

MEETING

HENDON AREA COMMITTEE

DATE AND TIME

WEDNESDAY 30TH MARCH, 2016

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)

Chairman: Councillor Brian Gordon LLB
Vice Chairman: Councillor Val Duschinsky

Councillor Maureen Braun Councillor Tom Davey Councillor Nagus Narenthira
Councillor Charlie O-Macauley Councillor Dr Devra Kay

Substitute Members

Councillor Adam Langleben Councillor Sury Khatri MSc (Lond) Councillor Mark Shooter
Councillor Hugh Rayner Councillor Joan Scannell
Councillor Zakia Zubairi Councillor Ammar Naqvi

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Wednesday 23rd March at 10AM. Requests must be submitted to: Sheri.Odoffin 020 8359 3104
Email: sheri.odoffin@barnet.gov.uk

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Services contact: Sheri Odoffin 020 8359 3104
Email: sheri.odoffin@barnet.gov.uk

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

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Decisions of the Hendon Area Committee

13 January 2016

Members Present:-

AGENDA ITEM 1

Councillor Brian Gordon (Chairman)
Councillor Val Duschinsky (Vice-Chairman)

Councillor Maureen Braun Councillor Charlie O-Macauley
Councillor Tom Davey Councillor Dr Devra Kay
Councillor Nagus Narenthira

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the meeting held on Wednesday 21 October 2015, were agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

None.

3. DECLARATIONS OF MEMBERS DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS (IF ANY)

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

A public comment was made by Mr David Wolman in relation to item 9 the Controlled Parking Zone at Morbray Road. He thanked all involved and the described the CPZ as successful

6. MATTERS REFERRED FROM THE HENDON AREA RESIDENTS FORUM (IF ANY)

None.

7. MEMBERS' ITEMS - BROOKSIDE WALK, BRENT PARK - PLAY EQUIPMENT

The Committee considered a Members' Item submitted by Councillor Maureen Braun to consider a request for funding for play equipment in Brookside Walk Play Area, Hendon. A correction was made to the name of the street which should have read as "Brookside Walk" instead of "Broadside Walk".

Councillor Braun informed the Committee of a proposal in her ward brought to her by local residents to increase the range of play equipment in a local park and requested

permission from the Chairman to invite Mrs Heller, the a local resident involved in the proposal, to provide more details.

The Chairman agreed to allow Mrs Allen to address the Committee. Mrs Allen explained that local residents have been working with the Council's Greenspaces Team as part of a project to improve open spaces. Local residents had successfully undertaken their own fund of £1,500, but it was not enough to cover the full cost of the equipment. As a result the project had stalled.

Following the discussion on the item, Hendon Area Committee:

RESOLVED that:

- i. **The Commissioning Director for Environment was instructed to present a report to a future Committee meeting to outline the required budget for and provide a breakdown of all costs for equipment up to the value of up to £6,500.**

8. PROGRESS UPDATE ON HENDON AREA COMMITTEE ACTIONS

Abercorn Road VAS and Traffic Scheme Feasibility Study Address issue of Road Safety on Abercorn Road NW7 (HAC009/2015)

The Chairman introduced the above proposal. Following discussion, Committee

RESOLVED that:

- i. That the Committee notes the update in Appendix 1 of this report.
- ii. That the Committee agrees the expenditure of £17,000 to install VAS and undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.

Pursley Road/Bunns Lane Double Mini-Roundabout Junction Improvements to the operation of the double mini-roundabout including pedestrian improvements (HAC0010/2015).

The Chairman introduced the above proposal and asked for errors in the report to be corrected as follows:-

Under the officer response and background section, include the omitted paragraph:
"The Committee received a verbal representation from Cllr Sury Khatri about the danger passed by fast-moving traffic and near hit accidents reported by residents".

Strikethrough: "~~VAS to be installed in Abercorn Road.~~"

Recommendation ii should have read as:

"That the Committee agrees the expenditure of £7,000 to undertake a feasibility study and report the outcome of the study to the March Area Committee"

~~Strikethrough: "That the Committee agrees the expenditure of £17,000 to install VAS and undertake a feasibility study and report the outcome of the study to the March Area Committee"~~

Following discussion, Committee

RESOLVED that:

- i. the Committee noted the update in Appendix 1 of this report.
- ii. the Committee agreed the expenditure of £7,000 to undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.

Pursley Road/Devonshire Road Traffic Scheme Feasibility Study - Improvements to reduce the speed of traffic on Pursley Road and Devonshire Road and improve safety for cyclists (excluding the section that has already been identified and agreed for a Traffic Management Scheme).

The Chairman introduced the above proposal HAC011/2015 and asked for errors in the report to be corrected as follows:

~~Strikethrough - Pursley Road/Bunns Lane - Double Mini-Roundabout Junction Improvements to the operation of the double mini-roundabout including pedestrian improvements and replace with:~~

Pursley Road/Devonshire Road Traffic Scheme Feasibility Study - Improvements to reduce the speed of traffic on Pursley Road and Devonshire Road and improve safety for cyclists (excluding the section that has already been identified and agreed for a Traffic Management Scheme).

~~Strikethrough: Issues referred from the Residents forum regarding improvements to the operation of the double mini-roundabout including pedestrian and cyclist Improvements. and replace with~~

"Feasibility Study to be undertaken.

~~Strikethrough: " ii. That the Committee agrees the expenditure of £17,000 to Install VAS and undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting" and replace with~~

"ii. That the Committee agrees 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 :

- i. That the Committee noted the update in Appendix 1 of the Officer's report.

- ii. That the Committee agreed the expenditure of £7,000 to undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.

9. HENDON CONSULTATION ON MOWBRAY ROAD, HA8

Upon invitation from the Chairman, Mr Lassiman informed Committee that he had been unable to park outside his house for a month and requested that the CPZ is extending it.

Having considered the item the Committee:

RESOLVED:

- i) That the Committee noted the details contained within the report and approve the following at an estimated cost of £5,000 for items 2 and 4 and £9,000 for item 3.
- ii) That having noted the details and results of the informal consultation exercise, that Officers should progress to a statutory consultation on a proposed extension of the Edgware 'J' Controlled Parking Zone (CPZ) into the uncontrolled section of Mowbray Road (south of the A41), the layout of which is set out in Drawing Number - SCMOWBRAY01 (Appendix A) to this report.
- iii) That the Committee agreed that any unresolved material objections to the statutory consultation referred to in 2 above, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.

10. HENDON SHIREHALL LANE, NW4 – REVIEW OF PARKING

10. HENDON SHIREHALL LANE, NW4 – REVIEW OF PARKING

Following the Chairman's introduction and having considered the item the Committee:

RESOLVED

- i) That the Hendon Area Committee noted the review of parking in Shirehall Lane, NW4;
- ii) That the Hendon Area Committee approved the proposal to introduce 'at any time' waiting restrictions in Shirehall Lane NW4 as outlined in drawing number 21729_918 and that Officers should progress to a statutory consultation on the proposed changes.
- iii) That, subject to no objections being received to the statutory consultation referred to in 2 above, that Officers introduce the changes through the making of the relevant Traffic Management Orders;

- iv) That any unresolved material objections to the statutory consultation referred to in 2 above, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.

11. PETITIONS

11. PETITIONS

Petition – “No Control Parking Zone (CPZ) Extension in Our Street”

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.

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.

Petition – Surface recoating on Hillersdon Avenue

The Committee received representations from the lead petitioner Mr Tucker who was invited by the Chairman to make his representation. The petition outlined objections to the road resurfacing material used in Hillersdon Avenue for which 42 signatures had been received.

Having considered the item, the Committee:

RESOLVED that:

- i) The Hendon Area Committee noted the Petition.
- ii) The Hendon Area Committee requested that the road surfacing policy be considered by the Commissioning Director and its impact to residents in Hillersdon Avenue.
- iii) That the Hendon Area Committee requested that the Governance Officer informs all Ward Members of this petition.

Petition – “Barnet Council Area Committee review on Parking development in Colindale Pulse NW9”

The Committee received representations from the lead petitioner Mr Sky who was invited by the Chairman to make his representation. The petition contained 222 signatures from

residents expressing their concerns regarding the lack of parking available to residents within the location.

Having considered the item the Committee

RESOLVED that:

- i) **The petition be noted.**
- ii) **The petition is referred to the relevant Officer in the Planning Service in order to consider the views expressed in the petition**

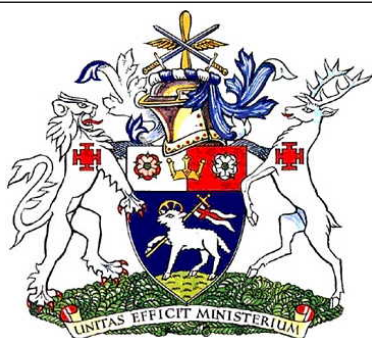
12. FORWARD WORK PROGRAMME

The Committee noted the items on the forward work programme.

13. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 9.45 pm



Hendon Area Committee

30 March 2016

Title	Area Committee Grants Funding – Budget Information
Report of	Interim Head of Finance, Commissioning Group
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Allocation of grants and balance available
Officer Contact Details	Patricia Phillipson, Interim Head of Finance, Commissioning Group E: patricia.phillipson@barnet.gov.uk

Summary

On 10th June 2014, the Policy and Resources Committee agreed that £100,000 per year over the next four years should be allocated to each of the Council's three Area Committees, subject to agreement of detailed arrangements for the governance, accountability and prioritisation of these budgets by the Community Leadership Committee.

On 9th July 2015, the Policy & Resources Committee approved that income from the Community Infrastructure Levy (CIL) would be delegated to the Council's Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated 15% of the CIL receipts for their local area. This is to be capped at a total of £150,000 per year per constituency area and ring-fenced for spend on infrastructure schemes.

The funding from CIL is in addition to the £100,000 a year that is available to each Area Committee until 2017/18.

The unused balance at the end of 2014/15 was carried forward and added to the 2015/16 budget.

Detail as to the activity to date of the Hendon Area Committee and the balance available is attached at appendix 1 to this report.

A summary of the budget position is shown below:

Hendon	£
<u>General Reserve Budget</u>	
Unused Balance from 2014/15	26,103
Budget 2015/16	100,000
Total Available in 2015/16	126,103
Less: Allocated to corporate grants programme	(17,000)
Available for the Committee to allocate	109,103
<u>CIL Reserve Budget</u>	
Budget 2015/16	150,000
Less: Allocated up to January 2016	(107,000)
Less: On hold	(15,000)
Available for the Committee to allocate	28,000
Total	137,103

The balance available at the end of the year, following approvals at this meeting, will be carried forward to 2016/17 and added to the budgets of £100,000 general reserve and £150,000 CIL Reserve.

Recommendations

1. That the Committee notes the amount available for allocations, as set out in Appendix 1.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of funding to the Hendon Area Committee, the approvals and payments to date. This will enable the Committee to determine the amounts that can be allocated at this, and future meetings.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Funding has been allocated to various organisations and this will enable the committee to note the amount available for future allocation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 No alternative options were considered

4. POST DECISION IMPLEMENTATION

- 4.1 Decisions can be made by the Area Committee to allocate funding to organisations.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The funding enables the Area Committee Budgets to contribute to the Corporate Plan's objective to promote family and community wellbeing and support engaged, cohesive and safe communities, by helping communities access the support they need to become and remain independent and resilient.

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

- This Area Committee has £137,103 available to allocate.
- Appendix 1 shows the amounts allocated and the committee balance remaining.
- The remaining balance following any allocations approved at this meeting will be transferred to a reserve and carried forward for use in the next financial year.

5.3 Social Value

- 5.3.1 Not applicable to this report

5.4 Legal and Constitutional References

The Council's Constitution, Responsibility for Functions, Annex A, sets out the Terms of Reference for the Residents' Forums, Area Committees and Theme Committees. In relation to the area covered by the Committee:

(1) Consider matters raised at Residents Forums and determine how they are to be taken forward, including whether to request a report for a future meeting, refer to an Officer and/or ward councillors.

(2) 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. These include but are not limited to:

- Town Centre Regeneration and Management water courses
- Refuse collection, litter, cleansing, waste and recycling
- Parks, open spaces, nature reserves, allotments, recreation and leisure facilities
- Libraries and Culture
- Cemeteries and Crematoria
- Day to day environmental issues and management of land on Council Housing Estates
- Local highways and safety schemes
- Sewers, drainage, public conveniences,

(3) Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy and Resources Committee.

(4) Powers to deal with small public works.

(5) Consider petitions which receive between 25 and 1,999 signatures. Area committees should not deal with issues that are specifically within the remit of other committees (e.g. Licensing), that should be exercised at a Borough wide level or that are outside the budget and policy framework.

5.5 Risk Management

- There are no risks to the Council as a direct result of this report

5.6 Equalities and Diversity

There are no equalities and diversity issues as a direct result of this report.

5.7 Consultation and Engagement

5.7.1 None

6. BACKGROUND PAPERS

Policy & Resources Committee, 10 June 2013

<http://barnet.moderngov.co.uk/documents/s15260/Area%20Sub-Committees%20Budget%20Arrangements.pdf>

Community Leadership Committee, 11 September 2014

<http://barnet.moderngov.co.uk/documents/s17459/Community%20Participation%20Strategy%20-%20Area%20Committee%20Budget%20Arrangements%20and%20Wider%20Community%20Funding.pdf>

Policy & Resources Committee, 14 October 2014

<http://barnet.moderngov.co.uk/documents/s18280/Area%20Committee%20budget%20allocation%20proposals.pdf>

Policy & Resources Committee, 9 July 2015

<http://barnet.moderngov.co.uk/documents/s24360/Delegating%20a%20proportion%20of%20Community%20Infrastructure%20Levy%20CIL%20income%20to%20the%20Councils%20Area%20Committe.pdf>

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Hendon	2015/16 Budget Allocation (General Reserve)	2015/16 Budget Allocation (CIL Reserve)	Date of Committee Approvals
	£	£	
Budget allocation	100,000	150,000	
Budget C/Fwd	26,103		
Allocation through the Corporate Grants programme	(17,000)		
Business Parking bays - Cheyne Walk		(5,000)	21/10/2015
Edgwarebury Lane - crossing		(15,000)	21/10/2015
West Hendon Highway Issue signage		(5,000)	21/10/2015
Watford Way/Apex corner parking		(20,000)	21/10/2015
Mathilda Marks Zebra crossing		(15,000)	21/10/2015
Arundel Gardens		(2,000)	21/10/2015
Shirehall lane - yellow lines		(5,000)	21/10/2015
Abercorn Road Traffic scheme		(17,000)	13/01/2016
Pursley Road double mini roundabout		(7,000)	13/01/2016
Pursley Road traffic scheme		(16,000)	13/01/2016
Total/ Balance remaining	109,103	43,000	
on hold			
- Brookside walk Play area (pending report)		(10,000)	13/01/2016
- Arundel Gardens footway parking		(5,000)	
Balance remaining	109,103	28,000	
		137,103	

Hendon	2014/15 Budget Allocation	Date of Committee Approvals
	£	
Budget allocation	100,000	
Budget C/Fwd		
Grahame Park Independent Living	(4,000)	15/01/2015
Ambitious about Autism	(2,500)	15/01/2015
Love Burnt Oak CReSH (Community Resource & Support Hub)	(8,970)	15/01/2015
West Hendon Community Group	(7,000)	15/01/2015
Barnet War Memorial s Association	(1,500)	15/01/2015
Mill Hill Neighbourhood Forum	(9,999)	15/01/2015
TrainingshipBroadship	(9,250)	15/01/2015
Herts Baseball Club - see below	(1,107)	15/01/2015
Barnet Association of Tamil Elders	(9,999)	15/01/2015
Nutmeg Community	(6,340)	15/01/2015
Home Start Barnet	(9,999)	15/01/2015
MigdalEmunah	(4,340)	15/01/2015
Herts Baseball Club - withdrew application	1,107	
Total/ Balance remaining	26,103	
Balance remaining		

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AGENDA ITEM 7a

	<p style="text-align: center;">Hendon Area Committee 30 March 2016</p>
<p style="text-align: center;">Title</p>	<p style="text-align: center;">Brookside Walk – Play Area</p>
<p style="text-align: center;">Report of</p>	<p>Interim Director for Street Scene</p>
<p style="text-align: center;">Wards</p>	<p>Hendon</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 Decision</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A: Brookside Walk Play Area – Existing Layout Appendix B: Brookside Walk Play Area – Proposed Layout Appendix C: Product Information - Four Seat Swing Frame Appendix D: Decision Notice Granting Planning Permission</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Matthew Gunyon, Acting Head of Greenspaces, 020 8359 7403, Matthew.Gunyon@Barnet.gov.uk</p>

<p>Summary</p>
<p>At the Hendon Area Committee held on 13 January 2016, the Committee resolved to instruct Greenspaces to present a proposal to the committee at a subsequent meeting and provide a breakdown of costs for new play equipment at Brookside Walk.</p> <p>This report outlines the costs associated with the purchase and installation of the additional play equipment, and seeks approval for the award of funding to help meet these costs.</p> <p>The costs for the works amount to £7,607.00. Following their fundraising activities, the local residents raised £1,400. On behalf of the residents, the Ward Councillor for Hendon has requested assistance to meet the funding shortfall of £6,207.00.</p>

<p>Recommendations</p>
<p>1. That the Committee approve allocation of £6,207.00 from the Hendon Area Committee budget towards the costs for the purchase and installation of new play equipment (see section 1.4)</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 Brookside Walk in Hendon forms part of the Dollis Valley Greenwalk, which links areas of public open space along the Dollis Valley in a green chain through the heart of Barnet.
- 1.2 Over the last few years the Council's Greenspaces Team has worked closely with local residents to make improvements to the open space at Brookside Walk. This includes a successful planning application, submitted in 2010, to place a fenced play area there. The play area was installed and proved very popular and in 2013 there was a subsequent request by residents to install additional play equipment. Planning approval was granted for the additional play equipment, but the project went dormant as the required funding was not available.
- 1.3 In July 2015, local residents re-engaged with the Council and requested an amendment to the play equipment they wanted to be installed. As a result, the Council submitted a variation to the existing planning permission to seek approval for the installation of a four seat swing frame. It was proposed that the installation of this equipment would be jointly funded by the Council and the local residents.
- 1.4 The Council estimates that the cost for purchasing and installing the new play equipment will be £6,207.00. This includes:

Cost Description	Amount (£)
Purchase and installation of the swing frame and seats, including installation of a suitable safety surface around the base of the frame.	7,607.00
Project Costs	7,607.00
Contribution from Community fundraising	(1,400.00)
Fund requested from Area Committee	6,207.00

- 1.5 The table above includes a breakdown of the costs associated with the installation of the new play equipment. The figure for the supply and installation of the swing frame was taken from a quote obtained by the local residents. The quote was obtained from a company that has subsequently been awarded a contract to supply and install play equipment in the borough, there is therefore a pre-existing and accessible relationship between the Council and the supplier without the need for further procurement activity.
- 1.6 Appendices A and B give further information relating to the location of the new equipment. Appendix C gives some specific product details for the swings. Appendix D is a copy of the formal decision notice granting planning permission (dated 2 March 2016).

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 13 January 2016, the Hendon Area Committee considered a Members' Item submitted by Councillor Maureen Braun regarding a request for funding for play equipment in Brookside Walk Play Area, Hendon.
- 2.2 The Council originally agreed to fund the new play equipment on a 50/50 basis with the local community. Local residents had undertaken their own fundraising and raised approximately £1,400 but this was not enough to cover the cost of the equipment. As a result the project had stalled.
- 2.3 If this bridge funding is granted, the local community will benefit from additional equipment in this popular play area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the bridge funding is secured the Council will raise an invoice to the local resident group in order to transfer the agreed contribution (£1,400) to the Council's bank account. Once the contribution is received an order will then be placed to install the swings.
- 4.2 The Council recently awarded a three year contract to a company to supply and install play equipment across the borough. This means that once the planning permission and funding is secured, an order can be placed promptly.
- 4.3 It is anticipated that there will be a six-eight week lead in time to allow for the swing frame to be procured and installed. Therefore it is anticipated the installation will be completed by the end of May 2016 (subject to the transfer of funds).

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 This project support the Council's Vision as set out in the Corporate Plan 2015-2020 in the following areas:

Barnet's parks and greenspaces will be amongst the best in London

- This project will enhance an already popular play area

Barnet's residents will be some of the most active and healthy in London, benefitting from improved leisure facilities and making use of the Borough's parks and open spaces

- This project will enhance an already popular play area and hopefully encourage increased usage by local residents who have called for the additional play equipment and have part-funded its installation.

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

- 5.2.1 The Council will place an order for the installation of the new equipment through the new play contract as mentioned above. The £6,207 will be funded through the £100,000 budget provided to the area committee for non-infrastructure related work.
- 5.2.2 The local resident group will be invoiced for its contribution of £1,400, which is not subject to VAT, prior to commencement of work.
- 5.2.3 Once the new equipment is installed it will be regularly inspected and maintained along with the other equipment in the play area.
- 5.2.4 The costs associated with this maintenance regime come out of the Greenspaces annual revenue budget.
- 5.2.5 The new equipment will be covered by the Council's insurance policy.

5.3 **Social Value**

- 5.3.1 The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

5.4 **Legal and Constitutional References**

- 5.4.1 The Council Constitution outlines the Responsibility for the Area Committee functions as follows:
 - (1) Consider matters raised at Residents Forums and determine how they are to be taken forward, including whether to request a report for a future meeting, refer to an Officer and/or ward councillors.
 - (2) 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. These include but are not limited to:
 - Town Centre Regeneration and Management
 - Sewers, drainage, public conveniences, water courses
 - Refuse collection, litter, cleansing, waste and recycling
 - Parks, open spaces, nature reserves, allotments, recreation and leisure facilities
 - Libraries and Culture
 - Cemeteries and Crematoria
 - Day to day environmental issues

5.5 **Risk Management**

- 5.5.1 Once the equipment is installed it will be regularly inspected and maintained as per the rest of the equipment in the play area. There is a risk that Hendon Area

Committee does not approve the funds. It may be necessary for a funding shortfall to be filled by the local community (if they are able to continue fundraising).

5.6 **Equalities and Diversity**

5.6.1 Section 149 of the Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people who share a relevant protected characteristic and those who do not share it
- foster good relations between people who share a protected characteristic and those who do not share it

5.6.2 The "protected characteristic" are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

5.6.3 In preparing this report officers have had regard to section 149 of the Equality Act 2010 and consider that the action proposed complies with the Council's equality duty.

5.6.4 Many of the play area users are part of the Orthodox Jewish community, and as such cannot be driven on Saturdays to any other amusement. This play area is well used and would benefit from further equipment.

5.7 **Consultation and Engagement**

5.7.1 There has been extensive historical engagement with the local community which resulted in the successful installation of the original play area. Local residents have also undertaken independent fundraising within the community. More recently, as part of the process to vary the existing planning permission, local residents have had the opportunity to submit online comments on the proposal to install new play equipment. At the time of writing, two responses have been received which declare their support for the project.

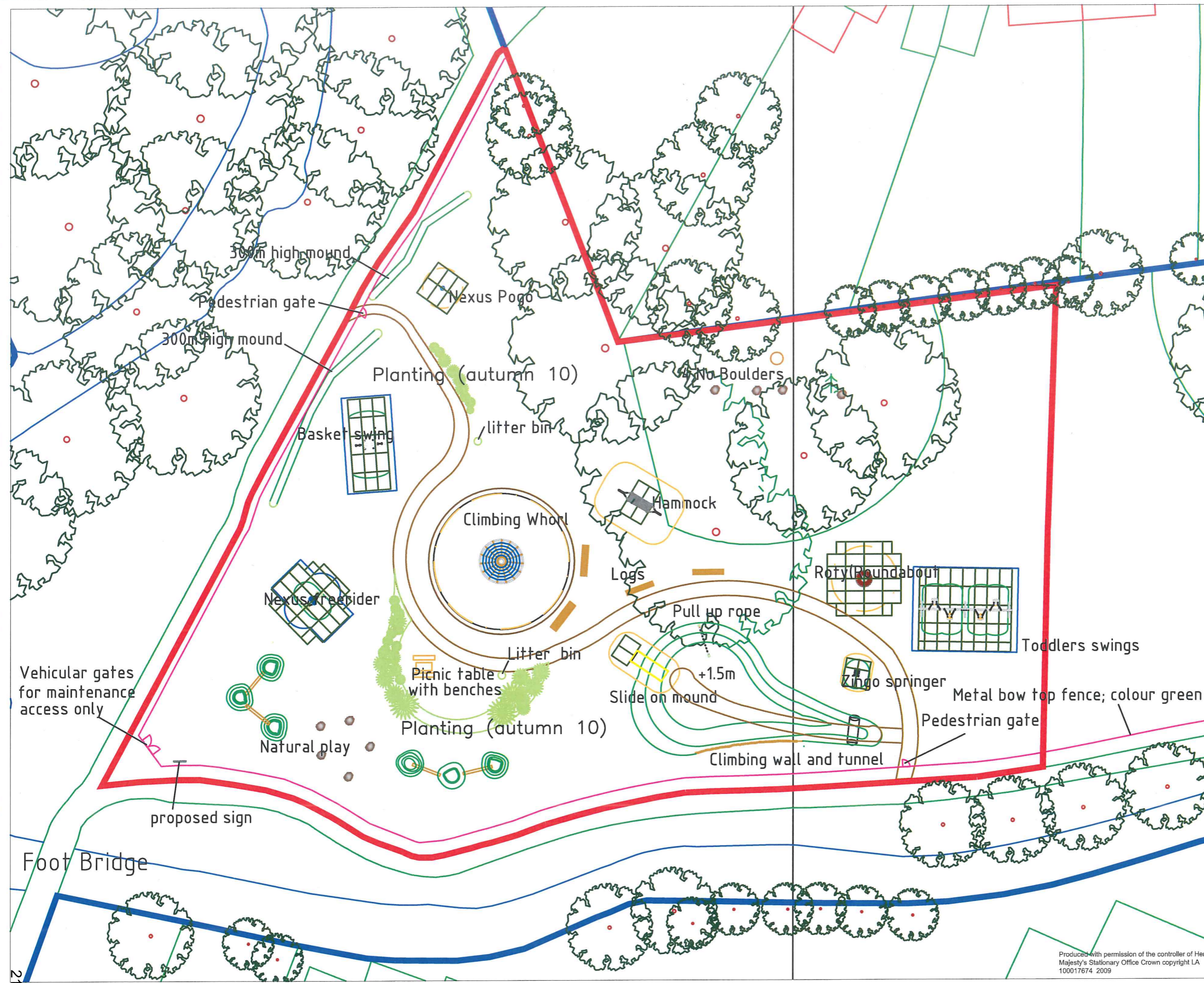
5.8 **Insight**

5.8.1 Not applicable.

6. **BACKGROUND PAPERS**

6.1 At the [Hendon Area Committee, dated 13 January 2016](#) the committee resolved to receive a presentation from the Greenspaces Team (this report) with regards to the proposal to contribute towards the costs associated with the installation of new play equipment at Brookside Walk.

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- Open space land owned by Barnet Council
- Area of application
- Approximate extent of tree canopy

Rev	Date	Description	Initial

Head of Environment & Transport
 Barnet House, 1255 High Road
 Wetherstone, N20 0EJ
 Tel: 020 8359 2000 Fax: 020 8359 4465



Existing

Scheme:
 Playbuilder Scheme
 Phase 1 2009/2010

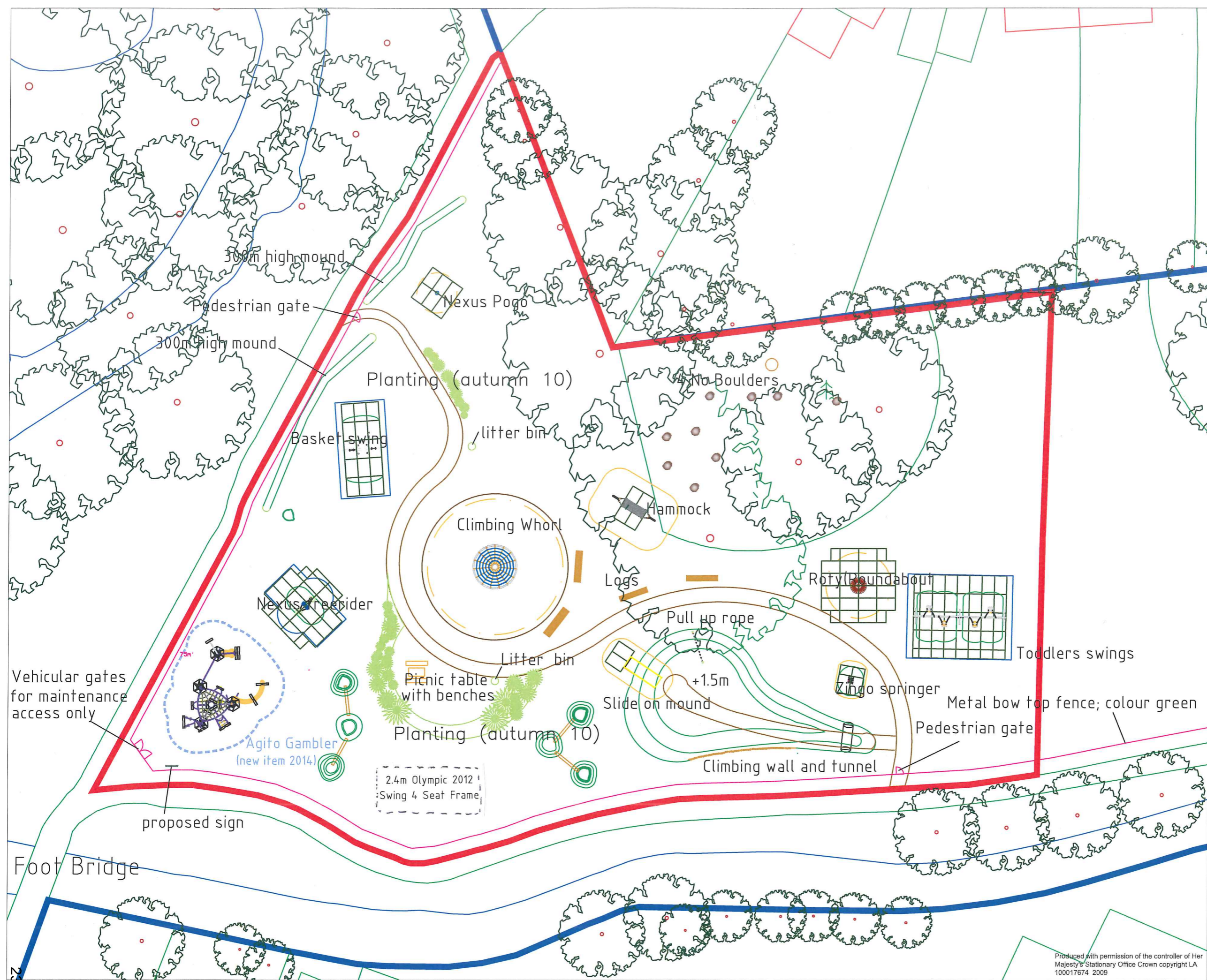
Title:
 Brookside Walk
 Play Area

Scale: 1:200 at A2	Plot Size: 07/10
CAD Filename: SCT	Drawn: SCT
Checked:	PCF File

DRAWING No:		
PB/50214	P02	A
Job Ref. No.	Des. No.	Rev.

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- Open space land owned by Barnet Council
- Area of application
- New items
- Approximate extent of tree canopy

Rev	Date	Description	Initial

Head of Environment & Transport
 Barnet House, 1255 High Road
 Whetstone, N20 0EU
 Tel: 020 8359 2000 Fax: 020 8359 4465



Proposed

Scheme:
 Playbuilder Scheme
 Phase 1 2009/2010

Title:
 Brookside Walk
 Play Area

Scale: NTS	Plot Size: 11/13	Date: 11/13
CAD Filename: SCT	Drawn: SCT	Checked: PCP File

DRAWING No:		
PB/50214	P03	A
Job Ref. No.	Dwg. No.	Rev.

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Development Management & Building Control Service
Barnet House, 1255 High Road, Whetstone, N20 0EJ
Contact Number: 020 8359 2120

Mr Silvera Williams

Application Number: **16/0111/S73**

LB Barnet - Greenspaces Team

Registered Date: 28 January 2016

Building 9, Mill Hill Depot

Bittacy Hill

Mill Hill

London

NW7 1BL

TOWN AND COUNTRY PLANNING ACT 1990

GRANT OF PLANNING PERMISSION

TAKE NOTICE that the Barnet London Borough Council, in exercise of its powers as Local Planning Authority under the above Act, hereby:

GRANTS PLANNING PERMISSION for:

Variation of condition 1 Plan Numbers) of planning permission H/05584/13 dated 26/11/2013 for 'Installation of swings and multi use climbing frame to existing children's play area.' Variation to the approved play equipment to be installed (four seat swing frame rather than two seat swing frame as previously approved

At: Brookside Walk Children's Play Area, London, NW4

as referred to in your application and shown on the accompanying plan(s):
Subject to the following condition(s):

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:
 - No. P02 Rev A, P03 Rev A and location plan (received: 29/02/16).
 - Swing specification and dimensions (received: 07/01/16)

Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the plans as assessed in accordance with Policies CS NPPF and CS1 of the Local Plan Core Strategy DPD (adopted September 2012) and Policy DM01 of the Local Plan Development Management Policies DPD (adopted September 2012).

- 2 This development must be begun within three years from the date of this permission.

Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

INFORMATIVE(S):

- 1 In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
- 2 The applicant is informed that Flood Defence Consent may be required for any works within 8m of the main river. The applicant is advised to contact the Environment Agency.

Date of Decision: 2 March 2016

Signed:



Joe Henry
Service Director - Development Management & Building Control

NOTE(S):

1. Your attention is drawn to the attached Schedule which sets out the rights of an applicant who is aggrieved by a decision of the Local Planning Authority.
2. This Notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.

For more information about making a Building Regulations application, please contact the Barnet Council Building Control team by email (building.control@barnet.gov.uk), telephone (0208 359 4500), or see our website at www.barnet.gov.uk/building-control

3. For information on Construction Site Guidelines for Householders and Developers, please visit <https://www.barnet.gov.uk/citizen-home/environmental-health/pollution/construction-information.html>
4. For details relating to Street naming and numbering, please visit <https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/building-control/street-naming-and-numbering.html>

APPEAL GUIDANCE:

Should you (an applicant or agent) feel aggrieved by the decision of the Council to either refuse permission or to grant permission subject to conditions, you can appeal to the Secretary of State for the Department of Communities and Local Government – Sections 78 and 195 of the Town and Country Planning Act 1990 / Sections 20 and 21 of the Planning (Listed Buildings and Conservation Areas) Act 1990. Any such appeal must be made within the relevant timescale for the application types noted below, beginning with the date of the decision notice (unless an extended period has been agreed in writing with the Council):

- Six months: Full (excluding householder and minor commercial applications), listed building (including Certificate of Lawfulness in relation to a listed building), Section 73 'variation/removal', Section 73 'minor material amendment', extension of time and prior approval applications.
- 12 weeks: Householder planning, householder prior approval and minor commercial applications.
- 8 weeks: Advertisement consent applications
- No timescale: Certificate of lawful development (existing/proposed) applications.

Where an enforcement notice has been issued, the appeal period may be significantly reduced, subject to the following criteria:

- Where the development proposed by your application is the same or substantially the same as development that is the subject of an enforcement notice served within the last two years you must appeal within 28 days of the date of the application decision
- Where an enforcement notice is served on or after the decision date on your application relating to the same or substantially the same land and development as in your application and if you want to appeal against the Council's decision you are advised to appeal against the Enforcement Notice and to do so before the Effective date stated on the Enforcement Notice.

Appeals must be made using the prescribed form(s) of The Planning Inspectorate (PINS) obtained from www.planning-inspectorate.gov.uk or by contacting 03034445000. A copy of any appeal should be sent both to PINS and the Council.

The Secretary of State can allow a longer period for giving notice of an appeal, but will not normally be prepared to use this power unless there are exceptional special circumstances. The Secretary of State can refuse to consider an appeal if the Council could not have granted planning permission for the proposed development or could not have granted without the conditions it imposed, having regard to the statutory requirements and provision of the Development Order and to any direction given under the Order. In practice it is uncommon for the Secretary of State to refuse to consider

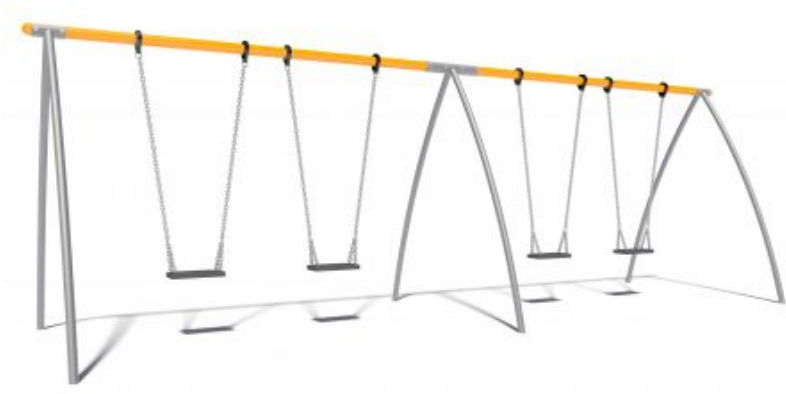
appeals solely because the Council based its decision on a direction given by the Secretary of State.

PURCHASE NOTICES:

If either the Local Planning Authority or the First Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor can he/she render that land capable of a reasonable beneficial use by carrying out of any development which has been or would be permitted. In these circumstances, the owner may serve a Purchase Notice on the District Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

2.4m Olympic 2012 Swing 4 Seat Frame

ID: SWO244(001)



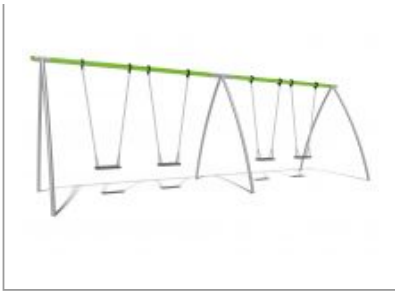
Play Value



Price: £2,195.00 🚚

Please Note: Prices do not include seats Whilst playing equipment has progressed and evolved immeasurably over the years, there are some classic pieces of equipment that will always remain popular and important in any play-scheme. HAGS SMP's new range of stylish Olympic 2012 swings will be a great addition to every play area. This 2.4m high swing frame is suitable for junior age children and upwards and its multiple seats provide a great environment for children to interact and develop socially. All HAGS SMP swings can be fitted with the unique Mirage Swing Seat - suitable for all abilities with the optional seat harness. Beneficial to the muscles in the arms, torso and legs, and an excellent example of locomotor play, the swing remains important to a child's physical development. It also requires adult intervention for the very young, encouraging interaction during play, making for a very positive bonding experience.

Colour Options



**Call us on:
0845 260 1655**




Specification	Plan View
<p>Age Range: 2+</p> <p>No. of Users: 4</p> <p>Equipment Dimensions m (L x W x H): 7.50 x 2.23 x 2.40</p> <p>Installation Information Total Weight - kg: 255.00 Heaviest Part - kg: 45.00 Largest Part - m (L x W x H): 3.60 x 0.59 x 0.32 Minimum Concrete Volume - cu m: 2.19</p> <p>Surface & Space Required Max. Freefall Height - m: 1.47 Falling Space Area - sq m: 45.76 Min. Wet Pour Area - sq m: 46.00</p>	

Certification



**Call us on:
0845 260 1655**



	<p>Hendon Area Committee</p> <p>30 March 2016</p>
<p style="text-align: right;">Title</p>	<p>Member's Item - Destruction of Grass verges Hale Ward Councillor Tom Davey</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Hale</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Sheri Odoffin Governance Officer Email: sheri.odoffin@barnet.gov.uk Tel: 020 8359 3104</p>

Summary

The report informs the Area Committee of a Member's Item submitted by Councillor Tom Davey and requests instructions from the Committee.

Recommendations

1. That the Area Committee instructions in relation to this Member's Item are requested.

1 WHY THIS REPORT IS NEEDED

- 1.1 Councillor Tom Davey has requested that the Hendon Area Committee consider a Member's Item in relation to the following roads in Hale ward - Mount Grove, Riverdene, and Langley Crescent.
- 1.2 Councillor Tom Davey requests that the Area Committee consider the implantation of wooden posts in grass verges on Mount Grove, Riverdene, and Langley Crescent (Hale Ward. He adds that this is to prevent vehicles parking on the grass verges.
- 1.3 Councillor Tom Davey requests the support of the Area Committee and therefore further requests that the Commissioning Director for Environment investigate this matter and informs Ward Members of the outcome.

2. REASONS FOR RECOMMENDATIONS

To minimise the damage done to grass verges from vehicles parking them, and is requested following complaints from local residents .

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

Not applicable.

4. POST DECISION IMPLEMENTATION

Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

- 5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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

- 5.2.2. This will be reported following the outcome of investigations into costs, viability and budget implications.

5.3. Social Value

- 5.3.1. Members Item's provide an process for Members to request Officer reports for discussion within a Committee setting at a future meeting.

5.4. Legal and Constitutional References

5.4.1. 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. To be considered following investigations.

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.

5.7. Consultation and Engagement

5.7.1. This will be reported following the outcome of the investigations.

5.8. Insight

5.9. The process for receiving a Member's Item is set out in the Council's Constitution, as outlined in section 5.4 of this report. Members will be requested to consider the item and determine any further action that they may wish in relation to the issues highlighted within the Member's Item.

6. BACKGROUND PAPERS

6.2. Email to the Governance Service in February 2016.

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	<p style="text-align: center;">Hendon Area Committee</p> <p style="text-align: center;">30 March 2016</p>
<p style="text-align: right;">Title</p>	<p>Member's Item - Open space on Rookery Close, NW9</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Hale</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Sheri Odoffin Governance Officer Email: sheri.odoffin@barnet.gov.uk Tel: 020 8359 3104</p>

Summary

The report informs the Area Committee of a Member's Item submitted by Councillor Tom Davey and requests instructions from the Committee.

Recommendations

1. That the Area Committee instructions in relation to this Member's Item are requested.

1 WHY THIS REPORT IS NEEDED

1.1 Councillor Nagus Narenthira has requested that Hendon Area Committee consider a Member's Item in relation to Open Space on Rookery Close, NW9.

1.2 Councillor Narenthira has reported that she has *received requests from local residents that the open green space in the middle of Rookery Close is being used by children as a play area. There are houses very close to the green as the road is very narrow, and the use of the green for playing ball games has resulted in noise nuisance, broken windows and broken car wing mirrors.*

1.3 *As Rushgrove Park is only a few yards away, children do have plenty of space and playing facilities there. There has also apparently been un-authorized tree cutting evident in this area.*

1.4 Councillor Narenthira requests that a report is brought back to the Area Committee to explore the feasibility of the following for the Rookery Close green:

- *Plant more trees.*
- *Make a rose garden with a seating area.*
- *'No ball games' signage.*

2. REASONS FOR RECOMMENDATIONS

To minimise the amount of general nuisance caused to residents as a result of *noise nuisance, broken windows and broken car wing mirrors.*

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

Not applicable.

4. POST DECISION IMPLEMENTATION

Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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

5.2.2. This will be reported following the outcome of investigations into costs, viability and budget implications.

5.3. Social Value

- 5.3.1. Members Item's provide an process for Members to request Officer reports for discussion within a Committee setting at a future meeting.

5.4. Legal and Constitutional References

- 5.4.1. 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. To be considered following investigations.

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.

5.7. Consultation and Engagement

- 5.7.1. This will be reported following the outcome of the investigations.

5.8. Insight

- 5.9. The process for receiving a Member's Item is set out in the Council's Constitution, as outlined in section 5.4 of this report. Members will be requested to consider the item and determine any further action that they may wish in relation to the issues highlighted within the Member's Item.

6. BACKGROUND PAPERS

- 6.2. Email to the Governance Service in February 2016.

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	<p>Hendon Area Committee</p> <p>30 March 2016</p>
<p style="text-align: right;">Title</p>	<p>Petitions for the Committee's Consideration</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Various within Hendon Constituency</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Sheri Odoffin, Governance Officer Email: sheri.odoffin@barnet.gov.uk Tel: 020 8359 3104</p>

<p>Summary</p>
<p>This item provides Members of the Hendon Area Committee with information relating to various petitions that have met the requisite number of signatures in order to be considered by the Committee.</p>

<p>Recommendations</p>
<p>1. That the Hendon Area Committee note the petitions received by the Council.</p>
<p>2. That following consideration of the petitions highlighted at 1.1, the Committee are requested to give instructions as outlined at section 5.4.1.</p>

1. WHY THIS REPORT IS NEEDED

1.1 The Head of Governance was notified of three petitions that have over 25 signatures which relate to the Hendon constituency. Details of these petitions are as follow:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
Parking in Brent Green	Nicola Westcott	The pay by phone parking in Brent Green is very restrictive. Even people with mobiles can find themselves without service and therefore cannot use this parking. As a result most of the day the parking bays in Brent Green are left empty. Parking for patients attending Approach Dentistry has become nearly impossible, especially for people who are less mobile and we feel more should be done to create appropriate parking for patients attending the practice, which has been established for over 50 years. This also creates problems for the local residents with patients parking inappropriately. The parking bays are already available, they just need to be made more accessible and more easily usable for those with impairment or without a mobile phone. We propose 1 hours free parking, then pay by card / phone and a path connecting Brent Green / Brent Street.	50

1.2 In accordance with the Council's Constitution, Public Participation Rules, petitions which receive 25 signature and over but less than 2,000 will be considered by the relevant Area Committee.

2. REASONS FOR RECOMMENDATIONS

2.1 It is a constitutional requirement for Area Committees to consider petitions which receive 25 signature and over but less than 2,000.

2.2 There are no recommendations contained in this report. The instruction of the Area Committee is therefore requested.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

4.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Commissioning Director or Committee as appropriate at a future meeting.

5. IMPLICATIONS OF DECISION

5.1.1 As and when issues raised through petitions are received such relating issues will need to be evaluated against the Corporate Plan and other relevant policies.

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

5.2.1 None in the context of this report.

5.3 Social Value

5.3.1 Petitions provide an avenue for Members of the Public to request the Council to take an appropriate action. It is therefore and as identified within this report appropriate for the Chipping Barnet Area Committee to consider this petition which may lead to a future determination by the relevant Commissioning Director or Committee as appropriate at a future meeting.

5.4 Legal and Constitutional References

5.4.1 Council Constitution, Public Participation and Engagement – paragraph 6.6 provides that;

Petitions which receive over 25 signatures will be referred to the relevant Area Committee. The following actions are available to the Committee:

- Note the petition
- Ask officers to present a report to a future meeting of the Area Committee
- Formally refer to a relevant Committee
- Formally instruct an officer (within their powers) to take action
- To bring the matter to the attention of the Ward Councillors (who will consider and respond to the issue individually)

5.5 Risk Management

5.5.1 Failure to deal with petitions received from members of the public in a timely way and in accordance with the provisions of the Council's Constitution carries a reputational risk for the authority.

5.6 **Equalities and Diversity**

5.6.1 Pursuant to the Equality Act 2010 (“the Act”), the council has a legislative duty to have ‘due regard’ to eliminating unlawful discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; advancing equality of opportunity between those with a protected characteristic and those without; and promoting good relations between those with protected characteristics and those without. The ‘protected characteristics’ are age, race, disability, gender reassignment, pregnancy, and maternity, religion or belief and sexual orientation. The ‘protected characteristics’ also include marriage and civil partnership, with regard to eliminating discrimination.

5.7 **Consultation and Engagement**

5.7.1 None in the context of this report.

5.8 **Insight**

5.9 The Council Constitution, Public Participation and Engagement provides a function that enables residents to engage with the Council. This process offers the opportunity for residents to bring a matter to the attention of the Council and therefore requests that an action be considered and determined as outlined at section 5.1 of this report.

6. **BACKGROUND PAPERS**

6.1 The submitted petitions to the Council.

	<h2>Hendon Area Committee</h2> <h3>30 March 2016</h3>
<p style="text-align: right;">Title</p>	<p>Highways Planned Maintenance Programme 2016/17</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Colindale, Hale, Edgware, Hendon, West Hendon, Mill Hill Burnt Oak</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A: Proposed Works by Wards during 2016 / 2017 Appendix B: Footway Programme Prioritisation process flow chart Appendix C: Structures Schemes List Appendix D: Drainage Schemes List</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Mario Lecordier Mario.Lecordier@Barnet.gov.uk Richard Chalmers; Richard.Chalmers@capita.co.uk Tel: 020 8359 7200</p>

Summary

This report requests that the Area Committee note the decision of the Environment Committee on 11 January 2016 as highlighted in section 1 of the report.

The Area Committee are requested to consider and comment on the context of the report and the constituency's proposed works for 2016/17 as agreed by the Environment Committee on 11 January 2016.

Recommendations

1. That the Area Committee note the report and the decision made by the Environment Committee on 11 January 2016
2. That the Area Committee are requested to consider appendix A to the report and comment on the proposed works by wards during 2016 / 2017 which are therefore relevant to the constituency.

1. WHY THIS REPORT IS NEEDED

- 1.1 On 11 January 2016 the Environment Committee approved the planned maintenance programme for 2016/17 as highlight here:

The Committee approves the 2016/17 planned maintenance work programme consisting of carriageway / footway renewal and other highway maintenance works as listed in Appendix A of this report at a cost of £13 million subject to final to final consultation with ward members to be funded from the Year 2 allocation of the already agreed £50 million five year Network Recovery Plan agreed in December 2014 and noting the operational difficulties regarding the surface dressing programme during 15/16 the proposed programme for years 3,4,5 for the surface dressing be postponed until such time as this committee is satisfied with the existing 15/16 works as well as 16/17 programme of surface dressing.

The Committee notes that the Policy & Resources Committee will be requested to consider a carry forward into 2016/17 of the 2015/16 Capital allocation of £2 million for footway works at their February 2016 meeting.

That the Committee agrees the proposed investment proportions detailed in paragraph 5.2.3 of the report.

That subject to the overall costs being contained within agreed budgets, the Commissioning Director for Environment be authorised to instruct Re to :

- i.) *Give notice under Section 58 of the New Roads and Street Works Act 1991 of the Council's intention to implement the highway works shown in Appendix A by advertising and consulting as necessary with public utility companies and Transport for London (TfL) for schemes proposed to be implemented during 2016/17.*
- ii.) *Implement the schemes proposed in Appendix A by placing orders with the Council's term maintenance contractors or specialist contractors appointed in accordance with the public procurement rules and or the Council's Contract Procedure Rules as appropriate.*

- 1.2 Following the Environment Committee meeting on 11 January 2016 and in Further consultation with Members of the Council the Commissioning Director for Environment presents to each of the Council's Area Committee the proposed works by wards during 2016 / 2017 for consideration.

This report provides a list of schemes for delivery in Year 2 of the Network Recovery Plan Programme which will continue to substantially increase the percentage of carriageway and footway treated every year by using more planned preventative type treatments and less costly, reactive treatments. The aim is to treat at least 10% of the whole of the carriageway network and 5% of the footway network per year over the next five years.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are written to provide representatives from each Ward with a formal opportunity to consider the planned maintenance programme for 2016/17 which will allow the Council to deliver and develop the planned maintenance programme for future years.
- 2.2 The Highways Act 1980 (HA 1980) sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense and almost all claims against authorities relating to highway functions arise from an alleged breach of this section. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.
- 2.3 The Council has a duty to ensure that the statutory functions and responsibilities in relation to those highways for which the local authority is responsible are discharged. The Authority also has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the HA 1980, and in particular Section 41, of the Act.
- 2.4 Planned highway maintenance is generally funded by Capital Funding. Capital allocations are also made by Central Government through the Local Implementation Plan ("LIP") process taking into account factors such as road lengths, classification, traffic figures and road condition data derived from the condition indicators, UK Pavement Management System (UKPMS), National Road Maintenance Condition Survey (NRMCS) and condition surveys. Revenue allocations funding, which covers mostly reactive maintenance, is generally provided from a combination of local council tax and other Government Revenue Support Grants. Funding is further sought from Private Developers, secured as planning obligation under S106 of the Town and Country Planning Act 1990. It is important to ensure that realistic benefit is obtained for highway maintenance from contributions in respect of new developments.

- 2.5 The programme proposed in this report was developed using condition surveys undertaken by external companies to a defined national standard, scheduled safety inspections and ad-hoc inspections (resulting from customer care service requests and insurance claims), highway inspectors with the relevant local knowledge as they walk all the streets regularly, some of them monthly, to assess the overall condition in terms of likelihood of future defects, and detailed walked inspections to validate locations which have been highlighted to be in the worst condition applying guidance on Network Recovery Plan whole life cost principles.
- 2.6 In recent years the surveys on the Borough's roads have been carried out by Appia by using the L B Ealing Framework contract, which the Council agreed to adopt. The condition surveys on the Council's principal and classified roads are commissioned through the London Borough of Hammersmith and Fulham and largely financed by TfL. Highway officers and inspectors have contributed to the process by providing an independent assessment of the condition of the highway, following a visual survey. Officers inspected all the individual roads suggested by members of the public, Ward Councillors and Highway Inspectors as requiring maintenance.
- 2.7 Schemes have been prioritised based on their known condition. In order to achieve best value for the investment, the proposed carriageway treatments include surface dressing and micro asphalt with patching as required, as well as a resurfacing programme. Using the previous Appia surveys, officers have visited all the proposed sites and carried out condition assessments. The condition assessment scores combined with the hierarchy scores (defined in the Operational Network Hierarchy) have been used to prioritise and compile Appendix A. The hierarchy score has been created by ranking each of the 2,000 plus roads in the borough with a "Hierarchy Factor" which covers the amount of traffic carried, the presence of schools, hospitals, etc. Those that are ranked highest are likely to be prioritised for inclusion in the 2016/17 programme in accordance with the available budget. The benefit of the ranking process will be that should additional funding become available during the year the next highest ranked road will be brought into the programme.
- 2.8 Under Section 58 of the New Roads and Street Works Act 1991, the Highway Authority is required to issue a statutory three-month Notice to Utility companies of its intention to carry out substantial road works on the public highway. This requirement is aimed at preventing or restricting streets being dug up soon after they have been resurfaced for major works. This is a legal notice which is served on all the statutory undertakers who carry out work in the Borough. The Highways Authority is required to commence the works within one month of the date specified in the notice. The restriction on statutory undertakers carrying out street work applies for a period of 36 months after the works have been implemented. However, Utility companies can still carry out emergency and service connection works by just notifying the Highway Authority. The Notice will be published in the London Gazette and sent to all the utility companies for co-ordination.

- 2.9 The Traffic Management Act 2004 introduced a new hierarchy of Strategic Roads for London where the London Boroughs retain highway and traffic authority responsibilities but for which Transport for London (TfL) has oversight. This requires the Council to notify TfL, or both TfL and neighbouring boroughs, if the proposed maintenance works are likely to affect traffic operations on a strategic road in its own area. The Council aims to implement all the schemes safely, with minimum traffic congestion and TfL will be provided with the necessary information within the stipulated timescales. The contractor will have in place a Health and Safety Plan for implementing these schemes safely.
- 2.10 Appendix A lists all the proposed carriageway treatments and footway relay schemes in each ward to be undertaken in 2016/17. Where appropriate, the table shows the section of the street that will be treated. Relevant information about the work in each location will continue to be provided in advance to all Ward Councillors and residents by letter along with advanced signing. In order to maximise improvement to the street scene, action will be taken to tidy up associated infrastructure and generally reduce street clutter.
- 2.11 The Council's highway structures consists of some 77 bridges and culverts and the last complete load assessment was carried out more than twenty years ago. Consequently, the validity of the old load assessment has now expired. Since then two structures were load assessed in 2014/15, following funding by London Bridge Engineering Group (LoBEG). Using the Network Recovery funding of 2015/16 another 40 structures have been load assessed this financial year. It is therefore proposed that the remaining 35 structures would be load assessed in the forthcoming financial year 2016/17, as shown in Appendix C. The cost of each load assessment is estimated at £8,000-£10,000 per structure, requiring an initial investment of £250-£320K. It should also be noted that some of the assessed structures are likely to require strengthening measures and an allowance of £500k per year is recommended for this work. The total proposed spending on Structures for 2016/17 is therefore £820K.
- 2.12 The Flood and Water Management Act 2010 places several additional duties on all Local Authorities; one of these duties is to prepare and maintain an asset register of flood related structures and another is to coordinate and reduce all types of flooding. Following a serious flooding event on 27th of June 2009 which resulted in the closure of the A406 North Circular Road and another flooding event in June 2012 that resulted in property flooding, surveys and a study has been carried out on the Decoy Brook catchment, using the Network Recovery funding of 2015/16. A more detailed study is also being carried out at Mill Hill Circus. A grant of £45K has been received from the Environment Agency for these two studies this financial year. Further studies are being proposed for the forthcoming financial year 2016/17 to target "Critical Drainage Areas" where the risk of flooding is higher. Ten Critical Drainage Areas have been prioritised for assessment in 2016/17 and these are shown in Appendix D. It should be noted that the results of these studies would be used to make bids to DEFRA/EA for implementing flood reduction measures. In addition, essential maintenance work is proposed on ditches

and other drainage assets to reduce further the risk of flooding. Also, the preparation of the Council's Flood Risk Management Strategy (FRMS) is proposed for next year. The total proposed spending on drainage for 2016/17 is £250K.

- 2.13 In recent years the road markings on the road network have been maintained on a responsive basis. Considering the important role they play in reducing road accidents, it is proposed that this practice is improved by introducing a cyclic programme to renew all road markings in the Borough every five years. This will ensure that all road markings are renewed regularly thereby keeping the road network in a safe condition. In 2015/16 and using the available Network Recovery funding the road markings of all Zebra and pelican crossings in the Borough have been renewed along with a refresh of a quantity of white roadmarkings. A further allocation of £100K is proposed for 2016/17 to continue with the road marking cyclic renewal programme.
- 2.14 A further £125K is proposed for 2016/17 to carry out renewal and maintenance work on other highway assets such as vehicle restraint systems, road studs, anti-skid surfacing, signs, street name plates, etc. These locations will be reported to future committees.

2.15 **Lessons Learnt**

- 2.15.1 A total of 276 roads (201 carriageways and 75 footways) will be renewed by the end of March 2016. Of these, 127 already have been surface dressed (programme now complete), 44 of the original 75 have received micro asphalt (the second phase of the programme being deferred) and 57 were resurfaced (27 as part of the second phase of resurfacing works in March which replaced the underspend partly caused by the deferment of the micro asphalt programme) and are all virtually complete.
- 2.16.2 In view of the considerable increase in highway maintenance work the Council received (directly and through Ward Members) an increased number of customer enquiries and complaints. The bulk of these related to loose chippings following surface dressing works, poor workmanship, failure to reinstate road markings in a timely manner, incomplete works and whether the treatment used was appropriate for the type of road.
- 2.16.3 The following key areas for improvement are proposed for Year 2 and subsequent years:
- Improved and better communication with Ward Members and residents.
 - Improved information leaflets to replace the letters distributed in Year 1. The leaflets will give clear and to the point key messages about the proposed treatment and any precautionary measures to be followed during and after works.
 - Improved and simplified letter drops. Vulnerable locations such as schools, libraries and places of worship on the same or

neighbouring roads of our works will also be contacted directly via email or telephone to ensure they are aware of our works.

- The appointment of a dedicated Communications Officer in Regional Enterprise (Re) to deal with Network Recovery enquiries and give up-to-date information of work progress status.
- Improved web content containing “real time” information on work progress.
- Improved signage before (Advance Warnings), during (on work barriers) and after works.
- Pre-patching works where required to be undertaken in advance of main works and minimising the period of disturbance for the main works.
- Increased supervision to deal with any enquiries as they arise and ensure as follow up works are undertaken and completed.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative option of undertaking planned maintenance based on the previous approach of “worst first” has been considered and rejected because this is an unsustainable approach associated with expensive short term reactive repairs.
- 3.1 The context of the recommendation is set out in this report and it is therefore further noted that the Area Committee are requested to consider the impact of the Environment Committees decision on 11 January 2016 and how such works will be delivered locally.

4 POST DECISION IMPLEMENTATION

- 4.1 The Commissioning Director for Environment is the responsible Officer of the Council to plan, consult and implement the approved planned maintenance schemes by raising relevant orders with the Council’s term contractor or specialist contractors if there are financial benefits in doing so. The Commissioning Director for Environment will work closely with Re officers who will carry out condition surveys to develop future year programmes.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposed planned maintenance programme will contribute directly to two of the three Corporate Objectives by:
- Promoting responsible growth, development and success across the borough;
 - Improving the satisfaction of residents and businesses within the

London Borough of Barnet as a place to live, work and study.

5.1.2 The proposed planned maintenance programme will also contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.

5.1.3 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. They provide access for business and communities, as well as contribute to the area's local character and the resident's equality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in short term fixes such as potholes for example, rather than properly planned and implemented longer term solutions. The proposed 2016/17 Programme aims to stop short term repairs that provide poor value for money and often undermine the structural integrity of the asset.

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

5.2.1 Funding is being sought from all possible sources to address the on-going deterioration of non-principal local roads, to improve the condition of footways and eliminate the backlog of repairs. An examination of the Planned Maintenance Budgets over the last 10 years shows a gradual reduction of the level of investment over recent years. This reduction of planned maintenance, the result of the tough economic climate, has contributed to the planned maintenance backlog. In addition, as funding reduces, the ability to provide a satisfactory level of investment in the road network decreases and this in turn generates increasing levels of reactive cost and works.

5.2.2 A bid for carriageway resurfacing and footway relay works on the Borough's principal roads was included in the Local Implementation Plan (LIP) 2016/17 submitted to Transport for London (TfL) in September 2015 and an allocation of £1.319 million has been agreed for 5 carriageway resurfacing schemes (2 in Hendon, 2 in Chipping Barnet and 1 in Finchley and Golders Green).

5.2.3 The total Council budget allocation for planned maintenance carriageway and footway works in the combined areas for 2016/17 is £10 million. The Council agreed on the 16th of December 2014 to invest £50 million, spread over 5 years, in highways maintenance. The funding for each year is shown in the table below:

Proposal	2015/16 £'000	2016/17 £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000
Borough wide highways maintenance incl. Borough wide signs and lines programme.	15,000	13,000	8,000	8,000	6,375
REVISED for year 2 & 3	15,000	10,000	11,000	8,000	6,375

Total £50,375

5.2.4 Officers have prioritised schemes in order to get the maximum benefit and value for money. The Prioritisation has been done in accordance with the condition of the network, as measured by the Road Condition Indices of the independent surveys, and the Efficiency factor, which is the ratio of the length of the defects over the length of the section of the road. Council officers, will visit all the proposed roads to independently assess the condition of the road and verify that the recommended treatment is appropriate. The importance of the individual road, as measured by the Road Hierarchy Factor, will also be considered. Any changes to the priority lists, including new entries, will be communicated to the Commissioning Director for Environment.

5.2.7 The carriageway and footway estimates given in Appendix A are provisional and may be subject to change following completion of the individual scheme designs. The estimates are based on the contract rates of the London Highways Alliance Contract (LoHAC), which the Council adopted to use as a means to deliver all the highway maintenance. A cost comparison exercise has confirmed that the LoHAC rates offer a saving of some 15% compared to the previous highways term contracts. In order to give further reassurance on value for money, Re is in the process of retendering term contracts that cover the proposed four treatments. The results of this procurement will be reported to future meetings of this Committee.

5.2.8 Some of the proposed schemes may not be delivered due to future utility or development works. Also some schemes known to be affected by utility works have not been included in Appendix A. Updates of any changes or variations to the highway schemes scheduled in Appendix A will be reported back to this Committee at quarterly intervals, as and when required.

5.2.9 There are no staffing ICT or property implications.

5.3 Social Value

5.3.1 The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

5.4 Legal and Constitutional References

5.4.1 None, save those contained in the main body of the report

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. The extreme weather encountered over previous winters has resulted in a rapid deterioration of the core fabric of many patched and heavily deteriorated carriageways. The whole life condition of these carriageways is susceptible to further reduction by increased frequency of future extremes of weather unless timely intervention is carried out by a planned programmed of appropriate highway maintenance treatments. The reactive attention to defects or filling of pot-holes has been technically proven to be only a short-term and a superficial remedy to highway damage.

5.5.2 Based on the 2011 condition surveys, the current highway maintenance backlog has been estimated to be £97.3 million. The funding required to address this backlog, based on traditional maintenance treatments, has been assessed to be £20 million per year over a 5 year period. Given the current economic climate this is clearly unsustainable and there is therefore the risk that continuing deterioration of the highway will substantially increase the backlog and/or result in closure of roads. In order to reduce this risk Re officers are proposing the use of preventative type treatments which cost considerably less than the traditional maintenance treatments and are cost effective in extending the life of the highway.

5.6 Equalities and Diversity

5.6.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient and safe movement to schools, work and leisure. This is particularly important for older people, people caring

for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the proposed planned highways maintenance programme.

- 5.6.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.
- 5.6.3 There are on-going assessments carried out on the conditions of the roads and pavements in the borough, which incorporates roads on which there were requests by letter, email, and phone-calls from users, Members and issues raised at meetings such as Forums, Leader listens and Chief Executive Walkabouts, etc. The improvements and repairs aim to ensure that all users have equal and safe access across the borough regardless of the method of travel. Surface defects considered dangerous are remedied to benefit general health and safety issues for all.
- 5.6.4 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:
- a) Eliminate unlawful discrimination, harassment and victimisation and other contact prohibited by the Equality Act 2010.
 - b) Advance equality of opportunity between people from different groups.
 - c) Foster good relations between people from different groups.

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

5.7 Consultation and Engagement

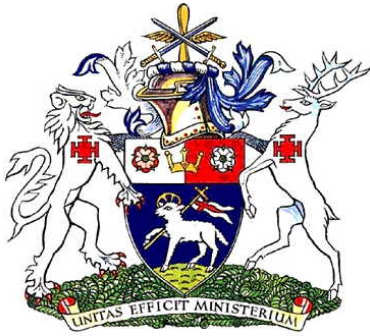
- 5.7.1 No consultation is proposed or appropriate as the list of proposed planned maintenance schemes has been prepared objectively and is based on the condition of the carriageway and footways. All requests for highways maintenance received in the last year are logged and have been considered in preparing the lists of Appendix A. However the residents will be receiving letter drops to inform them of the forthcoming maintenance works.
- 5.7.2 The Council's Communications Team will be tasked to communicate with the residents via the press, the Council's Barnet First magazine and other media and highlight the Council's investment in highway maintenance as a "good news story".

5.8 Insight

5.8.1 This section of the report does not apply to this report.

6 BACKGROUND PAPERS

- 6.1 Cabinet 22nd July 2002 decision number item 7 - approved the Planned Highway Maintenance Programme – initial Scheme Prioritisation Procedure.
- 6.2 Environment Committee 11th January 2016 item 11 – Highways Planned Maintenance Programme 2016/17.
- 6.3 Task and Finish Groups were subsequently introduced as part of the Overview and Scrutiny arrangements adopted by the Council in May 2009 and the Road Resurfacing Task and Finish Group reported to and agreed by the Cabinet on 12 April 2010 following recommendations: 1) The Council introduce a Highways Asset Management approach to achieve best value for investment in the highway infrastructure. 2) A full survey is undertaken of the borough footways to enable footway schemes to be prioritised effectively. 3) Footway schemes should be carried out, as far as possible, to consistent standard across the network, using the same materials wherever possible.
- 6.4 The Cabinet on the 4th of November 2013, Item 5.4, approved an additional £4 million of funding to be spent on highway maintenance. A list of all the schemes in this programme has been included in the Area Environment Committee reports on 26th of March 2014. As a result of efficiencies three more footway schemes have been delivered under this programme: Bridge Lane, Daws Lane and Raleigh Drive.
- 6.5 The Environment Committee on the 24th of July 2014 approved a Draft Network Recovery Plan, a Draft Network Management Plan and a Draft Operational Network Hierarchy.
- 6.6 The Environment Committee on the 18th of November 2014 considered and agreed in principle a five year Commissioning Plan, involving significant funding for Borough wide highways maintenance, subject to consultation and agreement by the Policy and Resources Committee.
- 6.7 The Council on 16th of December agreed, subject to the agreement of the Council's February 2015 Policy and Resources Committee, a capital allocation of £50.365m, spread over the five years 2015/16-2019/20 as shown in paragraph 5.2.3, to be spent on Borough wide highways maintenance.
- 6.8 The Environment Committees in January, July and November 2015 considered details and progress of the 2015/16 Network Recovery



Area Committee Appendices (West Hendon)

30th March 2016

Title	Highway Network Recovery Planned Maintenance Environment Committee - APPENDICES	
Enclosures	A1.1	Additional Carriageway Schemes 15/16 – Resurfacing
	A1.2	Proposed Carriageway Schemes 16/17 – Resurfacing
	A1.3	Reserve Carriageway Schemes Years 3,4 & 5 – Resurfacing
	A1.4	Proposed Carriageway Schemes 16/17 – Resurfacing (TfL)
	A2.1	Proposed Carriageway Schemes 16/17 – Micro Asphalt
	A2.2	Reserve Carriageway Schemes Years 3,4 and 5
	A3.1	Proposed Footway Schemes 16/17 (Year 2)
	A3.2	Proposed Footway Schemes 17/18 (Year 3)
	A3.3	Proposed Footway Schemes 18/19 (Year 4)
	A3.4	Proposed Footway Schemes 19/20 (Year 5)
	B1	Structures Schemes
	B2	Structures Schemes
	C	Drainage Schemes

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A1.1. - Additional Carriageway Schemes – Resurfacing.

Additional Schemes 2015/16 Works Cost: £0.733M; 13 Schemes.

Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C209	Fortescue Road	Burnt Oak	HA8	£ 37,000
C325	Langham Road	Burnt Oak	HA8	£ 16,000
C473	Quakers Course	Colindale	NW9	£ 39,000
C034	Barnfield Road	Edgware	HA8	£ 56,000
C286	Hillside Drive	Edgware	HA8	£ 41,000
C629	West Avenue	Hendon	NW4	£ 37,000
C227	Glenmere Avenue	Mill Hill	NW7	£ 37,000
C190	Endersleigh Gardens	West Hendon	NW4	£ 47,000
C194	Etheridge Road	West Hendon	NW4	£ 48,000
C441	Park Road	West Hendon	NW4	£ 210,000
C011	Alderton Crescent	West Hendon	NW4	£ 35,000
C012	Alderton Way	West Hendon	NW4	£ 30,000
C521	Sevington Road	West Hendon	NW4	£ 100,000

A1.2. - Proposed Carriageway Schemes – Resurfacing.

Proposed 2016/17 Works Cost: £0.982M; 9 Schemes.

Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C383	Watling Avenue	Burnt Oak		£ 146,000
C133	Colindale Avenue	Colindale	NW9	£ 211,000
C689b	Grahame Park Way	Colindale	NW9	£ 151,000
C689a	Grahame Park Way	Colindale/Hale	NW9/NW7	£ 127,000
C076	Broadfields Avenue	Edgware	HA8	£ 50,000
C085b	Bunns Lane	Hale	NW7	£ 64,000
C682	Woodcroft Avenue	Hale	NW7	£ 73,000
C676	Page Street	Mill Hill	NW7	£ 114,000
C489	Renters Avenue Roundabout	West Hendon	NW4	£ 46,000

A1.3. - Proposed Carriageway Schemes – Resurfacing.

Reserve/ NRP Years 3, 4 & 5. Works Cost: £1.192M; 15 Schemes.

Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C029	Back Lane	Burnt Oak	HA8	£ 35,000
C345	Littlefield Road	Burnt Oak	HA8	£ 91,000
C390	Montrose Avenue	Burnt Oak	HA8	£ 243,000
C198	Fairfield Crescent	Edgware	HA8	£ 69,000
C225	Glendale Avenue	Edgware	HA8	£ 121,000
C287	Hillside Gardens	Edgware	HA8	£ 44,000
C199	Fairmead Crescent	Hale	HA8	£ 171,000
C313	Johns Avenue	Hendon	NW4	£ 43,000
C027	Austell Gardens	Mill Hill	NW7	£ 32,000
C050	Bittacy Park Avenue	Mill Hill	NW7	£ 29,000
C369	Marion Road	Mill Hill	MW7	£ 42,000
C601	Tretawn Gardens	Mill Hill	NW7	£ 93,000
C233	Goldsmith Avenue	West Hendon	NW9	£ 33,000
C315	Kingsbury Road	West Hendon	NW9	£ 97,000
C512	Russell Road	West Hendon	NW9	£ 49,000

A1.4. - Proposed Carriageway Schemes – Resurfacing – TfL funded

Proposed 2016/17, Works Cost: £0.503M; 2 Schemes.

Unique Reference	Road Name	Ward	Post Code	Indicative Cost
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A1.4. - Proposed Carriageway Schemes – Resurfacing – TfL funded				
Proposed 2016/17, Works Cost: £0.503M; 2 Schemes.				
Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C690	TFL A5 The Hyde	Colindale	NW9	£ 413,000
C694	TFL A5 High Street	Edgware	HA8	£ 90,000

A2.1. - Proposed Carriageway Schemes – Micro Asphalt Surfacing				
Proposed 2016/17 Works Cost: £0.187M; 7 Schemes.				
Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C176	East Road	Burnt Oak	HA8	£ 19,000
C537	South Road	Burnt Oak	HA8	£ 15,000
C524	Sheaveshill Avenue	Colindale	NW9	£ 41,000
C620	Wardell Close	Colindale	NW7	£ 10,000
C563	Sunningfields Crescent	Hendon	NW4	£ 8,000
C564	Sunningfields Road	Hendon	NW4	£ 76,000
C332	Layfield Road	West Hendon	NW4	£ 18,000

A2.2. - Proposed Carriageway Schemes – Treatment to be confirmed & type of treatment and budget available will determine the number of schemes.				
Reserve/ NRP Years 3, 4 & 5. : 126 Schemes.				
Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C008	Acklington Drive	Burnt Oak	NW9	TBC
C411	North Acre	Burnt Oak	NW9	TBC
C419	Norwich Walk	Burnt Oak	HA8	TBC
C452	Pavillion Way	Burnt Oak	HA8	TBC
C555	Storksmead Road	Burnt Oak	HA8	TBC
C229	Goldbeaters Grove	Burnt Oak	HA8	TBC
C254	Greenway Gardens	Burnt Oak	NW9	TBC
C276	Heywood Avenue	Burnt Oak	NW9	TBC
C320	Kirton Walk	Burnt Oak	HA8	TBC
C367	Maple Gardens	Burnt Oak	HA8	TBC
C393	Mostyn Road	Burnt Oak	HA8	TBC
C434	Orange Hill Road	Burnt Oak	HA8	TBC

A2.2. - Proposed Carriageway Schemes – Treatment to be confirmed & type of treatment and budget available will determine the number of schemes.

Reserve/ NRP Years 3, 4 & 5. : 126 Schemes.

Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C602	Trevor Road	Burnt Oak	HA8	TBC
C018	Angus Gardens	Burnt Oak	NW9	TBC
C539	Southbourne Avenue	Burnt Oak	NW9	TBC
C589	Thirleby Road	Burnt Oak	HA8	TBC
C060	Braemar Gardens	Burnt Oak	NW9	TBC
C147	Cranfield Drive	Burnt Oak	NW9	TBC
C185	Edwin Road	Burnt Oak	HA8	TBC
C215	Fulbeck Drive	Burnt Oak	NW9	TBC
C259	Gunter Grove	Burnt Oak	HA8	TBC
C275	Hemswell Drive	Burnt Oak	NW9	TBC
C530	Silksteam Road	Burnt Oak	HA8	TBC
C573	Tangmere Way	Burnt Oak	NW9	TBC
C009	Ajax Avenue	Colindale	NW9	TBC
C143	Court Way	Colindale	NW9	TBC
C283	Hillfield Avenue	Colindale	NW9	TBC
C175	Eagle Drive	Colindale	NW9	TBC
C200	Falcon Way	Colindale/Burnt Oak	NW9	TBC
C195	Everglade Strand	Colindale	NW9	TBC
C344	Little Strand	Colindale	NW9	TBC
C348	Long Field	Colindale	NW9	TBC
C187	Elmer Gardens	Edgware	HA8	TBC
C287	Hillside Gardens	Edgware	HA8	TBC
C398	Mowbray Road	Edgware	HA8	TBC
C446	Parkfield Close	Edgware	HSA8	TBC
C429	Oakleigh Gardens	Edgware	HA8	TBC
C144	Courtleigh Gardens	Golders Green/Hendon/Finchley	NW11	TBC
C171	Dryfield Road	Hale	HA8	TBC
C221	Gibbs Green	Hale	HA8	TBC
C261	Hale Lane	Hale	NW7	TBC

A2.2. - Proposed Carriageway Schemes – Treatment to be confirmed & type of treatment and budget available will determine the number of schemes.

Reserve/ NRP Years 3, 4 & 5. : 126 Schemes.

Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C400	Nan Clark's Lane	Hale	NW7	TBC
C450	Parnell Close	Hale	HA8	TBC
C638	Westfield Road	Hale	NW7	TBC
C371	Marlborough Avenue	Hale	HA8	TBC
C457	Pike Road	Hale	NW7	TBC
C581	The Meads	Hale	HA8	TBC
C240	Grange Hill	Hale	HA8	TBC
C251	Greencroft	Hale	HA8	TBC
C326	Langley Park	Hale	NW7	TBC
C416	Northholm	Hale		TBC
C606	Upcroft Avenue	Hale/Edgware	HA8	TBC
C118	Church Terrace	Hendon	NW4	TBC
C255	Greyhound Hill	Hendon	NW4	TBC
C468	Prince of Wales Close	Hendon	NW4	TBC
C547	St Josephs Grove	Hendon	NW4	TBC
C565	Sunny Hill	Hendon	NW4	TBC
C013	Alexandra Road	Hendon	NW4	TBC
C059	Boyne Avenue	Hendon	NW4	TBC
C065	Brent Street (A502)	Hendon	NW4	TBC
C314	Kings Close	Hendon	NW4	TBC
C347	Lodge Road	Hendon	NW4	TBC
C519	Second Avenue	Hendon	NW4	TBC
C028	Babington Road	Hendon	NW4	TBC
C073	Brinsdale Road	Hendon	NW4	TBC
C216	Fuller Street	Hendon	NW4	TBC
C249	Green Lane	Hendon	NW4	TBC
C481	Ravenshurst Avenue	Hendon	NW4	TBC
C003	Abbey View	Mill Hill	NW7	TBC
C226	Glendor Gardens	Mill Hill	NW7	TBC

A2.2. - Proposed Carriageway Schemes – Treatment to be confirmed & type of treatment and budget available will determine the number of schemes.

Reserve/ NRP Years 3, 4 & 5. : 126 Schemes.

Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C687	Holcombe Hill	Mill Hill	NW7	TBC
C333	Lee Road	Mill Hill	NW7	TBC
C436	Osborn Gardens	Mill Hill	NW7	TBC
C510	Rushden Gardens	Mill Hill	NW7	TBC
C518	Scout Way	Mill Hill	NW7	TBC
C567	Sunnyfield	Mill Hill	NW7	TBC
C607	Uphill Grove	Mill Hill	NW7	TBC
C640	Westside	Mill Hill	NW4	TBC
C642	Weymouth Avenue	Mill Hill	NW7	TBC
C005	Abercorn Road	Mill Hill	NW7	TBC
C006	Aberdare Gardens	Mill Hill	NW7	TBC
C140	Copthall Gardens	Mill Hill	NW7	TBC
C242	Grants Close	Mill Hill	NW7	TBC
C277	High Street	Mill Hill	NW7	TBC
C382	Milespit Hill	Mill Hill	NW7	TBC
C385	Milton Road	Mill Hill	NW7	TBC
C511	Russell Grove	Mill Hill	NW7	TBC
C652	Wise Lane	Mill Hill	NW7	TBC
C270	Hartley Avenue	Mill Hill	NW7	TBC
C235	Goodwyn Avenue	Mill Hill	NW7	TBC
C295	Holdings Hill Circus	Mill Hill	NW4	TBC
C392	Moorlands Avenue	Mill Hill	NW7	TBC
C022	Ashley Lane	Mill Hill/Hendon/Finchley Church End	NW4	TBC
C499	Rodmell Slope	Mill Hill/Totteridge	NW7	TBC
C655	Wolstonbury	Mill Hill/Totteridge	N12	TBC
C085a	Bunns Lane	Mill Hill/Hale	NW7	TBC
C137	Cool Oak Lane	West Hendon	NW9	TBC
C150	Crespigny Road	West Hendon	NW4	TBC
C158	Dartmouth Road	West Hendon	NW4	TBC

A2.2. - Proposed Carriageway Schemes – Treatment to be confirmed & type of treatment and budget available will determine the number of schemes.

Reserve/ NRP Years 3, 4 & 5. : 126 Schemes.

Unique Reference	Road Name	Ward	Post Code	Indicative Cost
C163	Derwent Rise	West Hendon	NW9	TBC
C186	Elliot Road	West Hendon	NW4	TBC
C210	Foscote Road	West Hendon	NW4	TBC
C214	Fryent Grove	West Hendon	NW9	TBC
C237	Graham Road	West Hendon	NW4	TBC
C388	Montagu Road	West Hendon	NW4	TBC
C444	Park View Gardens	West Hendon	NW4	TBC
C528	Shirehall Park	West Hendon	NW4	TBC
C560	Sturgess Avenue	West Hendon	NW4	TBC
C011	Alderton Crescent	West Hendon	NW4	TBC
C063	Brent Park Road	West Hendon	NW4/9	TBC
C330	Layfield Close	West Hendon	NW4	TBC
C487	Reets Farm Close	West Hendon	NW9	TBC
C513	Ruthin Close	West Hendon	NW9	TBC
C039	Beaufort Gardens	West Hendon	NW4	TBC
C062	Brent Green	West Hendon	NW4	TBC
C160	Denehurst Gardens	West Hendon	NW4	TBC
C262	Haley Road	West Hendon	NW4	TBC
C662	Woolmead Avenue	West Hendon	NW9	TBC
C112	Cheyne Walk	West Hendon	NW4	TBC
C213	Fryent Crescent	West Hendon	NW9	TBC
C378	Mayfield Gardens	West Hendon	NW4	TBC
C410	Nicoll Place	West Hendon	NW4	TBC
C467	Prince Charles Drive	West Hendon	NW4	TBC
C496	Riverside	West Hendon	NW4	TBC
C526	Shirehall Gardens	West Hendon	NW4	TBC
C559	Stuart Avenue	West Hendon	NW9	TBC

A3.1. - Proposed Footway Works.

2016/7 Priority. Works Cost: £1.278M; Highest Priority: 15 Schemes in (Year 2)

Unique Reference	Road Name - Section	Ward	Indicative Cost
F075	Littlefield Road	Burnt Oak	168,028
F078	Fortescue Road	Burnt Oak	141,576
F091	Blundell Road	Burnt Oak	186,728
F156	Barnfield Road	Burnt Oak	24,888
F242	Blundell Road	Burnt Oak	63,920
F114	Watling Avenue	Burnt Oak	72,352
F205	Orchard Gate	Colindale	21,080
F160	Rushgrove Avenue	Colindale	13,804
F206	Manor Way	Colindale	59,228
F279	Langley Park	Hale	56,644
F187	Church End	Hendon	66,844
F211	First Avenue	Hendon	36,176

A3.1. - Proposed Footway Works.

2016/7 Priority. Works Cost: £1.278M; Highest Priority: 15 Schemes in (Year 2)

Unique Reference	Road Name - Section	Ward	Indicative Cost
F164	Hartley Avenue	Mill Hill	31,144
F084	West Hendon Broadway	West Hendon	247,724
F214	Vivian Avenue	West Hendon	88,196

A3.2. - Proposed Footway Works.

2017/18 Priority. Works Cost: £0.332M; Highest Priority: 3 Schemes in (Year 3)

Unique Reference	Road Name - Section	Ward	Indicative Cost
F159	Hillfield Avenue	Colindale	14,008
F108	Colin Park Road	Colindale	161,976
F188	Church Road	Hendon	155,584

A3.3. - Proposed Footway Works.**2018/19 Priority. Works Cost: £1.510M; Highest Priority: 10 Schemes in (Year 4)**

Unique Reference	Road Name - Section	Ward	Indicative Cost
F254	Burnt Oak Broadway	Burnt Oak	401,744
F217	Sheaveshill Avenue	Colindale	91,868
F218	Sheaveshill Avenue	Colindale	131,580
F219	Poolsford Road	Colindale	58,344
F247	The Hyde	Colindale	165,784
F251	Manor Park Crescent	Edgware	13,192
F227	Brent Street	Hendon	193,052
F165	Bell Lane	Hendon	247,044
F095	Devonshire Road	Mill Hill	108,936

A3.3. - Proposed Footway Works.

2018/19 Priority. Works Cost: £1.510M; Highest Priority: 10 Schemes in (Year 4)

Unique Reference	Road Name - Section	Ward	Indicative Cost
F246	The Hyde	West Hendon	98,192

A3.4. - Proposed Footway Works.

2019/20 Remaining 21 Schemes subject to funding in (Year 5)

Unique Reference	Road Name - Section	Ward	Indicative Cost
F162	Burnt Oak Broadway Access Road	Burnt Oak	83,164
F243	Braemar Gardens	Burnt Oak	69,700
F245	The Hyde	Burnt Oak	190,808
F228	Court Way	Colindale	121,584
F256	Hale Lane	Edgware	134,708

A3.4. - Proposed Footway Works.			
2019/20 Remaining 21 Schemes subject to funding in (Year 5)			
Unique Reference	Road Name - Section	Ward	Indicative Cost
F248	The Drive	Edgware	124,508
F249	Old Rectory Gardens	Edgware	50,456
F197	Holders Hill Road	Finchley Church End/Mill Hill	236,776
F167	Gibbs Green	Hale	178,840
F233	Ramillies Road	Hale	80,716
F265	Marlborough Avenue	Hale	49,980
F274	Worcester Crescent	Hale	153,952
F275	Laurel Gardens	Hale	37,604
F278	Westfield Road	Hale	56,984
F266	Fernside Avenue	Hale	135,184
F267	North Dene	Hale	17,068
F226	Brent Street	Hendon	35,088
F273	Aberdare Gardens	Mill Hill	74,392
F215	Vivian Avenue	West Hendon	23,868
F224	Perryfield Way	West Hendon	90,916
F072	Vicarage Road	West Hendon	75,344

B1. – Structures Schemes List		
Previous and Current Load Assessments (42 Structures)		
Phase	Structure Name	Assessment findings
Phase 1	Abbotts Road over Burnt Oak Brook LBB No 5/12/9	18t flexure / 40t Shear (IB calc's) Intrusive Investigation not required - Information

B1. – Structures Schemes List		
Previous and Current Load Assessments (42 Structures)		
Phase	Structure Name	Assessment findings
		extracted from 277 Form
	Bell Lane Bridge (ref: 5/6/1)	Intrusive investigation not required - PI and load assessment from 1993
	Brookland Rise over Mutton Brook, LBB No 5/5/10.	40t HA loading 45 units HB
	Crossway/Hillfield Avenue over Silkstream LBB No 5/11/12.	Problematic Access
	Deansbrook Road Culvert LBB No 5/12/8	Assessment from 1993 states 40t so no intrusive investigation required
	Deansbrook Road by Railway (ref: 2/05)	40t HA loading 45 units HB
	Hale Lane Bridge (1) LBB No 2/10	40t HA loading 40 units HB
	Kingsley Way over Mutton Brook, LBB No. 5/5/5.	Assessment has been carried out and states 7.5t and Group 1 FE.
	Lawton Road Culvert (ref 5/1/4)	40t HA loading 45 units HB
	Margaret Road Barrel (ref 5/1/11)	40t HA loading 40 units HB
	Hendon Wood Lane Culvert (ref: 5/4/1)	No 277 Form available - Assessment to be undertaken
	Argyle Road over Dollis Brook, (ref 5/4/18.)	277 Form with limited information
	Colindeep Lane over Silkstream LBB No 2/08	Needs Intrusive inspection but form of structure may not be good for it.
	Fursby Avenue over Dollis Brook,(ref : 5/4/20)	No 277 Form available
	Laurel Way Bridge (ref:5/4/15)	Intrusive Investigation Required Break out
	Littlegrove Culvert (ref 5/1/15)	No 277 Form available
	Dollis Road over Dollis Brook, LBB No 5/4/25.	Problematic Access
	Hale Lane by The Grove LBB No. 2/12	Problematic Access
	Hendon Lane Bridge, LBB No 5/4/31. (Also Ref 2/04 ?)	Problematic Access
	High Street (A5) over Edgware Brook,	Problematic Access

B1. – Structures Schemes List		
Previous and Current Load Assessments (42 Structures)		
Phase	Structure Name	Assessment findings
	LBB No 2/16.	
Phase 2	Brent Street over River Brent LBB No 2/09A & 2/09B	
	Bunns Lane over LBB No 5/15/3D (Has been filled)	N/A - buried structure (Filled in)
	Hale Lane Culvert (2) LBB No 2/11	Problematic Access
	Market Lane over Silk Stream LBB No 5/11/3	
	Montrose Avenue over Silk Stream LBB No 5/11/6	
	Mount Road Barrel (ref 5/1/12)	40t HA loading, 37.5 units HB
	Northway over Mutton Brook, LBB No 5/5/7.	
	Osidge Lane Bridge (ref: 5/1/22)	
	Park Road Culvert-1 (ref 5/1/6)	40t HA loading, 35 units HB
	Park Road Culvert-2 (ref 5/1/10)	
	Parkside Gardens Bridge (ref: 5/1/19)	
	Priestley Way over River Brent LBB No 5/6/12	
	Regents Park Road Culvert LBB No 2/02.	
	Sheaveshill Avenue over Silkstream LBB No 5/11/11	
	Silkstream Road over Silk Stream LBB No 5/11/4	
	Southover Bridge (ref: 5/3/10)	
	Tillingham Way over Dollis Brook. (ref 5/4/16)	
	Uplands Road Bridge (ref: 5/1/21)	
	Waverley Grove over Dollis Brook, LBB No 5/4/30.	
West Hendon Bridge(A5), LBB No 2/14 A & B.		
Previously assessed	Deansbrook Road Bridge, LBB 2/03	Carriageway - 3T ALL plus group 2 Fire Engine Footways - Not Assessed

B1. – Structures Schemes List		
Previous and Current Load Assessments (42 Structures)		
Phase	Structure Name	Assessment findings
	Watling Avenue Bridge LBB 5/11/2	40/44 t

B2. – Structures Schemes List		
Structures for Load Assessment 2016/17 Works Cost: £820k.		

Priority	Structure Name	Construction Form	Construction Material
Potential Structures to be assessed in 2016/17	Abercorn Road Bridge (ref:5/4/25)	Beam / Girder (box beams)	Rc Concrete
	Baring Road Culvert (ref:5/1/3)	Beam / Girder (box beams)	Masonry or stone
	Barnet Lane Bridge (ref:5/4/9)	Slab	Masonry or stone
	Barnfield Road Bridge (ref:5/11/1)	Slab	Reinforced Concrete
	Brookhill Road Bridge (ref:2/01)	Circular Pipe	Brickwork
	Burnt Oak Car Park (embankment)	Solid Slab	Reinforced Concrete
	Dryfield Road Culvert	Slab	Reinforced Concrete
	Edgewarebury Lane culvert (ref 5/14/03)	Box Culvert	Reinforced Concrete
	Eversleigh Road Footbridge	Solid Slab	Encased Steel
	Fordham Road Culvert (ref 5/1/5)	Beam / Girder (box beams)	Blockwork
	Gold Hill Culvert	Slab	Reinforced Concrete
	Gordon Road Bridge (ref 5/4/23)	Not stated	Not stated
	Meads School Culvert ref 5/12/06	Slab	Reinforced Concrete
	Quakers Course Subway ref 2/S/LA/67	Slab	Reinforced Concrete
	Sanders Lane East Bridge ref 5/15/1D	3 span arch	5 ring brickwork
	Shirehall Park bridge ref 5/6/3	Slab	Reinforced Concrete
	Station Road Hendon Lul Bridge Ref lbb1/03	Unknown	Unknown
	The Meads Culvert ref 5/12/04	Slab	Reinforced Concrete
	Totteridge Lane Bridge ref 2/06	Slab	Blockwork / masonry
	Non essential assessments	Cool Oak Lane Bridge (5/11/13)	Arch
Brookside Bridge (ref:5/1/13A)		Solid Slab	Masonry or stone
Graham Park subway (ref 5/15/2C)		Box Culvert	Reinforced Concrete
Kenley Avenue Subway (ref 5/15/10c)		Box Culvert	Reinforced Concrete
Lanacre Central Subway (ref 5/15/4C)		Box Culvert	Reinforced Concrete
Lanacre East Subway (ref 5/15/3C)		Box Culvert	Reinforced Concrete
Lanacre West Subway (ref 5/15/5C)		Box Culvert	Reinforced Concrete
Longmead subway		Box Culvert	Reinforced Concrete
	Farm Road / Brook Avenue Bridge (ref 5/9/8)	Slab	Reinforced Concrete

Assessments not required	A406 Friern Barnet Bridge	Arch	Prestressed Concrete
	Cat Hill Bridge (ref:5/1/13)	Solid Slab	Masonry or stone
	Colindale Avenue Bridge (ref 5/11/10)	Beam/ Girder	Steel & insitu concrete
	Cornermead East Subway (ref 5/15/6C)	Unkown	Unkown
	Cornermead West Subway (ref 5/15/7C)	Unknown	Unknown
	Glendale Avenue Channel / Retaining Wall (ref 5/14/02)	Cantilever Wall	Reinforced Concrete
	Sanders Lane West Bridge 5/15/2D	3 span arch Widened 1950 with concrete beam and slab which was strengthened in 1999 with steel beams	5 ring brickwork Additional steel & concrete deck section

C. – Drainage Schemes List

List of Barnet Critical Drainage Areas prioritised for a study in 2016/17: Top 10 £250k

Location	SWMP Revised Priority	Watercourse present in CDA	Description
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Golders Green	N/A - Already Investigated as part of Decoy Brook investigative work.	Decoy Brook	Multiple areas of ponding in the Golders Green area. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: a police station, a school, Golders Green railway station, the A502, A598, A406, several sections of a railway line and 20 electricity installations. Surface water flow path predominantly follows the route of Decoy Brook. Main issue relates to culvert and trash screens on Decoy Brook becoming blocked with debris.
Friern Barnet	1	Pymmes Brook	Multiple areas of deep ponding in the Friern Barnet area. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: 5 electricity installations and a section of railway line.
Childs Hill	2	Clitterhouse Stream	Multiple areas of ponding near Childs Hill. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: 3 schools, the A41, A598, A407 and 12 electricity installations. There is a small brook running through this CDA which is the predominant flow path for surface water. There are two areas of deep ponding within the CDA both of which correspond with areas of the watercourse through embankments. The area of regeneration is at the downstream end of the CDA and poses a potential opportunity to implement green measures to minimise runoff from any new development, however this is not likely to improve the flooding elsewhere within this particular CDA.
Bittacy Park	3		Multiple surface water flow paths through this CDA with several areas of ponding at various depths. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: 1 school, Mill Hill East Railway Station and 12 electricity installations. Mill Hill East has been identified as an area for intensification.
Mill Hill Circus	N/A - Already Investigated as part of Mill Hill investigative work.	Walting Ditch and Folly Brook	Several areas of flooding all converging at Mill Hill Circus. The roundabout is in a natural low point in the topography so water from the surrounding areas drains to this location. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: the A1, 4 schools and 4 electricity installation. Main issue in this area is the Mill Hill Circus roundabout as this is a critical location on the A1 and the modelling and historical flooding information suggest that surface water flooding in this location will block the entire route. So

			options considered should focus on resolving this issue.
Oakleigh Park	4	Pymmes Brook	There are multiple areas of surface water ponding in and around Oak Hill Park. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: a section of railway line, 3 schools and 8 electricity installation. The Brunswick Park regeneration area falls within a small area of this CDA so any future development in the regeneration area should take into account the flood mitigation options.
Muswell Hill	5	Strawberry Vale Brook	Surface water flow path through this CDA with multiple areas of ponding at various depths. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: 3 schools and 2 electricity installations.
Barnet	6	Dollis brook?	Multiple areas of deep ponding in and around Barnet. Ponding is affecting property (189 residential, 2 affected >0.5m and 9 commercial) and critical infrastructure. Critical infrastructure at risk: 3 schools and 3 electricity installations. Area of regeneration in Underhill to the south of the CDA.
Hendon Way	7	Clitterhouse Stream	Multiple areas of ponding in and around Hendon Way. Ponding is affecting property (38 residential properties and 4 commercial properties) and critical infrastructure. Critical infrastructure at risk: a school, the A406, several sections of a railway line.
Longmore Avenue	8	Pymmes Brook	Multiple areas of ponding in and around Longmore Avenue. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: 3 electricity installations and a railway line.
Hadley	9		Multiple areas of deep ponding in the Hadley area. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: Police station, fire/ambulance station, High Barnet station, 2 main A roads and 7 electricity installations.
Coppetts Wood	10	Strawberry Vale Brook	Multiple areas of ponding in the Coppetts Wood area. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: 3 electricity installations, an ambulance depot, 3

			schools and the A1000.
Oakleigh Park	11		Multiple surface water flow paths through Oakleigh Park, ponding adjacent to Pymmes Brook. Flooding is affecting property and critical infrastructure. Critical infrastructure at risk: Oakleigh Park railway station, 2 schools, 3 electricity installations and sections of the railway line. Flooding is particularly extensive at the railway station and the flooding in the residential areas is relatively shallow and patchy.
Long Lane	12		Surface water flow path through this CDA with multiple areas of ponding at various depths. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: 2 schools, 2 electricity installations a small section of the railway line and the A1000.
Broadfields Ditch	13		Deep areas of ponding upstream of road culvert. Property affected upstream of the A41 culvert. This is a an overland flow issue, as surface water is following old open river valley. Surface water is affecting property and critical infrastructure. Critical infrastructure at risk: an electricity sub station, an electricity installation and a school. No regeneration area within this CDA.
Sunnyhill Park	14		Deep area of ponding alongside the railway embankment. Property is affected by this deep area of ponding. Surface water within this CDA is affecting property and critical infrastructure. Critical infrastructure at risk: A1, A41, a school and 5 electricity installations.
Victoria Road	15		Surface water flow path through this CDA with several areas of ponding at various depths. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: A502, A504, 2 schools, a telephone exchange, a government office and 6 electricity installations.
Church End Farm	16		Deep area of ponding to the east of the M1 where Aerodrome Road passes underneath the railway line and motorway. Property is affected by this deep area of ponding. Surface water within this CDA is affecting property and critical infrastructure. Critical infrastructure at risk: A41, a school and Middlesex University.
Lichfield Road	17		Large area of deep flooding on Lichfield Road. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: the A407, Cricklewood Railway Station and 2

			electricity installations. Predominant cause of ponding is the restriction on flow posed by a subway under the railway line.
Victoria Park	18		Multiple areas of ponding near to Victoria Park with one area of deep ponding to the SE of the CDA. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: a hospital, 3 schools, 2 electricity installations and a small section of the A1000.
Creighton Avenue	19		Surface water flow path through this CDA with multiple areas of ponding at various depths. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: 1 electricity installations.
Brunswick Park	20		There are several surface water flow paths through Brunswick Park. Surface water is affecting property and critical infrastructure. Critical infrastructure at risk: a section of railway line and 6 electricity installation. The Brunswick Park regeneration area falls within this CDA so any future development in the regeneration area should take into account the flood mitigation options as outlined below.
Grahame Park	21		There are multiple areas of surface water ponding in and around Grahame Park. Ponding is affecting property and critical infrastructure. Critical infrastructure at risk: 2 schools, 2 police stations, 16 electricity installation. The Burnt Oak and several of the Colindale regeneration areas fall within this CDA so any future development in this area should take into account the flood mitigation options as outlined below.
Blondell Road	22	Walting Ditch	Surface water flow path along Blondell Road. Flow path is affecting property and critical infrastructure. Critical infrastructure at risk: 1 electricity installation. There is a small area of the Burnt Oak regeneration area that falls within this CDA any future development in this area could benefit this CDA.
Mill Hill	23		Large area of deep flooding on Hale Road. Main flow pathway is along a culverted area of watercourse. Ponding is affecting property (49 residential, 6 >0.5m and 1 commercial property >0.5m) no critical infrastructure is at risk. There are critical infrastructure assets within this CDA (A5109, a school and 1 electricity installation) but they are not at risk of flooding.

Westchester Drive	24	Surface water flow path through this CDA with several areas of ponding at various depths. Ponding is affecting property (86 residential properties, 7 >0.5m and 8 commercial properties) and critical infrastructure. Critical infrastructure at risk: A1, 1 school, 1 hospital and 2 electricity installations.
Duck Island	25	Multiple areas of deep ponding in the Ducks Island area. Ponding is affecting property (264 residential, 1 affected >0.5m and 24 commercial, 4 affected >0.5m) and critical infrastructure. Critical infrastructure at risk: Barnet Hospital, 2 schools and 1 hazardous waste site.
Pricklers Hill	26	Multiple areas of ponding with one area of particularly deep flooding in the Pricklers Hill area. Ponding is affecting property (54 residential properties, 6 >0.5m and 25 commercial properties, 1 >0.5m) and critical infrastructure. Critical infrastructure at risk: the A1000 and a section of railway line.
Brent Terrace	27	Multiple areas of ponding in Claremont Way Industrial Estate. Ponding is affecting several commercial properties but no critical infrastructure is at risk.
Edgware Station	28	Surface water ponding along the railway line at Edgware station. Ponding is affecting critical infrastructure. Critical infrastructure at risk: Edgware Station and the railway line to the south east of the station.
Scratchwood	29	Area of ponding shown on the railway line adjacent to Scratchwood. Ponding is affecting critical infrastructure. Critical infrastructure at risk: Railway line south of Elstree Tunnel. Flooding is from a combination of fluvial and surface water.
Arkley	30	Predominant flood risk in this area is from small field drains overtopping rather than from surface water. Flooding is affecting 34 residential properties, 9 commercial properties, no critical infrastructure is affected.
Claremont Way Industrial Estate	31	Multiple areas of ponding in Claremont Way Industrial Estate. Ponding is affecting several commercial properties but no critical infrastructure is at risk.

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	<p>Hendon Area Committee</p> <p>30 March 2016</p>
<p style="text-align: right;">Title</p>	<p>Abercorn Road, Traffic Management Scheme</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 - Drawing No. GC2419-CAP-00-XX-DR-C-002</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555</p>

Summary

This report details the feasibility study undertaken to address the traffic and safety concerns raised regarding Abercorn Road and its junctions with Frith Lane and Dollis Road, NW7.

Recommendations

1. That the Committee note the detail of the feasibility study as outlined in this report in relation to Abercorn Road and its junctions with Frith Lane and Dollis Road, NW7
2. That the Committee, having noted the above in 1, give instruction to the Commissioning Director for Environment to escalate the proposal within the report to the Environment Committee for consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.

1. WHY THIS REPORT IS NEEDED

1.1 The October 2015 Hendon Committee received an item from Councillor Val Duschinsky regarding Abercorn Road in which the following concerns were outlined: concerns:

- High traffic volumes in Abercorn Road
- Inappropriate / excessive speeding
- A number of collisions reported at Abercorn Road junction with Dollis Road and Firth Lane
- Restricted visibility exiting Abercorn Road at its junction with Dollis road, particularly for right turners
- Vegetation obstructing sight line at the junction of Abercorn Road / Firth Lane
- Vehicle losing control on the bend in Firth Road near Abercorn Road.
- Large vehicles using Abercorn Road as a rat-run.

1.2 Following discussion of the item, *the Committee RESOLVED that:*

In relation to this Member's item, the Hendon Area Committee agree to implement a feasibility study with a ceiling limit of up to £25,000 with a provision that

- i. the costs be agreed by the Committee;*
- ii. subject to further clarification from Re on costs, and;*
- iii. if costs exceed this limit amount to refer on to the Environment Committee.*

1.3 At the 15 January Committee the following resolutions was agreed in relation to installing VAS in Abercorn Road and carrying out the feasibility study on a traffic management scheme. The Committee RESOLVED that:

In the matter of Abercorn Road Vehicle Activated Signs (VAS) and Traffic Scheme

- i. That the Committee notes the update in Appendix 1 of this report.*
- ii. That the Committee agrees the expenditure of £17,000 to install VAS and undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.*

Background

1.4 30mph Vehicle Activated Signs (VAS) are being installed in Abercorn Road, in both directions in March 2016 to address the initial speeding concerns that have been raised on Abercorn Road. The VAS sign will monitor the traffic flow and speeds of vehicles using Abercorn Road.

- 1.5 A feasibility study has been undertaken to investigate the feasibility of potential highways and pedestrian safety improvements that could be implemented at Abercorn Road and its junctions with Dollis Road and Frith Lane.
- 1.6 Abercorn Road is a wide, single carriageway, residential road subject to a 30mph speed limit. It is fronted by residential properties throughout its entirety with driveway access or on street parking along most of the road. There is a short section regulated by a double yellow line 'at any time' restrictions at its junction with Frith Lane. Abercorn Road is designated as a "Quieter Road", and is recommended by other cyclists in the London Cycling Guide 2.
- 1.7 Frith Lane is a single carriageway distributor road, subject to a 30mph speed limit. It is fronted by residential properties to the South of Abercorn Road, and is in a Controlled Parking Zone at certain times. Frith Lane is also located on a bus route (Route 221). There is an uncontrolled pedestrian crossing, with a pedestrian refuge just south of its junction with Abercorn Road.
- 1.8 Dollis Road (B1462) runs southwest to northeast through the junction with Abercorn Road and is in a Controlled Parking Zone, at certain times. Dollis Road is also located on a bus route (Route 382) and there is an uncontrolled pedestrian crossing, with a pedestrian refuge just north of its junction with Abercorn Road.

Initial Observations

- 1.9 A site visit was on 8 February 2016 and all potential solutions have been considered and appraised against the potential issues were raised by Councillor Val Duschinsky in section 1.1 above.2.1.1
- 1.10 There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety at the both junctions either end of Abercorn Road, as well as along its length.
- 1.11 The following sub sections outline the main points of concern observed at the site visit and from an initial desk study. For simplicity, the comments have been grouped into Abercorn Road, and the junctions at either end thereof.

1.12 Junction of Abercorn Road and Dollis Road

- 1.12.1 The section of road approaching the junction from the southwest, along Dollis Road is on a sharp left hand curve. The carriageway surface and associated road markings appear to be worn in this area. There is no footway present on the left hand side, as the watercourse Dollis Brook runs alongside the highway at this point. There is an open box beam safety barrier installed to prevent errant vehicles from falling into the brook, which seems to be about two metres below carriageway level.
- 1.12.2 Forward visibility and stopping sight distance of vehicles travelling along Dollis road appears to substandard due to the radii of the bend, the overgrowth of foliage and the boundary fence (Fig. 1.1). This vegetation appears to be rooted within the corridor of the stream, and not within the curtilage of any

private dwellings. The visibility for vehicles turning out of Abercorn road into Dollis Rd is sub-standard and significantly below standard.



Fig 1.1 – Looking northeast along Dollis Road, towards junction with Abercorn Road [Map data ©2015 Google]

1.12.3 On the northern side of the junction there is a 1.2m wide pedestrian footway, with more open box beam barrier, and then a chain-link fence, supported on concrete posts in front of the brook (Fig. 1.2).



Fig 1.2 – Junction of Abercorn Road & Dollis Road [Map data ©2015 Google]

1.12.4 On the eastern side of Dollis Road throughout this length is a 1.2m wide flexible footway with 2m high railings at the back. The kerb radii at the junction are 5m. The 85th percentile speeds on the approach appeared to be at or above the posted speed limit.

1.13 Abercorn Road, Westbound.

1.13.1 Vehicles travelling westbound from the junction at Dollis Rd travel junction at Dollis Road travels over a culvert that accommodates Dollis Brook. On both sides of the carriageway, there are high containment type kerbs, topped with pedestrian guardrail, a 1.2m flexible pedestrian footway bounded by a 0.65m high brick dwarf wall. 1.13.2 Once clear of the structure (Fig. 1.2), Abercorn Road becomes a wide urban street with a newly constructed, paved footway for the majority of its length. The footways and carriageway is in relatively good condition throughout its length. There are established trees in tree pits spaced along the length of the road (Fig 1.3).



Fig 1.3 – Looking west along Abercorn Road

1.13.3 Although there is currently not any traffic calming features along Abercorn Road to physically control the speed of vehicles. Vehicles double parking on either side of the road tends to have a traffic calming effect.

1.13.4 Along Abercorn Road, on the southern side, there are three, roughly equally spaced minor junctions. The first is a minor through road; Frith Court, which accesses some apartment blocks before exiting onto Dollis Road to the south.

The other two junctions, Mallow Mead and Abercorn Close, are culs-de-sac, accessing apartment blocks or houses.

1.14 Junction of Abercorn Road and Frith Lane

1.14.1 Abercorn Road connects to Frith Lane at an acute angle, via a large bell mouth junction, with large radius kerbs (Fig. 1.4).



Fig 1.4 – Junction of Abercorn Road & Frith Lane [Map data ©2015 Google]

1.14.2 Due to the angle of the junction, visibility to the right for vehicles exiting Abercorn Road is impeded by. This overgrowth appears to be on the highway verge, outside the boundary fence of adjoining property.

1.14.3 To the south, there are proposed highway improvements at the junction of Bittacy Hill and Frith Lane, as part of a Section 278 Agreement with Developers Inglis Consortium.

Accident History

1.15 Accident records for the 5 year period 01/06/2010 to 31/05/2015 have been studied in the vicinity of Abercorn Road. During this time 10 accidents have been recorded in the study area, they are summarised below.

Table 1 – Accident Data

3.1

ref	Location	Ref & Date	No of Injuries	Severity	Description
1	Dollis Road/ Abercorn Road	0110SX20851/ 14/08/2010	1	Serious	Driver skidded on wet road and hit kerb.
2	Dollis Road/ Abercorn Road	0110SX21100/ 23/10/2010	5	Slight	V1 swerved into opposite carriageway & hit oncoming vehicle.

3	Abercorn Road/ Frith Court	0111SX20295/ 15/04/2011	2	Slight	V1 edged out into path of V2 who was travelling at speed.
4	Dollis Road/ Abercorn Road	0111SX20954/ 07/11/2011	1	Slight	V1 reversed and hit pedestrian.
5	Frith Lane/ Abercorn Road	0112SX20302/ 09/04/2012	2	Slight	V1 lost control & slid into opposite carriageway, colliding with V2.
6	Frith Lane/ Bittacy Hill	0112SX20669/ 08/08/2012	2	Slight	V1 not concentrating, ran into rear of V2, who in turn was shunted into V3.
7	Abercorn Road/Abercorn Close	0112SX21153/ 24/12/2012	1	Slight	V1 passed parked cars and then turned left into the Close & impacted with oncoming V2.
8	Dollis Road/ Abercorn Road	0112SX29067/ 01/10/12	1	Slight	V1 swerved to avoid collision and hit a wall.
9	Frith Lane/ Abercorn Road	0112SX20234/ 12/10/2013	2	Slight	V1 braked suddenly causing V2 to shunt into V1's rear.
10	Dollis Road/ Abercorn Road	0114SX21062/ 28/11/2014	4	Slight	Driver of V1 pressed accelerator instead of brake, running into V2.

1.16 The 10 accidents caused 21 personal injuries, of which 1 was considered serious and 20 were slight. From the above summary, there appears to be issues with the junctions at either end of Abercorn Road.

1.17 Accidents 1, 2, and 8 would suggest that traffic is travelling too fast around the blind curve on Dollis Road, that the road surface is either too worn, or prone to loss of traction, and that the drivers heading northeast do not have enough forward visibility/ adequate stopping sight distance towards the junction with Abercorn Road. Accidents 5, 6 and 9 would suggest that traffic heading south down Frith Lane is travelling too fast, and is susceptible to running into the back of stationary vehicles, or those braking for the junction with Bittacy Hill.

Proposed Layout Improvements General Details

1.18 General

1.18.1 Following the site visit, feasibility review and analysis of the accident stats several potential issues have been identified within the study area. The main issues are;

- High volume of traffic along Abercorn Road.

- Poor visibility at junction of Abercorn Road and Dollis Road, along with poor road surface and sub-standard visibility splay for vehicles pulling out of Abercorn Road.

- Poor visibility pulling out of Abercorn Road onto Frith Lane, and excessive speed of vehicles heading south down Frith lane.

1.18.2 The Abercorn Road / Dollis Road junction is restricted in terms of engineering options due to the location of the culvert. It wouldn't be possible to widen the junction or provide standard visibility splays without a significant land take.

1.18.3 The proposal is that Abercorn Road be made a one-way street with traffic flowing from East to West. This should minimise the number of interactions at the junction. The junctions at either end will require improvements to visibility and remodelling. Surface friction/ skid resistance on the carriageway along Dollis Road will require remediating and signage and road markings will require alteration/installation accordingly.

1.18.4 It should be noted that to confirm the feasibility of these works, and develop the proposals to preliminary design stages, further work will be required. This further work will include a topographic survey to confirm the dimensions. The following phases have been considered

- **Phase 1**; Dollis Road, and its junction with Abercorn Road
- **Phase 2**; Abercorn Road
- **Phase 3**; Frith Road and its junction with Abercorn Road

1.19 Phase 1 - Improvements to Dollis Road and its junction with Abercorn Road.

1.19.1 Phase 1 considers the following:

- Improvements to the road surface condition of Dollis Road;
- Enhancing forward visibility along Dollis Road
- Minimising the number of vehicle movements at the junction by eliminating traffic exiting Abercorn Road (implementing a one way system).

1.19.2 It is proposed that Dollis Road will be resurfaced for a distance of 100m in both directions. Furthermore it is considered that a buff coloured high friction surfacing is applied to the northbound lane to highlight the bend. Utilities covers in the highway should be inspected, and adjusted where necessary for a flush fit with the carriageway surface. The possibility of replacing existing iron works with high-friction anti-skid covers should be considered at this stage.

1.19.3 Trees, shrubs and other vegetation in the visibility splay should be cleared (where permissible), or at the very least, cut back, so that they do not overhang the carriageway, nor does it exceed the height of the box beam barrier, to ensure optimum visibility splay towards the junction.

1.19.4 The egress of traffic from Abercorn Road onto Dollis Road should be eliminated by making the traffic flow along Abercorn Road one-way. Structural improvements, including highway alignments at the junction should be approached with great care, due to the presence of the culverted brook.

1.19.5 The following table outlines the key issues for the scheme noted in paragraph 1.1 and comments on how Phase 1 addresses these issues.

Table 2

Key Issue	Comments
Accidents	Elimination of traffic exiting Abercorn Road at this point should remove a considerable hazard.
Restricted visibility at junction of Abercorn Road and Dollis Road	Aggressive removal of overgrown vegetation along Dollis Brook should improve visibility considerably.
Loss of vehicle control	The proposed high-friction anti-skid surfacing should improve vehicle traction. Additionally, the contrasting surface colour should alert drivers to potentially hazardous conditions.

1.19.6 The following works would be required to implement this scheme;

- Resurfacing of 100m of Dollis Road in both directions and the application of high friction surfacing
- Renewal of road markings
- removal of some existing road markings
- Installation of new traffic signs and road markings

1.19.7 Indicative costs – Outline costs have been provided below

Table 3

Activity	Indicative cost
Main Works Allowance	£28000
Preliminaries (including Traffic Management) Allowance	£7000
Contingencies Allowance	£12500
Total	£47,500

1.19.7 It should be noted that approximately 50% of the cost is solely attributed to the resurfacing and installation of high friction surfacing. The figure could be significantly reduced by reducing the length of anti-skid surfacing.

1.20 Phase 2 - Abercorn Road

1.20.1 Phase 2 comprises of the restriction of flow along Abercorn Road by implementing a one-way traffic system, running from east to west. This will eliminate the egress of vehicles onto Dollis Road. Furthermore it will prevent the possibility of a head on collision along Abercorn Road itself. Signage in the form of a back to back “One Way” and “No Entry” sign will need to be provided either side of Abercorn Road as you enter from Dollis Road.

1.20.2 A build out feature or chicane at the Abercorn/Dollis Rd junction would be appropriate, however there are driveways at the start of the road which prevents this. Construction should be avoided on the bridge structure, but hatch markings could be applied to indicate a chicane/ narrowing.

1.20.3 An additional safeguard would be to introduce a maximum weight restriction of 7.5 tonnes, except for access, to prevent the road from becoming a rat run for large goods vehicles. Further signage/road markings will be required on the exits of Abercorn Close, Mallow Mead and Frith Court to prevent traffic from turning right. Build outs may be suitable at these locations, and should be considered at the design stage. If build-outs are unsuitable, due to the presence of driveways, then hatched road markings to prevent parking close to the junction may be considered.

1.20.4 Due to the absence of approaching traffic, and the relative straightness of Abercorn Road, there is the possibility that additional traffic calming may need to be introduced, to ensure the speed limits are not exceeded.

1.20.5 The provision of vertical deflection in the form of speed cushions, humps, raised junctions etc. may provide a suitable solution to restrict vehicle speeds, whilst gateways, build outs or chicanes may not be suitable due to the locations of many driveways along the route. This is discussed further in Phase 2 A.

1.20.6 The following Table outlines the key issues for the scheme noted in section 1.1 and comments on how Phase 2 addresses these issues.

Table 4

Key Issue	Comment
Accidents	Elimination of eastbound traffic along Abercorn Road or traffic turning right into Abercorn Road from the three side roads along its length will prevent the possibility of head-on collisions and minimise vehicle interaction along the road.

High traffic volumes	In theory, by eliminating eastbound traffic along Abercorn Road, traffic volumes should halve, in any case there should be a marked reduction.
Large vehicles using Abercorn Road as a rat run	It is suggested that a 7.5t weight limit be introduced along Abercorn Road (except for access).

1.20.7 The proposals include;

- Installation of road markings and new traffic signs
- Possible additional Traffic Calming may be require consideration

1.20.8 Indicative costs – Outline costs have been provided below in Table 5.

Table 5

Activity	Indicative cost
Main Works Allowance	£6500
Preliminaries (including Traffic Management) Allowance	£1600
Contingencies Allowance	£2900
Total	£11,000

1.21 Phase 2 A – Abercorn Road, Vertical Deflection

1.21.1 In addition to the improvements outlined in section 1.20, it would be prudent to consider the provision of vertical deflection in the form of speed cushions/ humps/tables to ensure vehicle speeds are reduced to the posted speed limit.

1.21.2 As Abercorn Road is a residential street, which is not on a bus route, there would minimal impact to buses or the emergency services.

1.21.3 Guidance suggests that the placement of a traffic calming feature every 60-100m would slow significantly slow vehicles down to speeds at or below the posted speed limits.

1.21.4 For purposes of this report, it would be proposed to install a pair of speed cushions every 60m down the road (12 cushions). This would ensure that the vehicle speeds were lowered to below 30mph. Careful consideration would be needed at preliminary design stage to ensure the placement of the cushions avoided residential accesses and the junctions.

1.21.5 Indicative costs - In addition to the £11,000.00 allocated to the measures identified in paragraph 10.20.8, it is suggested that an allocation of £14,400 is allowed for budgetary purposes.

1.22 Phase 3 - Improvements to Abercorn Road and its junction with Frith Lane

1.22.1 Phase 3 considers the junction between Abercorn Road and Frith Lane. The current wide junction needs to be narrowed, and aligned parallel to Frith Lane, so that the actual junction is perpendicular to the centre line of Frith Lane, as opposed to the existing acute angled approach.

1.22.2 The driveways of Nos. 1 & 1a Abercorn Road need to be kept clear. The actual bell mouth will require definition, and this should be done with kerb setts. To eliminate confusion to drivers, a paved footway will be required behind the kerb, additional demarcation such as visi-rail or bollards can also be installed to emphasise the new geometry.

1.22.3 Care should be taken not to further obscure the view north up Frith Lane. The existing vegetation should be cut back as far as the fence of No. 1a Abercorn Road, to keep the visibility splay clear.

1.22.4 A “No Right turn” sign will be required on Frith Road to the south of the junction, and a corresponding “No Left turn” to the north of the junction. Furthermore two “No entry” signs will be required to face Frith Lane at the end of Abercorn Road.

1.22.5 Additionally, The currently faded “SLOW” road marking, southbound on Frith Lane, just after the rail bridge should be renewed, but on a background of a contrasting colour.

1.22.6 The following Table outlines the key issues for the scheme noted in section 1.1 and comments on how Phase 3 addresses these issues.

Table 6

Key Issue	Comment
Accidents	Elimination of traffic entering Abercorn Road at this point should remove the vehicle interactions at the junction, as should the highlighted “SLOW” road marking on Frith Lane.
Restricted visibility at junction of Abercorn Road and Dollis Road	Aggressive removal of overgrown vegetation alongside 1a Abercorn Road and on the verge in Frith Lane should improve visibility considerably.
Inappropriate / excessive speed	The highlighted “SLOW” road marking on Frith Lane should help reduce speed, and hopefully the proposed

	Section 278 Agreement improvements should have some impact.
--	---

1.22.7 The following works would be required to implement this scheme;

- Removal of some road markings
- Renewal of road markings
- Installation of new traffic signs & road markings
- Re-alignment of Abercorn Road/Frith Lane junction

1.22.8 Indicative costs – Outline costs have been provided below in Table 7;

Table 7

Activity	Indicative cost
Main Works Allowance	£7600
Preliminaries (including TM) Allowance	£2000
Contingencies Allowance	£3400
Total	£13,000

1.23 Summary of Proposals

Phase	Brief Description	Summary of Potential Advantages/ Disadvantages	Indicative Costs
1	Resurfacing of 100m section of Dollis Road, removal of encroaching vegetation and preventing egress from Abercorn Road	<u>Advantages</u> <ul style="list-style-type: none"> - Improved skid resistance on the road surface. - Improved forward visibility - Negation of potentially hazardous traffic exiting Abercorn Road onto Dollis Road <u>Disadvantages</u> <ul style="list-style-type: none"> - Increased eastbound traffic flow on Dollis Road. - Possible increase in speeds due to improved forward visibility, and driver confidence due to increased traction. - High friction surfacing is relatively expensive 	£47,500
2	Making Abercorn	<u>Advantages</u>	£11,000

	Road one-way only.	<ul style="list-style-type: none"> - Removes potential for head on vehicular collisions. - Enhanced pedestrian safety; traffic only running one way. <u>Disadvantages</u> <ul style="list-style-type: none"> - Possible increase of westbound traffic along Abercorn Road - All eastbound traffic that would have used Abercorn Road will now use Bittacy Hill / Dollis Road. - Slight increase of traffic along Frith Court - Potential of increase speeds along Abercorn Road: may require traffic calming. - May encourage rat running - Increased west-east journey time. 	
3	Remodelling of junction with Abercorn Road and Frith Lane, removal of encroaching vegetation, No Entry into Abercorn Road	<u>Advantages</u> <ul style="list-style-type: none"> - Elimination of traffic turning right into Abercorn Road from northbound traffic should eliminate queueing on Frith Lane - Improved visibility to the north on exiting Abercorn Road. <u>Disadvantages</u> <ul style="list-style-type: none"> - Increased traffic south of Abercorn Road onto Bittacy Hill. 	£13,000
	Scheme total	(Excluding - Abercorn Road - Vertical Deflection)	£71,500
2a	Abercorn Road - Vertical Deflection	<u>Advantages</u> <ul style="list-style-type: none"> - Reduction in vehicles speeds on Abercorn Road. <u>Disadvantages</u> <ul style="list-style-type: none"> - Impact on Emergency Service Vehicles. 	£14,000

1.24 Conclusions and Recommendations

1.24.1 Regardless as to whether any highway works are carried out within the near future, it is recommended that the vegetation overgrowth situation, both on Dollis Road, south of Abercorn Road, and Frith Lane, north of Abercorn Road be dealt with as soon as possible. The increase in the length of visibility splays will have an immediate positive effect on safety issues and hopefully accident statistics. From a cost point of view, this would see the greatest return for the smallest outlay.

1.24.2 The resurfacing on Dollis Road would also produce good results, however high friction anti-skid surfacing is expensive. It is also recommended that

ironworks in the highway along this section are fitted with high friction anti-skid covers. Due to the expense involved, other options could be considered, for example “Dragon’s teeth” markings, speed roundels laid on the carriageway on a contrasting coloured surface, or possibly rumble strips.

- 1.24.3 The geometry of junction of Dollis Road and Abercorn Road is far from ideal, and its redevelopment is constrained by Dollis Brook. Any alteration to the junction would have ramifications on the structure containing the culvert, and as such should be avoided. By removing eastbound traffic on Abercorn Road from the equation, slow moving traffic will no longer be pulling out into Dollis Road, thus the possibility of a collision resulting from such a manoeuvre is nullified.
- 1.24.4 The only concern is that by making Abercorn Road one-way, due to its width and relative straightness, traffic may be encouraged to travel at a higher than appropriate speed. It is hoped that the inclusion of marked parking strips and possible build outs will sufficiently narrow the running lane in order to discourage this behaviour, however, remedial measures to keep speeds down may need further consideration.
- 1.24.5 It is noted that proposed Traffic Management scheme for Abercorn Road and its junction with Firth Lane and Dollis Road at £71,500 (or £85,500 with vertical deflection on Abercorn Road) are above the £25,000 funding limit for the Hendon Area Committee. Therefore if the Committee agrees to the proposal within the report the matter is escalated to the Environment Committee for funding approval prior to progress of the scheme to detailed design, public, consultation and implementation.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendation to progress the Traffic Management Scheme on Abercorn Road and its junction with Firth Lane and Dollis Road is address the road safety issues and accidents that have been highlighted in this report.
- 2.2 Regardless as to whether any highway works are carried out within the near future, it is recommended that the vegetation overgrowth situation, both on Dollis Road, south of Abercorn Road, and Frith Lane, north of Abercorn Road be dealt with as soon as possible. The increase in the length of visibility splays will have an immediate positive effect on safety issues and hopefully accident statistics.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 As alternative to the proposed one-way working in Phase 2 consideration was given banning the right turn from Abercorn Road into Dollis Road. However, it was observed that banning the right turn would not offer any significant improvement in this instance for the following reasons:
 - The forward visibility /stopping site distance of vehicles travelling along Dollis Road appears to be below standard. This means that the road users travelling North East towards Abercorn Road would not have

adequate time to see slow moving vehicles exiting Abercorn Road (left or right) and would not have enough time to react, slow down or stop.

- It would be difficult to physically ban the right turn using splitter island, tighter radii etc. because the junction is so constrained by the road widths and culvert. The provision of a physical restriction is self-enforcing and without it, it would be left to the local police to administer accordingly.
- Rat running – Banning the right turn is unlikely to prevent the rat running of vehicles travelling south and who want to avoid parts of Bittacy Hill and Holders Circus.

4. POST DECISION IMPLEMENTATION

- 4.1 If the report's recommendations are approved at Environment Committee the scheme would be progressed to detailed design and implementation stages.

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 implementing the Traffic Management Scheme for Abercorn Road and its junction with Firth Lane and Dollis Road at £71,500 (or £85,500 with vertical deflection on Abercorn Road) and would therefore be in excess of the £25,000 Area Committee Budget limit therefore would need to be referred to the Environment Committee for funding approval prior to implementation.

5.2.3 The work would be funded from the £150,000 CIL infrastructure budget allocated to the area committee in 2016/17. There would be sufficient funding available when other proposed infrastructure schemes for 2016/17 are also considered.

5.2.4 The estimated implementation costs of this recommendation are (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways

Alliance Contract (LoHAC) Northwest1).

5.2.5 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.

5.2.6 The work will be carried out under the existing PFI and 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's 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 will be carried out on the proposals and details of the proposals will also be outlined on the council's website.

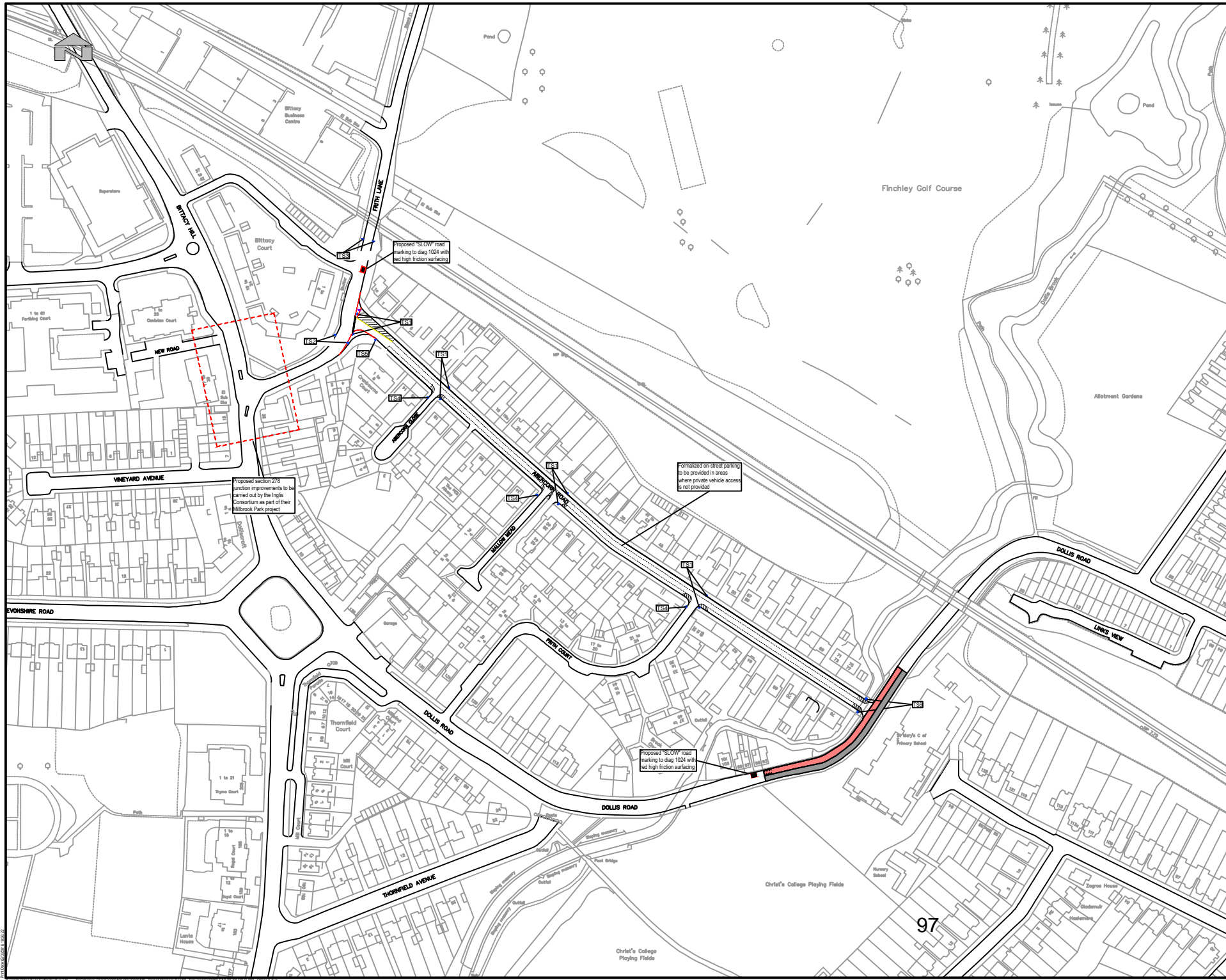
5.8 Insight

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 21 October 2015

<http://barnet.moderngov.co.uk/documents/s26622/Members%20Item%20-%20Councillor%20Val%20Duschinsky.pdf>



Proposed 'SLOW' road marking to diag 1024 with red high friction surfacing

Proposed section 27(2) junction improvements to be carried out by the Ingis Consortium as part of their Millbrook Park project

Normalized on-street parking to be provided in areas where private vehicle access is not provided

Proposed 'SLOW' road marking to diag 1024 with red high friction surfacing

Key:

- High friction surfacing applied to new surface course
- Plane out and inlay 40mm new surface course
- Proposed carriageway channel
- Sign-TS1(8no)
- Sign-TS2 (2no)
- Sign-TS3 (2no)
- Sign-TS4 (3no)
- Sign-TS5(1no)
- Sign-TS6(2no) banded back to back with TS1
- Upward arrow

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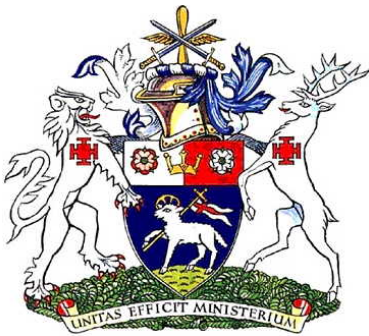
Rev	Drawn	Checked	Approved	Description	Date
Purpose of Issue					
Feasibility Study					
Classification					
Commercial in Confidence					
Client					
London Borough of Barnet					
Project					
Abercorn Road					
Drawing					
Option 1					
Scale @ A1					
1:1,000	Drawn	Checked	Approved		
	CF	HT	LS		
Project No. Date					
GC/002419	01-MAR-2016				
Drawing Identifier					
Project - Originator - Zone - Level - File Type - Title - Number					BS1192 Compliant
GC2419-CAP-00-XX-DR-C-002					revision
					P00

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Hendon Area Committee

30 March 2016

Title	Pursley Road/Devonshire Road, NW7 – Traffic Scheme
Report of	Commissioning Director - Environment
Wards	Mill Hill
Status	Public
Enclosures	Appendix A - Drawing Nos. GC2418-CAP-00-XX-DR-C-003
Officer Contact Details	Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555

Summary

This report details the findings of the feasibility study commissioned by Hendon Area Committee in January 2016 to seek ways to address the road safety concerns raised regarding Pursley Road and Devonshire Road, NW7.

Recommendations

1. That the Committee note the detail of the feasibility study as outlined in this report in relation to Pursley Road and Devonshire Road, NW7:
2. 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.

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.*

Background

- 1.3 The feasibility study investigated the following concerns that 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
- 1.4 The study area consists of an urban single carriageway that runs between 'Holders Hill Circus' in the East to Page Street in the West.
- 1.5 Pursley Road and Devonshire Road are wide, single carriageways, subject to a 30mph speed limit and the alignment is predominantly straight. It is fronted by residential properties, schools and shops and Pursley Road is also located on a bus route.

Initial Observations and Proposed Improvements

- 1.6 In terms of this report, all feasible solutions have been considered and appraised accordingly. It should be noted that the number of options are restricted due to the implementation of other works in the area, which are now being constructed onsite.
- 1.7 Six proposed improvements have already been identified along this route and were provided as part of the study brief. These include;
- Millbrook Park Section 278/106 works at Holders Hill Circus and Bittacy Rise/ Pursley Road junction.
 - 4 proposed Local Implementation Plan (LIP) schemes at Aberdare Gardens junction, Osbourn Gardens junction, Tavistock Avenue and Sanders Lane.
- 1.8 For ease of reference the study area has been split into 9 sections as described below and shown on the plan in Appendix A.
- Section 1 - From No 1 Devonshire Road to No 61 Devonshire Road;
 - Section 2 - From No 61 Devonshire Road to No 85 Devonshire Road;
 - Section 3 - From No 85 Devonshire Road to No 99 Devonshire Road (LIP Scheme);
 - Section 4 - From No 99 Devonshire Road to Tavistock Avenue junction (LIP Scheme);
 - Section 5 - From Tavistock Avenue junction to Dollis Junior School, including the Bittacy Rise junction (S278 works);
 - Section 6 - Dollis Junior School to opposite No 24 Pursley Road;
 - Section 7 - Opposite No 24 Pursley Road to opposite No 66 Pursley Road;
 - Section 8 - Opposite No 66 Pursley Road to Pedestrian crossing outside Copthall School;
 - Section 9 - Pedestrian crossing outside Copthall School to Page Street junction.
- 1.9 It is assumed that all the approved improvements will be installed/ constructed in their entirety throughout the study length, including the LIP schemes and Section 278 works. Although the study area has been split into sections, the proposed options in this report should be considered as one proposal and not as standalone, isolated works.
- 1.10 A review of the historic google street view images reveals that the road markings have changed between 2009 and 2012 and that road markings were not reinstated after the resurfacing scheme.

Section 1 – No. 1 Devonshire Road to No. 61 Devonshire Road

- 1.11 Existing Arrangement - Travelling westbound from the Holders Hill Circus roundabout, this section of road is straight. The on-street parking has a traffic calming effect by restricting the effective width of the running lane (Fig 2.1 and

Fig 2.2). The 85th percentile speeds on this section appeared to be at or below the posted speed limit.



Fig 2.1 – 2015 Google Street View Imagery
[Map data ©2016 Google]

Fig 2.2 – 2015 Google Street View Imagery
[Map data ©2016 Google]

- 1.12 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.
- 1.13 Proposed Improvements - There are limitations on what can be implemented through this section. The proposed pedestrian facilities at Holders Hill Circus at the start of the scheme and the rationalisation of the roundabout, as part of the Millbrook Park Section 278 agreement will have a positive benefit for vehicles and non-motorised users (NMU's). One minor improvement that could be made would be extend the hatching and road makings past the pedestrian refuge island as shown in Fig 2.3. This would ensure that the road width remains constant throughout this section.

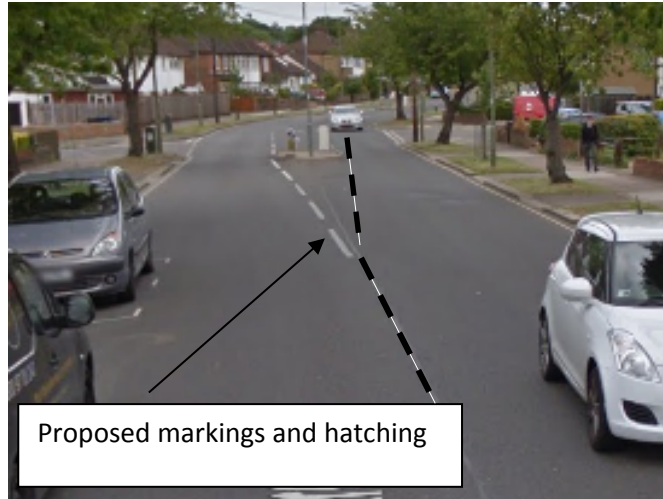


Fig 2.3 – 2015 Google Street View Imagery
[Map data ©2016 Google]

Section 2 – No. 61 Devonshire Road to No. 85 Devonshire Road

- 1.14 Existing Arrangement - Section 2 runs between the refuge island outside No. 61 to the refuge island outside No. 85. A dedicated lane is provided for both the Lee Road and Oakhampton Road turn offs. A comparison of the 2008 and 2015 Google Streetview imagery shows that some of the central hatching has been removed (Fig 2.4 and Fig 2.5). An edge of carriageway marking is provided on the lead in to the splitter islands but has not been provided on the departure (Fig 2.6).





Fig 2.4 – 2008 Google Street View Imagery
[Map data ©2016 Google]

Fig 2.5 – 2015 Google Street View Imagery
[Map data ©2016 Google]



Fig 2.6 – 2015 Google Street View Imagery
[Map data ©2016 Google]

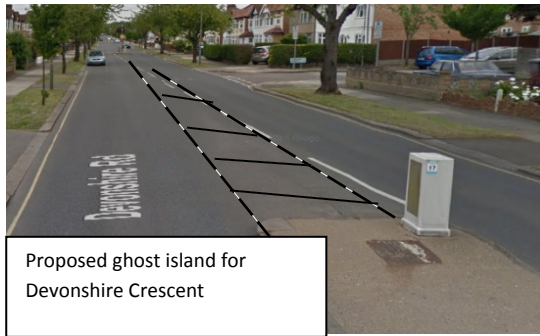


Fig 2.7 – 2015 Google Street View Imagery
[Map data ©2016 Google]

- 1.15 Accidents – There was one serious accident in this section which involved a cyclist crossing the road, however, it is unclear from the accident statistics whether this occurred at one of the uncontrolled crossing points.
- 1.16 Proposed Improvements – It is proposed that the central hatching is replaced to provide a standardised ghost island, as the current arrangement can be confusing to road users and introduces uncertainty at this location. Additionally a ghost island and associated hatching could be provided for Devonshire Crescent as shown in Fig 2.7. This will maintain the running lane width through the section.

Section 3 - No 85 Devonshire Road to No 99 Devonshire Road

- 1.17 Existing Arrangement - Section 3 runs between the refuge island outside No 85 to the north western side of the junction with Devonshire Crescent outside No 99. This section is subject to a 2014/2015 LIP Scheme, which provides for build-outs at the mouth of the junction to Aberdare Gardens.
- 1.18 Accidents – There were no reported accidents along this section in the last five years.
- 1.19 Proposed Improvements – As outlined by in the 2015/2016 LIP scheme. Additionally the extension of the hatching from the pedestrian refuge (as Fig 2.3) should be carried out, for consistency. This will maintain the running lane width through the section.

Section 4 – No. 99 Devonshire Road to Tavistock Avenue junction

- 1.20 Existing Arrangement - Section 4 runs between the north western side of the junction with Devonshire Crescent, outside No. 99, to the refuge island just past Tavistock Avenue junction. This section is also subject to the previously mentioned 2015/2016 LIP Scheme. The scheme provides junction improvements at Devonshire Road and its junctions with Osborn Gardens, Ashley Walk and Tavistock Avenue. The scope of the scheme is to provide build-outs, tighten the radii on the bell mouths and provide/improve tactile paving at the pedestrian crossings.
- 1.21 Accidents – There were no reported accidents along this section in the last five years.
- 1.22 Proposed Improvements – As outlined by in the 2014/2015 LIP scheme. Additionally, it is recommended that the extension of the hatching from the pedestrian refuge (as Fig 2.3) should be carried out, for consistency. This will maintain the running lane width through the section.

Section 5 - Tavistock Avenue to Dollis Junior School

- 1.23 Existing Arrangement - Section 5 runs between the refuge island just after the Tavistock Avenue junction to the entrance to Dollis Junior School. This section is subject to waiting restrictions (yellow lines) on both sides.
- 1.24 The existing road markings are in a very poor state of repair. Towards the end of this section, on the approach to the junction with Bittacy Rise, there is a hump-backed bridge over the railway line with what appears to be a sub standard crest kerb.
- 1.25 There appears to be a road safety issue, with school buses parking on double yellow lines, opposite a junction, just over the crest of the hill, as captured on Google Street view (Fig 2.8). However, this area is subject to Section 278 Works, to be carried out by the Inglis Consortium as part of the Mill East Regeneration. This remedial works seeks to signalise the junction, with box markings to prevent parking within the junction. The improvement works will also provide controlled crossing points for pedestrians and refresh or renew road markings.



Fig 2.8 – 2015 Google Street View Imagery
[Map data ©2016 Google]

- 1.26 Accidents – There was one slight accident in this section which involved a car pulling out of Bittacy Rise into the path of car travelling along Pursley Road/Sanders Lane. The two cars collided, and as a result of the impact, the second vehicle was forced into the other carriageway, where it impacted with a third vehicle, travelling in the opposite direction.
- 1.27 Proposed Improvements – It is expected that the proposed Section 278 Works will have a major impact on the safety of the junction. The two examples mentioned above (the accident and inappropriate bus parking) would not have occurred if the new proposed layout was in place. Outside of the limits of the 278 Works, all road markings are to be renewed.

Section 6 - Dollis Junior school to opposite No. 26 Pursley Road

- 1.28 Existing Arrangements – Section 6 runs from Dollis School entrance, travelling around a left hand radii to No. 26 Pursley Road. Along this stretch there are three junctions to the north; Salcombe Gardens, Milespit Hill and Brookfield Avenue.
- 1.29 Whilst there are shops and houses to the north, the south is aligned by Dollis Infants and Junior School. As you travel past the school entrance there is a controlled crossing followed by the school staff car park entrance, followed shortly thereafter by the junction with Salcombe Gardens on the opposite side of the road.
- 1.30 There are then two uncontrolled crossing points with pedestrian refuges. The second crossing point is not up to current standard.

- 1.31 Accidents – This relatively short section of road has seen six accidents during the study period. There were four at, or close to the junction of Salcombe Gardens. Three of these seem to be loss of concentration/driver error. The fourth was caused by a vehicle leaving Salcombe Gardens at speed and losing control, spinning into another vehicle. Joyriders seem to be the cause, as the vehicle’s occupants fled the scene. An accident occurred at the junction with Milespit Hill. This appears to be a young, inexperienced motorcyclist running into the back of a decelerating vehicle. The final accident on this section was where a vehicle edging out of Brookfield Avenue ran over a pedestrian’s foot.
- 1.32 Proposed Improvements – It is proposed that all road markings are to be renewed. The centre section is to be hatched throughout its length to form a standardised ghost island. It is recommended that the uncontrolled pedestrian crossing to the immediate east of Milespit hill needs to be brought up to standard by the installation of tactile paving (Fig 2.9).



Section 7 - Opposite No. 26 Pursley Road to opposite No. 66 Pursley Road.

- 1.33 Existing Arrangements – Section 7 runs from just past the junction with Brookfield Avenue to just past the junction with Featherstone Road. There is housing facing the highway to the north, with playing fields to the south. The road has controlled parking at certain times along this length.
- 1.34 There is an uncontrolled pedestrian crossing with refuge that serves the access to a path leading through the playing fields about halfway along. This section of road is wide, with a single white broken line down the centre as far as the refuge.
- 1.35 An unsegregated cycle route joins Pursley Road from the playing fields and leads towards Allianz Park.

- 1.36 Accidents – No accidents were recorded along this section during the study period.
- 1.37 Proposed Improvements – All road markings are to be renewed. The centre section should be hatched throughout its length to ensure continuity, with the single centre carriageway delineator removed. Hatching to be terminated for the right turn.

Section 8 - Opposite No 66 Pursley Road to pedestrian crossing outside Cophall School

- 1.38 Existing Arrangements – Section 8 runs from the pedestrian crossing near Featherstone Road to the end of the refuge island at the zebra crossing outside Cophall School. There is some housing, plus the school premises to the north, with playing fields to the south.
- 1.39 The road has a controlled parking at certain times along the southern side until it meets the zig-zag markings of the zebra crossing. On the other side there are some lengths of permit only parking. There is a zebra crossing outside the school, with an extended central median and pedestrian guardrail running along its length.
- 1.40 Accidents – There were three recorded along this section during the study period. One was a car colliding with a vehicle performing a U-turn, one was as the result of a blown out tyre, and the third was a motorist colliding with a motorcycle that he was overtaking.
- 1.41 Proposed Improvements – With the exception of renewing any faded markings, the only suggested improvement along this stretch is to add hatched “tails” to the pedestrian refuges (see Fig. 2.3).

Section 9 – Pedestrian crossing outside Cophall School to Page Street junction.

- 1.42 Existing Arrangements – Section 9 runs from the end of the island after the zebra crossing outside Cophall School to Page Street. To the south lies the playing fields, with an apartment complex on the corner. Access to the apartment parking is from Pursley Road. To the north there is the school, with some apartments on the corner. The road has controlling parking at certain times along the both sides, with some permit parking to the south.
- 1.43 Accidents – There were no accidents recorded along this section during the study period.
- 1.44 Proposed Improvements – The nature of any works along this section would be governed by the improvements (if any) to be carried out at the junction of Pursley Road and Page Street (covered by a separate feasibility study).

Accident History

1.45 Accident records for the 5 year period 01/06/2010 to 31/05/2015 have been studied in the vicinity of the Pursley Road/Devonshire Road. During this time 10 accidents have been recorded in the study area, they are summarised below.

ref	Location	Ref & Date	No of Injuries	Severity	Description
1	Salcombe Gardens/ Pursley Road	0110SX20928/ 08.09.2010	1	Slight	Driver hit bollard, tried to overtake, then hit child.
2	MilespitHill/ Pursley Road	0110SX20969/ 22.09.2010	1	Slight	Motorcyclist failed to slow down in time and ran into rear of slowing car.
3	Pursley Road/Brookfield Avenue	0110SX21334/ 15.12.2010	1	Slight	Pedestrian walked around vehicle, which was slowly edging forward. Vehicle clipped pedestrian and ran over his foot.
4	Pursley Road 200m east of junction with Page Street	0111SX20693/ 22.07.2011	1	Slight	Car tried to overtake motorcycle on near side. Motorcycle accelerated, resulting in collision.
5	Salcombe Gardens/Pursley Road	0112SX21042/ 28.11.2012	2	Slight	Second vehicle moved off, into the rear of a stationary vehicle which was waiting to move off.
6	Salcombe Gardens/Pursley Road	0113SX20316/ 15.04.2013	1	Slight	Second vehicle moved off, into the rear of a stationary vehicle which was waiting to move off.
7	Pursley Road 66m west of junction with Featherstone Road	0114SX20245/ 16.12.2010	1	Slight	Car had blowout causing driver to lose control and crash into parked van, which in turn was pushed into parked car.
8	Devonshire Road/Bittacy Rise	0114SX20373/ 22.04.2014	2	Slight	V1 pulled out of Bittacy Rise and collided with V2, causing V2 to collide with V3, heading in the opposite direction.
9	Pursley Road 100m east of junction with Page Street	0114SX20534/ 26.06.2014	1	Slight	A car performed a U-turn as a cyclist was overtaking it and a collision ensued.
10	Pursley Road 27m east of junction with Milespit Hill	0115SX20592/ 23.05.2015	1	Slight	V2 pulled out of junction and lost control, spinning into passing V1. V2 then hit bollards and its occupants fled the scene.

11	Devonshire Rd 35M SE OF J/W Aberdare Gardens	0112TB00340/ 30.3.2012	1	Serious	V1 (CYCLIST) crossing road and crossed into the path of V2
12	Devonshire R, 77m East of Oakhampton Rd		3	Slight	V1 Slowly pulled out of drive and collided with

- 1.46 The 12 accidents caused 16 personal injuries, most of which were considered slight. Several of the accidents seem to be due to driver's lack of concentration. Two of the driver/riders were eighteen years of age or younger, and their lack of experience may have been contributory factors.
- 1.47 Eight of the accidents; 1,2,3,5,6,7,9 and 10 occurred at or near to junctions, four of these were at or near Salcombe Gardens. This may be due to the row of shops close to the junction.

Conclusions and Recommendations

- 1.48 The road markings have been changed in the study area and now provide an inconsistent arrangement throughout the area. The lane widths vary and may cause confusion to drivers. This also has the potential to increase points of conflict with pedestrians and cyclists.
- 1.49 The removal of the hatched area throughout the majority of the scheme gives the impression of a 3rd lane. This may cause confusion to road users that are not familiar with the road.
- 1.50 The installation of the LIP Schemes and Section 278 works in the area are likely to improve the safety for vehicles and NMU's throughout the study area.
- 1.51 It is recommended that the reasons for the removal of the hatched areas is investigated further, to check if there were any issues with the arrangement. If there were not any issues, it is recommended that the central hatching is reinstated and the effective carriageway width is narrowed to 3.5m. This will provide a consistent arrangement throughout Pursley Road and Devonshire Road.
- 1.52 It is recommended that a coordinated design approach is taken when implementing the Section 278 and LIP improvement schemes and the improvements recommended by this report, are consistent in these works.
- 1.53 It is envisaged that by narrowing the carriageway and providing a consistent road width throughout the section, vehicle speeds will be reduced. This could also be supplemented by the provision of speed cushions in advance of the pedestrian refuge islands if required.
- 1.54 Conflict with Cyclists should also be reduced by providing a consistent road width. It should remove the ambiguity of whether there is enough space to pass the cyclist safely, and the cyclist will be given priority until there is safe opportunity for the motorist to pass. Motorists are likely to pass cyclists at the hatched areas when necessary and it is safe to do so.

Summary of Proposals

Section 1	Brief Description	Summary of Potential Advantages/ Disadvantages	Indicative Costs
1	1 Devonshire Road to No 61 Devonshire Road - Renewal/modification of road markings	<u>Advantages</u> <ul style="list-style-type: none"> - Standardised, consistent approach – familiar with road users - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - No real benefit if undertaken as a standalone scheme 	£500.00
2	61 Devonshire Road to No 85 Devonshire Road - Renewal/modification of road markings	<u>Advantages</u> <ul style="list-style-type: none"> - Standardised, consistent approach – familiar with road users - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - None. 	£1,500.00
3-5	LIP or Section 106/278 improvements identified		
6	Dollis Junior School to opposite No 24 Pursley Road - Upgrade of pedestrian crossing junction of Milesplit Hill / Pursley Road	<u>Advantages</u> <ul style="list-style-type: none"> - Brings crossing up to current standards and in line with other crossings in the area. - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - None. 	£3,500.00
7	24 Pursley Road to No 66 Pursley Road - Renewal/modification of road markings	<u>Advantages</u> <ul style="list-style-type: none"> - Standardised, consistent approach – familiar with road users - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - None. 	£1,500.00
8	Opposite No 66 Pursley Road to Pedestrian crossing outside Copthall School - Renewal/modification of road markings Note: Works in this area are discussed within the Page St, Pursley Rd and Bunns Ln feasibility	<u>Advantages</u> <ul style="list-style-type: none"> - Standardised, consistent approach – familiar with road users - Consistent road width through section <u>Disadvantages</u> <ul style="list-style-type: none"> - None. 	£500.00

	study.		
9	<p>Pedestrian crossing outside Copthall School to Page Street junction.</p> <p>Note: Works in this area are discussed within the Page St, Pursley Rd and Bunns Ln feasibility study.</p>	Note: Works in this area are discussed within the Page St, Pursley Rd and Bunns Ln feasibility study.	
		Total Costs	£7,500

1.55 It is therefore recommended that at the Committee, having taking taken consideration of the above agrees the expenditure of £7,500 from the Hendon Area Committee budget and gives an instruction toauthorises the Commissioning Director for Environment to consult on and implement the proposed traffic scheme on the identified sections of Pursley Road and Devonshire Road.

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendation to progress the Traffic Management Scheme on Pursley Road and Devonshire Road, NW7 is to address the road safety issues and accidents that have been highlighted in this report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

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.

4.2

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 based 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 implementing the proposals will be in the region of £7,500. Funding will be requested from Hendon Area Committee CIL infrastructure budget for 16/17 of £150,000. There is sufficient funding available when other proposed infrastructure schemes for this area committee in 2016/17 have been considered,

5.2.3 The estimated implementation costs of this recommendation are (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.

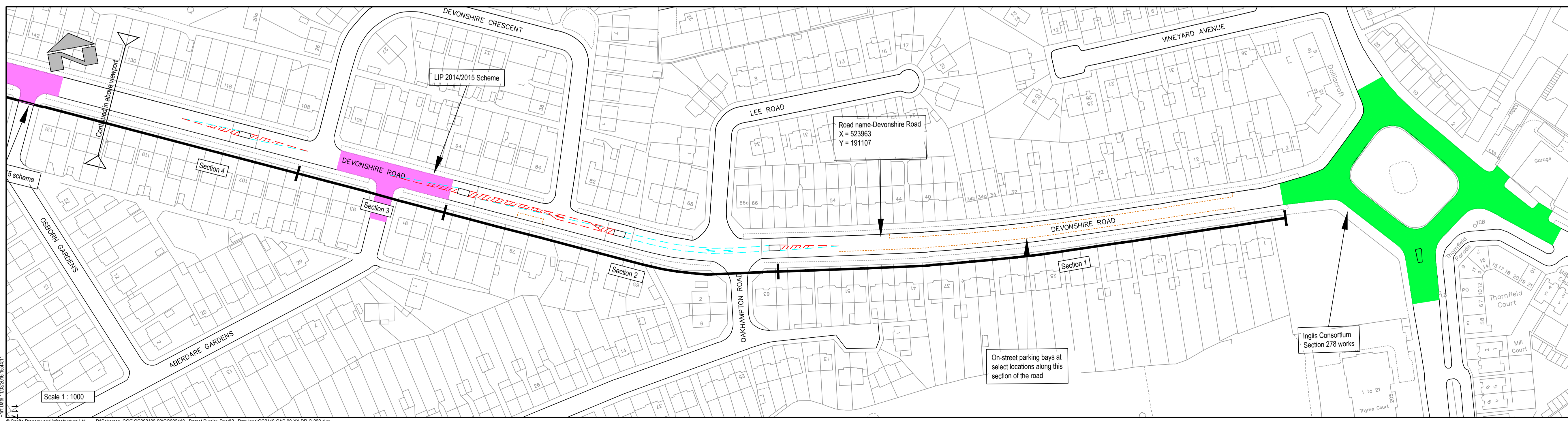
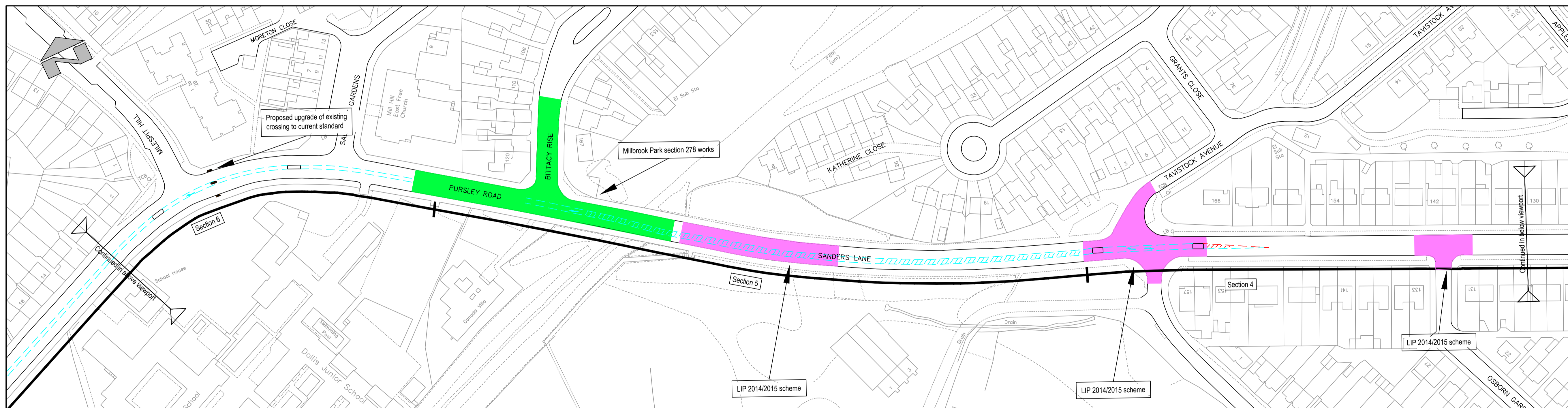
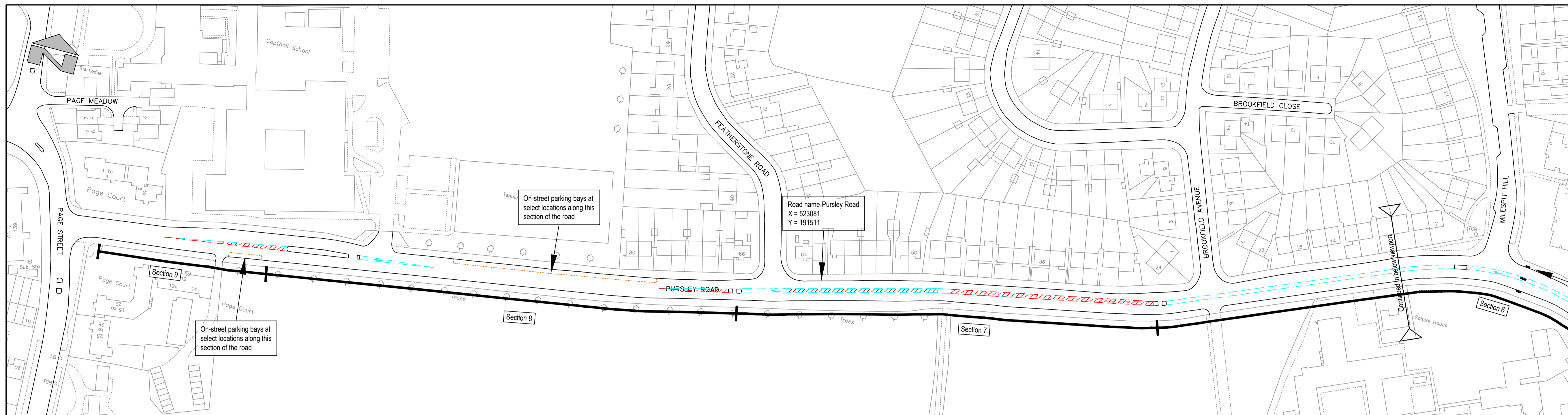
6. BACKGROUND PAPERS

6.1 Hendon Area Committee October 2015

<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>



- 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	Appd	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

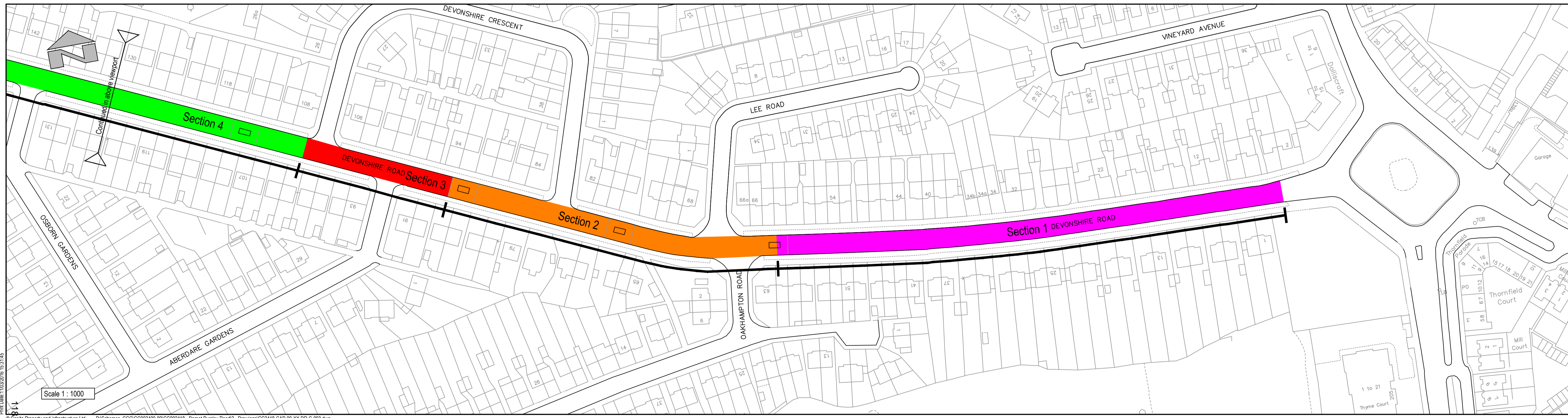
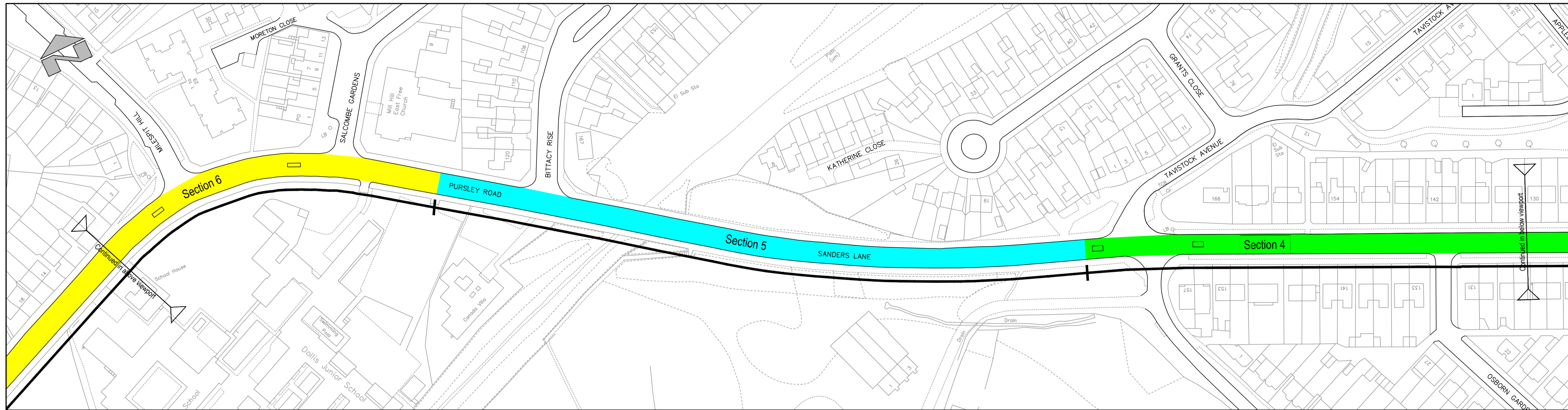
Project No.
GC/002418

Date
02-MAR-16

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

BS1192 Compliant revision
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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

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