedestrians on Zebra crossing location description and map may be incorrect
8	Bunns Ln	0113SX20816/ 24.09.2013	1	Slight	Rear end impact at the junction with Page Street
9	Bunns Ln	0112SX20782/ 18/09/2012	1	Slight	Vehicle failed to give way at the roundabout and impacted with vehicle 2

1.34 The 9 accidents caused 13 personal injuries, of which 2 were considered serious and 11 slight. From the above summary, there appears to be issues with the junction layout.

1.35 Accidents 5 and 9 would suggest that the layout of the junctions present some confusion to the road users.

1.36 Accidents 3, 4 and 7 involved pedestrians. There may be a potential issue with the facilities or vehicle perception of the facilities.

Proposed Junction Improvements - General Details

1.37 Following the site visit, feasibility review and analysis of the accident stats several potential issues have been identified which could contribute to the operation of the junction. The main issue is:

- Inconsistency of the road markings - A consistent design approach has not been applied within the study area. The number of approach lanes, alignment and carriageway widths vary in each junction. This causes unfamiliarity and uncertainty amongst the road user.

1.38 4 main junction improvements have been identified and are described below. It should be noted that to confirm the feasibility of these options, and develop the proposals to preliminary design stages, further work will be required. This further work will include junction modelling to ensure there are no issues with capacity and a topographic survey to confirm the dimensions. The following options have been considered and are shown in Appendix A. Further detail of the various Options are included in Appendix B.

- **Option 1** – Removal of the double mini roundabout junction – Pursley Road/Bunns Lane Priority (Drawing No. PST-CAP-00-XX-DR-C-003, Appendix A)
- **Option 1a** - Variation on Option 1 including traffic calming measure.
- **Option 2** - Removal of the double mini roundabout junction – Page Street Priority – (Drawing No. PST-CAP-00-XX-DR-C-004 Appendix A)
- **Option 3** - Removal of Page Street / Pursley Road mini roundabout – (Drawing No. PST-CAP-00-XX-DR-C-005 Appendix A)
- **Option 4** - The Revised geometrical layout of double mini roundabout junctions (Drawing No. PST-CAP-00-XX-DR-C-006 Appendix A)

(Please note: The drawings provided at this stage are diagrammatic only and intended to show what is feasible. They are not intended to depict an accurate representation of the design aspects such as road markings).

1.39 In addition to the main options, supplementary measures could be installed in conjunction with any of the options. These include;

- Installation of a splitter island at the Pursley Rd entrance to Copthall School. This should decrease the number of vehicles dropping off an upturning directly at the entrance to the junction (The indicative costs would be **£3,000.00**)
- Installation of verge markers on the northern section of Page St to prevent unauthorised parking / drop off. These can be formal wooden bollards or a landscaping/ planting scheme implemented (The indicative costs would be between **£3,800.00** - **£6,000.00** depending on the specifications)

Option 1 - Removal of the double mini roundabout junction – Pursley Road/Bunns Lane Priority

1.40 Option 1 considers the removal of both of the mini roundabouts within the study area and changing the priority of the junction. It would provide an East/West connection from Pursley Rd to Bunns Ln which has the assumed highest vehicle flow.

1.41 The Indicative construction cost estimate for implementing Option 1 – Outline construction costs have been provided below:

Activity	Indicative cost
Main Works Allowance	£8500
Preliminaries (including Traffic Management) – Allowance	£2000
Contingency Allowance	£3500
Total	£14,000

Option 1a - Variation on Option 1

1.46 Option1a provides the same alignment as Option 1 but would include additional traffic calming features to reduce vehicle speeds further.

1.47 The proposal includes:

- Provision of a 20mph gateway located on each of the approach arms, including gateway signing and road markings.
- Narrow (3 metre) carriageway widths.

1.48 Indicative construction cost estimate - It would be prudent to allocate and additional £2,000 per arm in addition to the costs identified in the Option 1 Estimate to allow for the additional traffic calming measures for the 20mph limit. The indicative costs for Option 1a would be **£22,000.00**.

Option 2 - Removal of the double mini roundabout junction – Page Street Priority

1.49 Option 2 is based on the same principal as Option1 but giving priority to Page St and providing a staggered junction for Pursley Rd and Bunns Ln. Vehicles would be able to travel North to South without stopping or giving way. The proposed alignment does not provide any significant horizontal deflection which may encourage higher speeds through the junction. The existing kerbline will may need to be realigned along Page St depending on the results of a topographic survey.

1.50 Indicative construction costs – Outline costs have been provided below:

Activity	Indicative cost
Main Works Allowance	£17,000
Preliminaries (including TM) – Allowance	£4250
Contingency Allowance	£7500
Total	£28,750.00

Option 3 - Removal of Page Street / Pursley Road mini roundabout

1.51 Option 3 is a hybrid option which maintains the mini roundabout at the Page Street/ Bunns Lane junction and removes the mini roundabout at Page Street/ Pursley Road. This arrangement should remove driver confusion at the Pursley Road junction which is currently nonstandard, whilst maintaining the existing arrangement at Bunns Lane.

1.52 Indicative construction costs – Outline costs have been provided below:

Activity	Indicative cost
Main Works Allowance	£3500
Preliminaries (including TM) – Allowance	£900
Contingency Allowance	£1600
Total	£6,000.00

Option 4 - Revised geometrical layout of double mini roundabout junctions

1.53 Option 4 refines the current arrangement of a double roundabout and provides a standard geometrical arrangement. It is proposed that single approach lanes will be provided to minimise potential conflict points at the junction. The impact on the traffic flows would be negligible compared to the baseline conditions although the standardisation of the mini roundabout is likely to improve safety by reducing the driver confusion at the roundabouts.

1.54 Drawing PST-CAP-00-XX-DR-C-006 has been prepared for diagrammatic purposes only, the compliant arrangement will be provided at preliminary design stage upon completion of a topographic survey.

1.55 Indicative construction costs – Outline have been provided below;

Activity	Indicative cost
Main Works Allowance	£6000
Preliminaries (including TM) – Allowance	£1500
Contingency Allowance	£2700
Total	£10,200

Summary of Proposals

Option	Brief Description	Summary of Potential Advantages/ Disadvantages	Indicative Costs
1	Removal of the double mini roundabout junction – Pursley Road Bunn Lane Priority	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Standard arrangement, less confusion to road users. - Increase junction throughput on busiest arm - Decreased journey time for public transport users <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Potential to cause queuing on Page Street - Potential to increase vehicle speeds through junction 	£14,000.00
1A	Variation on Option 1	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Standard arrangement, less confusion to road users. - Increase junction throughput on busiest arm - Decreased journey time for public transport users - Decrease vehicle speeds through the study area. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Potential to cause queuing on Page Street 	£22,000.00
2	Removal of the double mini roundabout junction – Page Street Priority	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Standard arrangement, less confusion to road users. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Potential to cause queuing on busiest arms - Potential to increase journey times for public transport users - May encourage rat running 	£28,750.00
3	Removal of Page Street / Pursley Road min roundabout	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Provides at standardised layout at the Page Street/ Pursley Road Junction. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Potential to cause queuing on busiest arms - Potential to increase journey times for public transport users - May encourage rat running at peak times 	£6,000.00
4	Revised geometrical layout of double mini roundabout junctions	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Provides at standardised layout at the Page St/ Pursley Rd Junction. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Potential to cause queuing on busiest arms - Potential to increase journey times for public transport users - May encourage rat running at peak times 	£10,200.00

Site Visit with Ward Councillors and proposed additional feasibility works

- 1.56 As the Options above offered various different approaches to the improvements at the double mini-roundabout junction it was considered appropriate for Officers to meet on site with Ward Councillors to discuss the merits of the various Options before a recommended Option was agreed upon.
- 1.57 The site meeting indicated how traffic moved around the junction and highlighted to the crossing movements of pedestrians and the numbers that where not using the existing formal crossing facilities.
- 1.58 During the site visit Option 2 was considered to be the most beneficial for improving movements at this location but concern was raised about the number of pedestrians crossing at the traffic island (not pedestrian Island) located between the two roundabouts. It was also noted that the majority of vehicles did not follow the road marking or properly navigate the mini-roundabout.
- 1.59 It was requested that additional pedestrian and traffic surveys were undertaken at the location to fully understand how the various movements were undertaken.

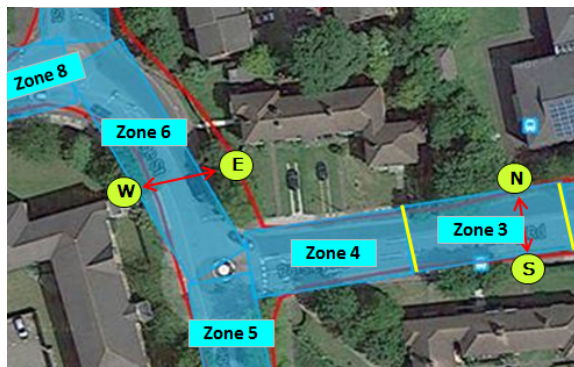
Pedestrian and Traffic Surveys

1.60 The pedestrian and traffic survey was undertaken on Thursday 9 June and Saturday 11 June 2016 between 7am and 7 pm. The results of the survey are detailed in Appendix C and are summarised below:

Traffic counts: The highest numbers of movements are between:

- 1) Bunns Lane and Pursley Rd
- 2) Bunns Lane and Page St (southbound)
- 3) Pursley Rd and Page St (southbound)

Pedestrian counts: Controlled pedestrian crossings are used frequently (during the week and weekend) at the existing zebra crossings located at Page Street (South), Bunns Lane and Pursley Road. Additionally, there is a desire line for crossing at zones 3, 4 and 6, therefore it would be recommended to propose amendments in pedestrian facilities. However, for zone 6 there are concerns about visibility and proposals for this section would need to be studied in depth.



1.61 The results of the survey indicate that the main vehicle movements was between Pursley Road to Bunns Lane (both directions) therefore Option 2 may not be the optimum design for traffic moving through the junction and may lead to delay to the traffic.

Conclusions and Recommendations

1.62 It was not possible for officers to fully review the results of the survey in time for the publication of this report. However, having given consideration to the above, Officers recommend that an further analysis and design is undertaken to develop the Options with possible consideration given to amending the existing formal crossing facilities to provide a crossing facility between the two mini-roundabouts which will provide the most benefit to all road users.

1.63 It is therefore recommended that the Committee, agree the additional expenditure to cover the costs of the traffic and pedestrian survey and the additional design of the Options at an estimate cost of £10,000 from the Hendon Area Committee budget. The results of the further design will be reported back to a future meeting of the Area Committee for the Commissioning Director for Environment to give a decision on funding,

consulting and implementing on the proposed traffic scheme at the junctions of Page Street/Bunns Lane/Pursley Road, NW7.

2 REASONS FOR RECOMMENDATIONS

2.1 The recommendation to progress further with the detailed design of the Options and the junction improvements at the double mini-roundabout junction of Page Street / Bunns Lane / Pursley Road, NW7 is to address the road safety issues and accidents that have been highlighted in this report.

2.2

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Alternative options have been discussed within this report.

4 POST DECISION IMPLEMENTATION

4.1 If the report's recommendations are approved, the scheme would be progressed to detailed design, consultation and implementation stage.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The proposals here will particularly 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 to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

5.1.2 The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 At feasibility stage, detailed cost estimates cannot be provided. Notwithstanding this, indicative costs have been provided bases on schemes of a similar nature. These estimates should not be used as a budgetary figure at this stage of the design.

5.2.2 The cost of the traffic and pedestrian surveys and the further design of the Options will be in the region of £10,000. Funding will be requested from the Hendon Area Committee CIL reserve budget for 16/17.

5.2.3 The estimated implementation costs of this recommendation would be(based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1.

5.2.4 The work will be carried out under the existing LoHAC 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 Council's Constitution, in section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

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 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.

5.6.2 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community.

5.7 Consultation and Engagement

5.7.1 A public consultation will be carried out on the proposals and details of the proposals will also be outlined on the council's website.

5.8 Insight

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

6. BACKGROUND PAPERS

6.1 Hendon Area Committee October 2015 – Matters referred from the residents forum.

6.2 Hendon Area Committee January 2016

-

<http://barnet.moderngov.co.uk/documents/s28661/Hendon%20Area%20Committee%20Progress%20Report.pdf>

Appendix A -

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Appendix A – Feasibility Design Option Drawings

Notes:
 1. This drawing shows the approximate location of the existing markings only.
 2. This drawing is for illustrative purposes only.

SAFETY - HEALTH AND ENVIRONMENTAL INFORMATION	
These are non-normative and advisory in nature. They are intended to provide information for the client and are not intended to be used as a basis for design or construction. They are not intended to be used as a basis for design or construction. They are not intended to be used as a basis for design or construction.	
The contractor should be particularly aware of: • Large volumes of traffic/pedestrians may be anticipated throughout the day. • It is essential that all works are completed within the agreed programme of work. • To an approved method statement.	

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Rev	By	Date	Description

Purpose of Issue
Feasibility Study

Classification
Commercial in Confidence

Client
London Borough of Barnet

Project
Page Street

Drawing
Reference plan and existing arrangement

Scale @ A1	Drawn	Checked	Approved
1:200	LD	LS	BB

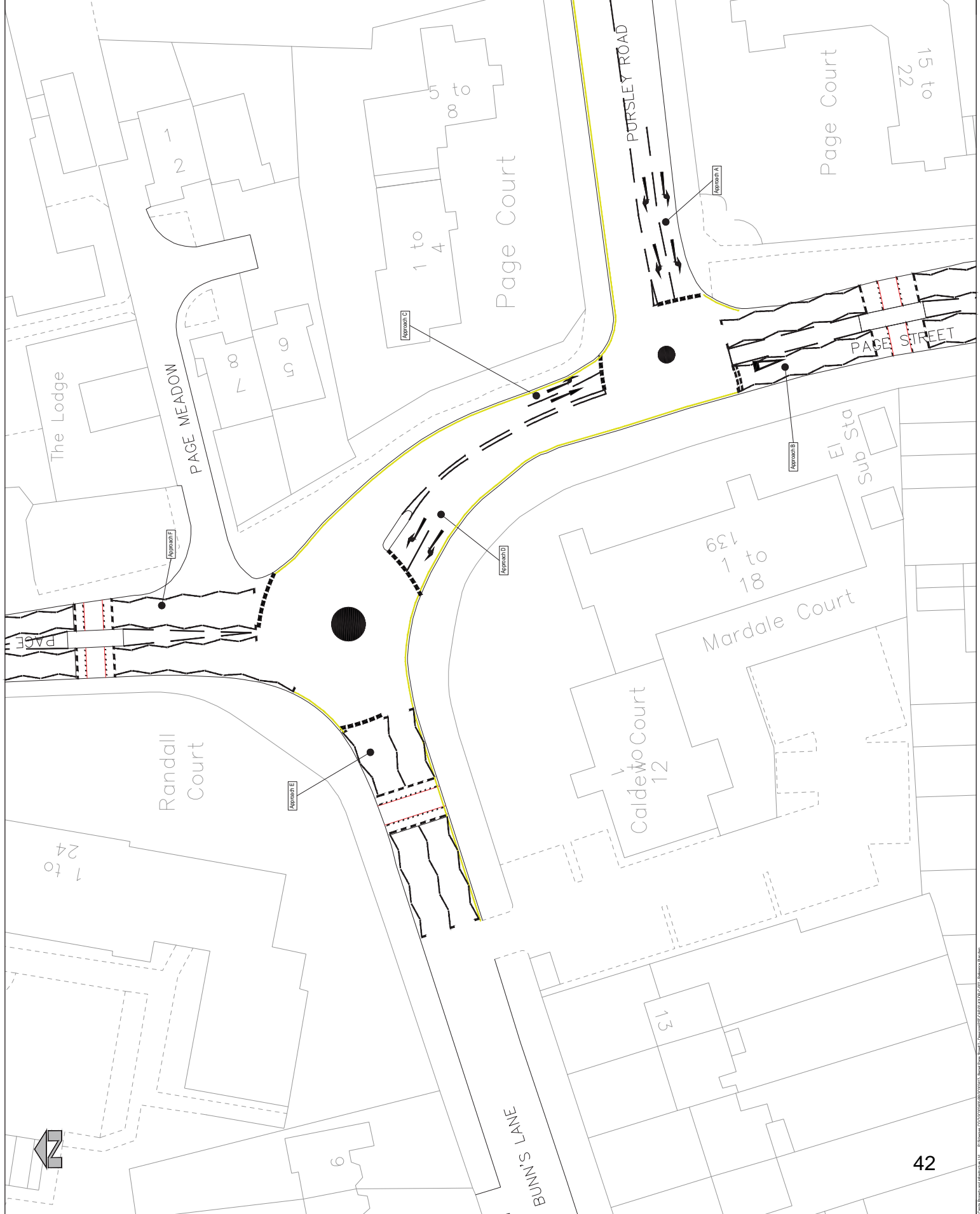
Project No.
 GC002417

Date
 15-Feb-16

Drawing Identifier
 Project Originator Job Number
 PST-CAP-00-XX-DR-C-002

8811002417

CAPITA
 Civil Engineering
 St David's House, Piccadilly Circus, St Michael's, Cardiff, CF10 1JW
 030 2080 3500
 Cardiff, Wales
 Capita Property and Infrastructure Ltd



Notes:
1. This drawing is for illustrative purposes only

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
ENVIRONMENTAL INFORMATION
 THESE ARE REPRESENTATIVE UNDERLAINING APPEARANCES WITHIN THE AREA OF THE TYPES OF WORKS PROPOSED IN THIS DRAWING. ACTIVE POLLUTING ACTIVITIES ARE NOT IDENTIFIED.
 THESE ARE REPRESENTATIVE UNDERLAINING APPEARANCES WITHIN THE AREA OF THE TYPES OF WORKS PROPOSED IN THIS DRAWING. ACTIVE POLLUTING ACTIVITIES ARE NOT IDENTIFIED.
 THE CONTRACTOR SHOULD BE PARTICULARLY AWARE OF:
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 • Large volumes of traffic/pedestrians may be anticipated throughout the day.
 TO AN APPROVED METHOD STATEMENT

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Rev No Description Date
 Purpose of Issue
Feasibility Study

Classification
Commercial in Confidence

Client
London Borough of Barnet

Project
Page Street

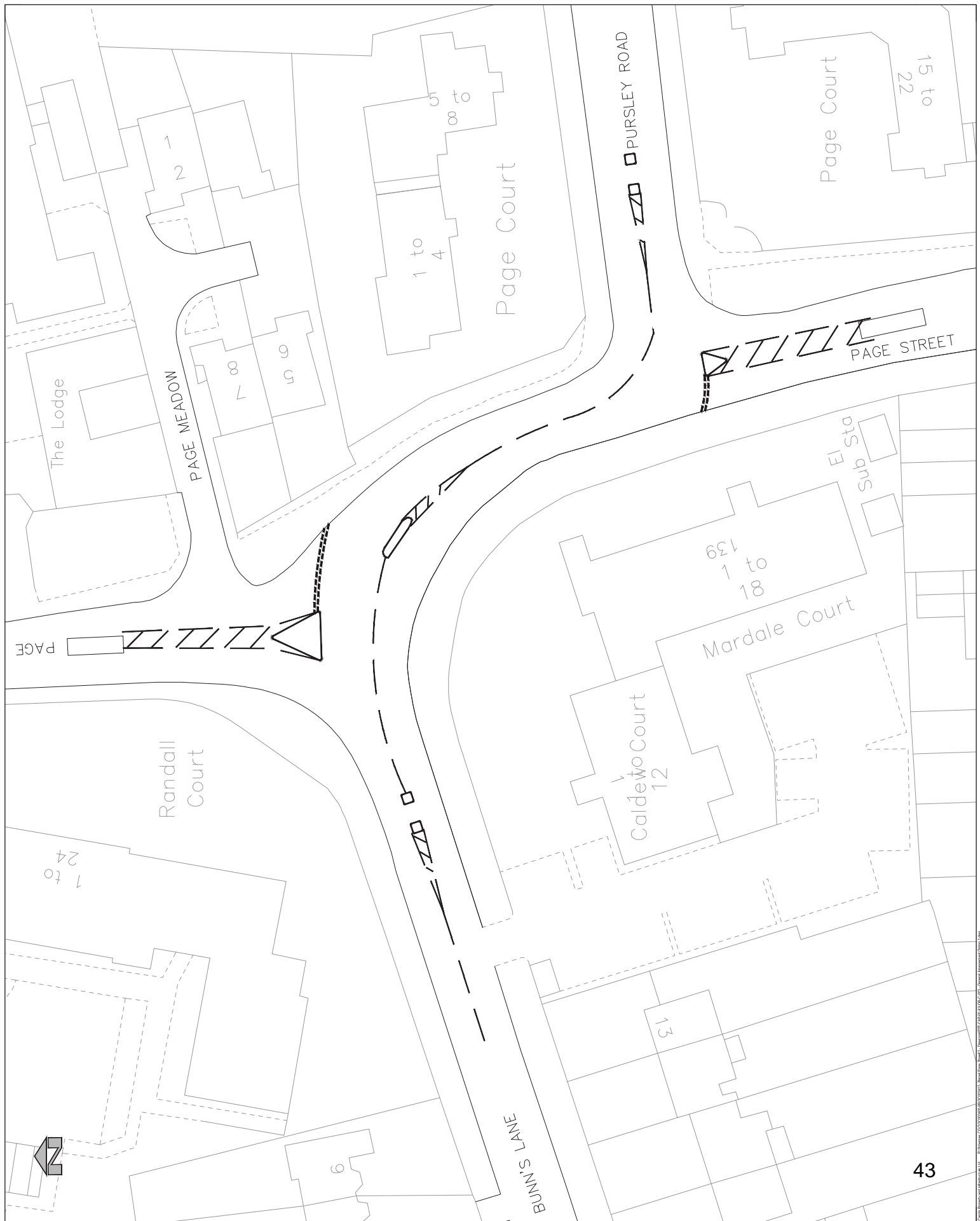
Drawing
**General Arrangement
 Option 1
 Removal of mini roundabouts
 Pursley Road Priority**

Scale @ A1
 1:200
 Drawn LD
 Checked LS
 Approved BB

Project No.
 GC002417
 Date
 11-Feb-16

Drawing Identifier
 Project Originator
 PST-CAP-00-XX-DR-C-003

Revision
 001
 P00



Key:

Proposed Camargue channel

Note: This drawing is for illustrative purposes only

SAFETY HEATHLAND ENVIRONMENTAL INFORMATION

These are numerous statutory undertakers within the area of the proposed scheme. The following table lists the names of the undertakers and the types of services they provide. The location of each undertaking should be identified on site by the location of each undertaking should be identified. The contractor should be particularly aware of:

- Services which have the potential to interrupt the day to day activities of the community.
- Large volumes of traffic/pedestrians that may be anticipated.
- Services which are essential to the community or the safety of the public.
- Services which are essential to the safety of the public.
- Services which are essential to the safety of the public.

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Rev	By	Date	Description

Purpose of Issue
Feasibility Study

Classification
Commercial in Confidence

Client
London Borough of Barnet

Project
Page Street

Drawing
General Arrangement Option 2

Removal of mini roundabouts

Page Street priority

Scale @ A1
1:200

Drawn
LD

Checked
LS

Approved
BB

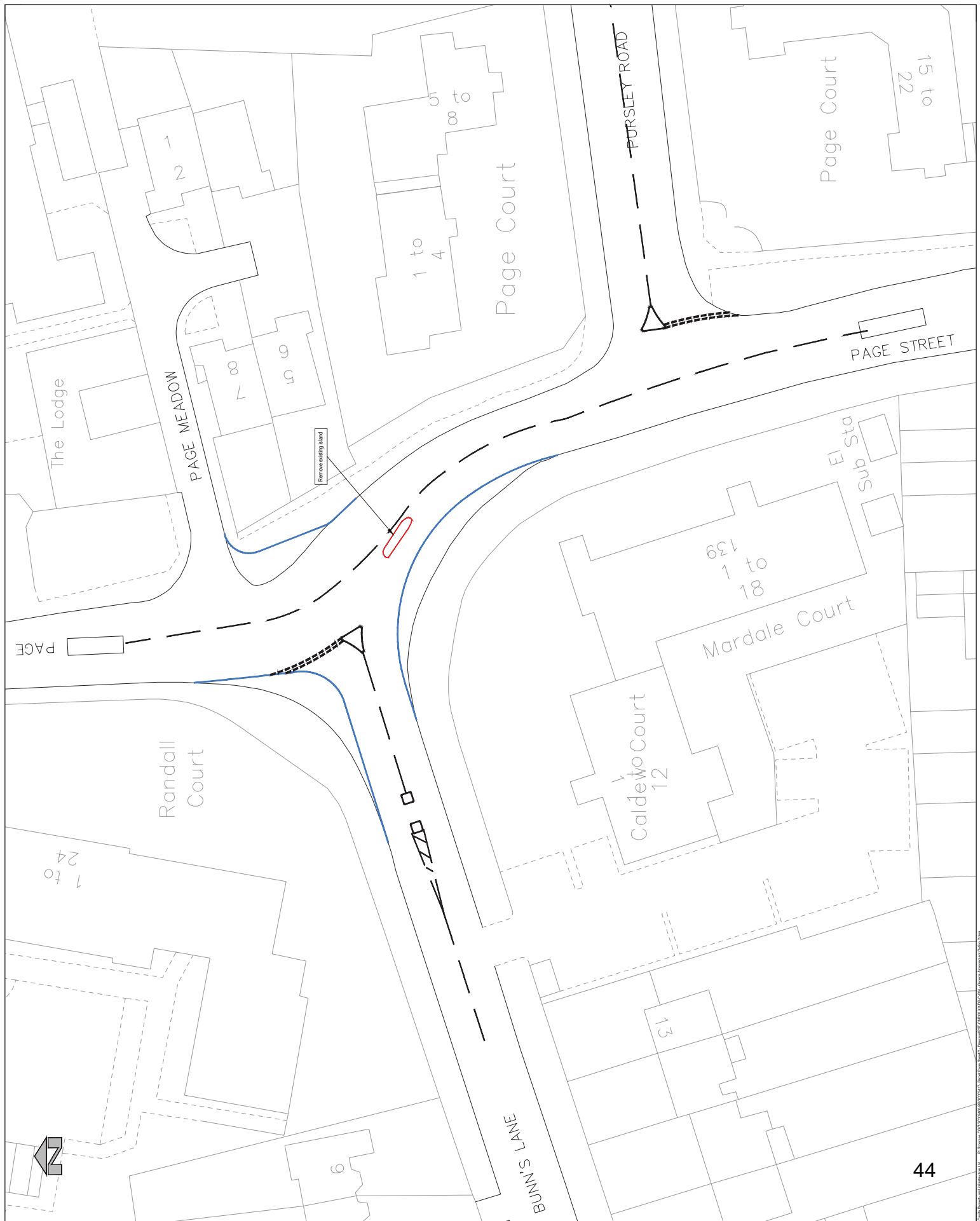
Project No.
GC002417

Date
11-Feb-16

Drawing Identifier
PST-CAP-00-XX-DR-C-004

Revision Number
P00

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Capita Property and Infrastructure Ltd



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SAFETY HEADLAND
ENVIRONMENTAL INFORMATION
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Rev. No. 001
 Description
 Date

Purpose of Issue
Feasibility Study

Classification
Commercial in Confidence

Client
London Borough of Barnet

Project
Page Street

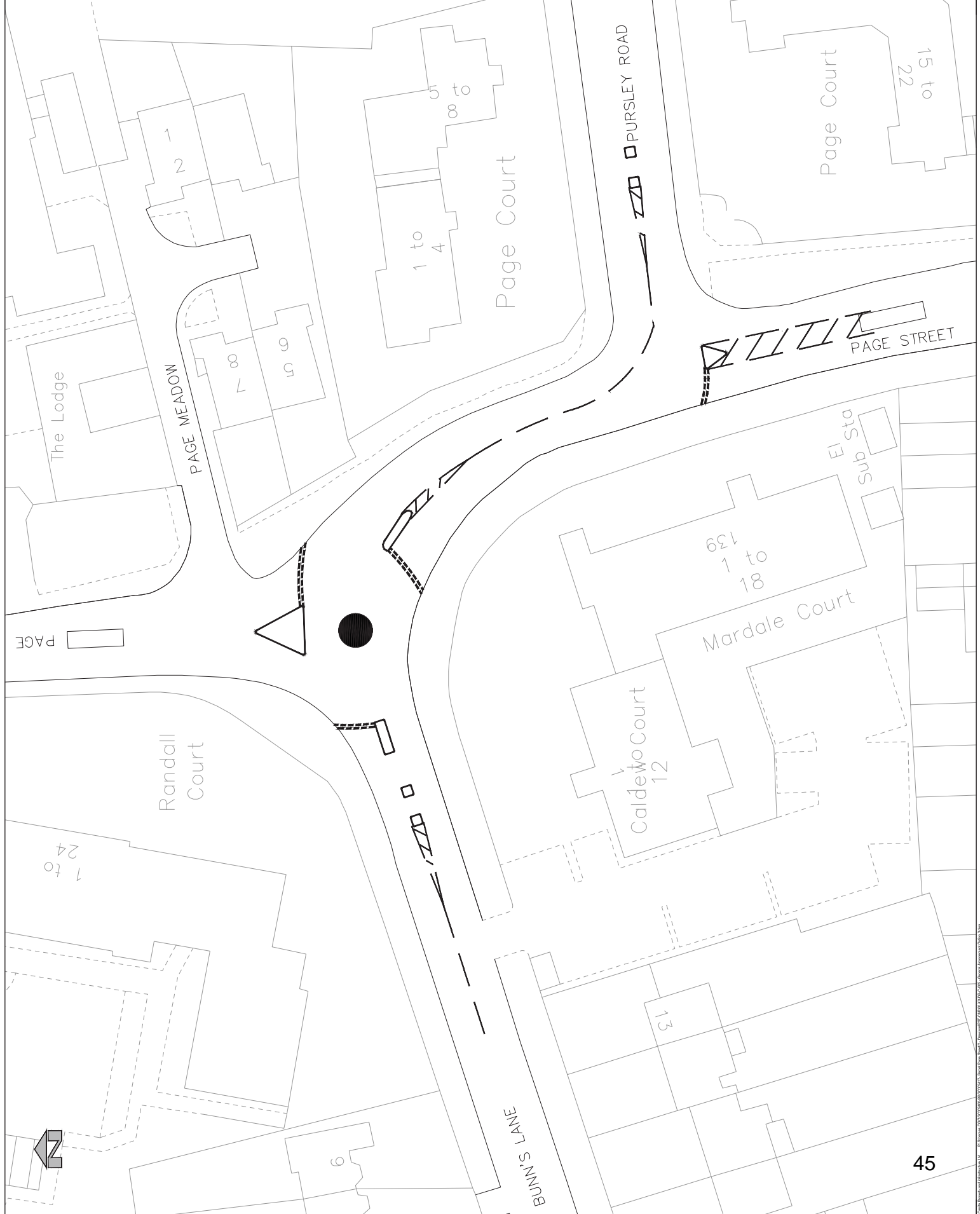
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 Approved
 BB

Project No.
 GC002417
 Date
 11-Feb-16

Drawing Identifier
 Project Originator
 PST-CAP-00-XX-DR-C-005
 Revision
 P00



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Drawing Identifier: PST-CAP-00-XX-DR-C-005, Project Originator: PST-CAP-00-XX-DR-C-005, Revision: P00, Scale: 1:200, Date: 11-Feb-16, Project No: GC002417, Client: London Borough of Barnet, Classification: Commercial in Confidence, Purpose of Issue: Feasibility Study, Rev. No.: 001.

Note: This drawing is for illustrative purposes only

SAFETY HEALTH AND ENVIRONMENTAL INFORMATION
These are non-mandatory underlines appearing within the area of the drawing. They are intended to highlight areas where the following information should be considered:
• The contractor should be particularly aware of:
• Large volumes of traffic/pedestrians may be anticipated
• The presence of any overhead cables, power lines or other services
• The presence of any trees or vegetation
• The presence of any structures or buildings
• The presence of any other features or structures
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Rev: 01 02 20 Description: Date

Purpose of Issue: Feasibility Study

Classification: Commercial in Confidence

Client: London Borough of Barnet

Project: Page Street

Drawing: General Arrangement Option 4 Revised geometrical alignment

Scale @ A1: 1:200

Drawn: LD

Checked: LS

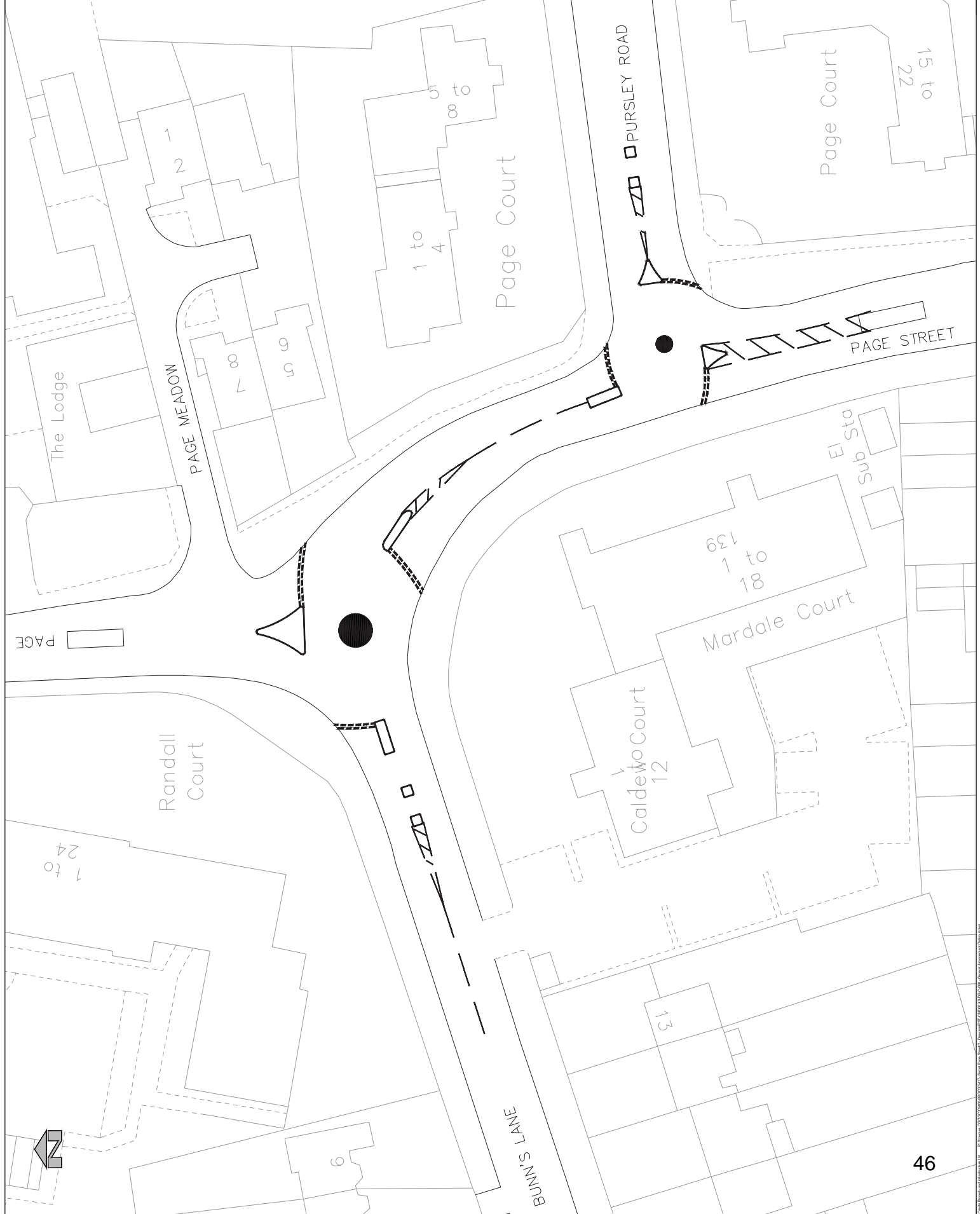
Approved: BB

Project No: GC002417

Date: 11-Feb-16

Drawing Identifier: PST-CAP-00-XX-DR-C-006

Revision: P00



Appendix B – Details of Options for the Page Street/Bunns Lane/Pursley Road Junction

Option 1 - Removal of the double mini roundabout junction – Pursley Road/Bunns Lane Priority

Option 1 considers the removal of both of the mini roundabouts within the study area and changing the priority of the junction. It would provide an East/West connection from Pursley Rd to Bunns Ln which has the assumed highest vehicle flow.

Although forward visibility would not be in accordance with the design standard, on local roads, where the posted speed limited is 30mph or less, road users tend to adapt their speed to the geometry of the road. It is anticipated that the horizontal geometry of the road would aid in the reduction of vehicle speeds through the junction this could be reinforced with traffic calming or the introduction of a 20mph zone as identified in Option 1b. This will be fully risk assessed as part of the preliminary design process.

The following table outlines the key issues for the scheme and comments on how Option 1 compares to the current junction operation.

Issues	Option 1 Benefits/Disbenefits
High Traffic Volumes	Benefit - In the absence of traffic data it is assumed that the East West movement has the highest flow. Option 1 will provide a free flowing arrangement at the junction for the East West movement. Bunns Ln and Pursley Rd are also located on a bus route – Option 1 should decrease the journey time of passengers using public transport. A traffic model would be required to assess the impact on Page St and the North/ South link.
High Pedestrian Volumes	Benefit - The existing pedestrian crossings on Bunns Ln and Page St can still be utilised. A new controlled or uncontrolled crossing point could be installed at the Page St/ Pursley Rd junction where there appears to be high pedestrian activity. The horizontal geometry would slow vehicles down which would be beneficial for both pedestrians and the road user.
Accidents	Benefit - After reviewing the accident stats in section 3, there seems to be confusion for the road user using the junction in the current arrangement. The simplification of junction should to increases awareness of pedestrian movements at the junction.
Perceived as confusing layout	Benefit - Option 1 provides a standard highways layout which would be familiar with all road users.

Inappropriate parking/ drop off for school children	Benefit - Option 1 proposes to narrow the road lanes to the absolute minimum road widths which prevents vehicles from stopping/ dropping off without blocking the highway. Wooden verge markers/ bollards could also install in the soft verges to prevent unauthorised parking.
Vehicle/ pedestrian conflict with cyclists	Benefit - Roundabouts are not the preferable junction arrangement for cyclists. Option 1 provides standard highways arrangement which should improve the current situation for cyclists.

The following works would be required to implement this scheme;

- Removal of existing road markings associated with the roundabouts
- Removal of existing signs associated with the roundabouts
- Excavation of existing carriageway
- Removal of kerbs
- Localised Carriageway reconstruction
- Installation of new splitter island (kerbs, footway construction, bollards etc)
- Installation of new traffic signs and road markings
- The outline proposals indicate that there will be no implications on the Statutory Undertakers apparatus.

The Indicative construction cost estimate for implementing Option 1 – Outline construction costs have been provided below:

Activity	Indicative cost
Main Works Allowance	£8500
Preliminaries (including Traffic Management) – Allowance	£2000
Contingency Allowance	£3500
Total	£14,000

Key Risks - The following risks have been identified that may have an impact on the scheme:

Key Risk	Impact				Potential Mitigation
	Health & safety	Ecological	Financial	Political	
Potential queuing on the Page St	✓			✓	Undertake junction modelling to

approach to the junction.					determine the queue length over and above the base line conditions.
Increased speed through the junction	✓				Due to the geometry this is unlikely, however addition traffic calming measures may need to be implemented.
Forward visibility – This will be reduced due to the change of alignment.	✓				Will be fully risk assessed at preliminary design stage and mitigated.
Vertical alignment may need to be changed during detailed design to accommodate drainage, superelevation etc .			✓		Undertake a topographical survey prior to prelim deign to confirm if any level changes are required.

Option 1a - Variation on Option 1

Option1a provides the same alignment as Option 1 but would include additional traffic calming features to reduce vehicle speeds further.

The proposal includes:

- Provision of a 20mph gateway located on each of the approach arms, including gateway signing and road markings.
- Narrow (3 metre) carriageway widths.

Indicative construction cost estimate - It would be prudent to allocate and additional £2,000 per arm in addition to the costs identified in the Option 1 Estimate to allow for the additional traffic calming measures for the 20mph limit. The indicative costs for Option 1a would be **£22,000.00**.

Option 2 - Removal of the double mini roundabout junction – Page Street Priority

Option 2 is based on the same principal as Option1 but giving priority to Page St and providing a staggered junction for Pursley Rd and Bunns Ln. Vehicles would be able to travel North to South without stopping or giving way. The proposed alignment does not provide any significant horizontal deflection which may encourage higher speeds through the junction. The existing kerblines will may need to be realigned along Page St depending on the results of a topographic survey.

The following table outlines the issues for the scheme and comments on how Option 2 compares to the current junction operation.

Driver	Option 2 Benefits/Disbenefits
High Traffic Volumes	Disbenefit - It is assumed that the Page St North – South link currently has the lowest traffic flow. The introduction of the give way junctions at Bunns Lane and Pursley Road may cause severe queueing at peak times on the Bunns Lane and Pursley Road arms. It may also increase the journey times for users of public transport and encourage rat running in the locality.
High Pedestrian Volumes	Neutral - The existing pedestrian crossings on Bunns Lane and Page Street can still be utilised.
Accidents	Benefit – It is assumed that vehicles will be travelling slower through the junction at peak times especially on the Bunns Lane and Pursley Road arms.
Perceived as confusing layout	Benefit – Option 2 provides a standard highways layout which would be familiar with all road users.
Inappropriate parking/ drop off for school children	Benefit – Option 2 proposes to narrow the road lanes down to the absolute minimum road widths which prevents vehicles from stopping/ dropping off without them blocking the highway. Wooden verge markers/ bollards could also be installed in the soft verges to prevent unauthorised parking.
Vehicle/ pedestrian conflict with cyclists	Benefit – Roundabouts are not the preferable junction arrangement for cyclist. Option 2 provides a standard highways configuration which should improve the current situation for cyclists.

The following works would be required to implement this scheme;

- Removal of existing road markings associated with the roundabout
- Removal of existing signs associated with the roundabouts
- Excavation of existing carriageway
- Removal of kerbs
- Realign existing kerblines
- Localised Carriageway reconstruction
- Installation of new splitter island (kerbs, footway construction, bollards etc)
- Installation of new traffic signs and road markings

- The outline proposals indicate that there will be no implications on the Statutory Undertakers apparatus.

Indicative construction costs – Outline costs have been provided below:

Activity	Indicative cost
Main Works Allowance	£17,000
Preliminaries (including TM) – Allowance	£4250
Contingency Allowance	£7500
Total	£28,750.00

Key risks - The following risks have been identified that may have an impact on the scheme;

Key Risk	Impact				Potential Mitigation
	Health & safety	Environmental	Financial	Political	
Potential queuing on Bunns Lane and Pursley Road approach to the junction, potential noise and air pollution issues.	✓	✓		✓	Undertake junction modelling to determine the queue length over and above the baseline conditions.
Increased speed through the junction	✓				Due to the geometry this is unlikely however addition traffic calming measures can be implemented to help mitigate this.
Vertical alignment may need to be changed during detailed design to accommodate drainage, superelevation etc			✓		Undertake a topographical survey prior to prelim design to confirm if any level changes are required.
The kerbline may need to be realigned outside Page Court which may extend into the existing verge		✓			To be confirmed upon completion and review of the topographical survey. The kerbline shown on the OS plan appears to be different to that installed onsite.

Option 3 - Removal of Page Street / Pursley Road mini roundabout

Option 3 is a hybrid option which maintains the mini roundabout at the Page Street/ Bunns Lane junction and removes the mini roundabout at Page St/reet Pursley Road. This arrangement should remove driver confusion at the Pursley Road junction which is currently nonstandard, whilst maintaining the existing arrangement at Bunns Lane.

The following table outlines the issues for the scheme and comments on how Option 3 compares to the current junction operation.

Driver	Option 3 Benefits/Disbenefits
High Traffic Volumes	Neutral- The removal of the Page Street/ Pursley Road junction is likely to have little or no effect on the traffic flows.
High Pedestrian Volumes	Neutral - The existing pedestrian crossings on Bunns Lane and Page Street can still be utilised.
Accidents	Benefit – The removal of the Page Street / Pursley Road junction should reduce any confusion at this location
Perceived as confusing layout	Benefit – Option 3 standardises the junction layout at within the study area
Inappropriate parking/ drop off for school children	Neutral– Likely to remain the same unless additional measures are installed.
Vehicle/ pedestrian conflict with cyclists	Benefit – Roundabouts are not the preferable junction arrangement for cyclists. Option 3 provides a standard highways arrangement which should improve the current situation for cyclists.

The following works would be required to implement this scheme;

- Removal of existing road markings (Mini roundabout)
- Removal of existing signs at Pursley Rd
- Installation of new traffic signs and road markings
- The outline proposals indicate that there will be no implications on the Statutory Undertakers apparatus as all the works are within the existing site extents.

Indicative construction costs – Outline costs have been provided below:

Activity	Indicative cost
Main Works Allowance	£3500
Preliminaries (including TM) – Allowance	£900
Contingency Allowance	£1600
Total	£6,000.00

Option 4 - Revised geometrical layout of double mini roundabout junctions

Option 4 refines the current arrangement of a double roundabout and provides a standard geometrical arrangement. It is proposed that single approach lanes will be provided to minimise potential conflict points at the junction. The impact on the traffic flows would be negligible compared to the baseline conditions although the standardisation of the mini roundabout is likely to improve safety by reducing the driver confusion at the roundabouts.

Drawing PST-CAP-00-XX-DR-C-006 has been prepared for diagrammatic purposes only, the compliant arrangement will be provided at preliminary design stage upon completion of a topographic survey.

The following table outlines the key drivers for the scheme noted in section 1.4 and comments on how Option 4 compares to the current junction operation.

Driver	Option 4 Benefits/Disbenefits
High Traffic Volumes	Neutral- Unlikely to have an impact on traffic flows compared to the existing arrangement.
High Pedestrian Volumes	Neutral - Unlikely to have an impact on traffic flows compared to the existing arrangement.
Accidents	Benefit – The standardisation of the junction should reduce driver confusion at the roundabouts.
Perceived as confusing layout	Benefit – Option 4 standardises the junction layout at within the study area.
Inappropriate parking/ drop off for school children	Neutral– Likely to remain the same unless additional measures are installed.
Vehicle/ pedestrian conflict with cyclists	Neutral – Unlikely to have an impact on traffic flows compared to the existing arrangement

The following works would be required to implement this scheme;

- Removal of existing road markings (Mini roundabout)
- Removal and reinstatement of kerbed mini roundabout (*Note: This is subject to a detailed geometric check as the roundabout location may remain as existing*)
- Installation of new road markings

Indicative construction costs – Outline have been provided below;

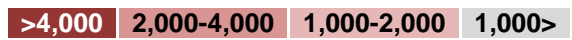
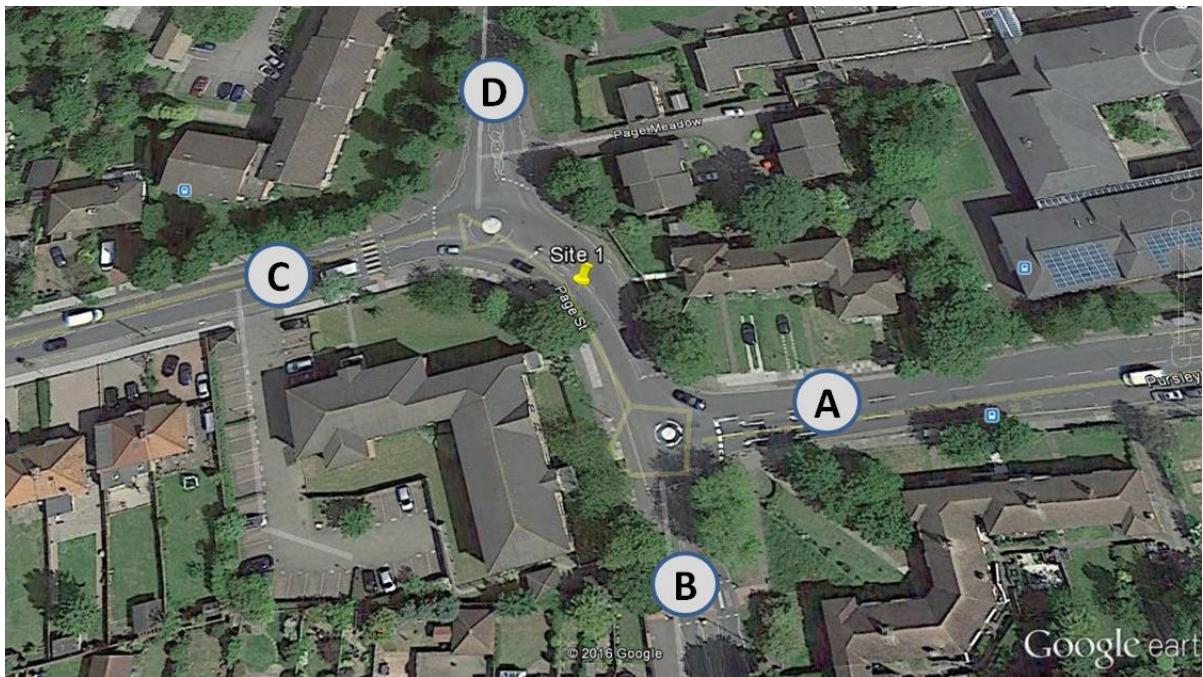
Activity	Indicative cost
Main Works Allowance	£6000
Preliminaries (including TM) – Allowance	£1500
Contingency Allowance	£2700
Total	£10,200

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Appendix A – Feasibility Design Options

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Traffic Survey summary:



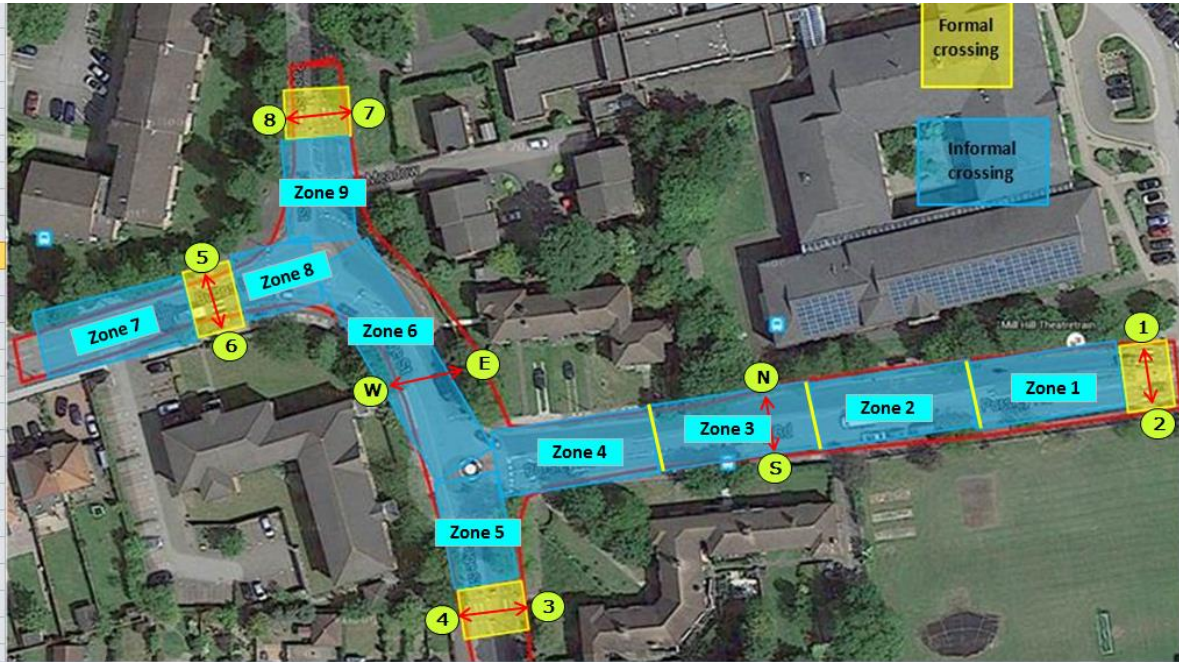
Thursday - 09/06/16 - 07:00 - 19:00 - Dry

A - A	A - B	A - C	A - D
12	1715	4834	214
B - A	B - B	B - C	B - D
1624	10	2033	1068
C - A	C - B	C - C	C - D
4393	2823	14	663
D - A	D - B	D - C	D - D
225	955	874	4

Saturday - 11/06/16 - 07:00 - 19:00 - Dry

A - A	A - B	A - C	A - D
5	1509	3796	221
B - A	B - B	B - C	B - D
1591	28	1485	704
C - A	C - B	C - C	C - D
3661	2147	6	453
D - A	D - B	D - C	D - D
252	524	493	2

Pedestrian Survey summary:



>300 200-300 100-200 100>

Formal crossing:

Thursday - 09/06/16 - 07:00 - 19:00 - Dry

	Mov 1	Mov 2	Mov 3	Mov 4	Mov 5	Mov 6	Mov 7	Mov 8
Total	373	476	263	248	105	129	96	76

Saturday - 11/06/16 - 07:00 - 19:00 - Dry

	Mov 1	Mov 2	Mov 3	Mov 4	Mov 5	Mov 6	Mov 7	Mov 8
Total	51	37	66	48	59	108	19	19

Informal crossing:

>100 50-100 25-50 25>

Thursday - 09/06/16 - 07:00 - 19:00 - Dry

	Zone 1		Zone 2		Zone 3		Zone 4		Zone 5		Zone 6		Zone 7		Zone 8		Zone 9	
	N	S	N	S	N	S	N	S	E	W	E	W	N	S	N	S	E	W
Total	5	1	11	13	58	10	42	29	1	6	147	194	3	8	0	0	21	25

Saturday - 11/06/16 - 07:00 - 19:00 - Dry

	Zone 1		Zone 2		Zone 3		Zone 4		Zone 5		Zone 6		Zone 7		Zone 8		Zone 9	
	N	S	N	S	N	S	N	S	E	W	E	W	N	S	N	S	E	W
Total	3	0	16	4	7	6	39	25	4	2	29	39	5	5	1	3	11	15

	<h2>Hendon Area Committee</h2> <h3>6 July 2016</h3>
<p style="text-align: center;">Title</p>	<p>Devonshire Road, NW7 – Additional Request for Traffic Calming measures</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: center;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A - Drawing Nos. GC2418-CAP-00-XX-DR-C- 002 003</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555</p>

Summary

This report details the additional request for Traffic Calming Measures on Devonshire from a local ward councillor on Devonshire Road, NW7.

Recommendations

1. That the Committee note the detail of the scheme that was agreed at the March 2016 Hendon Area Committee for measures on Pursley Road and Devonshire Road, NW7.
2. That the Committee note the detail of studies undertaken below and agree that apart for the scheme agreed in 1. above no further action is taken at this location.

1. WHY THIS REPORT IS NEEDED

1.1 The October 2015 Hendon Area Committee received a verbal representation from Councillor Sury Khatri who spoke about the risks associated with dangerous driving along Devonshire Road. Following discussion, the Committee RESOLVED the following *Action: That the Highways Officer (Traffic and Development Manager) bring a further update report to the next meeting of the Hendon Area Committee with cost estimates of the feasibility study relating to a review of the Traffic Calming Measures for the stretch of road along Pursley Road and Devonshire Road to the Holder Hill Road Roundabout excluding the section of Devonshire Road that has already been approved in item 13.*

1.2 At the January 2016 Hendon Area Committee, the Committee agreed the Pursley Road/Devonshire Road Traffic Scheme - Improvements to reduce the spread of traffic on Pursley Road and Devonshire Road and the expenditure of £16,000 to undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.

RESOLVED the following:

In the matter of Pursley Road/Devonshire Road Traffic Scheme

- i) That the Committee notes the update in Appendix 1 of this report.*
- ii) That the Committee agrees the expenditure of £16,000 to undertake feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.*

1.3 At the March 2016 Hendon Area Committee, the committee agreed the design of the Pursley Road/Devonshire Road Traffic Scheme and

RESOLVED the following:

- i) That the Committee note the detail of the feasibility study as outlined in this report in relation to Pursley Road and Devonshire Road, NW7:*
- ii) That the Committee, having noted the above in 1, agrees the expenditure of £7,500 from the Hendon Area Committee budget and authorises the Commissioning Director for Environment to consult on and implement the proposed traffic scheme on the sections of Pursley Road and Devonshire Road.*

Background

1.4 A feasibility study was undertaken to investigate the following concerns which have been raised in relation Pursley Road and Devonshire Road, NW7 including:

- a. High traffic volumes
- b. Inappropriate / excessive speeding
- c. A number of collisions
- d. Conflict with Cyclists

- 1.5 A Scheme to address these issues was agreed at the March 2016 Hendon Area Committee as shown on Drawing No. GC2418-CAP-00-XX-DR-C-002 003.
- 1.6 Councillor Khatri raised on-going concerns regarding the speed of vehicles on Devonshire Road at the March Committee however at the time no further action was proposed. At a subsequent site meeting in the vicinity of Devonshire Road, Councillor Khatri again raised concerns over safety and the speed of traffic on Devonshire Road and requested that a mini roundabout be installed at the junction of Devonshire Road with Lee Road and Oakhampton Road.
- 1.7 It was discussed that as they was funding remaining from the initial feasibility study which was carried out on the Pursley Road/Devonshire Road study that a traffic survey could be undertaken at this junction and an initial assessment undertaken as to the suitability of the location for a mini roundabout.

Initial Observations

- 1.8 The Councillor has raised concerns that vehicles are travelling in excess of the speed limit in this location and has witnessed vehicles overtaking on the wrong side of the traffic island shown in the image below.



Fig 1 – 2015 Google Street View Imagery
[Map data ©2016 Google]

- 1.9 A traffic survey was undertaken on 15 June 2016 between 7am – 9.30am and 4.30pm – 6.30pm to inform whether the location would be suitable for the installation of a mini roundabout. The results of the traffic survey are detailed in Table 1 and Figure 2 below. The results of the survey show that there almost no traffic from the sides roads in comparison to the number of vehicles using Devonshire Road.

Table 1: Devonshire Road/Oakhampton Road/Lee Road - Traffic count
Date: 15.06.16

TIME	MOVEMENT											
	Devonshire Road (EB)			Lee Road			Devonshire Road (WB)			Oakhampton Road		
	A	B	C	D	E	F	G	H	I	J	K	L
07:00 - 07:30	1	267	0	6	0	2	0	198	1	2	0	5
07:30 - 08:00	2	351	2	6	0	3	8	317	2	2	0	11
08:00 - 08:30	0	305	1	7	0	1	1	398	1	9	0	10
08:30 - 9:00	0	315	0	1	0	2	0	303	2	8	0	9
09:00 - 09:30	0	265	0	1	0	1	2	233	0	3	0	6
16:30 - 17:00	0	302	1	7	0	4	7	324	0	6	0	4
17:00 - 17:30	0	303	0	4	0	0	8	303	2	1	1	11
17:30 - 18:00	1	334	0	0	0	1	5	334	1	3	0	4
18:00 - 18:30	2	279	1	0	0	0	4	279	3	11	0	5

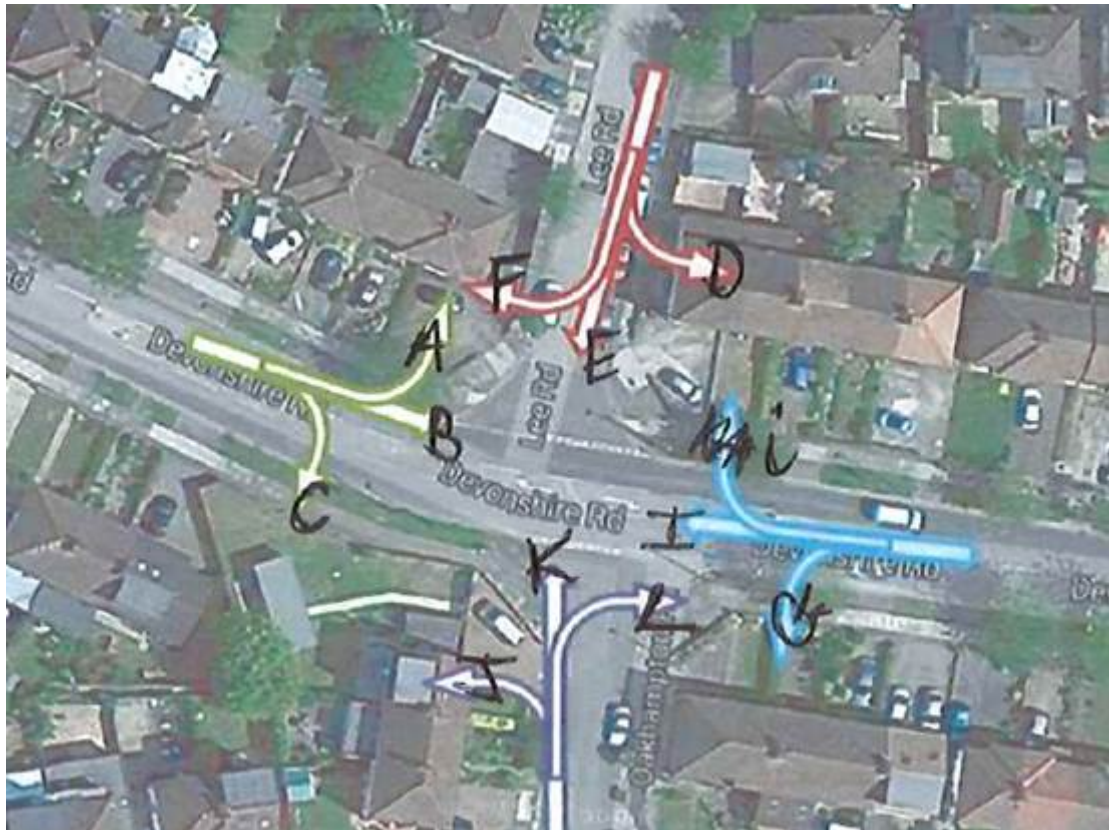


Figure 2: Turning Movements for the Devonshire Road/Oakhampton Road/Lee Road traffic Counts

- 1.10 Accidents – There was one slight accident within this section over the last 5 years. The accident happened at night and involved a vehicle travelling out of a private driveway.
- 1.11 Design Manual for Roads and Bridges (DMRB) says that “Mini-roundabouts must not be used at a junction where the forecast traffic flow on any arm is below 500 vehicles per day (2-way Annual average daily Traffic (AADT))”. In addition, “four-arm mini-roundabouts introduce additional conflicts and can create difficulty for drivers’ perceptions of the layout and turning flows. They are not recommended where the sum of the maximum peak hour entry flows for all arms exceeds 500 vehicles/hour”.

- 1.12 Design Manual for Roads and Bridges (DMRB) also says that “A *mini-roundabout must not be used as a speed reduction measure in isolation. Where a mini-roundabout is used within a traffic-calming scheme, speed reduction must be achieved by means of suitable speed reduction measures on the approach. If the required speed reduction cannot be achieved, then a mini-roundabout must not be provided*”.
- 1.13 Finally and although normally a mini-roundabout is a low cost option for junction design, possible diversions for 3rd part companies (Virgin Media, British Telecom, National Grid, Uk Power, Thames water) will increase considerable the implementation cost for this option.

Conclusions and Recommendations

- 1.14 The request for a mini roundabout at this location has been considered, however, due to the concerns above officers recommend that the location would not be suitable for the installation of mini-roundabout and that no further action is taken at this location (apart from the improvements to road marking which were previous agreed at the March 2016 Committee and shown in GC2418-CAP-00-XX-DR-C-003).

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendation not to install a mini-roundabout at the junction of Devonshire Road with Lee Road and Oakhampton Road has been detailed in paragraphs 1.9-1.14 above.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative option for Pursley Road and Devonshire Road are already being progressed through S278, LIP and Area Committee funded Schemes.

4. POST DECISION IMPLEMENTATION

- 4.1 None in context of this report.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here will particularly 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 to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.
- 5.1.2 The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

5.2.1 The additional feasibility and survey has been undertaken within the original budget that was agreed for Pursley Road/Devonshire at the January 2016 Hendon Area Committee.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, in section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

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.

5.6 Equalities and Diversity

5.6.1 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.

5.6.2 No changes are proposed as a result of this report.

5.7 Consultation and Engagement

5.7.1 None in the context of this report.

5.8 Insight

5.8.1 The options developed for the scheme were informed through analysis of injury accident data, traffic surveys and on site observations of the issues.

6. BACKGROUND PAPERS

6.1 Hendon Area Committee October 2015

<http://barnet.moderngov.co.uk/documents/s26631/Devonshire%20Road%20Traffic%20Management%20Scheme.pdf>

6.2 Hendon Area Committee January 2016

<http://barnet.moderngov.co.uk/documents/s28661/Hendon%20Area%20Committee%20Progress%20Report.pdf>

6.3 Hendon Area Committee March 2016

https://barnet.moderngov.co.uk/documents/s30852/HENDON%20Pursley%20Rd_Devonshire%20Rd%20Report%20Final%20Cleared.pdf

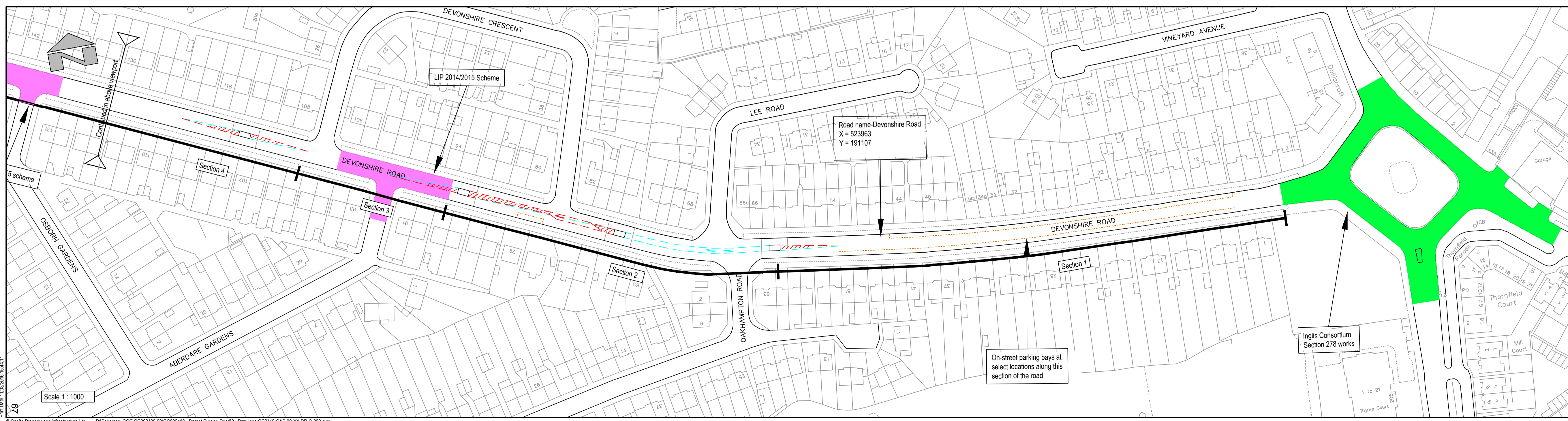
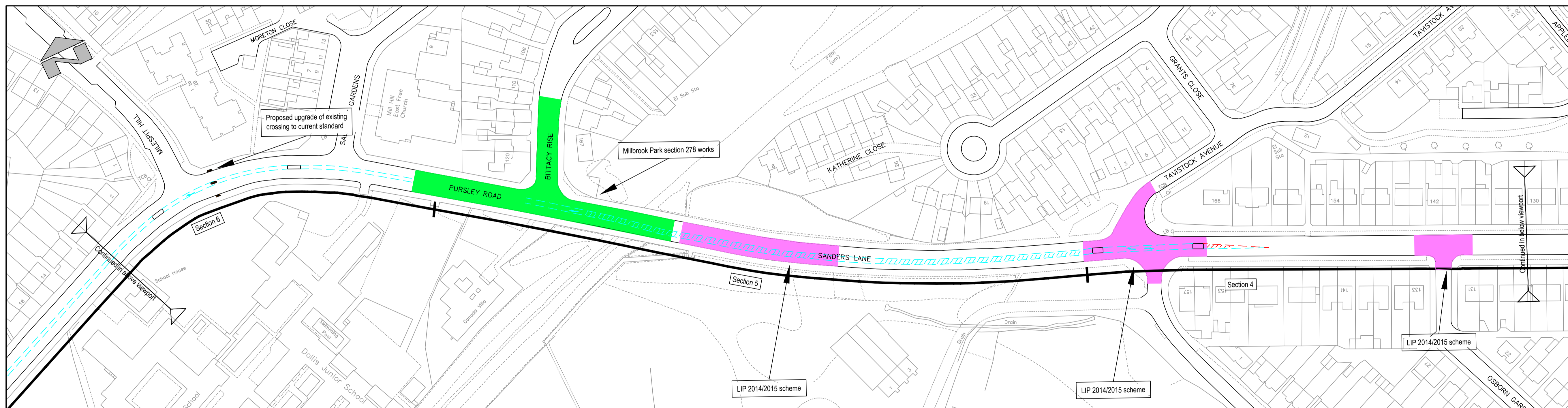
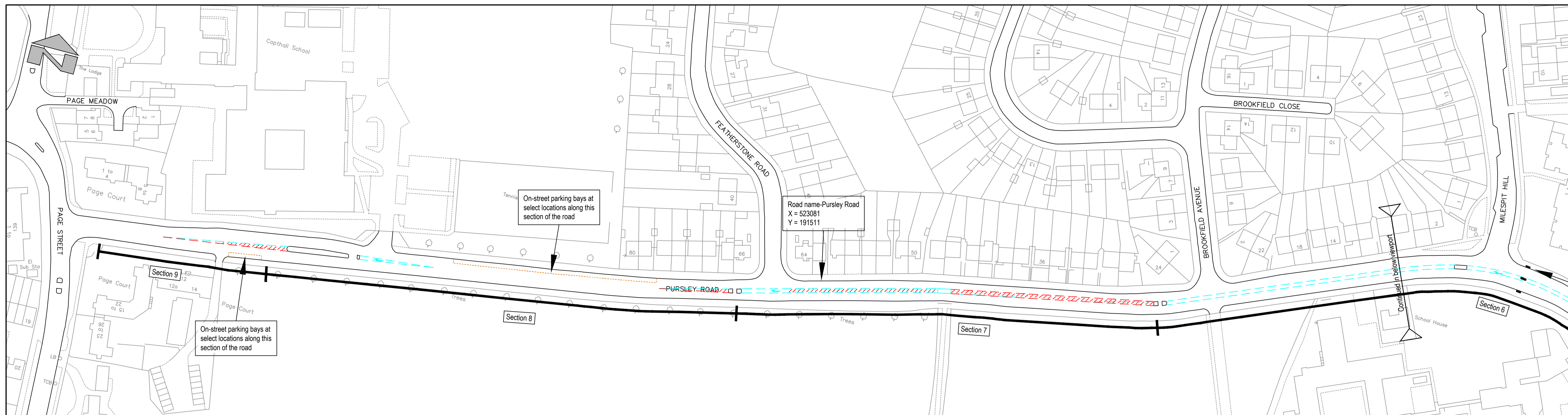
REPORT CLEARANCE CHECKLIST

(Removed prior to publication and retained by Governance Service)

Report authors should engage with their Governance Champion early in the report writing process and record the date below. If the decision/report has been reviewed at an internal board please record the date and name of the meeting (e.g. SCB). Otherwise enter N/A. All reports must be cleared by the appropriate Director/AD, Legal, Finance and Governance as a minimum. **Legal, Finance and Governance require a minimum of 5 working days to provide report clearance. Clearance cannot be guaranteed for reports submitted outside of this time.**

AUTHOR TO COMPLETE TABLE BELOW:

Who	Clearance Date	Name
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Governance Champion		
Director / AD / Lead Commissioner		
Enabling Board / Delivery Board		
Commissioning and Policy		
Equalities & Diversity		
HR Business Partner		
Strategic Procurement		
HB Public Law	1/7/2016	Jimmy Walsh
Finance	28/6/16	Patricia Phillipson
Governance	22/6/16	Sheri Odoffin



- Key:
- Future Section 278 Improvement Scheme
 - Future LIP Scheme
 - Existing Road Markings
 - Proposed Road Markings
 - Existing On-street Parking Bays

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Rev	Drawn	Chkd	App'd	Description	Date
Purpose of Issue					
Feasibility Study					
Classification					
Commercial in Confidence					
Client					
London Borough of Barnet					

Project
Pursley Road/Devonshire Road

Drawing
General Arrangement

Scale @ A1	Drawn	Checked	Approved
1:1000	CF	HT	LS

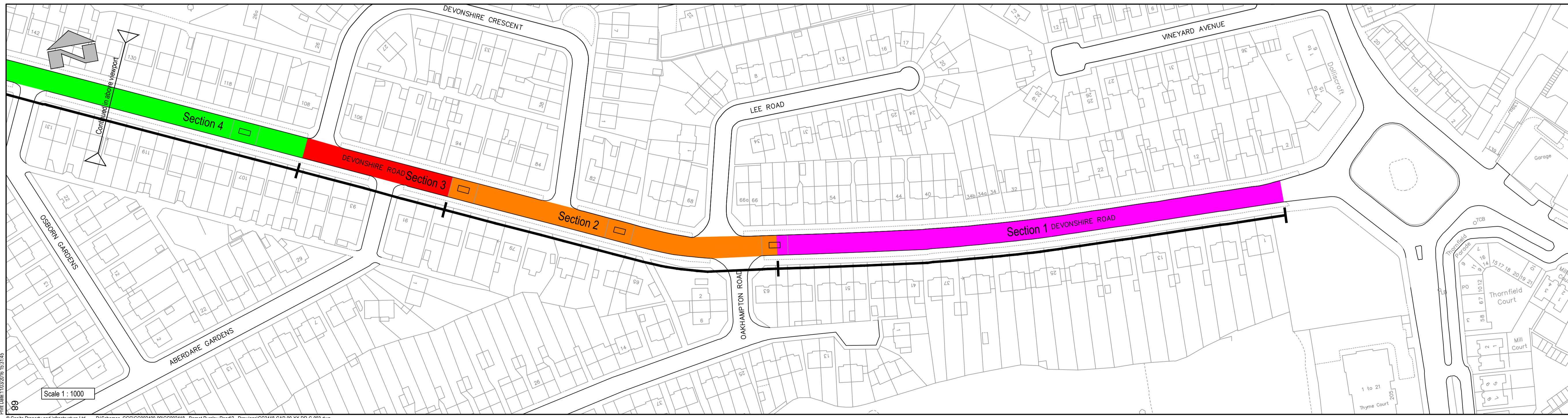
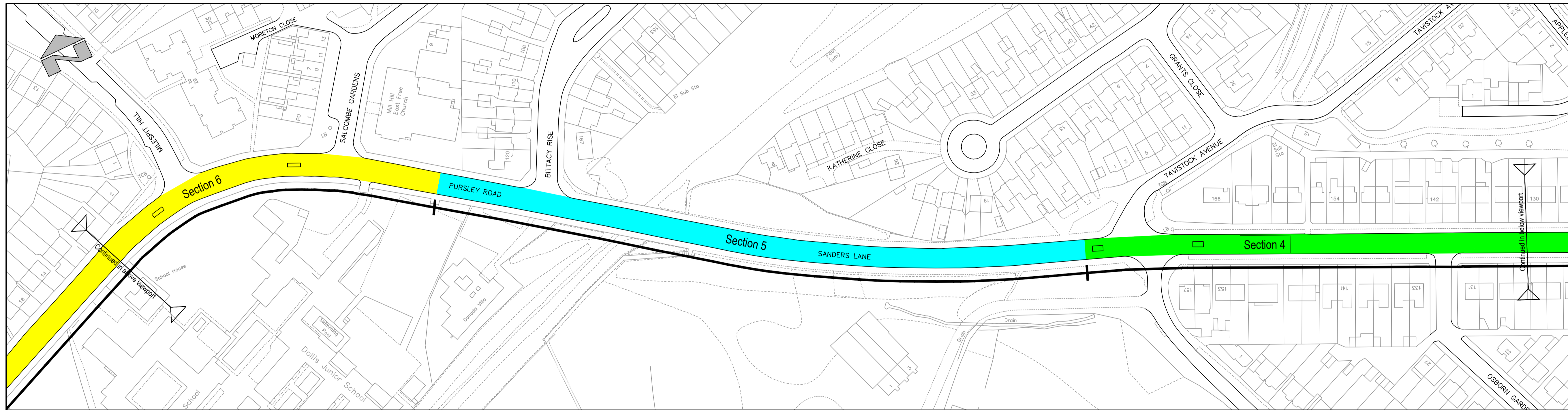
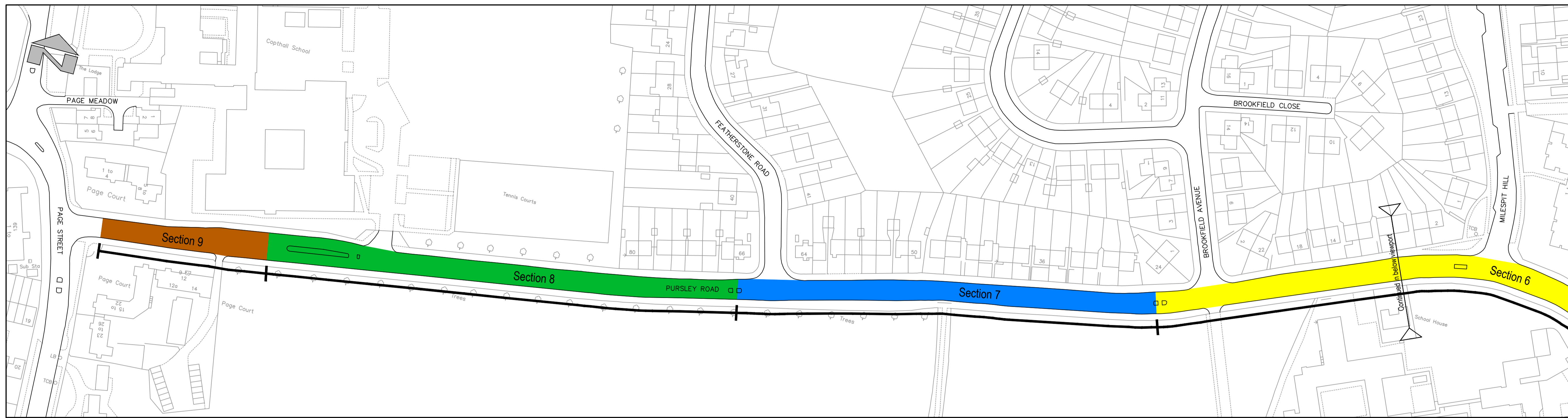
Project No.
GC/002418

Date
02-MAR-16

Drawing Identifier
GC2418-CAP-00-XX-DR-C-002

BS1192 Compliant revision
P00

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Civil Engineering
St David's House, Pascal Close, St Mellons, Cardiff, CF3 0LW
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Rev	Drawn	Chkd	Appd	Description	Date
Purpose of Issue					
Feasibility Study					
Classification					
Commercial in Confidence					
Client					
London Borough of Barnet					

Project
Purseley Road/Devonshire Road

Drawing
Reference Plan

Scale @ A1	Drawn	Checked	Approved
1:1000	SW	LS	LS

Project No.
GC/002418

Date
11-MAR-16

Drawing Identifier
GC2418-CAP-00-XX-DR-C-003

BS1192 Compliant revision
P00

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Hendon Area Committee

6 July 2016

Title	Oakleigh Gardens Area HA8 – request for a Controlled Parking Zone (CPZ)
Report of	Commissioning Director for Environment
Wards	Edgware
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Results for Oakleigh Gardens Area Informal Consultation Appendix B – Road by Road Analysis
Officer Contact Details	Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk 020 8359 3555

Summary

A petition named 'Save Our Road' of 35 signatories was received from the residents of Oakleigh Gardens HA8, about the commuter-related parking issues they encounter due to their roads' proximity to the Edgware 'J' Controlled Parking Zone. The matter was discussed at the Hendon Residents Forum on 18 June 2014 and the item was referred to the Hendon Area Committee of the same evening. It was determined that officers should investigate the issue with an informal consultation, to ascertain views on parking issues and controls should be carried out primarily centred on Oakleigh Gardens, but also its surrounding roads.

Subsequently, officers from the Parking Design team undertook an informal consultation, directed at residents of Oakleigh Gardens and Barnes Close, Cambourne Road, Hillersdon Avenue, Kings Drive, Lonsdale Close, & Orchard Drive. This informal consultation started on the 16 October 2015, and concluded on the 6 November 2015.

This report summarises progress made to date and the subsequent petition received in relation to the consultation, and asks the Committee to decide how Officers should progress.

Recommendations

That the Committee note the details contained within this report and approve the following, at an estimated cost of £2,500 for item number 3 below.

- 1. That the details and results of the informal consultation exercise are noted as shown in Appendix A and B.**
- 2. That having noted the details and results of the informal consultation exercise, that Officers should write and distribute a letter to the residents who were consulted, notifying them that overall this scheme for an extension to the Edgware 'J' Controlled Parking Zone will not be proposed.**
- 3. That, Officers carry out a statutory consultation on proposed 'at any time' waiting restrictions as described in this report**
- 4. That, subject to the decision made in 3. above, that subject to no objections being received to the statutory consultation, that Officers introduce the double yellow lines through the making of the relevant Traffic Management Orders;**
- 5. That subject to the decision made in 3. above, any unresolved material objections to the statutory consultation , are reported back to the Commissioning Director for Environment to resolve and for a decision on how to proceed.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides the Hendon Area Committee with an update on progress made to date following the Hendon Area Committee decision of 18 June 2014, for an informal consultation to take place relating to the parking issues in Oakleigh Gardens, and its peripheral roads, and asks the Committee to note the actions carried out to date, and to make a decision on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On the 18 June 2014, the Hendon Residents Forum, having been presented a petition received from residents of Oakleigh Gardens about the parking issues they have encountered due to their proximity of being the first uncontrolled road adjacent to the Edgware CPZ and the nearby Edgware Underground Station, referred the petition to the Hendon Area Committee of the same evening, who decided that:

- (a) an informal consultation, using a letter drop and a survey, should be carried out as soon as practicable,
 - (b) the consultation responses be analysed by officers, road by road.
 - (c) the results of the consultation and road by road analysis be brought back to the next appropriate committee meeting for consideration, with a decision on any further action to be taken at that point.
- 2.2 Accordingly having consulted with Ward Councillors, Officers carried out an informal consultation, using a letter drop and questionnaire designed to obtain opinion from residents on whether they would be in favour of joining the existing Edgware 'J' CPZ which operates between 10am to 11am, Monday and Friday.
- 2.3 The 26% overall response to the consultation (as highlighted in Appendix A) is considered average for this type of consultation and indicates that there is interest in this issue.
- 2.4 The questionnaire asked two questions as follows:
1. Do you currently experience parking problems in your road due to perceived non-resident or commuter motorists?
 2. Would you like a CPZ in your road?
 3. If a neighbouring road elected for a CPZ would you change your mind?
- 2.5 In response to question 1, 29.2% responded 'Yes' whereas 75% responded 'No'.
- 2.6 In response to question 2, 26.7% responded 'Yes' whereas 70% responded 'No'.
- 2.7 In response to question 3, 5.7% responded 'Yes' whereas 90.8% responded 'No'.
- 2.8 From the responses received to the consultation it is considered that within the consultation area, residents believe there are no major parking problems in the area and that there is overall opposition to a CPZ.
- 2.9 It should be noted that from the road whose residents' representations prompted the investigations and consultation, Oakleigh Gardens, the responses were in favour of a CPZ. Officers were therefore minded to recommend that the CPZ was extended but only to include Oakleigh Gardens.
- 2.10 However, in addition to the consultation responses a 238 signature petition was received dated the 2 November 2015 categorically stating its opposition to a CPZ, which was signed by residents of a number of roads in the area.
- 2.11 The petition: "No Control Parking Zone (CPZ) Extension in Our Street" "We the undersigned hereby object to an extension of the Edgware CPZ in our street, nor do we support the restricted parking times, parking bays, extortionate charges for parking permits, fines and penalty charges, yellow

lines, white lines, signage, posts and other street furniture that are associated with authoritarian parking control in our street’.

- 2.12 This petition was reported to the Hendon Area Committee on 13 January 2016 as part of the usual process for petitions.
- 2.13 The Committee received representations from the lead petitioner Mr Tucker who was invited by the Chairman to make his representation. Committee were informed that there were an overwhelmingly number of objections to the extension of Edgware CPZ for which 238 signatures had been received.
- 2.14 There were representations from some residents claiming that Royal Mail staff were parking cars in the early morning, with doors slamming, and loud conversations. A suggestion was made to request that Barnet Council make available some spaces in the Broadwalk Centre Car Park. However, the Broadwalk Centre Car Park is privately maintained and not owned by the Council therefore it would not be possible for the Council to make such spaces available.
- 2.15 There were also representations from residents that there were traffic flow issues at the width restriction, some requesting widening the restriction, and one in particular highlighting that double yellow lines should be implemented on the eastern most side of the width restriction, as vehicles can still park on the single yellow line outside the hours of operation, reducing the ease of traffic flow through this location.
- 2.16 Following discussion and having considered the petition, the Committee:

RESOLVED that:

i) The Hendon Area Committee noted the outcome of the public consultation on the CPZ proposal;

ii) The Hendon Area Committee agreed not to implement the CPZ in this area in response to the outcome of the public consultation which was overwhelming not in favour.

- 2.17 Therefore, as per the decision of the 13 January 2016 meeting of this Committee the Edgware CPZ should not be extended however, it is recommended that the proposed at any time waiting restrictions at the width restriction in Green Lane, as shown on Drawing are progressed to a statutory consultation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None

4. POST DECISION IMPLEMENTATION

- 4.1 That the consultation decided upon will be carried out as soon as practicable, in line with existing work programmes, and should a statutory consultation be carried out all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions in Oakleigh Gardens and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "A Successful London Suburb" and contribute to strategic objectives of "keeping Barnet moving through the efficient management of the roads and pavements network" by improving the quality of life for residents through affording them better parking protection and by improving the traffic and parking conditions, contributing to "The Sustainable Community Strategy for Barnet 2010-2020.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The costs of carrying out a statutory consultation for the proposed 'at any time' waiting restrictions which includes drafting the relevant Traffic Management Orders and legal notices, advertising, writing to affected frontages and considering feedback and objections to the proposed measures, and implementing the measures are estimated to be £2,500 and could be met from the Local Implementation Plan (LIP) allocation for Parking Reviews for 2016/17
- 5.2.2 Any double yellow lines introduced will require sufficient on-going enforcement to ensure the measures are adhered to which will be met by the Special Parking Account.
- 5.2.3 The lines and signs require periodic on-going routine maintenance which will be met by the Special Parking Account
- 5.2.4 Income derived from Penalty Charge Notices will all be attributable to the Special Parking Account.

5.3 Social Value

- 5.3.1 Not applicable in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Traffic Management Act 2004 places obligation 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.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.3 The Council's Constitution, Annex A for Responsibility for Functions, paragraph 2 states "Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level and it includes discharge of functions for local highways and safety schemes within the budget.

5.5 Risk Management

5.5.2 It is not considered the issues involved are likely to give rise to policy considerations as any double yellow lines would improve improve the traffic flow by helping to disperse local traffic into the wider network of local roads.

5.5.3 It is considered the issues involved proposing or introducing a double yellow lines may lead to some level of public concern from local residents who feel do not wish for a the controls to be introduced. However, it is considered that adequate consultation across a sufficient area, will ensure that members of the public have the opportunity to comment in any informal consultation exercise or to any statutory consultation on any proposed double yellow lines, which will then be reported back to committee for their consideration.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.7 Consultation and Engagement

5.7.1 In the October of 2015, the Council carried out an informal consultation with residents of Oakleigh Gardens and Barnes Close, Cambourne Road, Hillersdon Avenue, Kings Drive, Lonsdale Close, & Orchard Drive by way of a letter and a short questionnaire asking residents whether they would be in favour of a joining the extant Edgware (J) Controlled Parking Zone.

5.7.2 Statutory consultation will be carried out of the proposed double yellow lines.

5.8 Insight

5.8.1 None in relation to this report

6 BACKGROUND PAPERS

6.1 Agenda and Issues List, Hendon Area Committee 18 June 2014
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=6677&Ver=4>

6.2 Agenda and Minutes - Hendon Area Committee 13 January 2016
<http://barnet.moderngov.co.uk/ielistdocuments.aspx?cid=717&mid=8282&ver=4>

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Question 1 - Do you have parking problems due to non-residents?

	<u>Problems?</u>	<u>Road Response</u>			
		<u>Rate</u>	<u>yes/no %</u>	<u>don't know %</u>	
% of those who returned questionnaire					
Barnes Close	NO	0.0%	0/0	0.0	
Cambourne Road	NO	27.3%	50/16.7	33.3	
Hillersdon Avenue	NO	46.4%	7.7/92.3	0.0	
Kings Drive	NO	31.0%	17.8/82.2	0.0	
Lonsdale Close	NO	0.0%	0/0	0.0	Private
Oakleigh Gardens	YES	64.0%	75/25	0.0	
Orchard Drive	NO	43.2%	25/75	0.0	
Anon	NO	100.0%	0/100	0.0	
Overall	NO	34.7%	29.2/75	3.1	

Question 2 - Do you want a CPZ?

	<u>CPZ?</u>	<u>Road Response</u>			
		<u>Rate</u>	<u>yes/no %</u>	<u>don't know %</u>	
% of those who answered Q2					
Barnes Close	NO	0.0%	0/0	0	
Cambourne Road	NO	27.3%	50/50	0	
Hillersdon Avenue	NO	46.4%	7.7/92.3	0	
Kings Drive	NO	31.0%	15.6/78.1	6.3	
Lonsdale Close	NO	0.0%	0/0	0	Private
Oakleigh Gardens	YES	64.0%	68.8/31.3	0	
Orchard Drive	NO	43.2%	25/68.8	6.3	
ANON	NO	100.0%	0/100	0	
Overall	NO	28.9%	26.7/70	3.3	

Question 3 - If an adjacent street says yes?

	<u>Overall Yes/No</u>	<u>Road Response</u>			
		<u>Rate</u>	<u>yes/no %</u>	<u>don't know %</u>	
% of those who answered Q3					
Barnes Close	NO	0.0%	0/0	0	
Cambourne Road	NO	27.3%	0/100	0	
Hillersdon Avenue	NO	46.4%	0/100	0	
Kings Drive	NO	31.0%	6.3/90.6	3.1	
Lonsdale Close	NO	0.0%	0/0	0.0	Private
Oakleigh Gardens	YES	64.0%	6.3/87.5	6.3	
Orchard Drive	NO	43.2%	6.3/87.5	6.3	
ANON	NO	0.0%	16.7/83.3	0	
Overall	NO	28.9%	5.7/90.8	3.4	

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No. of Addresses	% Responded	No. of Responses	ROAD	Question 1 Do you currently experience parking problems in your road due to perceived non-resident or commuter motorists?						Question 2 Would you like a CPZ in your road?						Question 3 If a neighbouring road elected for CPZ, would you change your mind?													
				Yes	% of those who responded	No	% of those who responded	Don't Know	% of those who responded	Q1 - Total	Yes	% of who answered Q2	No	% of who answered Q2	No - no problems	% of who answered Q2	Don't know/Undecided	% of who answered Q2	Q2 - Total	Yes	% of who answered Q2	No	% of who answered Q2	No - it would make no difference to the parking in my road	% of who answered Q2	Don't know/Undecided	% of who answered Q2	Q3 - Total	
2	0.0%	0	Barnes Close	0	0.0	0	0.0	1	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0.0	0	0.0	0	0.0	0	0.0	0
22	27.3%	6	Cambourne Road	3	50.0	1	16.7	2	33.3	6	3	50.0	3	50.0	0	0.0	0	0.0	6	0	0.0	5	100.0	0	0.0	0	0.0	5	
28	46.4%	13	Hillersdon Avenue	1	7.7	12	92.3	0	0.0	13	1	7.7	11	84.6	1	7.7	0	0.0	13	0	0.0	12	100.0	0	0.0	0	0.0	12	
145	31.0%	45	Kings Drive	8	17.8	37	82.2	0	0.0	45	5	15.6	21	65.6	4	12.5	2	6.3	32	2	6.3	26	81.3	3	9.4	1	3.1	32	
12	0.0%	0	Private Lonsdale Close	0	0.0	0	0.0	0	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0.0	0	0.0	0	0.0	0	0.0	0	
25	64.0%	16	Oakleigh Gardens	12	75.0	4	25.0	0	0.0	16	11	68.8	4	25.0	1	6.3	0	0.0	16	1	6.3	13	81.3	1	6.3	1	6.3	16	
37	43.2%	16	Orchard Drive	4	25.0	12	75.0	0	0.0	16	4	25.0	8	50.0	3	18.8	1	6.3	16	1	6.3	12	75.0	2	12.5	1	6.3	16	
6	100.0%	6	ANON	0	0.0	6	100.0	0	0.0	6	0	0.0	1	14.3	6	85.7	0	0.0	7	1	16.7	2	33.3	3	50.0	0	0.0	6	
277	34.7%	96	TOTALS	28	29.2	72	75.0	3	3.1	96	24	26.7	48	53.3	15	16.7	3	3.3	90	5	5.7	70	80.5	9	10.3	3	3.4	87	

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	<p>Hendon Area Committee</p> <p>6 July 2016</p>
<p style="text-align: center;">Title</p>	<p>Hendon Area Committee Work Programme</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: center;">Wards</p>	<p>All</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A - Committee Work Programme – 2016/17</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Sheri Odoffin – 0208 359 3104 Sheri.odoffin@barnet.gov.uk</p>

<p>Summary</p>
<p>The Committee is requested to consider and comment on the items included in the 2016/17 work programme</p>

<p>Recommendations</p>
<p>1. That the Committee consider and comment on the items included in the 2016/17 work programme</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The Hendon Area Committee Work Programme 2016/17 indicates forthcoming items of business.
- 1.2 The work programme of this Committee is intended to be a responsive tool, which will be updated on a rolling basis following each meeting, for the inclusion of areas which may arise through the course of the year.
- 1.3 The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

2. REASONS FOR RECOMMENDATIONS

- 2.1 There are no specific recommendations in the report. The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A

4. POST DECISION IMPLEMENTATION

- 4.1 Any alterations made by the Committee to its Work Programme will be published on the Council's website.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Committee Work Programme is in accordance with the Council's strategic objectives and priorities as stated in the Corporate Plan 2015-20.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

- 5.3.1 The Terms of Reference of the Committee is included in the Constitution, Responsibility for Functions, Annex A.

5.4 Risk Management

- 5.4.1 None in the context of this report.

5.5 Equalities and Diversity

5.5.1 None in the context of this report.

5.6 **Consultation and Engagement**

5.6.1 None in the context of this report.

6. **BACKGROUND PAPERS**

6.1 None.

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London Borough of Barnet

July 2016 – March 2017

Contact: Sheri Odoffin sheri.odoffin@barnet.gov.uk 020 8359 3104

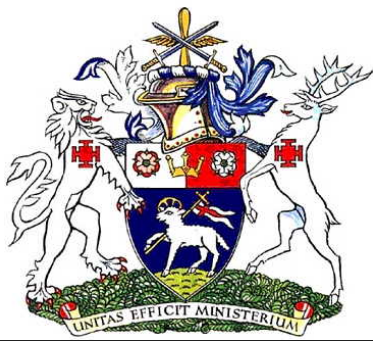
Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
July 2016			
Abercorn Road VAS and Traffic Scheme - Feasibility Study – Members item - Cllr Duchinsky	Feasibility Study results referred to Environment Committee.	Commissioning Director Environment	Non-key
Southbourne Avenue - Edgware - Footway Parking - Review and Consultation	The four additional bays at the south-western end of the roads will be implemented in July 2016.	Commissioning Director Environment	Non-key
Mowbray Road - CPZ Extension Review of the CPZ following receipt and submission of a petition of 28 signatories about the commuter-related parking issues along residential roads in the area and in close proximity to the Edgware (J) Controlled Parking Zone.	Statutory Consultation commenced on 5 May 2016. Objections have been received and these will be reported to the July Area Committee for consideration.	Commissioning Director Environment	Non-key
Pursley Road/Bunns Lane - Double Mini-Roundabout Junction Improvements to the operation of the double mini-roundabout including pedestrian improvements – Feasibility Study	Feasibility Study complete and the results and Options have been discussed with Ward Councillors prior to being reported to the July Hendon Area Committee for consideration and additional funding approval.	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Watford Way/Apex Corner Parking	A feasibility Study to address parking 'issues' in Watford Way/Apex Corner will commenced in April 2016. Findings will be reported to the July 2016 Area Committee.	Commissioning Director Environment	Non-key
Shirehall Lane - Yellow Lines along Shirehall Lane NW4.	<p>Statutory Consultation on 26 May 2016.</p> <p>Awaiting outcome of consultation at the time of publication.</p> <p>Subject to no objections being received the lines will be implemented in July/Aug 2016. If objections are received these will need to be resolved before the yellow lines can be implemented.</p>	Commissioning Director Environment	Non-key
<p>Pursley Road/Devonshire Road Traffic Scheme</p> <p>Improvements to the operation of the double mini-roundabout including pedestrian improvements.</p>	Scheme agreed at March Committee however following a site meeting with Ward Councillors additional measures including the investigation of a roundabout at the junction of Devonshire Road/Lee Road/Oakhampton Road. Outcome to be reported to the July Area Committee.	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Broadfield Avenue (Lower End) - Traffic and Parking Review	<p>Outcome of the Traffic and Parking Review on Broadfields Avenue, South of the A41 Edgware Road.</p> <p>The item was deferred from the 21 October Committee meeting to a future meeting of the Committee to allow for consultation through Ward Members and residents.</p> <p>CLlr Gordon to report back on the consultation in July</p>	Commissioning Director Environment	Non-key
SEPTEMBER 2016			
<p>West Hendon Highway Issues</p> <p>Issues highlighted in West Hendon to be responded to by considering road layout changes in Cool Oak junction, Kingsbury Road junction and gyratory signage as part of the proposed regeneration work in the area.</p>	Implementation in Aug/Sept 2016	Commissioning Director Environment	Non-key
Edgwarebury Lane South - Crossing	Update on new pedestrian crossing in Edgwarebury Lane - September 2016.	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
OCTOBER 2016			
Brookside Walk Play Area New play equipment	Update on agreed options Report back to October Area Committee	Street Scene Director	Non-key
Riverdene/Mount Grove Hale Ward Protection of Grass verges	Initial review on the installation of Bollards in the grass verge to be investigated and reported back to the Oct Area Committee.	Street scene Director	Non-key
Improvements to Rookery Close Open space NW9 Planting and no ball games sign	Update on agreed options. Report back October.	Streerscene Director	Non-key

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Hendon Area Committee

6th July 2016

Title	Members Item – Improvements to Salcombe Gardens – Councillor Adam Langleben.
Report of	Commissioning Director for Growth and Development
Wards	Mill Hill
Status	Public
Urgent	<i>Yes – A decision is urgently required to ensure a decision regarding match funding for this project is provided by the Council prior to September 2016 in order to comply with grant funding requirements set by the Greater London Authority.</i>
Key	No
Enclosures	None
Officer Contact Details	Cath Shaw, Commissioning Director for Growth and Development.

Summary

The report informs the Hendon Area Committee of a Member’s Item submitted by Councillor Adam Langleben, and requests a funding decision from the committee. The proposal is to improve the public realm and shop fronts in Salcombe Gardens, land comprising public highways, shops and housing within the ownership of the Council.

The Council is requested to provide equivalent match funding of £20,000; which is a condition of the approved grant from the Mayor of London. Together these two funding commitments will provide 61% of the total budget and enable Mill Hill Neighbourhood Forum to begin more active fundraising activities within the community and businesses, alongside in partnership with the Council developing the more detailed design of proposals.

A decision on this match funding for the grant is required by the Mayor of London before September 2016 in order to ensure the funding is confirmed.

Recommendations

- 1. That the Committee acknowledges the award of £20,000 by the Mayor of London to the Salcombe Gardens Local Parade improvement project, and that this commitment is subject to a commensurate commitment from the Local Authority for at least £20,000 towards the overall cost of delivering the scheme; and that this must be made by September 2016.**
- 2. That the Committee approves the allocation of a budget of £20,000 from its Local Community Infrastructure Levy funds budget towards the Salcombe Gardens project.**
- 3. That authority to establish the project and approve the detail of the scheme be delegated to the Commissioning Director, Environment in consultation with the Mill Hill Neighbourhood Forum with regular updates to Hendon Area Committee.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Councillor Adam Langleben, on behalf of Mill Hill Neighbourhood Forum and Mill Hill Ward Member Councillor Val Dushinsky, has requested that the Hendon Area Committee urgently consider this Member's Item, as a decision is required prior to the date of the Area Committee meeting.
- 1.2 The Mill Hill Neighbourhood Forum has successfully applied to the Mayor of London for funding to improve the public realm and shop fronts. However the condition of the grant funding is that Barnet Council provide equivalent match funding, and this must be confirmed by September 2016.
- 1.3 The current proposals from the Local Community are the need for:
 - New shop fronts, awnings, shutters
 - Renewed paving
 - Replace the broken bollards with seating & a few trees
- 1.4 Initial estimates for the project from Mill Hill Neighbourhood Forum suggest the improvements will cost in the region of £65,580. The proposal from the forum is for this to be funded through a partnership of the Businesses, Local Residents, the Greater London Authority, and Barnet Council.
- 1.5 The Mayor of London has agreed £20,000 of grant funding, and therefore the request from this committee is for a further £20,000 of match-funding towards the overall project budget to (a) ensure confirmation of the grant from the Mayor and (b) enable the project to get going.
- 1.6 To date 47 local residents have pledged a total of £653 towards the project, and it is anticipated that with the requested funding commitment from the Council this will trigger the necessary confidence from the 6 businesses that will most benefit from the shop front improvements. Other

local residents are also anticipated to view the project more favourably when it is clear that it is on its way to being deliverable.

- 1.7 As the funding requested will come from the Local Community Infrastructure Levy (CIL) pot, this £20,000 component of the overall budget funded by the Council will need to be spent within the legal definition of 'infrastructure'. Present interpretation suggests this will enable it to be used on the public realm works, together with any building improvements that benefit the affordable housing on the site, but not for improvements to the shops and their frontages.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The decision to award this funding will secure a minimum of £20,000 external investment into the borough, together with incentivising local communities and businesses to themselves invest in their local area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 A decision not to provide £20,000 of funding for this project will result in the loss of the grant from the Mayor of London and the non-materialisation of the local community pledges. It will be the end of the proposed project.

4. POST DECISION IMPLEMENTATION

- 4.1 The Commissioning Director for Environment will commission Re to work with the Mill Hill Neighbourhood Forum to develop the project plan, programme and budget; together with establishing the procurement mechanism for the shop front improvements, preparing detailed technical designs for the various works and undertaking feasibility work where required in order to enable the commissioning of works to begin.
- 4.2 The Mill Hill Neighbourhood Forum will in parallel engage with the 6 businesses on site and begin a fundraising drive with local residents sufficient to secure the estimated required sum of £25,000 from the businesses and community, which will be used towards all aspects of the project including those that cannot be funded by the CIL funds, such as the new shop fronts, awnings and shutters.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Supporting this project demonstrates the new models of partnership working following the principles of Fairness; Responsibility; and Opportunity. It demonstrates the Council effectively working with local, regional and national partners to ensure that Barnet is a place:
 - of opportunity, where people can further their quality of life
 - where people are helped to help themselves
 - where responsibility is shared, fairly
 - where services are delivered to get value for money for the taxpayer

5.1.2 The proposal and its model of delivery supports a number of the Council's Corporate Plan priorities:

- **responsible growth and regeneration** – revitalising communities where new homes and jobs are being provided
- **more resilient communities** – by working with residents to increase self-sufficiency and tailor services to their needs.

5.1.3 More specifically, the vision for the borough is to create more involved and resilient communities where residents take greater responsibility for their local areas and, where appropriate, are involved in the design and delivery of services. This project, instigated by the local community strongly puts this vision into practice and is hoped to model the new patterns of behaviour.

5.1.4 The project supports the Health and Wellbeing Strategy priority for 'wellbeing in the community' through enhancing the local environment and sense of place / identity and therefore provides an environmental measure for improving mental health and wellbeing for all, together with promoting healthier workplaces and improving physical activity by encouraging local people to walk more by choosing to use their local shopping parade instead of getting into a car to visit locations further afield.

5.1.5 From the perspective of Barnet's Joint Strategic Needs Assessment (JSNA), Mill Hill was the ward with the second highest (31%) population increase between 2001 and 2015, and where a further 25% increase is expected through to 2030. It is also one of the wards with the largest population of young people and the highest number of 15-19 year olds. It is also the ward with the highest level of carers, although in percentage terms the level is less than some other wards.

5.1.6 It is noted that there is a growing number of women aged over 75 for which the JSNA identifies social isolation risks as important to address. Methods, such as the improvement of local shops and the attractiveness of facilities will improve the likelihood of people leaving home and undertaking physical activity. This is particularly relevant to growing youth and older populations.

5.2 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 There are sufficient available Local CIL funds available in order for the committee to make the commitment of £20,000 from the existing funding pot.

5.2.2 The costs of the project will be managed carefully, and Council governance mechanisms will be used to ensure appropriate application of the budget. More detailed work is required to develop the estimate for project costs, together with the availability of funding from the local communities.

5.2.3 External funding is available in the form of a grant from the Mayor of London, however this is subject to match funding from the Council being approved, the purpose of this paper

5.3 Social Value

- 5.3.1 Not Applicable in relation to this funding allocation, although it is clear that this project will secure wider social, economic and environmental benefits through the process of engaging and working with local communities and businesses.

5.4 Legal and Constitutional References

- 5.4.1 Expenditure of the neighbourhood proportion of the Community Infrastructure Levy ('Local CIL') must also comply with Regulation 59 of the Community Infrastructure Levy Regulations 2010 (as amended) that limits its use to "*funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area*". Section 216 of the Planning Act 2008 sets out the definition of 'infrastructure' as including —

- (a) roads and other transport facilities,
- (b) flood defences,
- (c) schools and other educational facilities,
- (d) medical facilities,
- (e) sporting and recreational facilities, and
- (f) open spaces

- 5.4.2 The use to which 'Local CIL' funds are put must comply with the legislative and regulatory controls on the type of projects that such funds can be spent on. For this reason the allocation of Local CIL funds within this report may only be used to support the public realm works, and not the shop front improvements, as proposed in relation to this project.

- 5.4.3 Section 6 of the Council Constitution's Meeting Procedure Rules (section 6) states that a Member, including appointed substitute Members of a committee may have one item only on an agenda that he/she serves. Member's items must be within the terms of reference of the decision making body which will consider the item.

5.5 Risk Management

- 5.5.1 By commissioning the improvements via Re the Council will retain full and effective oversight of the works to ensure appropriate and effective use of the funding, whilst still working in partnership with the Mill Hill Neighbourhood Forum/

5.6 Equalities and Diversity

- 5.6.1 Member's Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications, and in this case none have been identified.

- 5.6.2 Funding this project supports the Council's public sector equality duty under section 149 of the Equality Act 2010, as the public realm and place-making improvements will benefit all local people, and given the higher prevalence of social housing in the immediate vicinity of the parade it will bring a positive benefit to more vulnerable groups who live in social housing.

5.7 Consultation and Engagement

5.7.1 The Mill Hill Neighbourhood Forum has to date been leading consultation and engagement matters, however where statutory consultations are required by the Council these will be undertaken by Re in accordance with relevant corporate policies and any applicable legislation.

5.8 Insight

5.8.1 This is a community led project and insight has therefore not been the driving motivation behind the project, however as per paragraph 5.1.5 it is noted that this project falls within a rapidly growing ward and therefore the improvements funded in this way demonstrate that local communities can benefit from planned housing growth, as well as the Council benefitting from environmental improvements increasing public satisfaction.

6. BACKGROUND PAPERS

6.1 The Mill Hill Neighbourhood Forum project description and fundraising page can be found here:
<http://www.spacehive.com/uplift-salcombe-gardens-shops>