

MEETING

HENDON AREA COMMITTEE

DATE AND TIME

MONDAY 24TH JULY, 2017

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

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

Councillor Charlie O-Macauley

Councillor Adam Langleben

Narenthira

Substitute Members

Dr Devra Kay

Sury Khatri

Ammar Naqvi

Hugh Rayner

Joan Scannell

Mark Shooter

Zakia Zubairi

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 19 July 2017 at 10AM. Requests must be submitted to Faith Mwende Faith.Mwende@barnet.gov.uk 020 8359 4917

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

Andrew Charlwood – Head of Governance

Governance Service contact: Faith Mwende Faith.Mwende@barnet.gov.uk 020 8359 4917

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

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4.	Report of the Monitoring Officer (if any)	
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FACILITIES FOR PEOPLE WITH DISABILITIES

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Decisions of the Hendon Area Committee

2 May 2017

Members Present:-

AGENDA ITEM 1

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

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

Apologies for Absence

Councillor Maureen Braun

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the previous meeting of the Hendon Area Committee held on 20th February 2017 be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

None.

3. DECLARATIONS OF MEMBERS DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

The Committee noted the details of the received public question and the public answer which were published ahead of the meeting. There was no supplementary question.

The following addressed the committee and made public comments in relation to the following agenda items:

- Ms Golda - Item 10, Bell Lane/Green Lane, NW4 – Request for zebra crossing facility
- Mr Roots - Greyhound Hill, NW4 Request for Pedestrian Facility
- Ms Gibson - Abercorn Road, Traffic Management Scheme

6. MEMBERS' ITEMS (IF ANY)

None.

7. PETITIONS (IF ANY)

The Chairman introduced the item which related to the petition referred up from the 22nd March 2017 Hendon Residents Forum.

The Lead Petitioner Fiona Aitman introduced the petition titled: Request Parking Controlled Zone in Glendor Gardens, NW7. Following comments from Members and noting that the petition;

The Committee RESOLVED;

1. **Funding of up to £2500 is agreed to enable officers to carry a formal consultation and design of what needs to be implemented.**
2. **A report is brought back to a future meeting of this Committee.**

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

None.

9. AREA COMMITTEE FUNDING- COMMUNITY INFRASTRUCTURE LEVY (IF ANY)

None.

10. BELL LANE/ GREEN LANE, NW4- REQUEST FOR ZEBRA CROSSING FACILITY

The Commissioning Director for Environment introduced the report which detailed the results of the feasibility study involving the introduction of measures to improve road safety at the corner between Bell Lane and Green Lane, including installing a zebra crossing and additional school signs.

The Committee heard representations from Ms Gold.

As the Ward Councillor was not present at the meeting the Committee Councillor Davey, duly seconded, moved that the item is deferred to allow the Ward Councillor the opportunity to make representations.

Upon being put to the vote the deferral was agreed.

RESOLVED - That the report be deferred to the next meeting of the Committee.

11. COLINDEEP LANE - PEDESTRIAN IMPROVEMENTS (INITIAL ASSESSMENT)

The Commissioning Director for Environment introduced the report which provided details of the preliminary feasibility study undertaken to address the pedestrian safety

and vehicular traffic concerns raised in relation to Colindeep Lane outside North London Grammar School, NW9 and an update on the progress to date.

Following the discussion and consideration of the report the committee

RESOLVED

1. **That the Hendon Area Committee note the findings presented, obtained as a result of a preliminary feasibility study on pedestrian improvements on Colindeep Lane in the vicinity of North London Grammar School.**
2. **That the Hendon Area Committee, having noted the above, gives instruction to The Commissioning Director for Environment to proceed to develop a traffic calming proposal within the premises set out in this report.**

12. GREYHOUND HILL, NW4 REQUEST FOR PEDESTRIAN FACILITY

The Commissioning Director for Environment introduced the report which provided details the initial feasibility of providing pedestrian improvements on Greyhound Hill, NW4 to improve pedestrian access to Sunnyfields Primary School and help reduce the speed of traffic.

The Director advised the committee that the report presented are number of options which were not feasible due to the additional funding that would be to required carry out the surveys. Therefore he recommended that the report is deferred to allow consultation with Ward Councillors with a view to reporting back with revised recommendations.

The Chairman duly seconded moved that the item be deferred and reported back to the next appropriate meeting. Upon being put to the vote the deferral was agreed.

RESOLVED

That the report is deferred to allow consultation with Ward Councillors and brought back to the next appropriate meeting with revised recommendations.

13. ABERCORN ROAD, TRAFFIC MANAGEMENT SCHEME

The Commissioning Director for Environment introduced the report which provided details of the consultation for the Abercorn Road, Traffic Management Scheme that was approved by the Hendon Area Committee and the Environment to address the traffic and safety concerns raised regarding Abercorn, NW7.

The Committee heard representations from Ms Jane Gibson and Mike Lees who spoke in support of Option B set out in the report. They further raised concerns around the consultation, namely that they and other residents on their road were not consulted as part of the council's 'formal consultation' set out in Option A.

Concern was expressed by some members of the committee around the fact that Option B was not a statutory or formal consultation carried out by the council. As such they felt they were not in a position to make an informed decision on the information before them.

Following the discussion and consideration it Councillor Davey, duly seconded moved that the report is deferred to (i) enable officers to investigate the viability of a no through road and (ii) that the report is brought back with a third option following a formal consultation with local residents.

Upon being put to the vote the deferral was agreed.

RESOLVED –

That the report is deferred

- i. to enable officers to investigate the viability of a no through road and
- ii. that the report is brought back with a third option following a formal consultation local residents.

14. FORWARD WORK PROGRAMME

The Committee noted the work programme

15. ANY ITEM(S) THAT THE CHAIRMAN DECIDES ARE URGENT

There were none.

The meeting finished at 9.15 pm

	<p>Hendon Area Committee</p> <p>24 July 2017</p>
<p>Title</p>	<p>Petitions for the Committee's Consideration</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Ward</p>	<p>Various wards within the Hendon constituency</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>None</p>
<p>Officer Contact Details</p>	<p>Faith Mwende, Governance Officer faith.mwende@barnet.gov.uk 020 8359 4917</p>

<p>Summary</p>
<p>This item provides the Hendon Area Committee with information relating to petitions that have been referred up from the last meeting of the Hendon Residents' Forum.</p>

<p>Recommendations</p>
<ol style="list-style-type: none"> 1. That the Hendon Area Committee notes the petitions referred up from the 5th July 2017 meeting of the Hendon Residents' Forum. 2. That following consideration of the petitions highlighted at 1.1, the Committee gives instructions in accordance with its powers, outlined at section 5.4.1.

1. WHY THIS REPORT IS NEEDED

1.1 At its meeting on 5th July 2017, the Hendon Residents' Forum referred up the below petitions to the Area Committee for its consideration. The petitions are as follows:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
Change Island Crossing at Junction of Broadfields Avenue & Broadhurst Avenue to a safer Zebra Crossing	Aryeh Cohen	<p>We the undersigned petition the council to Change the existing Island Pedestrian Crossing at the Junction of Broadfields Avenue & Broadhurst Avenue HA8 to a safer Zebra Crossing with better school signage. Broadfields Avenue is a busy road, with fast flowing traffic. There are a number of schools on both sides of the road primarily Tashbar School on Mowbray Road and Holland House School on the corner of Broadhurst & Broadfields. With over a hundred children in each school, many coming from either side of Broadfields Avenue, the crossing can be extremely dangerous. Traffic approaches fast from both directions and whilst there is an Island Crossing next to the bus stop on Broadfields Avenue, this does not obligate drivers to stop or slow down and most do not. A Zebra Crossing with warning lighting and adequate school signage would be a lot safer and does not need a huge change in traffic infrastructure as there is already an existing island in place.</p> <p>Why wait until there is an accident before creating a safer environment for our children, especially now as the summer approaches.</p> <p>Further information: https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=500000030&RPID=574931286&HPID=574931286</p>	78
Amendments to CPZ Parking Garden City & Manns Road	Maxine Weber	<p>We the undersigned confirm that the proposed parking changes 2017 for Garden City and Manns Road are acceptable to us. Increase in operation period to 8am to 11pm daily and that a new Zone within the K Zone is created. We understand that only those residents with addresses in Manns Road and Garden City will be able to park and that we will no longer be able to park in the K Zone.</p> <p>Further information: https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=52&RPID</p>	43
Against a Segregated Parking Zone in Manns Road and Garden City	Eddie Lane	<p>We the undersigned are against a segregated parking zone in Manns Road and Garden City. We all struggle to find resident spaces after 6.30pm when many people arrive home after work. Please consider the fact that MANY other cars come into town after 6.30pm. to visit local restaurants and bars and they park in the resident bays. Many evenings it is impossible for residents to park anywhere in the K Zone. We are forced to park on a yellow line. We do not</p>	40

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
		<p>agree with GARDEN CITY or MANNS ROAD getting a segregated CPZ permit code. Where do you/they expect us to park? This would cause a serious problem for the existing residents having fewer 'K' Zone CPZ spaces to use! In actual fact we could all do with a few more parking spaces made available, and would easily be accommodated. For the past 8 weeks a builder's skip has taken up the space of one BAY. Then we had suspended parking for several days due to gas and water works taking up another three BAYS. We realise sometimes these works must take place, but during the upheaval it makes it impossible to find other resident BAYS. To go ahead with these proposals would have grossly unfair consequences, and only serve to make the matter far worse for all the existing Residents of 'K' Zone CPZ.</p> <p>Further information: https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=53&RPID=574927376&HPID=574927376</p>	
Support the Scheme for Mill Hill Town Square (nee Pocket Park)	J. Gillett	<p>We would like to see this plan implemented</p> <p>Further information: https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=54&RPID=575433862&HPID=575433862</p>	361

2. REASONS FOR RECOMMENDATIONS

- 2.1 In accordance with the council's Public Participation Rules (Article 18 of the council's constitution) petitions in between 25-1,999 signatures can be referred up from the relevant Residents' Forum to the Area Committee from the where funding is required. At its meeting on 5th July 2017, the Hendon Residents' Forum referred up the petitions as outlined at 1.1 of this report.
- 2.2 The Committee's instructions are requested in relation to the petition in accordance with its powers, outlined at 5.4.1 of the report.

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.

5. IMPLICATIONS OF DECISION

- 5.1.1 The implications are contingent on the agreed course of action.

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.

5.4 **Legal and Constitutional References**

5.4.1 The Council's Public Participation and Engagement Rules (Article 18 of the Council's constitution) states that the Area Committee has the following powers in determining petitions:

1. Take no action;
2. Refer the matter to a chief officer to respond to the Lead Petitioner within 20 working days; or
3. Instruct an officer to prepare a report for a future meeting of the Committee on the issue(s) raised with a recommended course of action.

5.4.2 The rules further state that the Lead Petitioner will be given five minutes to present the petition to the committee. Following the presentation the Chairman and Committee Members have an opportunity to ask the Lead Petitioner questions.

5.4.3 Responsibility for Functions, Annex A, of the council's constitution states that Area Committees can consider petitions which receive between 25 and 1,999 signatures which have been referred by a Residents' Forum.

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 Not applicable.

6. BACKGROUND PAPERS

6.1 Meeting of the Hendon Residents' Forum, 5th July 2017 – Issues List with Responses:

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=9262&Ver=4>

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	<h2>Hendon Area Committee</h2> <h3>24 July 2017</h3>
<p style="text-align: center;">Title</p>	<p>Area Committee Budgets – Outstanding Community Funding Application</p>
<p style="text-align: center;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: center;">Wards</p>	<p>All Wards</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A – The Jewish Migraine Foundation</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Andrew Charlwood, 020 8359 2014, andrew.charlwood@barnet.gov.uk</p>

<h3>Summary</h3>
<p>As part of the 2017/18 Business Planning process Council agreed to remove the Community Funding element from the Area Committees delegated budgets. Following this decision officers have become aware that there are a number of applications which have been part-funded by one Area Committee (with funding ring-fenced for those purposes). However, the release of funding is conditional on one or both of the other Area Committees agreeing the remaining funding. This report details those outstanding applications and asks the committee to consider the outstanding item in order for the Community Funding element of the Area Committee budgets to be closed down.</p>

<h3>Recommendation</h3>
<p>The Committee determine whether it wishes to support funding of £3,300 for The Jewish Migration Foundation project as set out in Appendix A.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 As part of the 2017/18 Business Planning process Council agreed to remove the Community Funding element from the Area Committees delegated budgets. Following this decision officers have become aware that there are a number of applications which have been part-funded by one Area Committee (with funding ring-fenced for those purposes) with the release of funding being conditional on one or both of the other Area Committees agreeing the remaining funding. In reviewing all of the decisions taken by the Area Committees it has become apparent that Member sponsors did not progress applications to the other Area Committees for the remaining elements of funding and as a consequence these applications remain undetermined. This report details those outstanding applications and asks the committee to consider the outstanding items in order for the Community Funding element of the Area Committee budgets to be closed down.
- 1.2 It should be noted that where this committee or one of the other area committees does not agree a proportion of the funding required then the application will fall away as the project will not be fully funded.
- 1.3 Members are requested to note that outstanding projects will be funded from a Service Development Reserve and not the CIL delegated budget allocated to the Committee for the 2017/18 financial year.

Jewish Migration Foundation

- 1.4 On 6 July 2016 the Hendon Area Committee considered an application from the Jewish Migration Foundation for funding of £9,900. In debating the item the Committee noted that the service was borough-wide and proposed that the Jewish Migration Foundation re-submit their application to all three area committees seeking an allocation of £3,300 from each. The Committee resolved to “defer the grant application pending consideration of the advice to re-submit the application to all three area committees for approval of £3,300 of non-CIL funding with financial information provided and clarity on the total project costs.” Following the decision of the Hendon Area Committee applications were not forthcoming to the Chipping Barnet and Finchley & Golders Green Area Committees, and the item was never reported back to the Hendon Area Committee.
- 1.5 In order to resolve this issue, the application from the Jewish Migration Foundation is being reported to the Chipping Barnet Area Committee on 17 July and Finchley & Golders Green Area Committee on 2 August 2017.
- 1.6 In line with the decision made by the Committee in July 2016 this report asks the Hendon Area Committee to reconsider the application and determine if it will support funding £3,300 for the Jewish Migration Foundation for the proposal set out in Appendix A.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Where a committee has agreed part funding for a project and applications for the remaining funding have not been reported to or agreed by the other area committees the applications are outstanding and have not been determined by the Council. This report is seeking to ensure that applications that have been reported to the various area committees are determined and the Community Funding element of the Area Committees budgets (which are no longer available as of 1 April 2017) is closed down.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Committee could decide not to consider these applications as they were originally reported to another area committee for the full funding amount.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee agree to the funding requests as set out in the application(s) Finance will release payments, subject to any conditions being met.
- 4.2 If the Committee decide not to support the funding requests the application(s) will not be approved, the applications will fall away and the applicants will need to be notified accordingly.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 If the individual applications are approved they will need to demonstrate how the project links to the Council's corporate plan and other relevant policies.

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

- 5.2.1 Prior to 1 April 2017 the Area Committees had a dedicated funding stream to enable them to support Community Funding applications. Finance have agreed that in order to close down this element of the Area Committee budget that any applications that are approved by the area committees will be funded from the Service Development Reserve'. This will not impact on the CIL funding stream currently available to the committee for the 2017/18 financial year.

5.3 Social Value

- 5.3.1 Request for Area Committee budget funding provides an avenue for Members to give consideration to funding requests which may have added social value.

5.4 Legal and Constitutional References

5.4.1 Council Constitution, Responsibility for Functions, Annex A details that the Policy & Resources Committee is responsible “To allocate a budget, as appropriate, for Area Committees and agree a framework for governing how that budget may be spent.”

5.4.2 Council Constitution, Responsibility for Functions, Annex A details that the Area Committees “Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy & Resources Committee.”

5.5 Risk Management

5.5.1 Failure to determine applications submitted to the council could have reputational implications for the council.

5.6 Equalities and Diversity

5.6.1 Requests for funding 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 N/A

5.8 Insight

5.8.1 N/A

6. BACKGROUND PAPERS

6.1 Hendon Area Committee, 6 July 2016, Minute Item 9, Members Items Applications to Area Committee Budget
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8660&Ver=4>

6.2 Hendon Area Committee, 26 October 2016, Minute Item 13, Members Items Applications to Area Committee Budget:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8657&Ver=4>

PART ONE: ABOUT YOU		
1.	Area Committee To find out about Area Committees, click here	<input type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee <input checked="" type="checkbox"/> Hendon Area Committee
2.	Members Item brought by:	Councillor Davey
3.	Proposed organisation or Council department to deliver the proposal:	The Jewish Migraine Foundation
4.	What is the total cost of the project?	£12,000
5.	How much Area Committee funding are you applying for?	£9900,00
PART TWO: ABOUT YOUR PROJECT		
6.	<p>What is the project? Please provide a brief overview of the project and what the funding will be used for.</p> <p>The Jewish Migraine Foundation (THE JMF) is a Barnet-based charity established in order to provide comprehensive, professional advice and support to members of the Jewish community affected by Migraine.</p> <p>The JMF is committed to supporting migraine sufferers by providing them and their families/friends with evidence-based information and research. The JMF helps to improve diagnosis and treatment empowering the individual to take positive steps to improve the quality of their life.</p> <p>A grant of £9,500 will enable THE JMF by providing much-needed resources to help support migraine sufferers, including the setting up of a telephone helpline manned by trained medical practitioners/nurses, and distributing written informative materials.</p>	
7.	<p>Which priority area will the project / initiative address?</p> <input type="checkbox"/> Improving community safety <input type="checkbox"/> Improving local mental and physical health, physical activity and independence <input type="checkbox"/> Supports local people to improve their skills or find employment <input type="checkbox"/> Support local businesses <input type="checkbox"/> Improves the local environment	

8.	<p>How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project</p> <p>Across London Borough of Barnet</p>
9.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p> <p>Our primary beneficiaries are men and women 18+ who are migraine sufferers and their extended families, their co-workers, the employers who employ them and friends. but we also work with children who are migraine sufferers and their extended families.</p>
10.	<p>Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative</p>
	<p>As a result of this project, migraine sufferers, their families and friends in the community will be more informed as to their condition and will be able to take positive steps to improve the quality of their life.</p> <p>Migraine sufferers in the community will have information on treatments to help bring their condition under control and keep them well informed about the latest research and studies.</p>
11.	<p>How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number</p>
	<p>About 66% of British Jews live in Greater London, mostly concentrated in the London Boroughs of Barnet it is estimated over a third of the Barnet population are of Jewish descent (Institute for Jewish Policy Research)</p> <p>It is estimated that there are over 70 thousand people in the Jewish community in Barnet and through our research we believe that 1 in 10 people in the community suffer from migraine therefore we aim to support around 7000 people this does not include family and friends who we support as well.</p>
12.	<p>What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.</p> <p>Currently, there is no specific guidance or support from existing structures for the migraine sufferers within the Barnet Jewish community.</p> <p>Migraine is ranked globally as the seventh most disabling disease among all diseases and the leading cause of disability among all neurological disorders.</p> <p>It is estimated that the UK population loses 25 million days from work or school each year because of migraine. (migraine action)</p> <p>Research suggests that 3,000 migraine attacks occur every day for each million of the general population. This equates to over 190,000 migraine attacks every day in the UK.</p>

	<p>The financial burden of migraine on the UK economy is conservatively estimated at £3.42 billion per year. Including all headache disorders the cost rises to £5-7 billion annually. These figures take into consideration the costs of healthcare, lost productivity through both absenteeism and presenteeism, and disability.</p> <p>Migraine is the least publicly funded of all neurological illnesses relative to its economic impact.</p>	
13.	Please demonstrate below how local people have been involved in developing this proposal	
	Discussions with local Doctors, GP's and community leaders have been actively involved in proposals.	
14.	How will the project or initiative be promoted to local residents?	
	Public meetings and advertisements in the local media, including utilising a well-known communal internet-based message board that reaches out to over 12,000 members of the local community.	
PART THREE: PROJECT DELIVERY		
15.	What are the project timelines?	
	<p>2-4 months – gather and collate information for written and informative materials which we will be funding independently.</p> <p>4-6 months - Setting up of a telephone helpline and support network. Information Service will respond to enquiries about migraine, other disabling headaches and their management.</p> <p>6-9 months – further facilitation of support network and distribution of informative literature.</p>	
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?	
	<ul style="list-style-type: none"> - £1900- office space and furniture for up to 2 people. - £800- Advertisement - £1500 –Printing and distribution of informative materials - £1500- Salary for part time administrator. - £2500 - Setting up of the telephone helpline and support network. - £1700 - Training for practitioners. <p>TOTAL - £9,900</p>	
17.	Who will be responsible for the delivery of the project?	
	The committee and trustees of THE JMF	
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY		
18.	Is the applicant or organisation part of a constituted group / organisation?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name of the organisation? The North London

		Educational and welfare society.
18.2	If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19.	Does the proposed delivery organisation have a Safeguarding policy?	<input type="checkbox"/> Yes <input type="checkbox"/> No
20.	Does the proposed delivery organisation have an Equalities and Diversity policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21.	Are there any safeguarding issues that need to be considered?	
	Not applicable	
22.	Are there any equality issues related to this project?	
	No	
23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
23.1	If yes, please state where funding has been sought from	
	Funder:	Amount: Date:
24.	Date	20 June 2016



**Hendon
Area Committee
24 July 2017**

Title	Area Committee Funding - Community Infrastructure Levy update
Report of	Finance Manager, Commissioning Group
Wards	Burnt Oak, Colindale, Edgware, Hale, Hendon, Mill Hill and West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Allocation of awards, spend and balance available – CIL Reserve
Officer Contact Details	Gary Hussein, Finance Manager, Commissioning Group Contact: Gary.Hussein@barnet.gov.uk

Summary

This report is to update Members of the budget allocations for the Area Committee, to enable consideration of applications for funding during 2017/18.

Recommendations

That the Hendon Area Committee notes the amount available for allocation during 2017/18, 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 (Area Committee). This will enable the Committee to determine the amounts that can be allocated at this, and future meetings.
- 1.2 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.

- 1.3 The amounts approved from the CIL reserve were based on estimates from the service department, with a view that should the estimate prove to be understated there would be no further call on the area committee budgets, without an additional approval. Expenditure exceeding 15% of the original estimate will require an explanation to enable the committee to agree any additional funding.
- 1.4 This report includes an analysis of the actual costs of the works and enables members to compare with the estimate. The net underspend on the CIL funded projects are added to the balance available where applicable.
- 1.5 Detail as to the activity to date of this Area Committee and the balance available are attached at Appendix 1 to this report.

2. CIL activity

- 2.1 There are no further underspends to reallocate in this report.

3. REASONS FOR RECOMMENDATIONS

- 3.1 Funding has been allocated to various organisations and/or projects and this will enable the Area Committee to note the amount available for future allocation.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 No alternative options were considered

5. POST DECISION IMPLEMENTATION

- 5.1 Decisions can be made by the Area Committee to allocate funding to organisations from the area committee general reserves based on member supported applications and from the Area Committee CIL reserve for requests for infrastructure related surveys and works.

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

- 6.1.1 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.

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

6.2.1 Appendix 1 shows the amount allocated and the committee balance remaining.

6.3 Social Value

6.3.1 Not applicable to this report

6.4 Legal and Constitutional References

The Council's Constitution, Responsibility for Functions, Annex A, sets out the Terms of Reference for Area Committees including to 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.

6.5 Risk Management

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

6.6 Equalities and Diversity

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

6.7 Consultation and Engagement

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

7. BACKGROUND PAPERS

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>

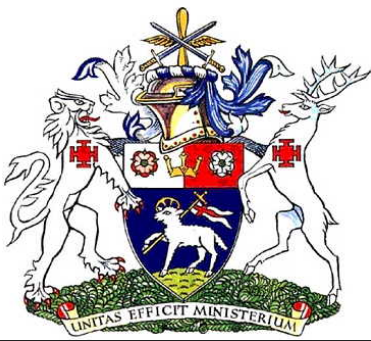
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Hendon	2017/18 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspends to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
	£							
Budget allocation	150,000							
Budget C/Fwd	20,500							
Parking - Glendor Gardens	(2,500)	-	2,500		No	No		02/05/2017
	168,000							
On Hold - Arundel Gardens, Footway Parking	(5,000)							
2015/16 Underspends returned to CIL reserve	18,358							
2016/17 Underspends (to date) returned to CIL reserve	457							
Overspends Funded	(4,517)							
New Balance	177,298							

Hendon	2016/17 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspends to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
	£							
Budget allocation	150,000							
Budget C/Fwd (Over-allocation 2015/16)	(11,000)							
Southbourne Avenue, Edgware	(1,000)	543	543	(457)	Yes	Yes	(457)	21/10/2015
Feasibility study to identify and implement measures to alleviate parking and speeding problems in Booth Road	(5,000)	-	5,000	-	No	No		06/07/2016
Mill Hill Neighbourhood forum, pocket park	(12,000)	8,034	12,000	-	No	No		06/07/2016
Salcombe Gardens uplift, Mill Hill (Mayors Shop front project, match funding)	(20,000)	922	20,000	-	No	No		06/07/2016
Bell Lane/Green Lane junction (petition) - feasibility for zebra crossing	(5,000)	5,638	5,000	-	No	No		26/10/2016
Oakleigh Gardens HA8 request for CPZ, consultation	(2,500)	189	2,500	-	No	No		26/10/2016
Page st/bunns Lane/Pursley road - Junction improvements - double mini roundabout	(10,000)	524	10,000	-	No	No		26/10/2016
Sunnyfield school, Greyhound Hill -feasibility pedestrian facility	(5,000)	6,409	6,500	-	No	No		26/10/2016
Lubavitch of Edgware Kindergarten - keep markings and warning signs (230 Hale Lane)	(3,000)	1,029	1,200	-	No	No		26/10/2016
Deansbrook road - improved signage (Burnt Oak & Mill Hill)	(5,000)	241	5,000	-	No	No		26/10/2016
Colin close - feasibility study for double yellow lines	(5,000)	570	1,000	(3,000)	No	No		26/10/2016
Sydney Grove/Heriot road - feasibility study for double yellow lines	(5,000)	717	1,000	(3,000)	No	No		26/10/2016
Beechwood close/Hale Grove Gardens - feasibility study for double yellow lines	(5,000)	137	1,000	(3,000)	No	No		26/10/2016
Garden City parking/Chiltern Road/Manns Road - feasibility study for CPZ	(5,000)	1,169	5,000	-	No	No		26/10/2016
Edgware Way - feasibility for footway parking (re white lines)	-	-	-	-				26/10/2016
Langstone Way - Zebra	(5,000)	3,360	5,000	-	No	No		20/02/2017
Brent Green - Traffic improvements	(25,000)	3,537	25,000	-	No	No		20/02/2017
	20,500	33,020	105,743	(9,457)			(457)	

Hendon	2015/16 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspends to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
	£							
Budget allocation	150,000							
Business Parking bays - Cheyne Walk	(5,000)	1,158	3,000	(2,000)	No	No		21/10/2015
Edgwarebury Lane - crossing	(15,000)	9,924	15,000	-	No	No		21/10/2015
West Hendon Highway Issue signage	(5,000)	4,007	5,000	-	No	No		21/10/2015
Watford Way/Apex corner parking - Feasibility	(20,000)	-	20,000	-	No	No		21/10/2015
Mathilda Marks Zebra crossing (with bunns lane/hale lane)	(15,000)	1,309	15,000	-	No	No		21/10/2015
Shirehall lane - yellow lines	(5,000)	2,007	2,007	(2,993)	Yes	Yes	(2,993)	21/10/2015
Abercorn Road Traffic scheme (£10k & £7k)	(17,000)	14,625	15,625	(1,375)	Yes	Yes	(1,375)	13/01/2016
Pursley Road double mini roundabout	(7,000)	11,517	11,517	4,517	No	No		13/01/2016
Pursley Road traffic scheme	(16,000)	9,510	9,510	(6,490)	Yes	Yes	(6,490)	13/01/2016
Bunns Lane zebra crossing (this also has £8,500 allocated from General Reserve, £32,500 in total)	(23,500)	19,677	23,500	-	No	No		30/03/2016
Hale Lane Zebra crossing	(25,000)	19,656	25,000	-	No	No		30/03/2016
Pursley/Devonshire Roads - implement traffic scheme (now LIP funded)	(7,500)	-	-	(7,500)	Yes	Yes	(7,500)	30/03/2016
	(11,000)	93,390	145,159	(15,841)			(18,358)	

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Hendon Area Committee

24th July 2017

Title	Member's Items
Report of	Head of Governance
Wards	Burnt Oak
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Faith Mwende, Governance Officer faith.mwende@barnet.gov.uk 020 8359 4917

Summary

The report informs the Hendon Area Committee of Member's Items and requests instructions from the Committee.

Recommendations

1. That the Hendon Area Committee's instructions are requested to the items submitted by Members of the Committee highlighted at Section 1.1

1. WHY THIS REPORT IS NEEDED

- 1.1 The following Members Items have been received and the Committee is asked to consider the following matters:

Councillor Nagus Narenthira	<p><u>Road safety around Barnfield Road / Montrose Avenue near Annunciation School and Goldbeaters School</u></p> <p>I request that the Hendon Area Committee investigates and takes all necessary actions to improve road safety in the Barnfield Road / Montrose Avenue area near Annunciation and Goldbeaters Schools. I am raising this following a recent road traffic incident resulting in the death of a 7 year old child. I ask that consideration is given to speed limits, road signage, and the need for a temporary pedestrian crossing across Montrose Avenue from Silkstream Park to Montrose Park, until the permanent crossing that is planned there is constructed.</p> <p>Residents are very concerned and have brought this up with councillors and I would appreciate if these concerns are addressed and resolved.</p>
Councillor Charlie OMacauley	<p><u>Road management in Heywood Avenue and Hemswell Drive</u></p> <p>The roads around Heywood Avenue are becoming over-parked due to increased development which has resulted in more cars.</p> <p>Some cars are parked without any consideration for road safety on curves and difficult bends of the road. I have also noticed that the speed limit in the area around these roads needs to be reviewed. In Hemswell Drive it is 30 mph, but I believe this needs to be reviewed and reduced.</p> <p>Residents are very concerned about the impact of speeding on children and older residents in this residential area.</p> <p>I request that the Committee agrees to investigate and resolve this issue.</p>

2. REASONS FOR RECOMMENDATIONS

2.1 No recommendations have been made. The Committee is therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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 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 Members' Items provide a 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 The Council's Constitution (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. Members' 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 None in the context of this report.

5.6 Equalities and Diversity

5.6.1 Members' 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

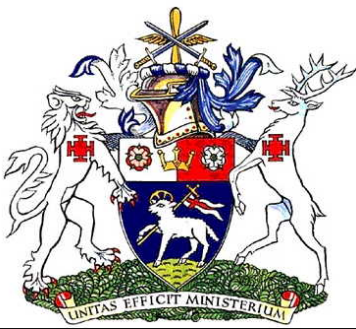
5.7.1 None in the context of this report.

5.8 Insight

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

6.1 Emails 07/07/2017 sent to the Governance Service requesting Member's Items be included in the agenda.



Hendon Area Committee

24th July 2017

Title	Member’s Item – Application for Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	Hendon
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Faith Mwende, Governance Officer faith.mwende@barnet.gov.uk 020 8359 4917

Summary

This report informs the Hendon Area Committee that three requests for CIL funding have been submitted. The Committee are requested to consider the information highlighted within this report and make a determination on its desired course of action in accordance with its powers.

Recommendations

1. That the Area Committee consider the request as highlighted in section 1 of the report.
2. That the Area Committee decide whether it wishes to:
 - (a) agree the request and note the implications to the Committee’s CIL funding budget;
 - (b) defer the decision for funding for further information; or
 - (c) reject the application, giving reasons.

1. WHY THIS REPORT IS NEEDED

- 1.1 Three requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

Title	Playground at St Mary's and St Joseph's School
Raised by (Councillor)	Maureen Braun
Ward	Hendon
Area Committee	Hendon
Member Request	The request is for a contribution to modernisation of the infant school playground at St Mary's & St Joseph's School, which I am raising at the request of the head teacher. It is in Hendon Ward. The total cost is £50,000, and the school has been actively fund-raising, but there is still a long way to go. If we could grant them £25,000, this would be extremely helpful, or, failing that, any reasonable contribution.
Funding Required (£)	£25,000

Title	Funding to increase security at Sheaveshill Allotments
Raised by (Councillor)	Nagus Narenthira
Ward	Colindale
Area Committee	Hendon
Member Request	Following on from the horrible murder that happened at the beginning of the year and resident's complaints about night time activity, there is a need to increase security measures at this site. Martin Thomson is aware of this and the Allotment committee is working on this. Funds are required to put some of these measures in place.
Funding Required (£)	£9,999.00

Title	Playground at Dollis Junior School
Raised by (Councillor)	Sury Khatri
Ward	Mill Hill
Area Committee	Hendon

Member Request	<p>This project is to remove existing decommissioned timber trail items, supply and install playground equipment and resurface the area around the equipment with resin bound rubber bark safety surfacing</p> <p>At Dollis Junior School, Pursley Road, NW7</p> <p>Total cost of project : £35.840.24,</p>
Funding Required (£)	£25,000

2. REASONS FOR RECOMMENDATIONS

- 2.1 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 2.2 CIL funding can be used to fund a wide range of infrastructure (as outlined in section 216(2) of the Planning Act 2008, and regulation 59, as amended) to support the development of a local area. The Act specifically names roads and transport, flood defences, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.
- 2.3 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.
- 2.4 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.
- 2.5 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place. Therefore a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee. This is capped at £150k per committee per year.
- 2.6 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance,

applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).

- 2.7 Members should note that the committee has the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 2017/18. Furthermore it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable; Members of the Council are able to submit applications for non-CIL funding to the Area Committee Budgets via Members' Items. As a result the Committee are requested to consider the Ward Members request and determine. Therefore no other recommendation is provided from Officers.

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementation depends on the decision taken by the Committee, and the assessing officer's recommendation.

5. IMPLICATIONS OF DECISION

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

- 5.1.1 The Committee has an allocated budget for Barnet Community Infrastructure Levy (CIL) from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers.

- 5.1.2 The Committee is able to award funding of up to £25,000 per project for CIL Funding. Requests for funding must be in line with the Council's priorities which are outlined in the Corporate Plan 2015 – 2020.

5.2 Social Value

- 5.2.1 Requests for Area Committee budget funding provide an avenue for Members to give consideration to funding requests which may have added social value.

5.3 Legal and Constitutional References

- 5.3.1 Council Constitution, Responsibility for Functions, Annex A details that the Policy & Resources Committee is responsible 'To allocate a budget, as appropriate, for Area Committees and agree a framework for governing how that budget may be spent'.

- 5.3.2 Council Constitution, Responsibility for Functions, Annex A details that the Area Committees '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'.

5.3.3 Council Constitution, Meeting Procedural Rules states that a Member (including Members appointed as substitutes by Council will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a Committee or Sub-Committee on which s/he serves. This rule does not apply to the Urgency Committee, Licensing Sub-Committees, Planning Committee and Area Planning Committees, except for the Planning Committee when that committee is considering planning policy matters. A referral from Full Council will not count as a Member's item for the purposes of this rule. The only exceptions to this rule are detailed in 6.4 and 6.5 below.

5.3.4 Council Constitution, Meeting Procedural Rules states that any Member will be permitted to have one matter only (with no sub-items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget. Members' Items sponsoring an application to the Area Committee Budget must be submitted 10 clear working days before the meeting. Items received after that time will only be dealt with at the meeting if the Chairman agrees they are urgent.

5.4 **Risk Management**

5.4.1 None in the context of this report.

5.5 **Equalities and Diversity**

5.5.1 Requests for Funding 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.

5.6 **Consultation and Engagement**

5.6.1 None in the context of this report.

6. **BACKGROUND PAPERS**

6.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets:

<http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>

6.2 Review of Area Committees – operations and delegated budgets (24/06/2015):

<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>

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	<p>AGENDA ITEM 12</p> <h2 style="text-align: center;">Hendon Area Committee</h2> <h3 style="text-align: center;">24 July 2017</h3>
<p style="text-align: right;">Title</p>	<p>Report from Environment Committee - Brookside Walk Lighting Proposal</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>West Hendon</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – Report submitted to Environment Committee, 13 July 2017 Annex A – Brookside Walk Lighting Cost Estimates</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Faith Mwende, Governance Officer, faith.mwende@barnet.gov.uk, 020 8359 4917</p>

<h2>Summary</h2>
<p>On 13 July 2017 the Environment Committee considered a report on street lighting in Brookside Walk following a referral up from Hendon Area Committee. Following consideration of the report, the Environment Committee resolved to fund any additional expenditure over £25,000 which is above the amount which the Hendon Area Committee is able to approve.</p> <p>As such the Hendon Area Committee is now asked to reconsider the item and, if they are minded to agree the scheme and fund the £25,000 from their delegated CIL budget, the Environment Committee has agreed that the remaining funding for the scheme can be funded through the Network Recovery Programme capital budget that was outlined in section 3 of the Appendix A – Report submitted to Environment Committee, 13 July 2017.</p>

Recommendations

1. That the Hendon Area Committee agree not to implement a lighting scheme in Brookside Walk for the reasons set out in appendix A.

OR

2. That the Hendon Area Committee agree to implement a lighting scheme as set out in section 3 of Appendix A

3. In the event that the Hendon Area Committee agree recommendation 2 above the Committee therefore further agree to fund the initial £25,000 to implement a lighting scheme in Brookside Walk

4. That the Hendon Area Committee note that the Environment Committee has agreed to fund any additional expenditure over £25,000 through the Network Recovery Programme capital budget if the Hendon Area Committee approve the scheme.

1. WHY THIS REPORT IS NEEDED

1.1 The report attached at Appendix A was considered by Environment Committee 13 July 2017. The Committee resolved to fund any additional expenditure over £25,000 which is above the amount which the Hendon Area Committee are able to approve. As such, the Committee is asked to agree the initial £25,000 for the proposal for street lighting at Brookside Walk.

1.2 A draft minute extract from the Environment Committee is as set out below:

<p>Brookside Walk Lighting Proposal</p>	<p><i>The Commissioning Director for Environment introduced the report. He provided some background information as highlight in section 1 of the report. He also reminded Members of the resolution which the Hendon Area Committee approved on 26 October 2016. The Committee noted the supplementary document to the report.</i></p> <p><i>Having considered the report and whilst noting the two public comments made earlier in the meeting the Environment Committee unanimously resolved:</i></p> <ol style="list-style-type: none"> <i>1. That the Environment Committee agreed to fund any additional expenditure over £25.000 which is above the amount which the Hendon Area Committee are able to approve. The Environment committee noted that the decision to proceed with the scheme is that of the Hendon Area Committee.</i> <i>2. The Committee agreed that if the Hendon Area</i>
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	<p><i>Committee were minded to fund the scheme the Environment Committee agreed that the scheme should can be funded through the Network Recovery Programme capital budget that was outlined in section 3 of the report</i></p>
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2. REASON FOR THE RECOMMENDATIONS

- 2.1 The decision to implement the scheme is contingent on Hendon Area Committee funding the initial £25,000 and the rest of the funding coming from the Network Recovery Programme capital budget controlled by the Environment Committee. The reason for referral is to enable the Hendon Area Committee to approve the scheme and agree the initial funding of £25,000 from the delegated CIL budget.

3. REASONS FOR RECOMMENDATIONS

- 3.1 As set out in the substantive report.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 As set out in the substantive report.

5. POST DECISION IMPLEMENTATION

- 5.1 As set out in the substantive report.

6. IMPLICATIONS OF DECISION

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

- 6.1.1 The Committee has an allocated budget for Barnet Community Infrastructure Levy (CIL) from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers.

- 6.1.2 The Committee is able to award funding of up to £25,000 per project for CIL Funding. Requests for funding must be in line with the Council's priorities which are outlined in the Corporate Plan 2015 – 2020.

- 6.1.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £20,500 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund

6.2 Legal and Constitutional References

- 6.2.1 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.

6.3 Risk Management

6.3.1 As set out in the report attached at Appendix A.

6.4 Equalities and Diversity

6.4.1 As set out in the report attached at Appendix A.

6.5 Consultation and Engagement

6.5.1 As set out in the report attached at Appendix A.

7. BACKGROUND PAPERS

7.1 Progress update on Hendon Area Committee Actions” Hendon Area Committee 26 October 2016

<https://barnet.moderngov.co.uk/documents/s35347/Progress%20update%20on%20Hendon%20Area%20Committee%20Actions%20October%202016.pdf>

	<h2>Environment Committee</h2> <h3>13 July 2017</h3>
<p style="text-align: right;">Title</p>	<p>Brookside Walk Lighting proposal</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director of Environment</p>
<p style="text-align: right;">Wards</p>	<p>All</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>Kiran Vagarwal, <i>Strategic Lead - Safer Communities Environment Commissioning Group</i> Kiran.vagarwal@barnet.gov.uk Tel 0208 359 2953 Peter Clifton, <i>Community Safety Manager</i> Peter.clifton@barnet.gov.uk Tel: 0208 359 3120</p>

Summary

A petition signed by 136 residents was presented to the Hendon Area Committee requesting that Brookside Walk, a section of the Dollis Valley Walk, have lighting installed. In October 2016 the Area Committee received a report into this and took the decision that the proposal to light Brookside Walk should be escalated to the Environment Committee to “consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.”

This report provides an assessment of the proposal covering what the lighting scheme would involve, potential advantages and disadvantages of the lighting scheme and a detailed cost estimate. The recommendation of this report is that the scheme not be proceeded with, however an alternative option (to proceed with the scheme) is also

provided for the Committee's consideration.

Recommendations

1. That the Environment Committee agree not to implement a lighting scheme in Brookside Walk for the reasons set out in the report below

OR

2. That the Environment Committee agree to implement a lighting scheme as set out in section 3 of the report below and agree that the scheme should be funded through the Network Recovery Programme capital budget

1. WHY THIS REPORT IS NEEDED

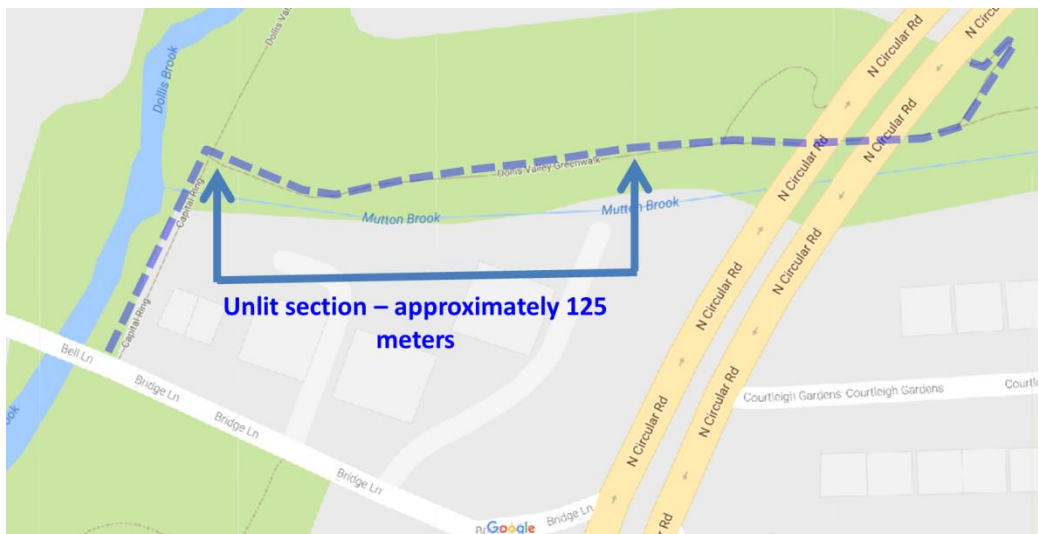
- 1.1 A petition signed by 136 people asking for lighting to be installed in Brookside Walk was received at the July 2016 Hendon Area Committee. In response the committee requested the matter of lighting Brookside Walk be looked into and the findings brought back to the committee in a light touch report.
- 1.2 The October 2016 Hendon Area Committee received the light touch report which gave an outline of what the lighting scheme would involve and provided some indicative costings.
- 1.3.1 These estimated indicative costings of lighting the footpath given in the report exceed the approval threshold of the committee (£25,000).
- 1.3.2 Given this context the Hendon Area Committee's decision was to "escalate the proposal within the report to the Environment Committee to consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation"
- 1.3.3 Following receipt of the petition asking for lighting in Brookside Walk, site visits to the location have been carried out by engineers from the Street Lighting Team, Community Safety Team officers and the police. The purpose of these visits was to assess a) any potential impacts on crime, antisocial behaviour and safety. (b) the practical details of what the proposed lighting scheme would involve b) estimated costs for such a scheme, and c) any apparent advantages and disadvantages of implementing the scheme.
- 1.4 This report summarises the findings relating to the above points (1.3) and provides two options for the Environment Committee to consider:
 - a) *Not to proceed with the lighting scheme.* (This is the recommend option), or:

- b) To instruct that the scheme be progressed to detailed design, public consultation and implementation, and to identify an agreed budget for this purpose. (This is the alternative option)

2. REASONS FOR RECOMMENDATIONS

Background Context

- 2.1 A petition signed by 136 people asks for lighting to be installed in the section of Brookside Walk between the lit Capital Ring path and the lit TFL path adjacent to North Circular Road.
- 2.1 The route illustrated by the dashed line on the map below is used by local residents to walk between Bridge Lane junction with Capital Ring and a point by North Circular near South Bourne Crescent.
- 2.3 Some sections of this route have lighting in place; however the approx. 125m section (denoted on the map below) of the Dollis Valley walk between the Capital Ring path and the TFL lit section near the North Circular is currently unlit.



Potential advantages of lighting the unlit section

- 2.4 The following points are advantages which could result from implementing the lighting proposal:
- The lighting is likely to encourage more people to use this path and hence encourage walking – a healthy, low cost and sustainable transport mode.

- Increased perception of safety of those using the path during hours of darkness.¹
- The route using Brookside Walk is 1 minute 30 seconds shorter than the alternative route (along Bridge Lane and the North Circular).²

Potential disadvantages of lighting the unlit section

2.5 The following points are disadvantages which could result from implementing the lighting proposal:

Possible increase in the risk of crime

- 2.6 There is a risk that the addition of lighting to Brookside Walk will result in an increase in crime and anti-social behaviour at the location during the evening. The reasons for this are given below.
- 2.7 At present there are no significant issues with crime or anti-social behaviour at the location – police figures show no report of any crimes or anti-social behaviour (ASB) there over the last 12 months.
- 2.8 The characteristics of the physical environment are one of the key factors which affect and influence the risk of crime at particular locations.
- 2.9 Lighting the 125m section of Brookside walk would alter the characteristics of the location in a way which may increase the opportunity for crime, as explained in the following points
- The risk of crime against individuals (such as robbery or assault) could increase because the presence of lighting would encourage more people to enter into Brookside Walk during the hours of darkness and some of those people would find themselves quite isolated and unable to easily escape from the pathway. (Because there is no exit route from the pathway once you've entered into it, except at the entrance and exits which are over 125 meters apart).
 - In addition the lighting would mean that while the path would be lit the areas either side of it would remain in darkness thereby allowing a potential perpetrator to remain hidden and unseen from those using the

¹ However the increase in 'perceived' safety would not necessarily be matched by a corresponding increase in actual safety (the reasons for this are outlined in the 'Potential disadvantages' section of this report)

² The route using Brookside Walk is 285 meters and takes approximately 3 minutes and 30 seconds to walk. The alternative route using existing lit pathways was measured at 391 meters and takes approximately 5 minutes to walk.

path, while they themselves would be able to observe people walking on the path.

- Given this, lighting may provide more, not fewer, opportunities for crime, while at the same time encouraging more people to enter into the pathway where they would be exposed to those risks.

2.10 In conclusion – given the vulnerabilities of the location as outlined above, serious consideration should be given as to whether it is sensible, or safe, to encourage residents, to use the footpath during the hours of darkness, whether lit or not. Especially given that there is a well-lit and convenient alternative route, already available for use after dark. This alternative route is along Bridge Road, together with the well illuminated footpath alongside the North Circular Road. Most of this section has the added safety consideration of CCTV coverage.

Possible increase in the risk of anti-social behaviour

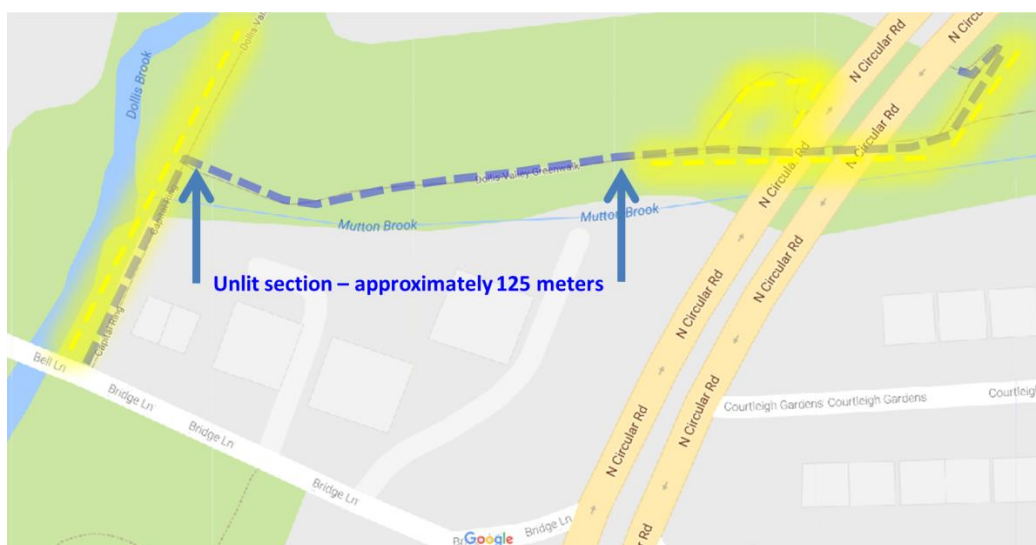
2.11 Whilst it would not be the intention to light the playground itself, any illumination of the footpath will, by virtue of proximity, also illuminate the playground area. Experience suggests this area would then have the potential of attracting anti-social behaviour and illegal activities, which could be especially prevalent during the hours of darkness.

Other potential disadvantages

2.12 The footpath itself is an integral part of the wider nature corridor, provided by the Dollis Valley Brookside Walk and, as such, has previously been deemed unsuitable for lighting. The reason for this is because it would seriously interfere with local wildlife activities, particularly during the hours of darkness when bats, moths and all manner of nocturnal species are likely to around.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative option is that the Committee instruct the scheme to light Brookside Walk be progressed to detailed design, public, consultation and implementation, and to identify an agreed budget for this purpose. (See 3.4 for cost estimates)
- 3.2 The section of the path which would be lit under this scheme is the approximate 125 metre part of Brookside Walk between the Capital Ring path and the TFL lit section near the North Circular. (Illustrated on map below)



- 3.3 The site visit conducted by engineers from the Street Lighting Team established that there are no convenient electricity points in place along the unlit section, consequently, a separate electricity supply feeder pillar will be required to service the number of assets required to provide an appropriate standard of lighting to this footpath.
- 3.4 Further to the initial indicative cost estimates provided in the report to the Hendon Area Committee a more detailed assessment of the cost of the scheme has been carried out by the Street Lighting team in June 2017. The estimated costs given by this assessment are as provided in the supplementary paper “Brookside Walk Lighting Cost Estimates”
- 3.5 Members should note this is an estimate and the costs will require confirmation through a full commissioning and design process.

4. POST DECISION IMPLEMENTATION

- 4.1 If the recommendation is agreed by the Committee the lighting scheme will not be progressed.

If the alternative option is chosen by the Committee and funding identified then the Commissioning Director Environment will instruct that the scheme outlined in the alternative options is progress to detailed design, public, consultation and implementation.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council will work with local, regional and national partners, and will strive to ensure that Barnet is the place:
- Of opportunity, where people can further their quality of life
 - Where people are helped to help themselves
 - Where responsibility is shared, fairly
 - Where services are delivered efficiently to get value for money for the taxpayer

The Council's 2015-2020 Corporate Plan includes the objective that: "Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill."

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

- 5.2.1 As the funding recommended is in excess of the Hendon Area Committee's £25,000 budget the committee has asked that the proposal to light Brookside Walk be escalated to the Environment Committee to consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.

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.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution (Clause 15A, Responsibility for Functions, Annex A) sets out the terms of reference of the Environment Committee. This decision is within the remit of the committee and therefore it is deemed appropriate for the Environment Committee to consider and determine this report.

5.5 Risk Management

5.5.1 Should option 2 of this report be selected, a risk management assessment will be undertaken prior to implementation of the lighting scheme.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without.

5.6.2 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.3 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposals in this report will disproportionately disadvantage or benefit members of any protected group.

5.6.4 Individual proposals have been or will be subject to further consideration of equalities impacts as they are developed and approved.

5.7 Consultation and Engagement

5.7.1 As a matter of public law, the duty to consult on proposals which may vary, reduce or withdraw services will arise in four circumstances:

- Where there is a statutory requirement in the relevant legislative framework.
- Where the practice has been to consult or where a policy document states the council will consult then the council must comply with its own practice or policy.
- Where the matter is so important that there is a legitimate expectation of consultation.
- Where consultation is required to complete an equalities impact assessment.

5.8 Insight

5.8.1 Not relevant in relation to this report.

6. BACKGROUND PAPERS

6.1 **“Progress update on Hendon Area Committee Actions”** Hendon Area Committee 26 October 2016

<https://barnet.moderngov.co.uk/documents/s35347/Progress%20update%20on%20Hendon%20Area%20Committee%20Actions%20October%202016.pdf>

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Brookside Walk Lighting Cost Estimates

Section 3.4 of the “Brookside Walk Lighting Proposal” paper (agenda Item 14) explains that cost estimates for the lighting proposal will be provided in a supplementary paper. This document provides those estimates.

Further to the initial indicative cost estimates provided in the report to the October 2016 Hendon Area Committee a more detailed assessment of the cost of the scheme has been carried out by the contractors of our Street Lighting team. This assessment was completed on the 10th of July 2017 and has provided the following cost estimates for the lighting works:

Cost estimate:

- Between **£37,845** and **£44,460** depending on the state of the ground.

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Hendon Area Committee

24 July 2017

Title	Abercorn Road, Traffic Management Scheme
Report of	Strategic Director for Environment
Wards	Mill Hill
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Option A Outline Appendix 2 – Option B Outline Appendix 3 – Option C Outline
Officer Contact Details	Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk

Summary

This report details the results of the second round of consultation for the Abercorn Road, Traffic Management Scheme that was agreed by the Hendon Area Committee and the Environment Committee to address the traffic and safety concerns raised regarding Abercorn, NW7 and agree funding. The first consultation raised concerns regarding the proposed one-way operation that for Abercorn Road.

The second consultation provided residents with an alternative proposal and asked for their feedback. This report investigates responses obtained and asks the Hendon Area Committee to approve either Option A for implementation or Option C for Consultation and Implementation.

Recommendations
1. That the Committee notes the results of the informal consultation results as set out in this report.
2. That the Committee approves either the Officer recommended Option A or the residents preferred Option C be progressed.
3. That if Option A is approved the Committee give instruction to the Strategic Director for Environment to implemented the approved Option A and advise local residents of this decision and proceed to the implementation of the scheme.
4. That if Option C is approved, the Committee give instruction to the Strategic Director for Environment to carry out a statutory consultation on the approved Option C.
5. That subject to no objections being received to the statutory consultation, referred to in recommendation 4, the committee instructs Strategic Director for Environment to introduce the approved Option C.
6. That the Committee agrees that if any objections are received as a result of the statutory consultations on Option C, referred to in recommendation 4, the objections will be reported back to a future Hendon Area Committee meeting for consideration to determine whether the agreed Option C should be implemented or not, and if so, with or without modification.
7. That the Committee notes that the funding for the agreed Option is included in the Local Implementation Plan (LIP) 2017/18 budget to introduce the approved Option.

1. WHY THIS REPORT IS NEEDED

- 1.1 A request was received from a Ward Member to review the following 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 The Hendon Area agreed that these concerns should be investigated and the 30 March 2016 Committee meeting considered the two options designed by Officers.
- 1.3 Option A which consisted of:
- One-way traffic on Abercorn Road, allowing vehicles to travel in an North-Westerly direction only;
 - Footway build-outs at junctions, with double yellow lines along the new kerb lines, to improve visibility and encourage vehicles turning at safe speeds;
 - Weight restrictions, to deter large vehicles using Abercorn Road as a cut-through;
 - Vertical speed deterrents (e.g. cushions), to deter speeding;
 - High friction surfacing of the section of Dollis Road at the junction with Abercorn Road, to reduce speeding.
- 1.4 Option B which consisted of:
- Banned right turn from Abercorn Road into Dollis Road by installation of signage, to reduce risk of collisions at this junction. This will be enforced by a CCTV enforcement camera;
 - Weight restrictions, to deter large vehicles using Abercorn Road as a cut-through;
 - Vertical speed deterrents (e.g. cushions), to deter speeding. To accommodate for the two-way traffic, vertical speed deterrents required would span wider, and may have an impact on parking;
 - High friction surfacing of the section of Dollis Road at the junction with Abercorn Road, to reduce speeding.
- 1.5 The Committee agreed that the Officer preferred Option A should be further designed and taken to consultation with residents. This was subject to funding which was subsequently approved by the Environment Committee on 29 September 2016.
- 1.6 The Statutory Consultation was undertaken on 2nd March 2017.
- 1.7 The Original consultation responses were mixed, with residents both endorsing and opposing this proposal. However, the majority of negative responses were against the one-way system element of the scheme but welcomed the other measures.
- 1.8 For a summary of responses to this consultation, see Table 1 below. Note that, for clarity, responses were divided into four categories, and the below numbers reflect direct mention (for or against) each of the measures listed.

Table 1 – Summary of responses to consultation on Option A

	For	Against
One-way traffic on Abercorn Road	8	18
Footway build-outs at junctions, with double yellow lines along the new kerb lines	17	7
Vertical speed deterrents	18	6
High friction surfacing of the section of Dollis Road	18	4

- 1.9 During the consultation period, a Ward Member requested a site meeting to discuss the proposals and consultation results. The meeting took place on 10 March 2016. At this meeting said Ward Member request that an alternative Option was taken back to the Hendon Area Committee for consideration.
- 1.10 In view of the consultation responses and feedback, including the issues discussed at the site meeting and input from said Ward Member , the design was reviewed and an additional Option B (as detailed in Appendix 2) was developed.
- 1.11 At the 2 May 2017 Hendon Area Committee, the Commissioning Director for Environment introduced a report which provided details and results of the original statutory consultation undertaken on the Abercorn Road, Traffic Management Scheme and the additional Option B that was developed.
- 1.12 The Committee heard representations from residents who raised concerns around the consultation, namely that they and other residents on their road were not consulted as part of the council’s ‘formal consultation’ set out in Option A.
- 1.13 Although the Committee had previously approved a formal consultation of Option A, concern was also expressed by some members of the committee around the fact that Option B was not a statutory or formal consultation carried out by the council. As such they were not in a position make an informed decision on the information before them.
- 1.14 Following the discussion and consideration a decision was made to deferred the report to:
- (i) enable officers to investigate the viability of a no through road and
 - (ii) that the report is brought back with a third option following a formal consultation with local residents.
- 1.15 Following the decision Option C (See appendix 3 for details) was developed as an alternative. This option consists of:
- Banned right turn into Dollis Road;

- Raised speed tables (elongated flat-topped speed humps) at junctions with Abercorn Close, Mallow Mead and Frith Court;
 - Provision of 'At any time' (double yellow lines) waiting restrictions along corners of junctions with Abercorn Close, Mallow Mead and Frith Court;
 - One pair of speed cushions (narrow speed humps) on Abercorn Road between junctions with Frith Court and Dollis Road;
 - Resurfacing of section of carriageway on Dollis Road by junction with Abercorn Road, part of which will be treated with high friction surface. This is to encourage drivers to reduce their speed by the junction;
- Narrowing of junction with Frith Lane to improve drivers' sight lines and reduce speed of turning.

1.16 This option was communicated to residents through an informal consultation, where both option A and C were presented and residents were asked for their feedback. The results of this consultation are presented in the table below:

Residents in Support of Option A	3
Residents in Support of Option C	12
NOTE: In addition, a letter circulated by a neighbour collected 37 additional signatures supporting Option C . There have been complaints from other neighbours about the manner this proposal was presented.	

1.17 Option A has already undergone Statutory Consultation and could be progressed to implementation if agreed. Option A is the option preferred by Officers.

1.18 The results of the informal consultation indicate that Option C appears to be the option preferred by residents. Option C would need additional statutory consultation if this is the Option the Hendon Area Committee are recommending for approval. The results of this further consultation would need to be reported back to the Area Committee for their consideration before the scheme could be implemented.

2. REASONS FOR RECOMMENDATIONS

- 2.1. Option A is the Option recommended by Officers and the consultation results indicate that there is a level of support for this Option from residents, but lower than Option C.
- 2.2. Option B although address some of the concerns initially raised does not address all the issues so would not be the preferred Option. This option is no longer being considered.
- 2.3. Option C addresses most of the concerns raised and appears to be the preferred option by residents. However, Option C does not address some issues such as high traffic volumes and the risk of collisions at the junction with Dollis Road due to low visibility.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1. Alternative options were covered in previous reports. No-further alternative options have been developed since the publication of said reports apart from Option B as outlined above.

4. POST DECISION IMPLEMENTATION

- 4.1. If the report's recommendations are approved the scheme has funding approval from the Local Implementation Plan (LIP) 2017/18 funding and the chosen option would be progressed to consultation, if required, 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. The cost of Option A, estimated at £51,000 has been approved by Environment Committee on 15 March 2017 for inclusion as part of the Local Implementation Plan (LIP) 2017/18 funding - from the Traffic Management and Accident reduction funding stream.

- 5.2.2. Option C, estimated at £91,000, can also be funded from the LIP 2017/18 LIP budget and a detailed cost estimate will be undertaken if this scheme is approved by the Committee.

- 5.2.3. Future maintenance of electrical apparatus shall pass to Barnet Lighting Services (the PFI contractor) who will charge a commuted sum with the cost fully borne by London Borough of Barnet; this can be absorbed within current revenue budgets.

- 5.2.4. Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £20,500 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.

- 5.2.5. The work will be carried out under the existing PFI (electrical) and LoHAC

(non electrical) term maintenance contractual arrangements.

5.3. Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The 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 Consultation has already been carried out on Option A and if progressed residents will be contacted to advised them of the outcome of the consultation. If Option B is progress this will require additional public consultation to be carried out on the chosen proposal and details of the proposals will also be communicated to Ward Councillors.

5.8 Insight

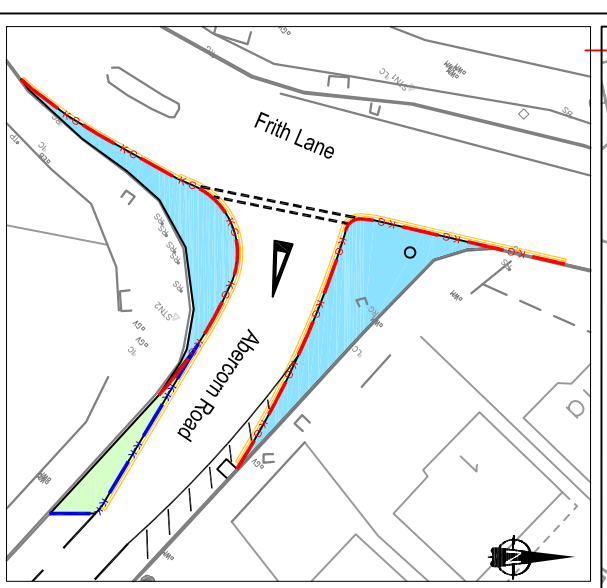
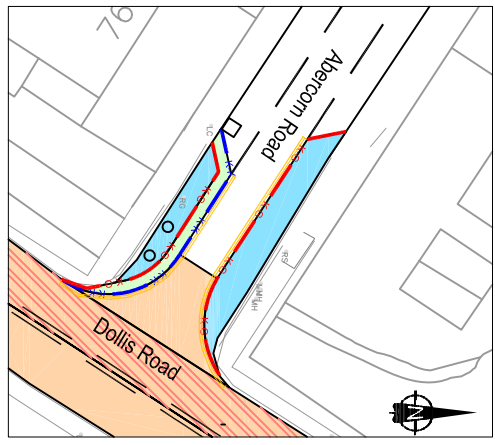
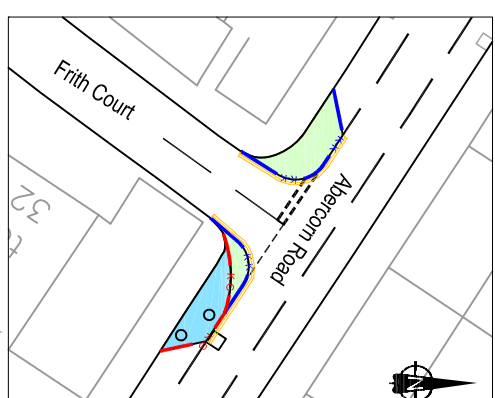
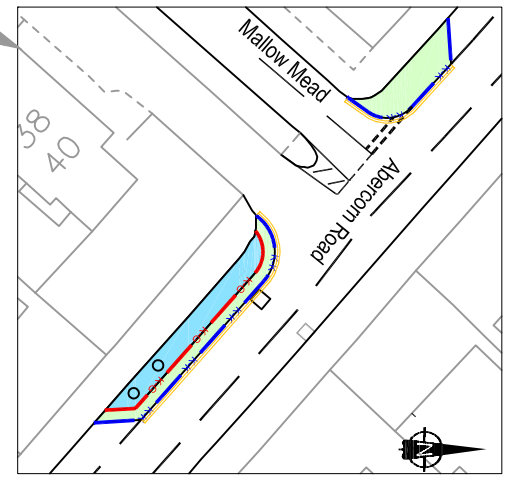
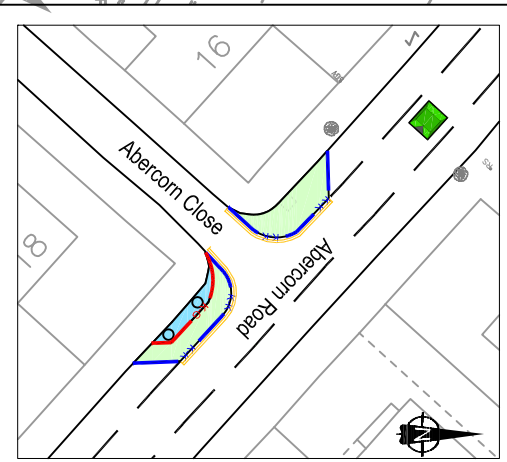
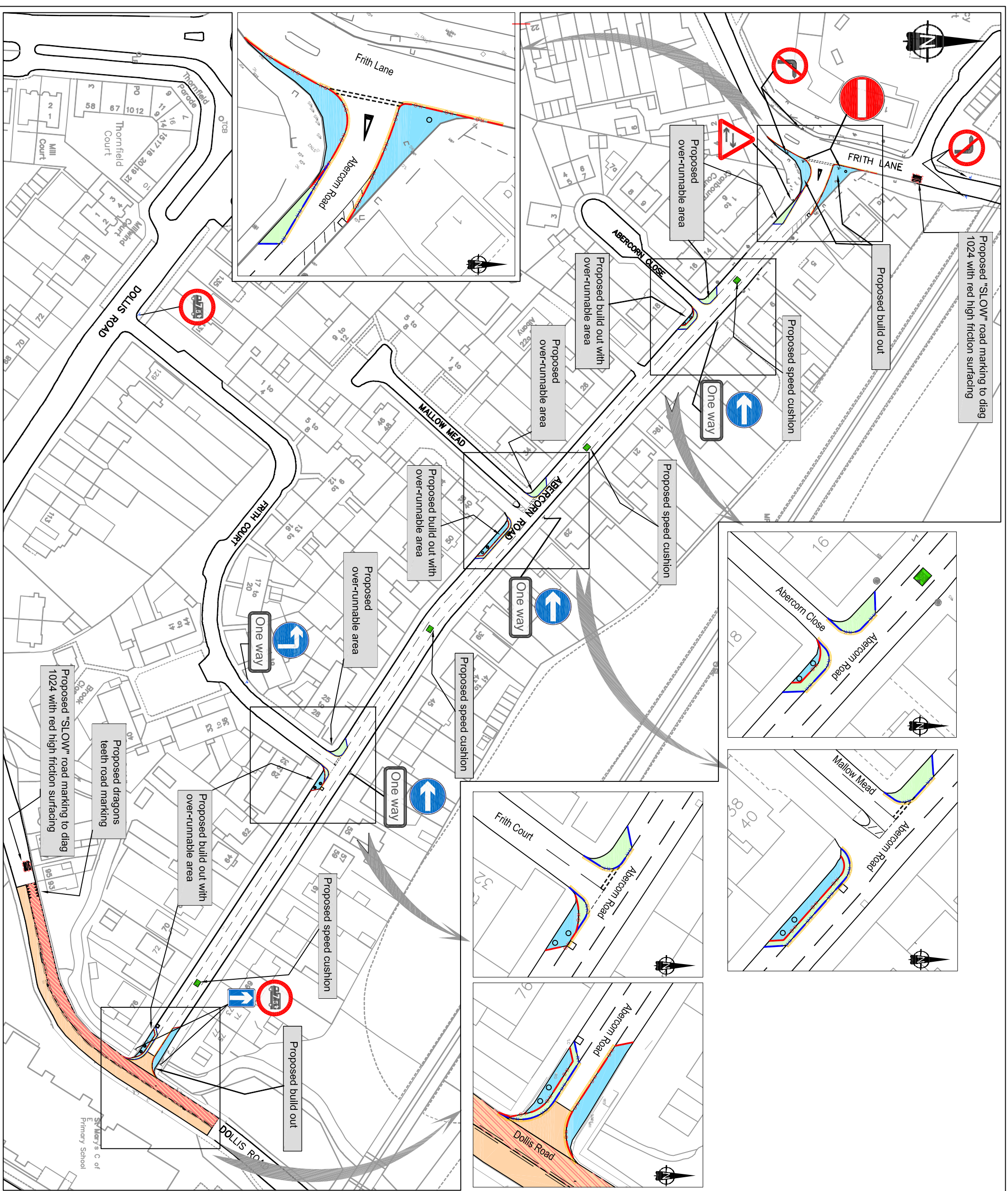
5.8.1 The options developed for the scheme were informed through analysis of injury accident data, site observations of the issues.

6. BACKGROUND PAPERS

- 6.1. The October 2015 Hendon Area Committee Minutes & Agenda; available at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8281&Ver=4>
- 6.2. 13 January 2016 Hendon Area Committee Minutes & Agenda; available at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8282&Ver=4>
- 6.3. 30 March 2016 Hendon Area Committee Minutes & Agenda; available at <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8283&Ver=4>
- 6.4. 14 July 2016 Environment Committee Minutes & Agenda; <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>
- 6.5. 29 September 2016 Environment Committee Minutes & Agenda
<https://barnet.moderngov.co.uk/documents/g8590/Printed%20minutes%2029th-Sep-2016%2019.00%20Environment%20Committee.pdf?T=1>
- 6.6. 15 March 2017 Environment Committee Minutes & Agenda
<https://barnet.moderngov.co.uk/documents/g8593/Printed%20minutes%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=1>
- 6.7. 2 May Hendon Area Committee Minutes & Agenda,
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9129&Ver=4>

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to the task for scheme Ref. C2016_BC/00744-04.
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

- LEGEND**
- High friction surfacing applied to new surface course
 - Plane out and tiley 40mm new surface course
 - Proposed build out
 - Proposed over-rollable area with high friction surfacing
 - Proposed granite kerbing 200mm x 300mm with 125mm upstand
 - Proposed precast concrete 125mm x 150mm with 15mm upstand
 - Proposed traffic sign
 - Location of new speed cushion
 - Provision of 'At any time' (double yellow lines)



Re CAPITA **BARNET** LONDON BOROUGH

OPTION A: General Arrangement

ABERCORN ROAD
Traffic Calming

Client: **BARNET LONDON BOROUGH**

Scheme title: **ABERCORN ROAD Traffic Calming**

Scale @ A3 N.T.S.

Design	MDM	Drawn	MDM	Checked	SHC	Approved	RC
Date:	06/04/17	Date:	06/04/17	Date:	06/04/17	Date:	06/04/17

Revision Details

Rev.	Date	Design/Check

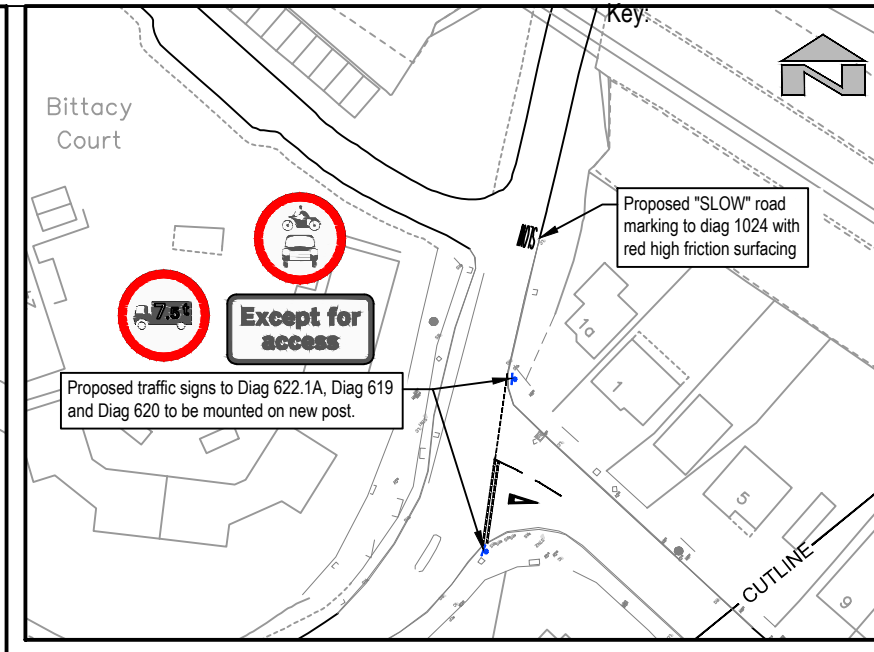
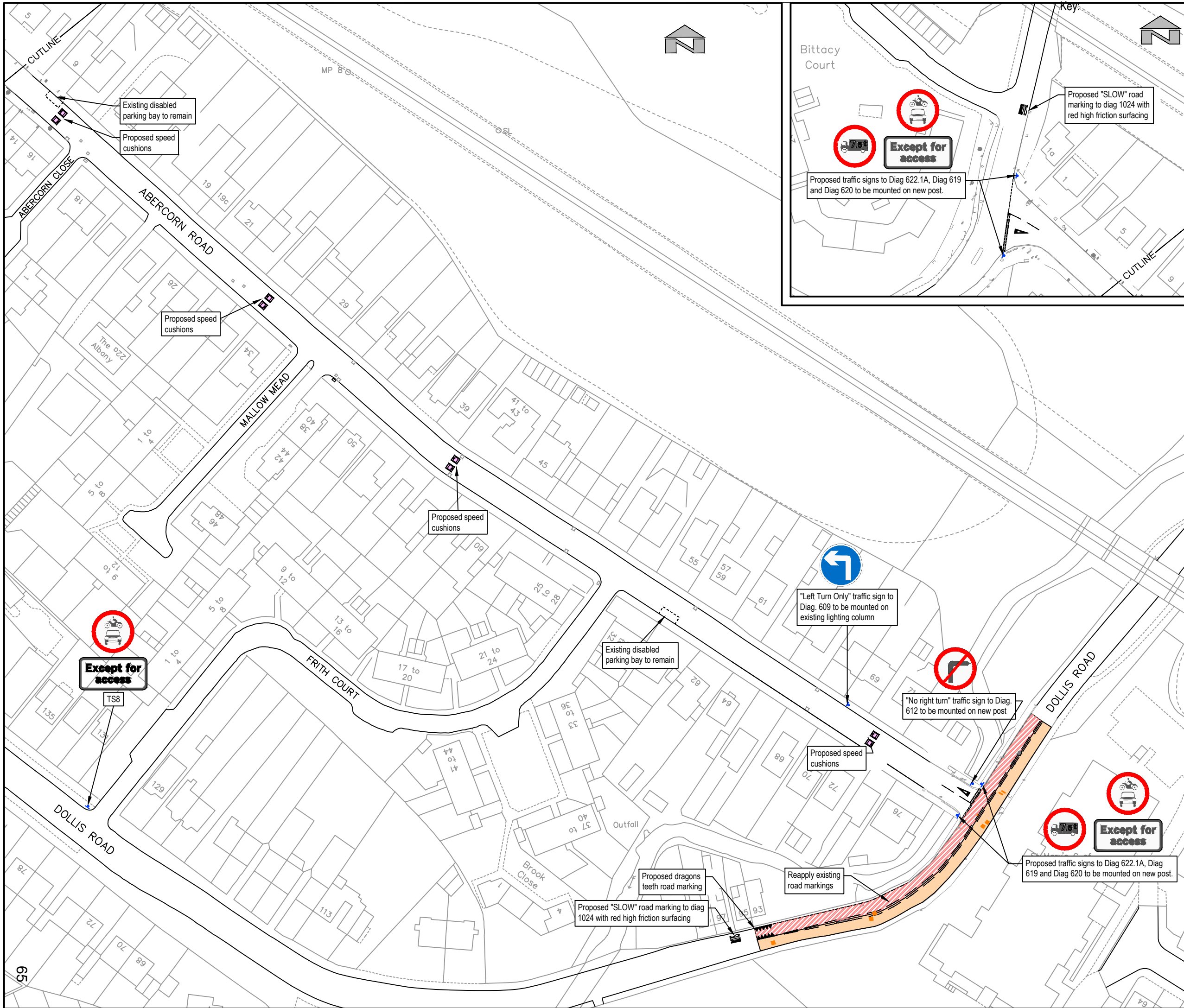
Purpose of Issue

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C2016_BC/00744-04 - APPENDIX_01

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016_BC/000744-04.
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

Key

- Plane out existing carriageway to a depth of 40mm. Inlay S710 thin surface course system and buff high friction surfacing
- Plane out existing carriageway to a depth of 40mm. Inlay S710 thin surface course system
- Proposed traffic sign

REVISION			
Revision Details	Design/Check	Date	Rev.

Purpose of issue
FOR INFORMATION

Client:

Scheme Ref. C2016_BC/000744-04
 Scheme title
ABERCORN ROAD Traffic Calming

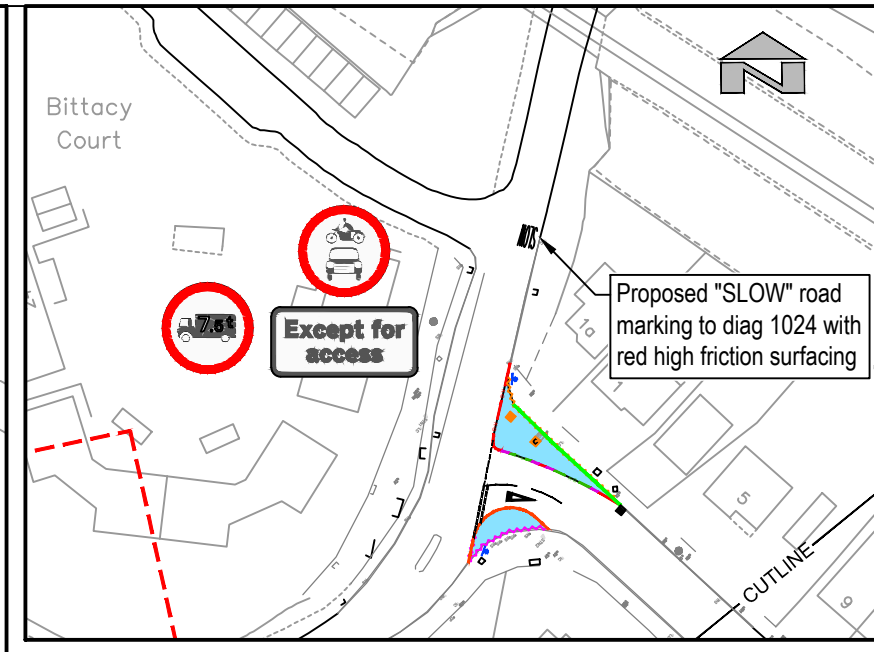
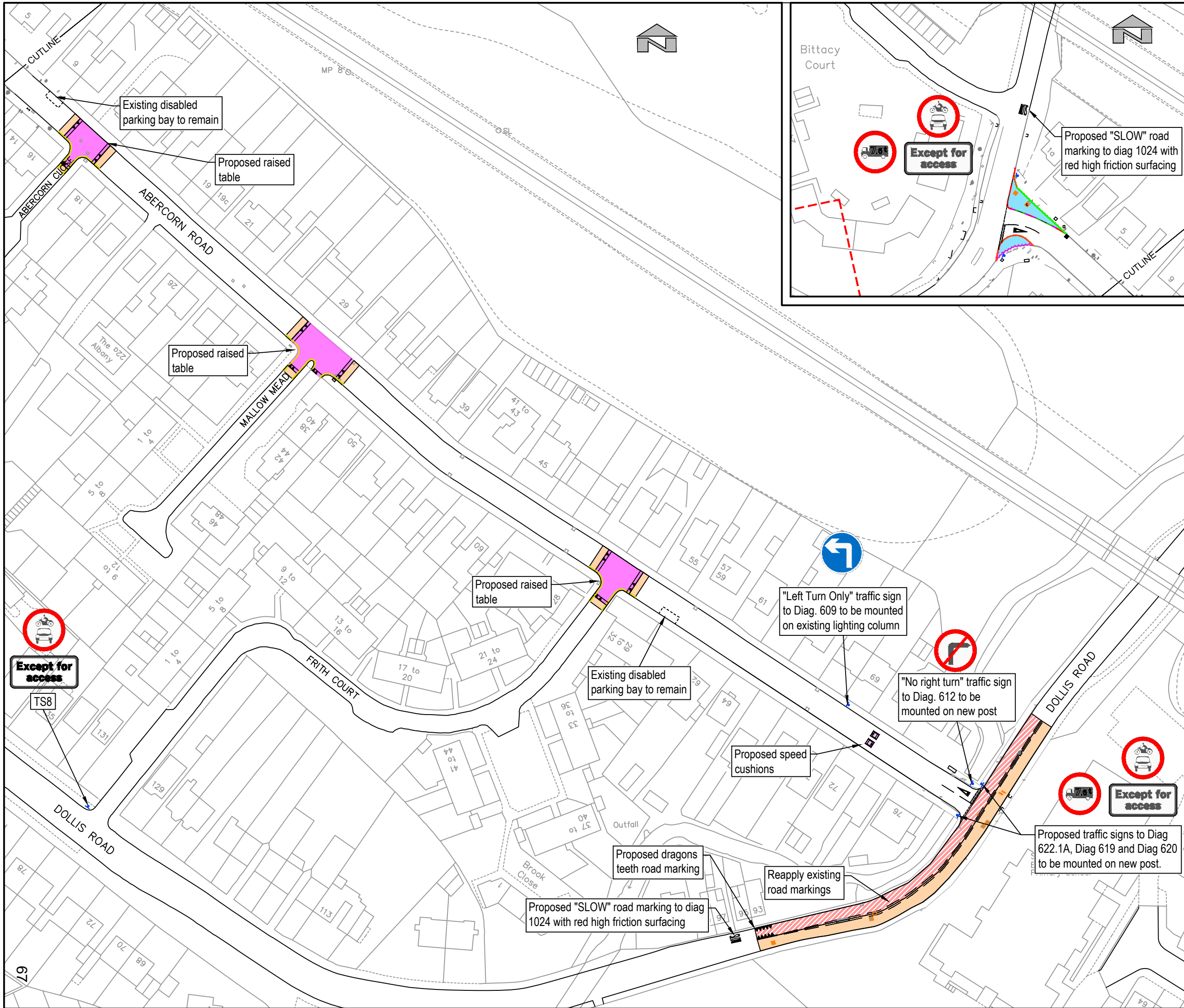
Drawing title
OPTION B: General Arrangement

Scale @ A3: N.T.S.

Design	Drawn	Checked	Approved
LD	LD	LS	LS
Date: 26/04/17	Date: 26/04/17	Date: 26/04/17	Date: 26/04/17

Traffic and Development
 London Borough of Barnet, Barnet House,
 11th Floor Highways, 1255 High Road,
 Whetstone, London N20 0EJ

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016_BC/000744-04.
 In addition to the hazard risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

Key:

- Plane out existing carriageway to a depth of 40mm. Inlay S710 thin surface course system and buff high friction surfacing
- Plane out existing carriageway to a depth of 40mm. Inlay S710 thin surface course system
- Proposed traffic sign
- Proposed raised speed table
- Proposed build out
- Proposed granite kerbing 200mm x 300mm with 125mm upstand
- Proposed precast concrete 125mm x 150mm with 15mm upstand
- Proposed precast concrete transition kerb
- Proposed precast concrete drainage kerb 125mm upstand
- Proposed gully
- Proposed 255mm wide dished channel
- Proposed bollard

REVISION			
Revision Details	Design/Check	Date	Rev.

Purpose of issue
FOR INFORMATION

Client:

Scheme Ref. C2016_BC/000744-04
 Scheme title
ABERCORN ROAD Traffic Calming

Drawing title
OPTION C: General Arrangement

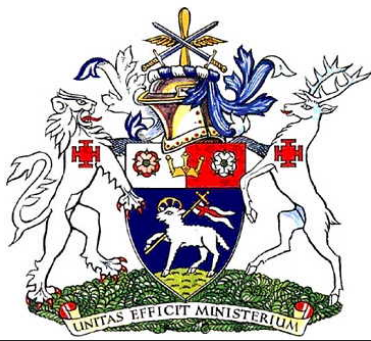
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Design	Drawn	Checked	Approved
LD	LD	LS	LD
Date: 23/05/17	Date: 23/05/17	Date: 23/05/17	Date: 23/05/17

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Hendon Area Committee

24 July 2017

Title	Bell Lane/ Green Lane, NW4- Request for zebra crossing facility
Report of	Strategic Director for Environment
Wards	Hendon
Status	Public
Urgent	No
Key	No
Enclosures	Drawings: Option 1: C2016_BC/001031_08-DESIGN-01 Option 2: C2016_BC/001031_08-DESIGN-02 Option 3: C2016_BC/001031_08-DESIGN-03
Officer Contact Details	Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk

Summary

This report details the results of the feasibility study which involves introducing measures to improve road safety at the corner between Bell Lane and Green Lane, including installing a zebra crossing and additional school signs. It puts forward three options for consideration in terms of addressing pedestrian and safety concerns.

Recommendations

1. That the Hendon Area Committee note the review of safety improvements on Bell Lane, NW4, as outlined in this report and the appendices to this report and shown on the enclosed drawings.
2. That the Hendon Area Committee approves that recommended Option 3 should be to be progressed to detailed design and public consultation but note that the scheme cost is in excess of the maximum budget available to the Hendon Area Committee.

<p>3. That, subject to funding being made available, the Hendon Area Committee give instruction to the Strategic Director for Environment to carry out a statutory consultation on the approved option .</p>
<p>4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Hendon Area Committee instruct the Strategic Director for Environment to submit this scheme at part of the 2018/19 Local Implementation Plan (LIP) submission</p>
<p>5. That the Hendon Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed Option should be implemented or not, and if so, with or without modification, subject to funding being made available.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 Following a petition by residents in October 2016, and with local Ward Member support, the Hendon Area Committee discussed the options for introducing measures to improve road safety at the corner between Bell Lane and Green Lane, including installing a zebra crossing facility.
- 1.2 Following discussion of the item and having considered the petition, the committee unanimously agreed and it was therefore resolved:
1. *To note the petition.*
 2. *To instruct the Commissioning Director for Environment to:*
 - a) *Carry out a feasibility study to establish safety measures around the Bell Lane/ Green Lane junction, basing the study on a previous 2012 proposal which included a zebra crossing;*
 - b) *Undertake further assessment to identify other potential safety measures around the Bell Lane/ Green Lane junction and study and;*
 - c) *Report findings, costs and funding required to Hendon Area Committee in March 2017 and make recommendations. Funding up to £5000 was agreed.*
- 1.3 This report is therefore required to investigate the viability of installing a zebra crossing on Bell Lane with a view to enhance pedestrian and safety improvements.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This particular approach to prioritise pedestrian improvements is informed by i) site observations on pedestrian experience, and ii) pedestrian survey data.
- 2.2 The current pedestrian desire line is influenced by the schools in the vicinity and consequently, many children are crossing the roads. This information was used to determine the location of the zebra crossing. The schools are:

- Bell Lane Primary School;
- Beth Jacob Grammar School for Girls;
- The Independent Jewish Day School;
- Hendon School.

2.3 As part of this feasibility study, the personal injury accident data was analysed investigating the most 60 months of accident data from 1 September 2011 to 31 August 2016 within the study area. There were a limited number of accidents (five accidents in total and all classified as slight) all occurring on Bell Lane at the junction with Green Lane and at the junction with Alexandra Road. Table 1 below shows a summary of the accidents within the study area:

Table 1 – Summary of the Personal Injury Accident Data

Accident Reference	Summary
0113SX20962	This accident involved two cars. Vehicle 2 reversed into parked Vehicle 1 on Bell Lane at the junction with Alexandra Road.
0113SX20070	This accident involved two cars. Vehicle 1 turned left into path of Vehicle 2 on Bell Lane at the junction with Green Lane.
0111SX20811	This accident involved two cars. Vehicle 1 collided with the rear of Vehicle 2 who was waiting to turn right on Green Lane at the junction with Bell Lane.
0112SX20015	This accident involved two cars. Vehicle 2 pulled out into the path of Vehicle 1 on Bell Lane at the junction with Alexandra Road.
0115SX20260	This accident involved two cars. The view of Vehicle 2 was blocked by parked cars, as Vehicle 2 pulled out of junction, approaching Vehicle 1 hit off side of Vehicle 2 on Bell Lane at the junction with Alexandra Road.

2.4 A high number of these accidents involved vehicles making turning movements at the junction with Green Lane and Alexandra Road. There were no speed related accidents, or any involving pedestrians on Bell Lane.

2.5 Following the site survey, accident analysis and a review of the traffic and pedestrian crossing movements, three options for installing a zebra crossing on Bell Lane were developed which have been illustrated in table 2 below:

Table 2 – Zebra Crossing Options

Option	Summary
Option 1	The proposed location for the zebra

C2016_BC/001031_08-DESIGN-01	crossing is opposite Bell Lane primary school. This option involves modifying existing tactile paving to accommodate the new zebra crossing. In addition a lighting column is to be relocated to the back of the footway and the 'SCHOOL KEEP CLEAR" markings are to be replaced with the zebra zig zag markings.
Option 2 C2016_BC/001031_08-DESIGN-02	The proposed location for the zebra crossing is 25 metres west from the junction with Green Lane. This option involves cutting back approximately 9 metres of the existing parking bay in order to prevent parked cars from obstructing sight lines.
Option 3 C2016_BC/001031_08-DESIGN-03	The proposed location for the zebra crossing is 17 metres east of the junction with Stratford Road opposite property No. 74 Bell Lane.

- 2.6 The indicative cost for building a zebra crossing is detailed out in paragraph 5.2.1 below is £35,200. There may be associated costs for any lighting columns that may need to be relocated. This will be confirmed as part of lighting design during the detailed design stage.
- 2.7 The options have been reviewed on site by Officers and the preferred location for the zebra crossing is Option 3 which is detailed on drawing C2016_BC/001031_08-DESIGN-03.
- 2.8 The Officers recommendation is to construct a zebra crossing opposite property no. 74 due to existence of several existing vehicle crossovers within the study area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 In addition to the three options set out above, the only other option at this stage is not to proceed with any of the proposed improvements of the scheme; however, this will not address the original concern raised in the petition regarding pedestrian safety on Bell Lane.
- 3.2 Option 3 is the favoured option and Options 1 and 2 are not recommended.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved and subject to funding being approved, detailed design of the zebra crossing would be undertaken. Ward

members and residents living in close proximity to the crossing location would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate for installing a zebra crossing as shown below in Table 3, which will need to be refined by LOHAC upon completion of concept design:

Table 3 – Zebra Crossing Cost Estimates

Activity	Estimated costs
Detailed Design (Includes statutory processes, Topographical survey procurement, STATS searches, advertising, public consultation, safety audits etc.)	£7 000
Build Cost	£25 000
Sub-TOTAL	£32 000
Implementation & post implementation fee @ 10%	£3 200
GRAND TOTAL	£35 200

5.2.2 The Hendon Area Committee should note that all Options including the recommended Option 3 are be above the maximum budget for the Area Committee CIL funding of £25,000. Therefore the zebra crossing cannot be funded by the Area Committee and would need to be prioritised in the 2018/19 Local Implementation Plan (LIP) Budget. Therefore funding cannot be guaranteed at this time.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £20,500 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.

5.3 **Social Value**

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations in relation to this work.

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 an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

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

5.4.4 Statutory consultation will be carried out in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.5 **Risk Management**

5.5.1 The introduction of a zebra crossing can result in road traffic injury accidents in the vicinity. This will be mitigated by selecting a location that serves the pedestrian desire line and discourages crossing close to but not on the crossing. A road safety audit will be commissioned during detailed design stage.

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

5.7 **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 proposals have been informed by site, traffic and pedestrian surveys in the vicinity of the proposed crossing point.

6. **BACKGROUND PAPERS**

- 6.1 October 2016 Hendon Area Committee

<https://barnet.moderngov.co.uk/documents/g8657/Printed%20minutes%2026th-Oct-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

- 6.2 Link to the petition requesting a Zebra Crossing on Bell Lane

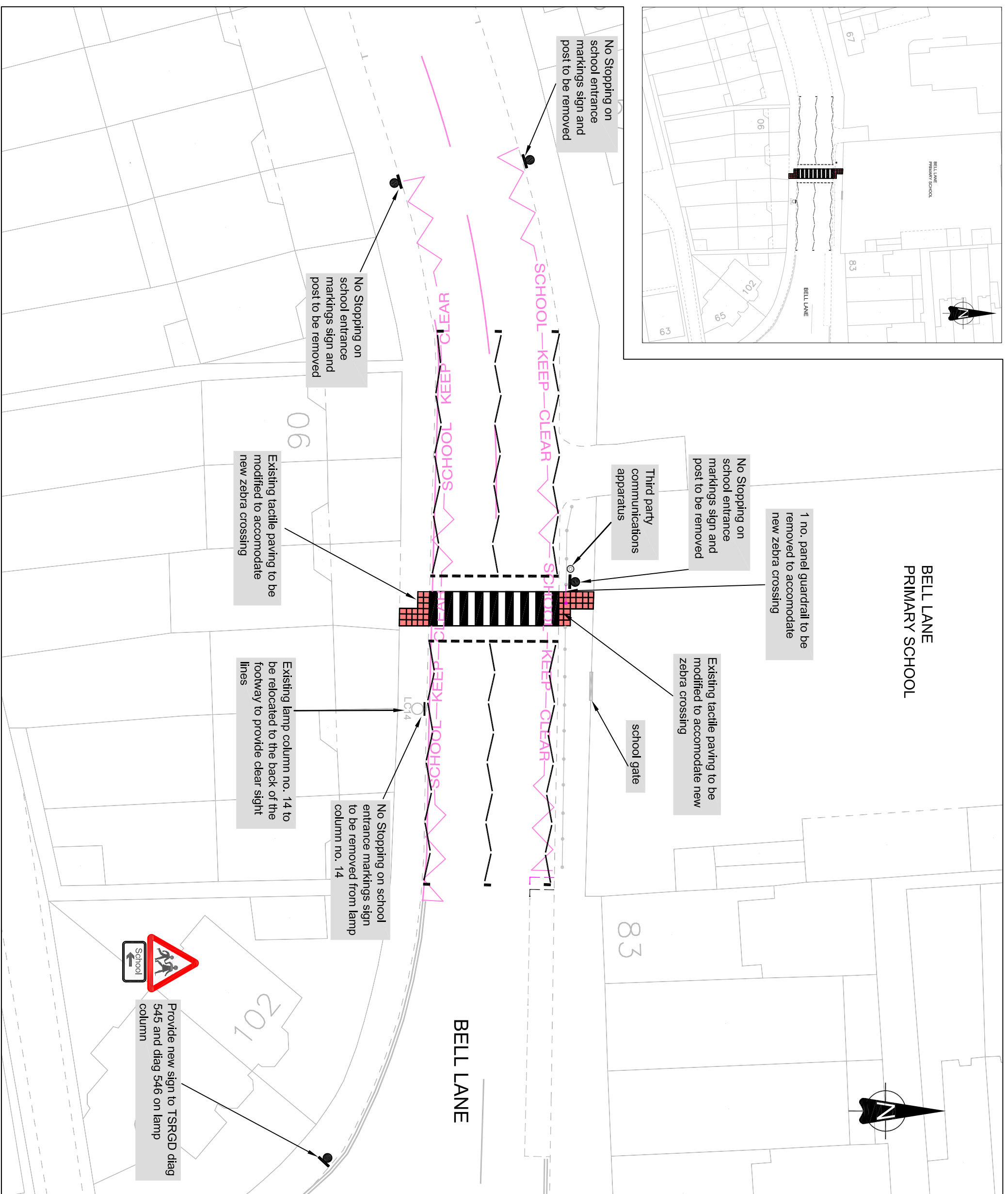
<https://barnet.moderngov.co.uk/documents/s35287/Petitions%20Report.pdf>

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2015_BC/00xxx_YY.
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

- LEGEND:
- New road markings
 - Existing road markings to be removed



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REVISION			
Revision Details	Design/Check	Date	Rev.

Purpose of Issue
DRAFT

Client:
BARNETT
 LONDON BOROUGH

Scheme title
BELL LANE
ZEBRA CROSSING

Drawing title
PRELIMINARY DESIGN
OPTION 1

Scale @ A3:

Design	Drawn	Checked	Approved
xx	xx	xx	xx
DATE: xx/xx/xx	DATE: xx/xx/xx	DATE: xx/xx/xx	DATE: xx/xx/xx



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Ref: C2016_BC/001031_08-DESIGN-01

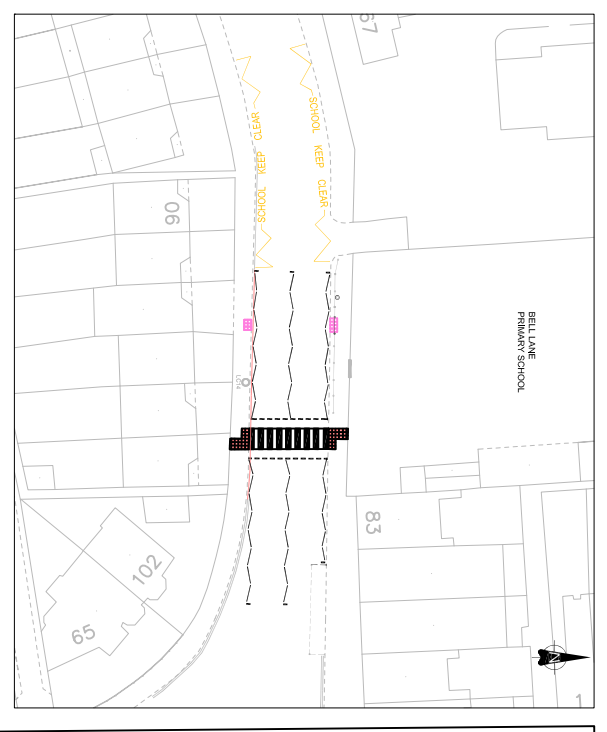
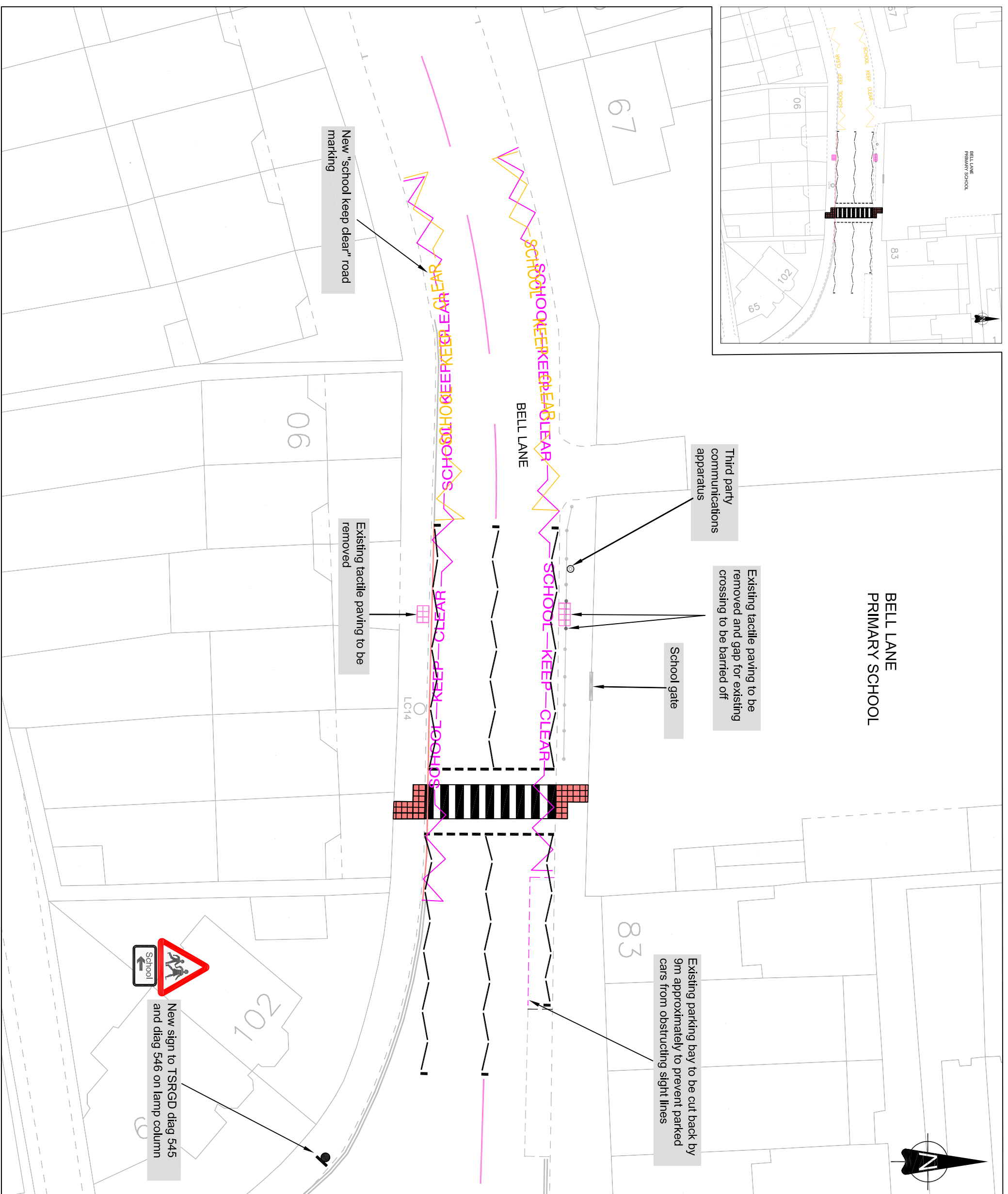
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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2015_BC/00xxx_yy. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

- LEGEND:
-  New road markings
 -  Existing road markings to be removed
 -  New school keep clear markings



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REVISION			
Revision Details	Design/Check	Date	Rev.

Purpose of Issue
DRAFT



Client:
BARNETT LONDON BOROUGH

Scheme title
BELL LANE ZEBRA CROSSING

Drawing title
PRELIMINARY DESIGN OPTION 2

Scale @ A3:

Design	Drawn	Checked	Approved
xx	xx	xx	xx
Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx



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Ref: C2016_BC/001031_08-DESIGN-02



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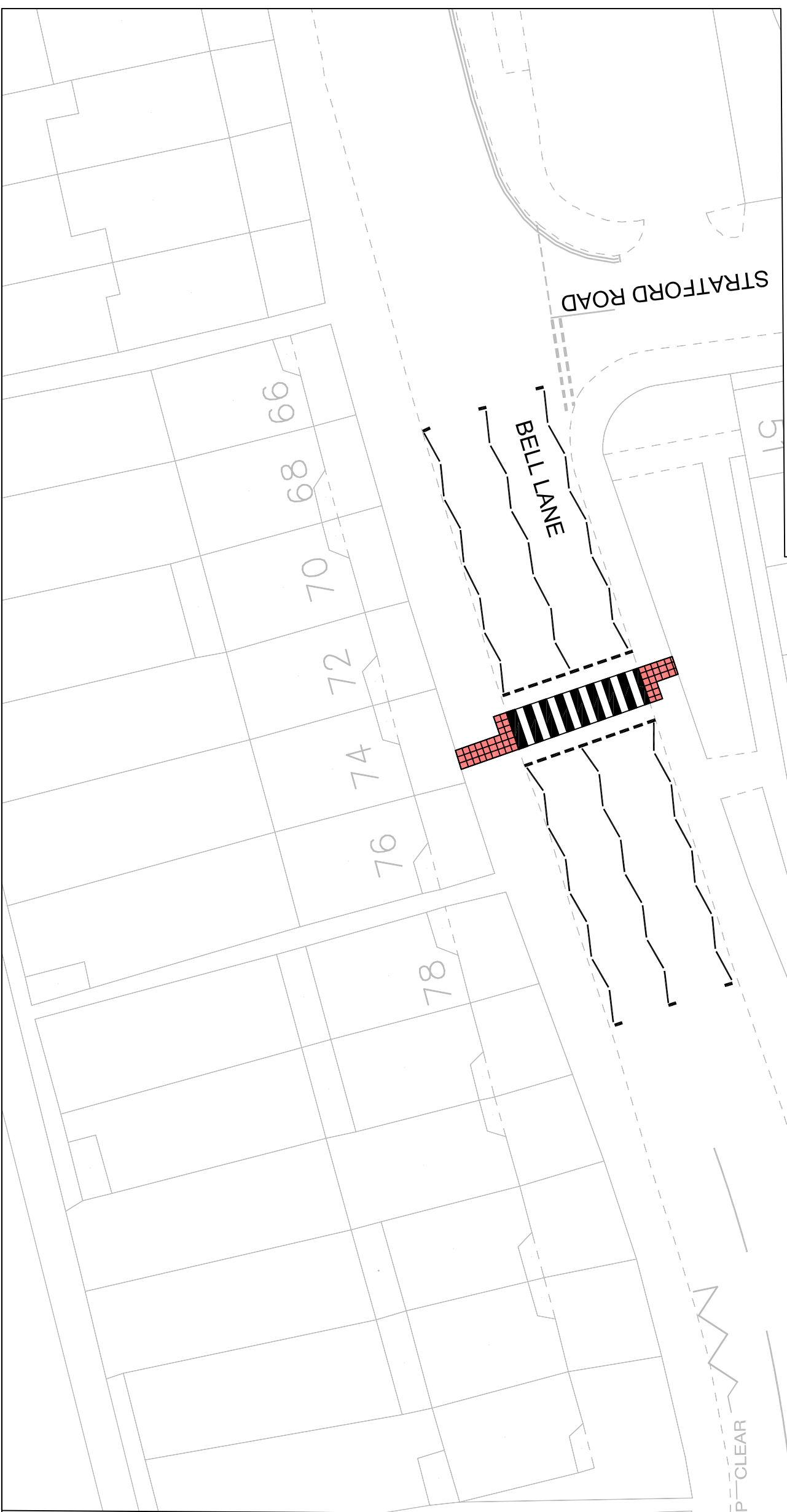
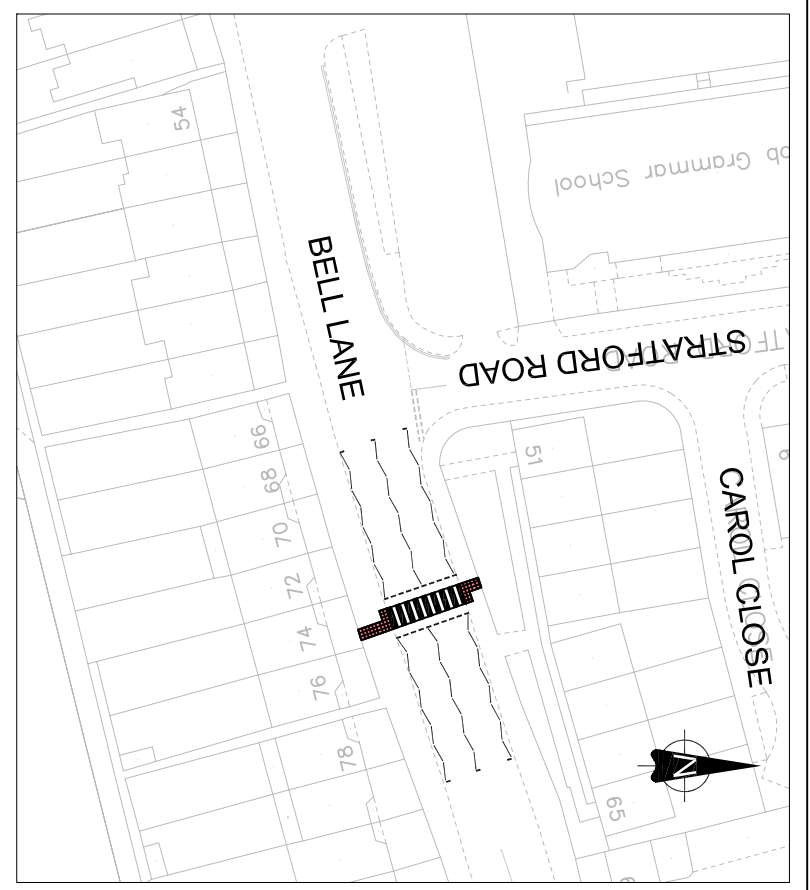
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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. **8** C2015_BC/0001031_08-DESIGN-03.
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

LEGEND:

-  New road markings
-  Existing road markings to be removed



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Revision Details	Design/Check	Date	Rev.
Initial Issue			
REVISION			

Purpose of Issue
DRAFT

Client:

BARNET
 LONDON BOROUGH

Scheme title
Re Scheme Ref. C2015_BC/0001031_08-DESIGN-03
BELL LANE
ZEBRA CROSSING

Drawing title
PRELIMINARY DESIGN
OPTION 3

Scale @ A3:

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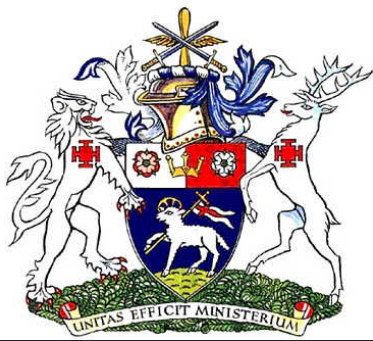

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C2016_BC/001031_08-DESIGN-03

Rev.	0
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Hendon Area Committee Meeting

24 July 2017

Title	Colindeep Lane – Pedestrian Improvements (Initial Assessment)
Report of	Strategic Director for Environment
Wards	Colindale Ward
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Measures Studied (Drawing)
Officer Contact Details	Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk

Summary

This report details the preliminary feasibility study undertaken to address the pedestrian safety and vehicular traffic concerns raised in relation to Colindeep Lane outside North London Grammar School, NW9 and provides an update on the progress to date.

Recommendations

1. That the Hendon Area Committee note the findings presented, obtained as a result of a preliminary feasibility study on pedestrian improvements on Colindeep Lane in the vicinity of North London Grammar School.
2. That the Hendon Area Committee, noting the Council’s Policy on Traffic Calming, agrees the following Officer preferred Proposal 5 which includes the following measures below:
 - **Measure 1** – Improve signage
 - **Measure 2** – Remove excess vegetation
 - **Measure 3** - Reduce dual carriageway section to one lane in each direction
 - **Measure 4** - Traffic islands/ refuges
 - **Measure 5** - Changes to junction of Colindeep Lane with Colin Crescent

- **Measure 6a** - Vertical speed deterrents (cushions)
- **Measure 7** - High friction coloured surface
- **Measure 8b** – Refresh and improve road markings

3. That the Hendon Area Committee, having noted the above, gives instruction to The Strategic Director for Environment to proceed to develop a detailed design of the approved measures in recommendation 2 above.
4. That the Hendon Area Strategic, gives instruction to the Commissioning Director for Environment to carry out a statutory consultation on the approved measures.
5. That subject to no objections being received to the statutory consultation, referred to in recommendation 4, the Hendon Area Committee instruct Strategic Director for Environment to introduce the approved measures.
6. That the Hendon Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 4, the Strategic Director for Environment will consider and determine whether the approved measures should be implemented or not, and if so, with or without modification.
7. That the Hendon Area Committee note that the scheme is funded by the Local Implementation Plan (LIP) 17/18 funding to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the approved Scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 Officers carried out preliminary investigations including a site meeting with Ward Councillors and the School, with input from Officers in the Safe and Sustainable Travel Team, pedestrian and traffic surveys and Personal Injury Accident data analysis and are summarised below. The findings of these surveys were presented to Committee in a report on 2nd May 2017.
 - Traffic speeds exceed the road's speed limit;
 - Traffic speeds exceed the maximum speed deemed safe for an uncontrolled pedestrian crossing;
 - There are high volumes of traffic on Colindeep Lane, with low contributions from Colin Crescent;
 - Pedestrian volumes in the area are low. In particular, demand for a crossing on this section of Colindeep Lane appears to be extremely low, with the busiest section of Colindeep Lane studied having a peak of under 5 pedestrians crossing per hour. This may be caused by the very apparent danger of crossing, and should a safe facility exist, the demand may have been higher;
 - Demand for a pedestrian crossing facility is slightly higher on Colin Crescent, with a peak of 16 pedestrians crossing per hour;

- A total of 13 accidents resulting in personal injury were recorded in the 5 year period ending August 2016. Eleven of these were slight, one severe and one fatal;
- There appears to be little conflict between vehicles and pedestrians, and the majority of accidents appear to be a result of vehicles travelling over the speed limit and not being able to react to hazards (e.g. the sharp bend of the road or vehicles exiting Colin Crescent onto Colindeep Lane);
- The most appropriate way to improve pedestrian safety on this road can only be achieved following the introduction of traffic calming measures that will slow traffic on Colindeep Lane sufficiently to allow pedestrians to travel safely around this area.

Proposed Improvements

1.2 In view of the above in Committee (02/05/2017) RESOLVED
'That the Hendon Area Committee note the findings presented, obtained as a result of a preliminary feasibility study on pedestrian improvements on Colindeep Lane in the vicinity of North London Grammar School. That the Hendon Area Committee, having noted the above, gives instruction to The Commissioning Director for Environment to proceed to develop a traffic calming proposal within the premises set out in this report.'

1.3 Further investigation has produced the following measures that would improve pedestrian safety and reduce vehicle speeds on Colindeep Lane.

1.4 Measure 1 - Improve signage (Refer to drawing number BC/000143-15-07_01)

1.4.1 Following a site visit it became apparent that, despite being a residential area with a school, the general feel of the road is of a large trunk road. A combination of warning signs and Vehicle Activated Signs (changing existing and adding a new one) is proposed to alert drivers of the existence of the school, the sharp bend ahead and the junction with Colin Crescent.

1.4.2 Where possible, the new signs will be installed on existing posts (such as existing signs and lamp columns), thus reducing its cluttering effect and implementation cost.

Advantages

- Low implementation and maintenance costs, with the exception of the Vehicle Activated Sign
- Short implementation time

Disadvantages:

- Limited effect as single measure, as drivers may choose to ignore signage

1.5 Measure 2 - Remove excess vegetation encroaching on the footway (Refer to drawing number BC/000143-15-07_01)

- 1.5.1 Vegetation from a private property on the south-western side of Colindeep Lane is encroaching on the footway, causing obstructions to pedestrians and drivers' sight lines.

Advantages

- Low implementation costs
- Short implementation time

Disadvantages:

- Maintenance dependent on 3rd party
- Property owners are being traced. Records show this property belonged to a company now dissolved, and to present it has not been possible to identify current owners. Due to the high risk caused, it is recommended maintenance commences as soon as practicable, and costs are recovered from owners when identified.

1.6 Measure 3 – Reduce dual carriageway section to one lane in each direction

(Refer to drawing number BC/000143-15-07_01)

- 1.6.1 The overpass section of Colindeep Lane is, at present, a dual carriageway. The carriageway either side of the overpass is formed by single carriageways in a residential setting, and constitute the only access points to the dual carriageway section. There is no change in traffic volumes or speeds.

- 1.6.2 In view of the above, the additional capacity provided by the dual carriageway serves no purpose. On the other hand, this layout is inductive to drivers accelerating, which in turn contributes to the speed issues further along Colindeep Lane.

- 1.6.3 Measure 3 consists in reducing the dual carriageway section to one lane in each direction by altering existing road markings and signage.

Advantages

- Low implementation costs
- Addresses speeding problem at one of its possible roots, and therefore has a positive impact on the wider area

Disadvantages:

- Drivers may not comply to road markings and signs only, and may choose to still increase their speed. If post-implementation monitoring shows this to be the case, additional speed calming measures may be implemented, such as chicanes or cushions.

1.7 Measure 4 - Traffic island

(Refer to drawing number BC/000143-15-07_01)

- 1.7.1 The majority of the accidents recorded appear to be a result of careless driving over the speed limit. The introduction of a traffic island will encourage drivers to remain alert, and reduce their speed if necessary.

- 1.7.2 Some pedestrians may still be inclined to use this island to cross the road. Therefore, this measure is not recommended in isolation. Instead, other physical measures should be placed in the vicinity.
- 1.7.3 Subject to traffic speeds being reduced to a safe level, this may be adapted to be used as an uncontrolled crossing by pedestrians in the future.

Advantages

- Physical measure that drivers cannot ignore
- Allow for future pedestrian facilities, should these be deemed safe

Disadvantages:

- The effectiveness of traffic islands has been varied when used as the only measure to reduce traffic speeds below 30 mph.

1.8 Measure 5 - Changes to junction of Colindeep Lane with Colin Crescent
(Refer to drawing number BC/000143-15-07_01)

- 1.8.1 Following site visits and accident data analysis, it is clear that this junction poses a high risk to drivers. This is as a result of low visibility for vehicles coming out of Colin Crescent, which can currently see approximately 25m along Colindeep Lane, and vice versa. This lack of visibility, combined with vehicles traveling at high speeds on Colindeep Lane and the sharp bend on the road can cause drivers to fail to see each other in time to brake.
- 1.8.2 This proposal would involve on a repositioning stop lines by narrowing lanes on Colindeep Lane. This will allow drivers exiting Colin Crescent to see further down Colindeep Lane (a minimum of 40 meters as recommended by guidance), and vice versa.
- 1.8.3 Various possible alternatives have been considered for implementing the layout described above:
- 1.8.4 Option 5A - Road Markings, including solid red areas: the existing islands will be retained, and new road markings will indicate the new areas off-limits to drivers.

Advantages:

- Improved sight lines
- Reduction of lane width on Colindeep Lane will discourage drivers from speeding
- Low implementation cost
- Flexibility, as it allows larger vehicles to occasionally drive over road markings if required to help manoeuvre the sharp turns.

Disadvantages

- Reduction of lane width on Colindeep Lane may make turning slightly more difficult to exceptionally long vehicles
- Drivers may choose to regularly drive over markings.

1.8.5 Option 5B - Build outs: the existing islands will be removed, and new build outs and traffic islands will delimit the new junction layout.

Advantages:

- Improved sight lines
- Reduction of lane width on Colindeep Lane will discourage drivers from speeding
- Drivers forced to respect new layout
- Drivers waiting to exit Colindeep Lane protected by physical barrier of new traffic island

Disadvantages

- Reduction of lane width on Colindeep Lane may make turning slightly more difficult to exceptionally long vehicles
- New kerbs may increase risk of small collisions by careless drivers that may not reduce their speed. To mitigate this risk, additional traffic calming measures may be located ahead of the bend
- No flexibility when compared to road markings. Detail design will be subjected to modelling to ensure large vehicles can turn. This may alter the preliminary design presented.
- Higher implementation cost when compared to road markings.

1.8.6 Option 5C – Combination of road markings and build outs:

Advantages:

- Improved sight lines
- Reduction of lane width on Colindeep Lane will discourage drivers from speeding
- Kerbs force drivers to respect new layout
- Lower implementation cost when compared to build outs only

Disadvantages

- Higher implementation cost when compared to road markings only
- Higher flexibility

1.9 Measure 6 - Vertical speed deterrents

(Refer to drawing number BC/000143-15-07_01)

1.9.1 We are aware these are in principle considered not desirable in the borough. However, this may be a very efficient form of speed reduction, with limited negative impact as there are no residential properties within close proximity.

1.9.2. Two options have been considered:

1.9.3 Option 6A - Speed Cushions: these will be placed at the locations where speeding is more severe (refer to Appendix 1), and more likely to lead to accidents, as shown by survey and accident data. In particular, a pair of

speed cushions may be located either side of the proposed pedestrian refuge, ahead of the bend (for vehicles travelling in a south-westerly direction).

Advantages:

- Very effective method of speed reduction
- Accommodates most road users (when compared to wider speed tables) as larger vehicles' wheels are wider apart
- Lower risk of vehicles mounting the footway when compared to raised table
- Lower cost when compared to raised table

Disadvantages

- May still cause discomfort to road users, and increased pollution if drivers choose to speed and brake instead of keeping to the advised speed

1.9.4 Option 6B – Rumble device: to be positioned ahead of the bend for vehicles travelling in a south-westerly direction (refer to Appendix 1), this measure would serve the double purpose of alerting road's grip, which in turn would slow vehicles down.

Advantages:

- Effective method of speed reduction
- As explained, serves double purpose

Disadvantages

- May still cause discomfort to some road users (such as cyclists)
- May cause discomfort to nearby residents due to noise

1.10 Measure 7 - High friction coloured surface

(Refer to drawing number BC/000143-15-07_01)

1.10.1 A high friction surface may be applied to the section of carriageway approaching the bend from a north-westerly direction, where a large portion of accidents were recorded. This will improve vehicle traction and alert drivers to potentially hazardous conditions.

1.0.2 Note for better and longer lasting results, it is recommended to remove and relay a shallow depth of carriageway prior to applying a high friction surface, which will increase the cost of the treatment.

Advantages:

- Improved skid resistance and contribute to raise awareness of oncoming hazards, encouraging drivers to reduce speed

Disadvantages

- Relatively high cost
- Localized effect

1.11 Measure 8 – Refreshing of road markings
(Refer to drawing number BC/000143-15-07_01)

1.11.1 Making the road layout more visible will assist drivers to remain within their lanes.

1.11.2 Option 8A – Refresh as existing:

Advantages

- Low cost

Disadvantages

- No significant disadvantages

1.11.3 Option 8B – Refresh existing with improvements: such as introducing a solid red background to the centre hatching, and speed roundels (also with a red background)

Advantages

- More visible
- Lower cost than introducing kerbed traffic islands

Disadvantages

- Higher implementation and maintenance cost than refreshing as existing

1.12 The Committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14th July 2016. The Environment Committee, having considered the report on the Traffic Calming resolved:

‘That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:

‘Generally this Council opposes the use of vertical traffic calming measures, but acknowledges that calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required’.

1.13 It is the officers opinion that this is an exceptional circumstance and cushions should be considered. Ward Members have been consulted on the Options in Measure 5. No responses were received.

Summary of Measures

1.14 All of the above individual measures, as summarised in the table below, are deemed suitable solutions to the issues in Colindeep Lane. However, they are not all compatible with each other.

1.15 The following combinations of measures are considered by officers to be the most cost-effective to address the traffic and safety issues on this section of Colindeep Lane, with Proposal 5 being the preferred option:

	Brief Description	Indicative Cost	Proposal 1	Proposal 2	Proposal 3	Proposal 4	Proposal 5
Measure 1	Improve signage	£6,800	x	x	x	x	x
Measure 2	Remove excess vegetation encroaching on the footway	£700	x	x	x	x	x
Measure 3	Reduce dual carriageway section to one lane in each direction	£4500	x	x	x	x	x
Measure 4	Traffic island/ pedestrian refuge	£3000					x
Measure 5 *	5A - Changes to junction - build outs	£12,000	x	x	x	x	x
	5B - Changes to junction - road markings and red background	£1,000					
	5C - Combination of Options A and B	£1,000 – £12,000 (TBC at detailed design stage)					
Measure 6	6A - Speed cushions	£2,500					x
	6B – Rumble devices	£10,000			x		
Measure 7	High friction coloured surface	£19,000				x	x
Measure 8	8A - Refreshing of road markings	£2,500					
	8B – Refreshing of road markings with improvements	£5,500	x	x	x	x	x

1.16. Should committee proceed with the preferred measures indicated above, the scheme would have a combined works cost of £43,000 to £54,000 (depending on the junction design). This would, in turn result in the following cost estimates (assuming the most expensive scenario):

Detailed Design	£4,500
Safety audit, surveys etc	£2,500
Consultation	£3,500
Construction (works cost)	£54,000
Implementation, supervision and post implementation costs	£4,000
Subtotal	£68,500
Contingency*	0
TOTAL	£68,500

2. REASONS FOR RECOMMENDATIONS

- 2.1 The improved signage and road markings will provide drivers with sufficient notice to reduce their speed and become aware of oncoming hazards.
- 2.2 Removing excess vegetation and altering the layout of the junction will improve visibility and increase safety of road users
- 2.3 Reducing the dual carriageway to one lane, together with the speed cushions and high friction surface will force drivers to reduce their speed.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The following measures were considered and not recommended in the previous report to the Hendon Area Committee on 2 May 2017 and within this report:
 - Zebra crossing – this option is not recommended as surveys show traffic travels above the recommended speed for an uncontrolled pedestrian crossing.
 - Speed table –this would be an effective way to reduce speed of traffic, and could be adapted as a crossing in the future. However, due to the proximity to the steep slop south-west of Colindeep Lane, officers consider the risk and severity of vehicles mounting the footway after driving over the table to be unacceptably high, and therefore do not recommend this measure at this location.
 - Mini roundabout – this option is not recommended as traffic on the minor road (Colin Crescent) falls under the recommended minimum for a mini roundabout to act as a traffic calming feature.
 - Bus stop – this option is no longer being considered as, as part of this scheme as, there is no timescale available for TfL to implement this.
 - Traffic signals (pelican crossing or signalised junction) – this option is not recommended as traffic volumes (in particular from Colin Crescent) and pedestrian volumes are too low.

- Widening of footway - this option is not recommended as the width of the road does not appear to be the cause for speeding issues on the road.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Hendon Area Committee's agreement, detailed design will be finalised and statutory consultation undertaken with schools, residents, Metropolitan Police and emergency services would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2017/18 financial year, subject to the processes outlined in items 5 and 6 of 'Recommendations' above.

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.

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.

- 5.2.2 Transport for London (TfL) provide core funding for implementation of a borough Local Implementation Plan (LIP) 2017/2018 programme. It includes a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues. This amounts to £3.413m, and Environment Committee approved the allocation of this on 15 March 2017. A sum of £400k was allocated for Accident Reduction Schemes. The proposals in this report would be introduced using funding from that programme at a cost of upto £68,500 depending on the agreed measure..

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

- 5.2.4 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services, the PFI Contractor, who will charge a commuted sum for the maintenance – the cost of this can be absorbed within existing Council revenue budgets.

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

5.3 **Social Value**

5.3.1 None in the context of this report.

5.4 **Legal and Constitutional References**

5.4.1. The Council's Constitution, in Article 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 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 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, third party surveys and site observations.

6. BACKGROUND PAPERS

- 6.1 Planning permission and Section106 Agreement for North London Grammar School, Planning Reference No. H/02535/12.
- 6.2 Agenda and minutes - Hendon Area Committee, Wednesday 6th July2016
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8660&Ver=4>
- 6.3. Agenda and minutes - Hendon Area Committee Wednesday 26th October, 2016
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MID=8657>
- 6.4 Agenda and draft minutes - Hendon Area Committee, 2 May 2017; At draft stage,
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9129&Ver=4>
- 6.5 Agenda and minutes – Environment Committee 14 July 2016
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9129&Ver=4>

COLINDEEP LANE SAFETY IMPROVEMENTS

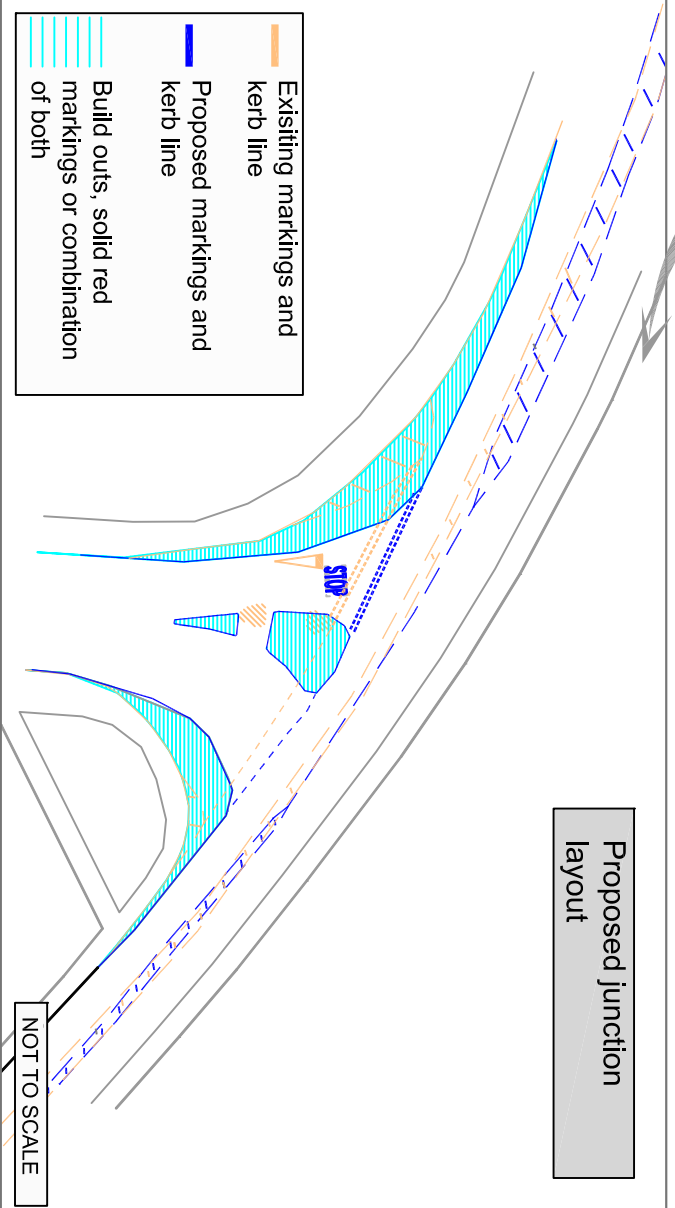
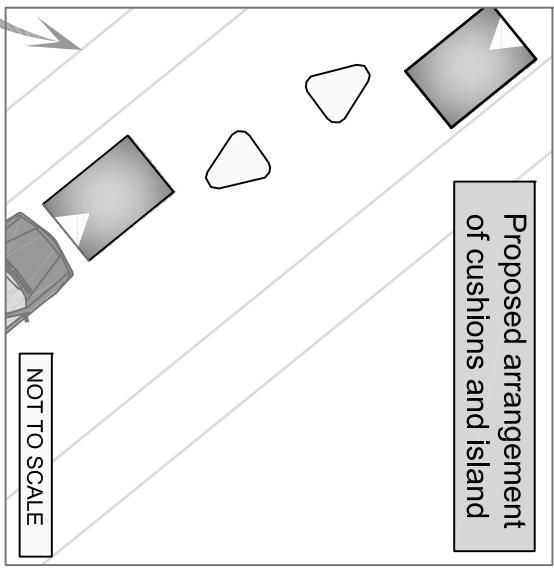
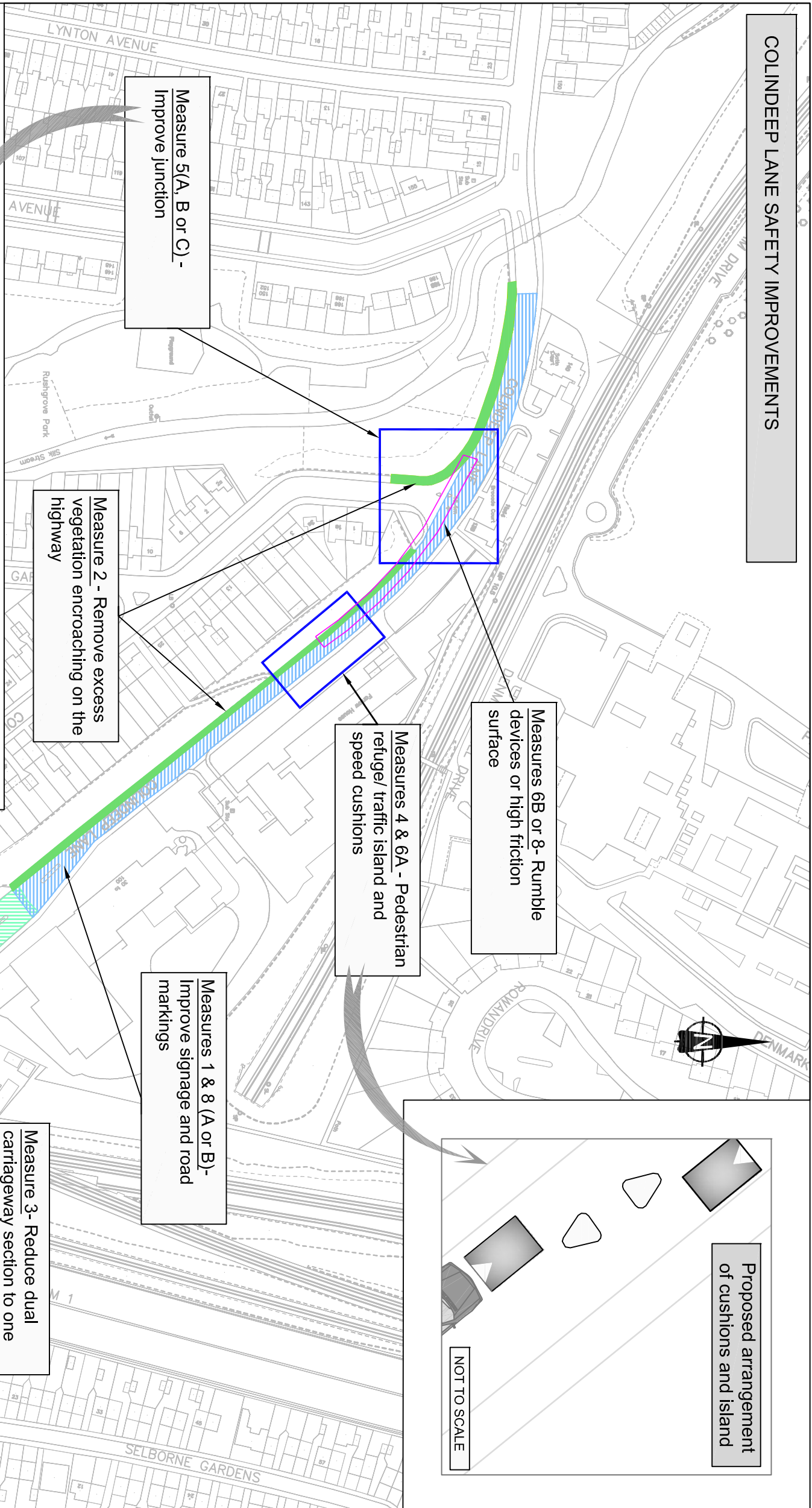
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, clearing and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme BC/000143-15-07.

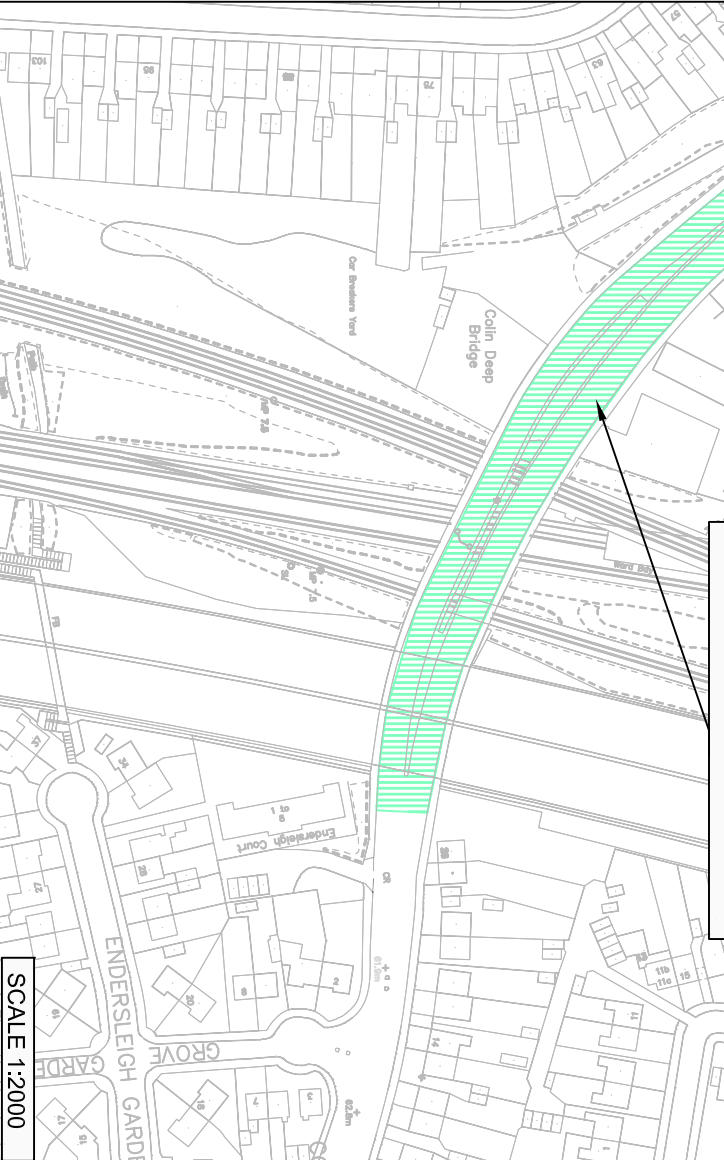
In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

Dimensions, locations and all measurements shown on this drawing are indicative and for information purposes only.



- Existing markings and kerb line
- Proposed markings and kerb line
- Build outs, solid red markings or combination of both



<p>FOR INFORMATION Hendon Area Committee Report</p> <p>Client: BARNET LONDON BOROUGH</p> <p>Scheme Ref: BC/000143-15-07</p> <p>Scheme title: Colindeep Lane Traffic and Safety Improvements</p> <p>Drawing title: Feasibility Measures Studied</p> <p>Scale @ A3: As Stated/ NTS</p>		<p>Design: MDM / Drawn: MDM / Checked: SL / Approved: LW</p> <p>Date: 28/06/17 / Date: 28/06/17 / Date: 28/06/17 / Date: 28/06/17</p>								
<p>RECAPITA BARNET</p> <p>Traffic and Development London Borough of Barnet, Barnet House, 11th Floor, Highways, 1250 High Road, Windsor, London TW20 0EU</p>		<p>Initial Issue</p> <table border="1"> <thead> <tr> <th>Revision</th> <th>Design/Check</th> <th>Date</th> <th>Rev.</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>MDM/SL</td> <td>28/06/17</td> <td>0</td> </tr> </tbody> </table>	Revision	Design/Check	Date	Rev.	0	MDM/SL	28/06/17	0
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	<h2>Hendon Area Committee</h2> <h3>24 July 2017</h3>
<p style="text-align: center;">Title</p>	<p>Edgware ‘K’ Controlled Parking Zone (CPZ) – Manns Road & Garden City Statutory Consultation Outcome</p>
<p style="text-align: center;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: center;">Wards</p>	<p>Edgware</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A – Drawing Number: SCR-152-01 Appendix B – Drawing Number: SCR152-01a</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk 020 8359 7545</p>

<h2>Summary</h2>
<p>Following concerns expressed by residents, Councillor Helena Hart brought a Members Item to the Hendon Area Committee of 26 October 2016, requesting a feasibility study to create a specific CPZ for Garden City, Manns Road and Chilton Road Edgware only, to end at 11pm.</p> <p>On 20 February 2017, the Hendon Area Committee resolved that officers should liaise with Ward Councillors to develop proposals and undertake a statutory consultation in respect of the request, as soon as practicable.</p> <p>Accordingly, this report details the outcome of the statutory consultation, which commenced on 23rd March 2017, for proposals to increase the operational period of the CPZ in Garden City and Manns Road from 8am to 9pm Monday to Sunday to 8am to 11pm Monday to Sunday and operate Garden City and Manns Road as a separate CPZ to the remainder of the Edgware ‘K’ CPZ. It asks the Committee to consider the recommendations made as a result of the representations received during the consultation period.</p>

Recommendations

- 1. That the Committee note the outcome of the statutory consultation as detailed within this report.**
- 2. That the Committee give instruction to the Strategic Director for Environment to introduce the measures in Manns Road and Garden City as originally proposed, through the making of the relevant Traffic Management Orders, with the exception of the amendment as follows and as shown on Drawing Number SCR152-01a;**
 - (a) That the resident permit holder parking bay on north-east side of Manns Road closest to its junction with Manor Park Crescent, be amended to operate as resident permit parking bay to accommodate both 'K' CPZ resident permit holders and resident permit holders of the new Manns Road/Garden City CPZ.**
- 3. That subsequent to the introduction of 2. above, the Committee give instruction to the Strategic Director for Environment to carry out an investigation and a consultation asking all residents of Manor Park Crescent and potentially other roads in the 'K' CPZ following discussion with the Edgware Ward Councillors, whether or not they would like the hours of operation of the 'K' zone CPZ in their road to be increased.**
- 4. That the Committee give instruction to the Strategic Director for Environment to report the findings of the investigation outlined in 3. above, and any proposals to a future meeting of this Committee, for a decision on the way forward.**
- 5. That the Hendon Area Committee agree to allocate the funding for the approved measures of £3,500 for recommendation 2 and £2,500 for recommendation 3 from this year's CIL Area Committee budget.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides the Committee with a summary of the responses received to the statutory consultation on proposals to amend the CPZ in these roads and asks the Committee to note the responses received, and to make a decision on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 26 October 2016, the Hendon Area Committee considered a Members Item which highlighted the issue of parking concerns from residents of Garden City and Manns Road in Edgware. The decision was taken for officers to undertake an initial feasibility study and report back to the next Committee.

- 2.2 On 20 February 2017, the Hendon Area Committee resolved that officers should liaise with Ward Councillors to develop proposals in relation to extending the hours of operation of the CPZ in Garden City, Manns Road and Chilton Road and for these roads to operate as a separate CPZ, and undertake a statutory consultation with the community in respect of the agreed proposals.
- 2.3 Upon liaison with Ward Councillors, the decision was taken not to include Chilton Road in the proposals.
- 2.4 The Edgware 'K' CPZ operates between 8am to 9pm Monday to Sunday in Manns Road, Garden City and Chilton Road, and between 8am and 6.30pm Monday to Saturday in the remaining 'K' zone roads.
- 2.5 On the 23 March 2017, letters were hand delivered to all properties within Garden City, Manns Road, Chilton Road and Manor Park Crescent as part of the statutory consultation process to propose to increase the operational hours of the CPZ in Garden City and Manns Road to 8am to 11pm daily and for Garden City and Manns Road to operate as a separate CPZ to the remainder of the Edgware 'K' CPZ. As part of the statutory consultation process, notices outlining the proposal were displayed on-street throughout the aforementioned roads as well as in Station Road, Old Rectory Gardens, Green Lane and Manor Park Gardens, and a similar notice was published in the London Gazette and in a local newspaper.
- 2.6 As a result of this consultation, 9 items of correspondence commenting on the proposals were received. Two petitions were also received.
- 2.7 One of the petitions stated the following:

We the undersigned confirm that the proposed parking changes 2017 for Garden City and Manns Road are acceptable to us. Increase in operation period to 8am 11pm daily and a new Zone within the K Zone is created. We understand that only those residential addresses in Manns Road and Garden City will be able to park and that we will no longer be able to park in the K Zone.

- 2.8 This petition contained 43 signatures from 29 properties across Garden City, Manns Road and Manor Park Crescent as follows:

Road	No signatures	No. households
Garden City	32	21
Manns Road	10	7
Manor Park Crescent	1	1
	43	29

- 2.9 The other petition stated the following:

"We the undersigned are against a segregated parking zone in Manns Road and Garden City"

2.10 This petition contained 40 signatures from 28 properties across Garden City, Manns Road and Manor Park Crescent as follows:

Road	No signatures	No. households
Chilton Road	4	3
Green Lane	7	4
High Street	1	1
Manor Park Crescent	28	20
	40	28

2.11 Of the 9 items of correspondence received, 3 were from Manor Park Crescent, 4 were from Chilton Road and 2 from Garden City. These can be summarised as follows:

Manor Park Crescent

- Not in favour of the separate CPZ for Manns Road and Garden City (3 respondents)
- Would also like the CPZ hours in the road extended into the evening (3 respondents)
- Experiences parking problems and would like the opportunity to be able to park in Garden City and Manns Road to remain. (3 respondents)

Chilton Road

- Would like the proposals extended to include Chilton Road (3 respondents)
- Experiences parking problems (3 respondents).

Garden City

- In favour of the proposals (1 respondent) (also signed the in-favour petition)
- In favour of hours change but would like the opportunity to park in K roads to remain as parking in Garden City and Manns Road is in such high demand, consideration needs to be given to visitors and tradespeople (1 respondent).

2.12 It is clear from the representations made during the statutory consultation that the majority of residents within Garden City and Manns Road are in favour of the proposed changes.

2.13 However, the concerns of residents of Manor Park Crescent who find parking difficult in their road are also noted.

2.14 It should also be noted that the original representations from residents that compelled Councillor Hart to raise the issue at the Hendon Area Committee reported that 'K' permit holding commuters, primarily from Station Road, were the cause of the parking issues in Manns Road and Garden City.

- 2.15 It is considered that the introduction of the proposed measures could ease parking pressure on Manns Road and Garden City by deterring other 'K' permit holders from parking in the road.
- 2.16 This, in turn may result in an improved parking situation on Manor Park Crescent as residents of Garden City and Manns Road would no longer be eligible to park in those roads or other roads within the 'K' CPZ, noting that Manor Park Crescent is the closest alternative parking opportunity for residents of Garden City and Manns Road if they found that their roads were fully parked.
- 2.17 However it is acknowledged that it is a possibility that 'K' permit holding motorists from other roads who have become accustomed to parking in Manns Road and Garden City would be displaced into other roads, such as Manor Park Crescent.
- 2.18 Current permit data suggests that there are currently resident permits to resident parking space ratio on the affected roads as follows:
- Manns Road/Garden City: 31 permits/36 spaces (86%)
Manor Park Crescent: 19 permits/19 spaces (100%)
Chilton Road: 9 permits/8 spaces (112%)
- 2.19 It is clear that there is high demand for parking from resident permit holders in these roads, particularly if all permit holders wished to park in the road at the same time, and Officers note that the spare capacity appears to be in Manns Road/Garden City as opposed to their neighbouring roads.
- 2.20 Based on this information, as well as the concerns raised by local residents during the consultation period, it is not inconceivable that residents of Manor Park Crescent and Chilton Road are occasionally compelled to park in Garden City and Manns Road, as well as other neighbouring roads. In Manor Park Gardens and Green Lane however, which are off Manor Park Crescent, observations suggest there appears to be additional capacity for resident permit holder parking throughout the day.
- 2.21 Officers have noted that residents of Premier House, 112 Station Road HA8 are due to have their permit eligibility removed under the terms of a Section 106 (of the Town and Country Planning Act 1990) agreement in relation to the property. Once the relevant part of the agreement is triggered and the process completed (subject to the outcome of a statutory consultation), further parking pressure on local residential roads in the 'K' CPZ may be relieved.
- 2.22 In relation to the responses from Chilton Road, although it is noted that all respondents (individual respondents and petitioners) object to the proposals, there is no consensus amongst the respondents as to what the outcome should be. Some would like the proposals to include Chilton Road, whilst others would like all the restrictions to remain unchanged.
- 2.23 Although all Chilton Road responses suggest there are parking problems and high demand for resident parking in the road, Officers have noted that there is

no direct access to Chilton Road from Manns Road or Garden City, so it is likely that they are not and would not be as directly affected by parking from residents of Garden City, Manns Road or Station Road.

- 2.24 3 properties of Chilton Road asked to be included in the proposals were received during the statutory consultation. It is considered that there is not sufficient support from residents of Chilton Road for the road to be included in the proposals alongside Garden City and Manns Road at this time.

Conclusion

- 2.25 The proposals for Manns Road and Garden City appear to have been generally well received by residents of those roads.
- 2.26 The objections received from residents of, in particular, Chilton Road, Manor Park Crescent indicate concern about the existing, or the potential for future parking problems in those roads.
- 2.27 Officers have reviewed the existing parking permit and parking space data which supports the concerns raised, although this data along with the concerns raised also suggests a likely direct and indirect impact on Garden City and Manns Road at times when residents of Chilton Road and Manor Park Crescent cannot park in their roads.
- 2.28 The proposal seeks to protect kerbside space for residents of Garden City and Manns Road, as geographically they have difficulties due to their roads being the closest 'K' CPZ roads to currently permit eligible addresses in Station Road, and have limited options in terms of parking in neighbouring roads.
- 2.29 Although the comments and objections have been noted, it is considered that the proposal to extend the hours of the CPZ in Garden City and Manns Road should proceed as proposed. It is also considered that these roads should form their own contained CPZ with a different CPZ code to the 'K' CPZ.
- 2.30 The concerns of Manor Park Crescent and Chilton Road residents in particular have been noted, and Officers consider that in order to be of assistance to 'K' resident permit holders, and to alleviate the parking pressures that they encounter, the proposal should be amended so that the resident permit holder only parking place on the north-east side of Manns Road near its junction with Manor Park Crescent should be a resident permit holder parking place which accommodates both the 'K' resident permit and the new Garden City/Manns Road CPZ permit.
- 2.31 In addition, Officers consider that additional work should take place to investigate whether or not the residents of Manor Park Crescent and potentially other roads in the 'K' CPZ in discussion with the relevant Ward Councillors, would like the hours of operation of the 'K' CPZ increased.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4 POST DECISION IMPLEMENTATION

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

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 The estimated costs of introducing the proposed amendments to the CPZ in Manns Road and Garden City, which require the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted and the work to introduce new road signs, are estimated to be £3,500.
- 5.2.2 This work is currently unfunded. It is requested that the Committee agree to allocate £3,500 from the 2017/18 CIL Area Committee budget to fund this work.
- 5.2.3 The extended hours will require sufficient on-going enforcement to ensure the measures are adhered to. There will be no amendments to lines necessary and maintenance requirements will remain the same. Any associated costs of enforcement will be attributable to the Council's Special Parking Account (SPA). Any income from the CPZ permits or PCNs issued for contraventions will also be allocated to the SPA.
- 5.2.4 The estimated costs of carrying out an investigation and a consultation with residents of Manor Park Crescent and nearby roads are estimated to be approximately £2,500.
- 5.2.5 This work is currently unfunded. It is requested that the Committee agree to allocate £2,500 from the 2017/18 CIL Area Committee budget to fund this work.

5.2.6 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £20,500 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 Section 16 of the Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required under section 17 to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

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

5.4.2 The Council's Constitution, in Article 15 (Annex A) headed "Responsibility for Functions", provides that the functions of Area Committees, in relation to the area covered by the Committee, include to "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 functions include, among other things, discharge of functions for local highways and safety schemes within the budget.

5.5 Risk Management

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

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

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a public authority to have 'due

regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

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

5.6.3 Proposed changes are not expected to disproportionately disadvantage or benefit members of the community.

5.7 Consultation and Engagement

5.7.1 Consultation was undertaken as described elsewhere in this report.

5.8 Insight

5.8.1 None in relation to this report.

6 BACKGROUND PAPERS

6.1 Agenda and Minutes, Hendon Area Committee 20 February 2017

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9128&Ver=4>

6.2 Agenda and Minutes, Hendon Area Committee 26 October 2016

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8657&Ver=4>

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NOTE: This drawing only displays restrictions which are proposed to be changed. All existing restrictions where no changes are being proposed are NOT displayed on this drawing.



Boundary of proposed 8am to 11pm CPZ
New permit code to be confirmed

Key to Restriction Types Displayed

	No waiting 8am-11pm
	Resident permit holders only (Zone 2) 8am-11pm



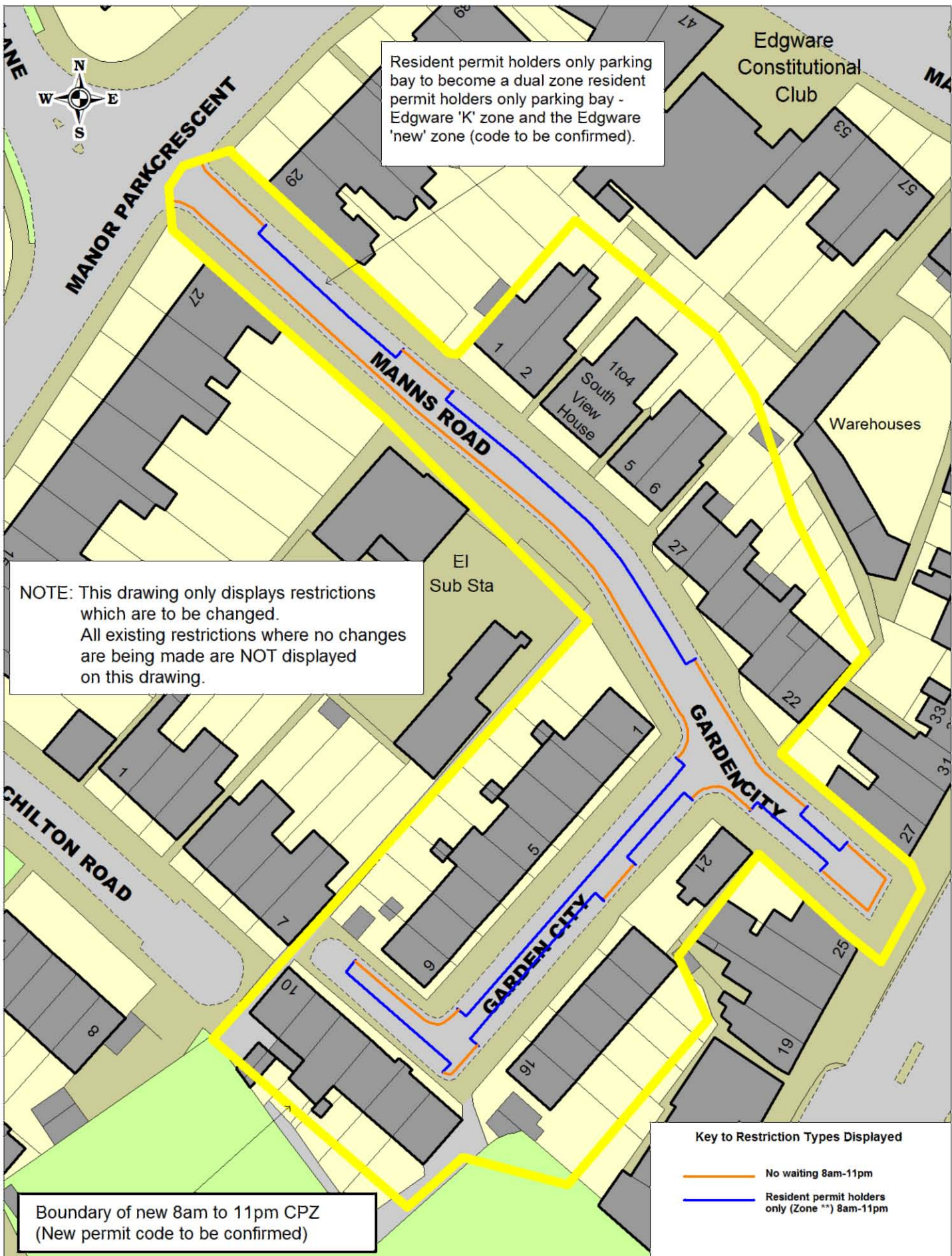
Statutory Consultation - SCR152
Proposal - Change to Edgware CPZ hours of operation and CPZ permit code in Manns Road and Garden City HA8

SCALE	1 : 639
DATE	23/03/2017
DRAWING No.	SCR152-01
DRAWN BY	KG

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Resident permit holders only parking bay to become a dual zone resident permit holders only parking bay - Edgware 'K' zone and the Edgware 'new' zone (code to be confirmed).



NOTE: This drawing only displays restrictions which are to be changed. All existing restrictions where no changes are being made are NOT displayed on this drawing.

Boundary of new 8am to 11pm CPZ (New permit code to be confirmed)

Key to Restriction Types Displayed

	No waiting 8am-11pm
	Resident permit holders only (Zone K) 8am-11pm

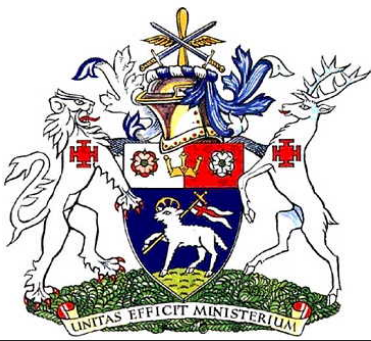


Change to Edgware CPZ hours of operation and CPZ permit code in Manns Road and Garden City HA8

SCALE	1 : 639
DATE	11/07/2017
DRAWING No.	SCR152-01a
DRAWN BY	KG

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Hendon Area Committee

24 July 2017

Title	Deansbrook Road Improved Pedestrian Signage
Report of	Strategic Director for Environment
Wards	Hale and Burnt Oak
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1. Drawing number BC/001031-02-100-01
Officer Contact Details	Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk

Summary

This report details the outcome of a site visit to identify suitable locations for pedestrian signage which will direct pedestrians walking between Mill Hill Broadway Thameslink Station and Burnt Oak Underground Station via Deansbrook Road Shopping Parade, HA8.

Recommendations

1. That the Hendon Area Committee approves the locations indicated on drawing BC/001031-02-100-01, Appendix 1 as suitable for encouraging commuter foot fall via Deansbrook Road Shopping Parade.
2. That the Hendon Area Committee agrees to implement the signage as detailed in this report and shown in Appendix1.
3. That the Hendon Area committee agrees there is no requirement for a consultation. Therefore the scheme will be implemented without formal consultation.
4. That the Hendon Area Committee, gives instruction to the Strategic Director for Environment to implement the approved signs.

5. That the Hendon Area Committee note that the costs of the signs can be contained within the original budget and no additional funding is required.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed as it has been requested that pedestrian signage is put in place to promote a route to take pedestrians from Mill Hill Broadway Thameslink Station via Deansbrook Road local shopping parade and then onwards to Burnt Oak Station (Northern Line) on Watling Avenue.
- 1.2 Councillor Davey raised a member item at the October 2016 Hendon Area Committee in relation to the pedestrian signage. At the meeting the Committee RESOLVED to allocate up to £5000 Area Committee CIL funding for a feasibility study looking at design, purchase and installation costs of directional signage between Burnt Oak Underground Station and Mill Hill Broadway Thameslink Station. It was also resolved that the Commissioning Director for the Environment instruct officers to undertake the feasibility study outlined above and report findings to the meeting of the next Area Committee.
- 1.3 A site visit was held on Wednesday 7th June 2017 and the various routes in the area were walked.
- 1.4 Below is a table of popular walking routes to Burnt Oak Station from Mill Hill Broadway Station comparing walking times and walking distances.

Walking Route	Walking Distance	Walking Time
Via Deansbrook Road	1.3 miles	27 minutes
Via Deansbrook Road and Watling Park	1.5 miles	28 minutes
Via Watling Road	1.3 miles	25 minutes

1.5 It is recommended that to encourage the residents to use the alternative walking route along Deansbrook Road via the shops, pedestrian signage is put up in the locations identified on Drawing no. BC/001031-02-100-01. It is proposed to sign the routes that take pedestrians along Deansbrook Road and Fortescue Road. The signs will be as indicated in the drawing below and will be mounted on existing lamp columns.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Local Residents who live close to the Deansbrook Road parade of shops have expressed an interest in seeking ways to increase footfall to, and business within their local shops. They are aware that there is a constant stream of commuters who walk between the two stations, but often bypassing Deansbrook Road, choosing to walk via Watling Avenue instead.
- 2.2 Deansbrook Road is a bus route served by bus services 302, 303, 618, 628 and 642.

Watling Road is a bus route served by bus services 114, 186, 251 and 605.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Consideration was given to an alternative type of sign - 'Wayfinder Signage' (Legible London Monoliths) but was not deemed suitable for this purpose. Legible London Monoliths usually cover a wider area with more popular tourist type destinations, which is not the case with the area around Deansbrook Road.

4. POST DECISION IMPLEMENTATION

If the reports recommendation is approved, the scheme would be progressed to implementation stage in the 2017/2018 financial year.

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 scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

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

- 5.2.1 Council funding of £5000 was agreed from the Hendon Area Committee Budget to carry out the feasibility and design and there is sufficient funding remaining to carry out the implementation of the directional signage.

- 5.2.2 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298 (funding report on this agenda). This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of 29,798 (adjusted for under and overspends previously reported and items on hold) minus £2,500 allocation agreed at the May Committee meeting.

- 5.2.3 The estimated implementation cost for the recommendations is £2000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1). The cost will be funded from the 2016/17 Area Scheme Funding.

- 5.2.4 The works 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 policy and within budget.

5.4.2 Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty Scheme designed with reference to LT/Note 1/94 'Design and use of Directional Informatory Signs' and The traffic Signs Regulations and General Directions 2016.

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 The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services

5.7 **Consultation and Engagement**

5.7.1 A consultation will not be carried out in relation to the scheme proposals. Ward Councillors will be notified prior to the implementation of the signage.

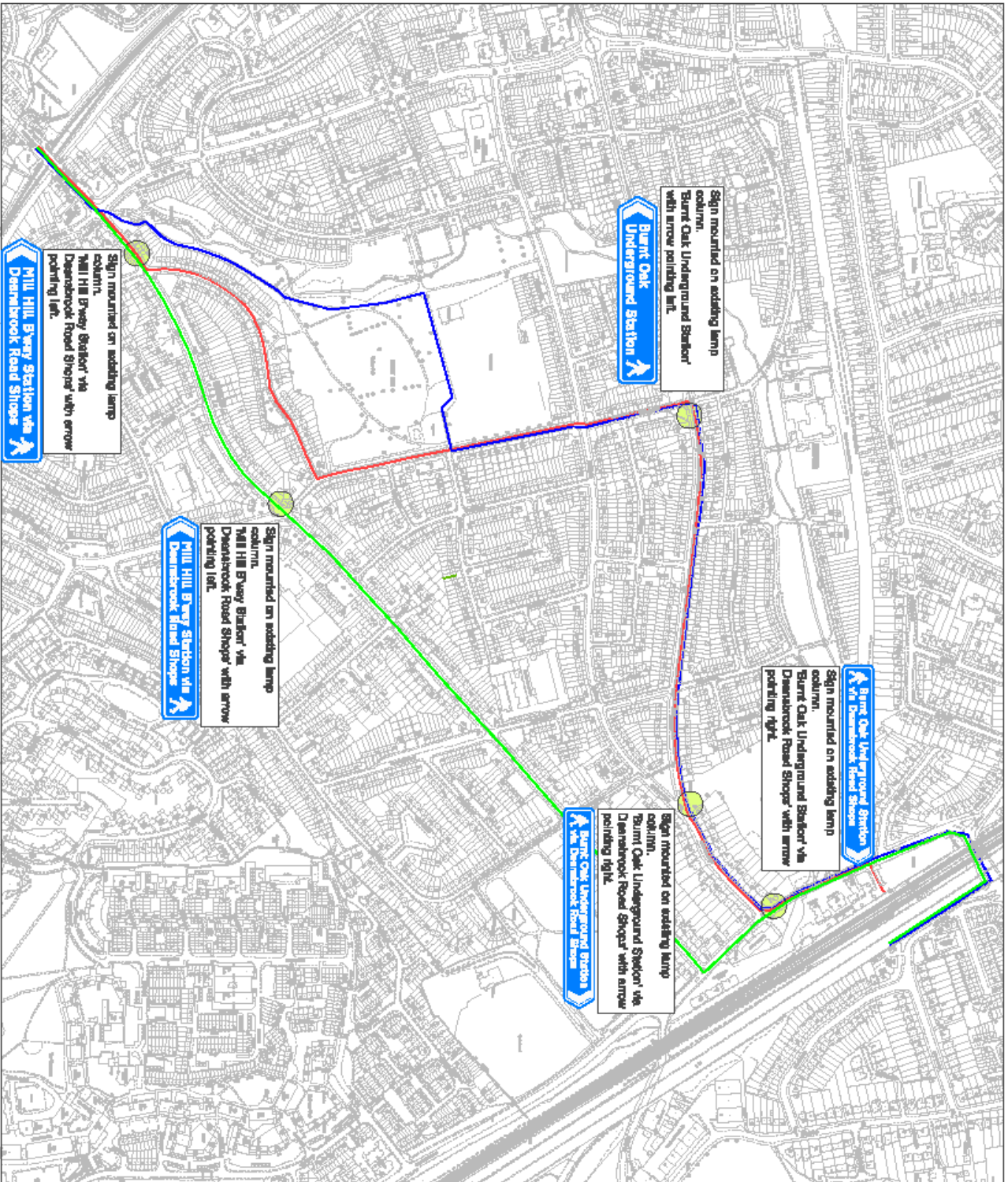
5.8 **Insight**

5.8.1 None in relation to this report.

6. **BACKGROUND PAPERS**

6.1 Hendon Area Committee October 2016

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8657&Ver=4>



NOTES

1. Route from Mill Hill Broadway Turntable Station via Deansbrook Road Shopping Parade and Deansbrook Road to Burnt Oak (approx. 1.2 miles - 27 minutes)

2. Route from Mill Hill Broadway Turntable Station via Deansbrook Road Shopping Parade and Milling Park to Burnt Oak (approx. 1.5 miles - 28 minutes)

3. Route from Mill Hill Broadway Turntable Station via Milling Avenue to Burnt Oak (approx. 1.2 miles - 25 minutes)

For additional information, please refer to the project website: www.recapita.com and contact the project team on 020 300 1000. The project team will be happy to provide you with a copy of the project information pack. The project information pack is available on the project website.

LINE	START/END	PROPOSED SIGN TYPE
1	Mill Hill Broadway Turntable Station to Deansbrook Road Shopping Parade	Adding lamp column
2	Mill Hill Broadway Turntable Station to Milling Avenue	Adding lamp column
3	Mill Hill Broadway Turntable Station to Deansbrook Road Shopping Parade	Existing lamp column
4	Deansbrook Road Shopping Parade to Burnt Oak	Existing lamp column
5	Deansbrook Road Shopping Parade to Burnt Oak	Existing lamp column
6	Deansbrook Road Shopping Parade to Burnt Oak	Existing lamp column

INFORMATION

BARNIET
CONTRIBUTOR

Address: Mill, Borehampton, Ltd

DEANSBROOK ROAD

DIRECTIONAL SIGNAGE

ReCAPITA
CAPITA BARNIET

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

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	<p>Hendon Area Committee</p> <p>24 July 2017</p>
<p>Title</p>	<p>Greyhound Hill, NW4- Request for Pedestrian Facilities</p>
<p>Report of</p>	<p>Strategic Director for Environment</p>
<p>Wards</p>	<p>Hendon</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix 1- Drawings: C2016_BC/001031-DESIGN-01 C2016_BC/001031-DESIGN-02</p> <p>Appendix 2- Reports: Pedestrian Survey Data</p>
<p>Officer Contact Details</p>	<p>Jamie Blake- Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

Summary

This report details the results from a feasibility study which involves investigating measures to improve road safety on Greyhound Hill, NW4, including installing a zebra crossing and improving existing pedestrian crossing facilities. It puts forward two options for consideration in terms of addressing pedestrian and traffic safety concerns, and improving pedestrian access to Sunnyfields Primary School.

Recommendations

- 1. That the Committee notes the review of the safety improvements on Greyhound Hill, as outlined in this report and the appendices to this report and as shown on drawings C2016_BC/001031-DESIGN_01 and C2016_BC/001031-DESIGN_02.**
- 2. That the Committee approves that the preferred Option 1 should be progressed to detailed design and public consultation but note that the scheme cost is in excess of the maximum budget available to the Committee.**
- 3. That, subject to funding being made available, the Committee gives instruction to the Strategic Director for Environment to carry out a statutory consultation on the approved Option.**
- 4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Committee instruct the Strategic Director for Environment to submit this scheme as part of the 2018/19 Local Implementation Plan (LIP) submission.**
- 5. That the committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed option should be implemented or not, with or without modification, subject to funding being made available.**

1. WHY THIS REPORT IS NEEDED

1.1 During the Hendon Area Committee on the 6 July 2016, Councillor Braun introduced a Member's item in her name, which related to the proposal for a zebra crossing outside Sunnyfield School, Hendon Ward.

1.2 Following discussion of the item, the committee unanimously agreed and it was therefore resolved:

'That the committee authorised the Commissioning Director of Environment to undertake a 'light touch' on cost report highlighting the viability and benefits of a zebra crossing and the indicative costs of a feasibility report and potential installation to be presented to a future meeting'.

1.3 During the progress update on the 26 October 2016, in the matter of Sunnyfields School, Greyhound Hill it was resolved that Committee:

- i. Note the update report.*
- ii. Agree expenditure of £5,000 from the Area Committee Budget (CIL) to carry out a feasibility study to investigate if a pedestrian facility can be installed on Greyhound Hill.*

1.4 This report is therefore required to investigate the feasibility of installing pedestrian facilities on Greyhound Hill, with a view to enhance pedestrian and safety improvements.

2. REASONS FOR RECOMMENDATIONS

2.1 This particular approach to prioritise pedestrian improvements is informed by i) initial site observations on pedestrian experience ii) speed survey data and iii) pedestrian survey data.

2.2 As part of the feasibility study, a site survey was carried out and the following points were observed:

- A pedestrian crossing facility would assist school children travelling to Sunnyfields Primary School;
- The availability of suitable crossing points is limited due to a high number of vehicle crossovers and parking bays within the study area;
- It is likely that there will be a reduction in overall parking provision on Greyhound Hill as part of any proposals for a pedestrian crossing taken forward.

2.3 The current pedestrian desire line is influenced by the primary school (Sunnyfields) in the vicinity and consequently many children are crossing the roads. This information was used to determine the proposed location of the crossing.

2.4 As part of the feasibility study, the personal injury accident data was analysed investigating the most recent 60 months of accident data from 1 September 2011 to 31 August 2016. There were a limited number of accidents (five accidents in total and all coded as slight). Table 1 below shows a summary of the accidents within the study area.

Table 1 – Summary of the Personal Injury Accident Data

Date	Accident Reference	Summary
05/02/12	0112SX20135	This accident involved two vehicles. V2 (Car) was waiting to go ahead. V1 (Car) was travelling behind, did not stop and hit rear of V2. This accident occurred during inclement weather (Snow).
08/10/13	0113SX20832	This accident involved two vehicles. The driver of V2 (Car) was looking at Sat Nav and collided with parked V1 (Goods Vehicle).
31/01/14	0114SX20108	This accident involved two

		vehicles. V2 (Car) was waiting to turn right. V1 (Car) travelling behind hit rear of V2 (Car).
29/06/16	0116SX20631	This accident involved two vehicles. V1 (Car) moved off from a parked position and hit V2 (Car).
08/07/16	0116SX20710	This accident involved two vehicles. V1 (Goods Vehicle) turned left with V2 (Pedal Cycle) on the nearside, causing collision.

- 2.5 Although five accidents have been recorded on Greyhound Hill, in close proximity to each other, there is no particular pattern in terms of accident types and modes. It should be noted that there was one accident that involved a vehicle that exceeded the speed limit in wet conditions and another accident that involved a goods vehicle and a pedal cycle.
- 2.6 Greyhound Hill is not on a bus route and is currently subject to a 30mph speed limit. A traffic speed survey was conducted from 10th May to 16th May 2017. The figures below in Table 2 indicate the 24 hour mean and 85th percentile (free flow) speeds in both directions for each day.

Table 2 – Speed Data

Date	Eastbound		Westbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
10/11/17	31.1	25.4	33.9	27.9
11/05/17	30.4	25.1	33.8	27.7
12/05/17	30.8	25.5	33.7	27.9
13/05/17	32.1	27.1	34.2	29.7
14/05/17	32.4	27.5	34.2	30.1
15/05/17	30.5	25.2	33.3	27.3
16/05/17	30.9	25.3	33.5	27.9

- 2.7 As shown in Table 2 above, the existing speeds along Greyhound Hill are suitable for installing a zebra crossing (zebra crossings are not appropriate for roads where the 85th percentile speed is above 35mph). It should also be noted that the speeds along the link are significantly above the Department for Transport (DfT) recommended threshold of 24mph for implementing a 20mph speed limit without physical speed reducing features therefore reducing the speed limit to 20mph is not recommended.

2.8 A pedestrian survey was conducted on Tuesday, 23rd May 2017 during the hours of 7.00-10.00am and from 3.00-6.00pm to determine the number of pedestrians crossing informally on Greyhound Hill. The area was divided into four zones as shown in appendix 2 and the results of the survey were used to determine the proposed location of the zebra crossing. The weather conditions were mainly dry, warm and overcast during the survey. The following points were observed:

- Pedestrians (including school children) were observed travelling on Greyhound Hill towards Sunnyfields Primary School;
- The number of pedestrians wishing to cross the road were heavy during the peak hours, as shown in appendix 2;
- The uncontrolled crossing point located to east of the junction with Sunny Hill was the busiest with a significant number of the pedestrians being school children.

2.9 Following the site survey, accident analysis and a review of the pedestrian crossing movements, two options for providing a safe crossing point on Greyhound Hill were developed. These are summarised in Table 3 below:

Table 3 – Zebra Crossing Options

Option	Summary
<p style="text-align: center;">Option 1 C2016_BC/001031-DESIGN-01</p>	<p>A zebra crossing is proposed approximately 17m to the west of Sunnyfields Primary School outside property no.38 Greyhound Hill.</p> <p>In addition, it is proposed that an uncontrolled crossing is installed on the southern footway of Greyhound Hill at the junction with Newark Way to improve the pedestrian experience particularly to pedestrians going to Ravenscroft Medical Centre, located at No. 69 Greyhound Hill and an uncontrolled crossing is proposed to be installed on the northern footway of Greyhound hill at the junction with Sunny Hill.</p> <p>This will benefit pedestrians walking along Greyhound Hill, including pupils on their way to the school.</p>
<p style="text-align: center;">Option 2</p>	<p>A zebra crossing is proposed approximately 27m to the east of the junction with Sunny Hill outside</p>

<p>C2016_BC/001031-DESIGN-02</p>	<p>property no.49/51 Greyhound Hill.</p> <p>In addition, it is proposed that an uncontrolled crossing is installed on the southern footway of Greyhound Hill at the junction with Newark Way to improve the pedestrian experience particularly to pedestrians going to Ravenscroft Medical Centre, located at No. 69 Greyhound Hill and an uncontrolled crossing is proposed to be installed on the northern footway of Greyhound hill at the junction with Sunny Hill.</p> <p>This will benefit pedestrians walking along Greyhound Hill, including pupils on their way to the school.</p>
----------------------------------	---

- 2.10 The options have been reviewed on site by Officers and the preferred location for the zebra crossing is Option 1 which is detailed on drawing C2016_BC/001031 -DESIGN-01.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 During the Hendon Area Committee on the 2 May 2017, a report was presented setting out a number of options and measures but additional speed and pedestrian surveys were requested. Following these surveys, this report has used the information to inform the two best options for consideration by the committee. Therefore, in addition to the two options set out above, the only other option is not to proceed with any of the proposed improvements of the scheme; however, this will not address the traffic and pedestrian safety concerns on Greyhound Hill.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved, detailed design of the proposals would be undertaken. Ward members and residents living close to the study area would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The scheme will help address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in

life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate for installing a zebra crossing as shown below in Table 4, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 4 –Cost Estimates

Activity	Estimated costs
Detailed Design (Includes statutory processes, topographical survey procurement, lighting design, STATS searches, advertising, public consultation, safety audits etc.)	£7 000
Build Cost	£23 000
Sub-TOTAL	£30 000
Implementation & post implementation fee @ 10%	£3 000
GRAND TOTAL	£33 000

5.2.2 Procurement of the works would be via the existing London Highways Alliance Contract (LOHAC) and the Council’s Street Lighting provider as appropriate.

5.2.3 The Hendon Area Committee should note that all options including the recommended option 1 are above the maximum budget for the Area Committee CIL funding of £25,000. Therefore the proposals cannot be funded fully by the Area Committee and would need to be prioritised in the 2018/19 Local Implementation Plan (LIP) Budget.

5.2.4 The introduction of a zebra crossing would introduce street lighting assets that would require future maintenance.

5.2.5 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward

of £20,500 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.

5.3 Social Value

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations related to this work.

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 an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

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

5.4.4 Statutory consultation will be carried out in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.5 Risk Management

5.5.1 The introduction of a zebra crossing can result in road traffic injury accidents in the vicinity. This will be mitigated by selecting a location that serves the pedestrian desire line and discourages crossing close to but not on the crossing. A road safety audit will be commissioned during detailed design stage.

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 The proposals are expected to benefit individual 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 be outlined on the council's website.

5.8 **Insight**

5.8.1 The proposals have been informed by site, traffic and pedestrian surveys in the vicinity of the proposed zebra crossing.

6. **BACKGROUND PAPERS**

6.1 Minutes of the Hendon Area Committee on 2nd July 2016 can be found here:

<https://barnet.moderngov.co.uk/documents/g8280/Printed%20minutes%2002nd-Jul-2015%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.2 Minutes of the Hendon Area Committee on 26 October 2016 can be found here:

<https://barnet.moderngov.co.uk/documents/g8657/Printed%20minutes%2026tuh-Oct-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.3 Report to the Hendon Area Committee on 2 May 2017:

<https://barnet.moderngov.co.uk/documents/s39488/Greyhound%20Hill%20NW4%20Request%20for%20Pedestrian%20Facility.pdf>

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NOTE: This drawing only displays restrictions which are proposed to be changed. All existing restrictions where no changes are being proposed are NOT displayed on this drawing.



Boundary of proposed 8am to 11pm CPZ
New permit code to be confirmed

Key to Restriction Types Displayed

- No waiting 8am-11pm
- Resident permit holders only (Zone 2) 8am-11pm



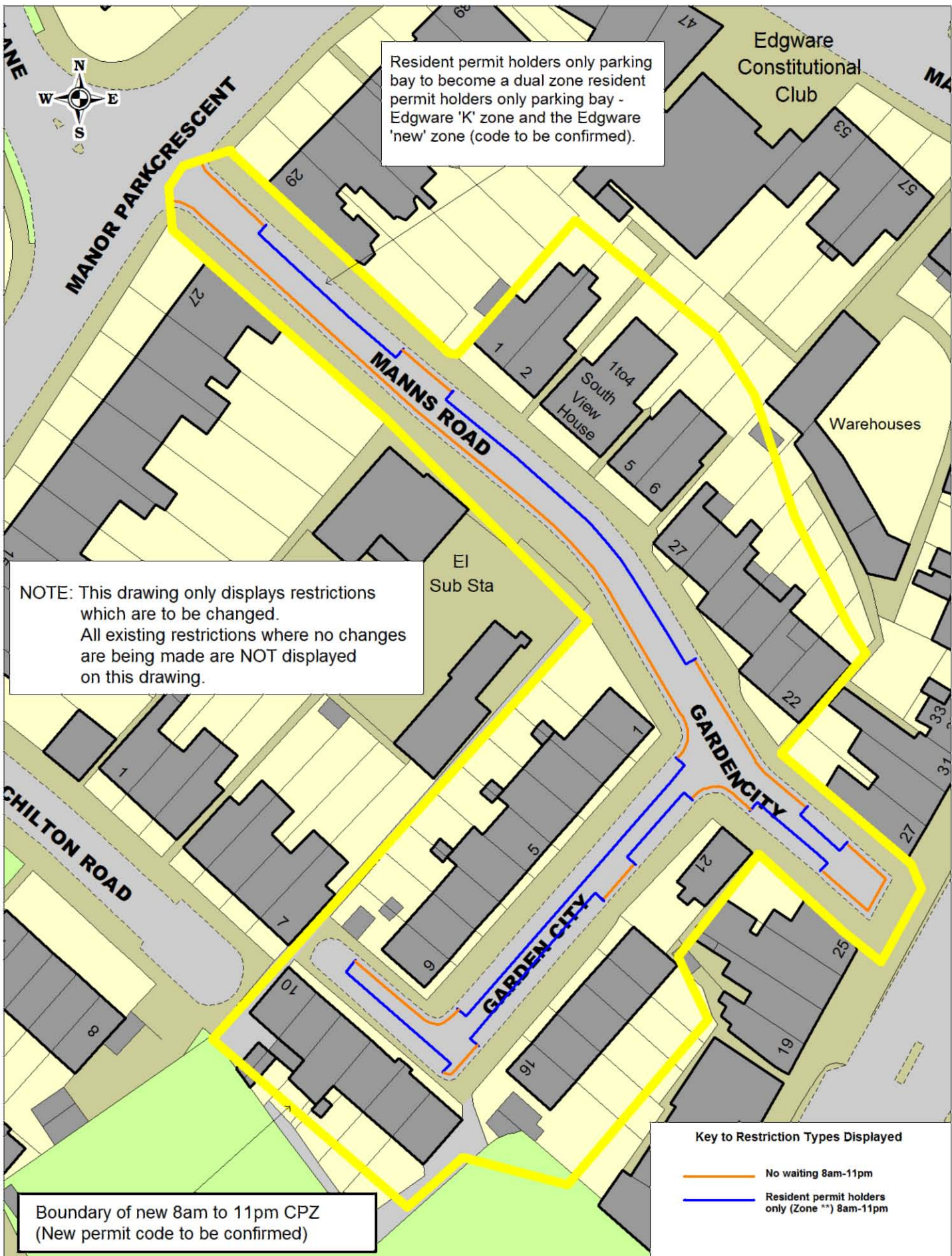
Statutory Consultation - SCR152
Proposal - Change to Edgware CPZ hours of operation and CPZ permit code in Manns Road and Garden City HA8

SCALE	1 : 639
DATE	23/03/2017
DRAWING No.	SCR152-01
DRAWN BY	KG

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Resident permit holders only parking bay to become a dual zone resident permit holders only parking bay - Edgware 'K' zone and the Edgware 'new' zone (code to be confirmed).



NOTE: This drawing only displays restrictions which are to be changed. All existing restrictions where no changes are being made are NOT displayed on this drawing.

Boundary of new 8am to 11pm CPZ (New permit code to be confirmed)

Key to Restriction Types Displayed

	No waiting 8am-11pm
	Resident permit holders only (Zone "K") 8am-11pm



Change to Edgware CPZ hours of operation and CPZ permit code in Manns Road and Garden City HA8

SCALE	1 : 639
DATE	11/07/2017
DRAWING No.	SCR152-01a
DRAWN BY	KG

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	<p>Hendon Area Committee</p> <p>24 July 2017</p>
<p>Title</p>	<p>Langstone Way, NW7 - Request for Pedestrian Crossing</p>
<p>Report of</p>	<p>Strategic Director for Environment</p>
<p>Wards</p>	<p>Mill Hill</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix 1 - Drawings: Option 1: C2016_BC/00110801_DESIGN_01 Option 2: C2016_BC/00110801_DESIGN_02</p> <p>Appendix 2 - Survey Data: Speed Survey Data Pedestrian Survey Location Plan & Data</p>
<p>Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

Summary

This report details the results from a feasibility study to provide a pedestrian crossing facility on Langstone Way, NW7 which is intended to serve the residents of Farthing Court and it puts forward two options for consideration to address the pedestrian and traffic safety concerns raised.

Recommendations

1. That the Committee notes the review of safety improvements on Langstone Way, NW7, as outlined in this report and the appendices to this report and as shown on the enclosed drawings.
2. That the Committee approves that the preferred Option 1 should be progressed to detailed design and public consultation, as outlined in Appendix 1.
3. That the Committee gives instruction to the Strategic Director for Environment to carry out a statutory consultation on the approved option.
4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Committee instructs the Strategic Director for Environment to introduce the approved option.
5. That the Committee agrees that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed Option should be implemented or not, and if so, with or without modification, subject to funding being made available.
6. That the Committee agrees to allocate the funding for the approved option from this year's (CIL Area Committee budget of £25,000) to design and carry out statutory consultation, and subject to the outcome of that consultation, introduce the agreed option.

1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns were raised by residents at the Hendon Residents Forum regarding the difficulty in crossing Langstone Way to and from the nearby supermarket due to the heavy traffic flow and high vehicle speeds.
- 1.2 During the Hendon Area Committee on the 20 February 2017, The Chairman, Councillor Brian Gordon invited Councillor Sury Khatri to introduce a Member's item in his name, which related to a request for a new pedestrian crossing on Langstone Way, NW7.
- 1.3 Following discussion of the item, the Hendon Area Committee unanimously agreed and it was therefore resolved:

That the Commissioning Director for Environment instructs officers to undertake a feasibility study on the option to install a pedestrian crossing in Langstone Way, Mill Hill with an allocated budget of up to £5,000 and to bring an update back to Committee.

- 1.4 This report is therefore required to investigate the feasibility of installing a pedestrian crossing on Langstone Way with a view to enhance pedestrian and safety improvements.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This particular approach to prioritise pedestrian improvements is informed by i) site observations on pedestrian experience particularly the residents of Farthing Court, ii) speed survey data and iii) pedestrian survey data.
- 2.2 On the 11th April 2017, a site meeting took place involving the responsible officer, ward councillor and the manager of Farthing Court. During the meeting, the safety concerns on Langstone Way were observed and the preferred option to improve pedestrian safety which is discussed in Table 3 below was put forward and agreed upon.
- 2.3 The current pedestrian desire line is influenced by the supermarket in the vicinity and consequently, many pedestrians are crossing the road at the existing dropped kerbs opposite Farthing Court. Residents of Farthing Court frequently cross the road to access the supermarket. This information was used to determine the location of the Zebra Crossing.
- 2.4 As part of this feasibility study, the most recent personal injury accident data was analysed investigating 60 months of accident data from 1 September 2011 to 31 August 2016 within the study area. There were a limited number of accidents (two accidents in total and both coded as slight). Table 1 below shows a summary of the accidents within the study area:

Table 1 – Summary of the Personal Injury Accident Data

Date	Accident Reference	Summary
29/03/12	0112SX20284	This accident involved two vehicles. V1 (Mobility Scooter) drove off pavement into the side of V2 (Car).
30/01/14	0114SX20101	This accident involved two vehicles. V2 (Car) failed to give way at roundabout and hit nearside of V1 (Car) as it turned right on the roundabout.

There are a high number of residents who use wheel chairs and mobility scooters within the scheme extent due to the close proximity of Farthing Court and Frances and Dick James Court. Although both accidents are unrelated, one accident involved a mobility scooter. There were no speed related accidents, or any directly involving pedestrians on Langstone Way.

- 2.5 Langstone Way is not on a bus route and is currently subject to a 30mph Speed Limit. A traffic speed survey was conducted from 6th May to 12th May 2017. The figures below in Table 2 indicate the 24 hour mean and 85th percentile (free flow) speeds in both directions for each day.

Table 2 – Speed Data

Date	Eastbound		Westbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
06/05/17	20.5	16.5	21.0	17.2
07/05/17	22.3	17.3	21.9	16.8
08/05/17	21.4	17.1	21.2	17.2
09/05/17	21.9	17.2	21.3	17.4
10/05/17	21.8	17.4	22.2	18.5
11/05/17	21.4	16.9	21.6	17.9
12/05/17	20.3	16.5	20.7	16.6

As shown in Table 2 above, the existing speeds along Langstone Way are suitable for installing a zebra crossing (Zebra crossings are not appropriate for roads where the 85thtile speed is above 35mph).

2.6 A pedestrian survey was conducted on 6th June 2017 for the hours of 7.00-10.00am and from 3.00-6.00pm to determine the number of pedestrians crossing informally on Langstone Way. The area was divided into two zones which can be seen in appendix 2 and the results of the survey were used to determine the proposed location of the zebra crossing. The weather conditions were wet in the AM and mainly dry in the PM, with short periods of misty rain during the survey. The following points were observed:

- Pedestrians were observed travelling on Langstone Way on the southern footway walking diagonally across the road towards the supermarket;
- There were a high number of elderly pedestrians wishing to cross the road at both zones with the desire line at zone 1 being the supermarket and the desire line for zone 2 being the doctor’s surgery as shown in appendix 2. Also, most of the children were observed to be crossing at zone 1.

2.7 Following the site survey, speed survey, accident analysis and a review of the pedestrian crossing movements, two options for installing a zebra crossing on Langstone Way were developed which are summarised in table 3 below:

Table 3 – Zebra Crossing Options

Option	Summary
Option 1	The proposed location for the zebra crossing is opposite Farthing Court. This option involves modifying the

C2016_BC/00110801_08-DESIGN-01	dropped kerbs to accommodate the new zebra crossing. There is a removal of approximately 8m of single yellow line (zebra zig zag markings to replace the single yellow line which operates Mon-Sat 10-11am and 2-3pm). This is the officers preferred option.
<p style="text-align: center;">Option 2</p> C2016_BC/00110801_08-DESIGN-02	The proposed location for the zebra crossing is opposite Frances and Dick James Court. There is a removal of approximately 17m of single yellow line (zebra zig zag markings to replace the single yellow line which operates Mon-Sat 10-11am and 2-3pm)..

2.8 The indicative cost for building a zebra crossing is detailed out in paragraph 5.2.1 below is £24,200. There may be associated costs for any lighting columns that may need to be relocated. This will be confirmed as part of lighting design during the detailed design stage.

2.9 The options have been reviewed on site by Officers and the preferred location for the zebra crossing is Option 1 which is detailed on drawing C2016_BC/00110801_08-DESIGN-01.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 In addition to the two options set out above, the only other option at this stage is not to proceed with any of the proposed improvements of the scheme; however, this will not address the original concern raised by residents regarding the difficulty in crossing Langstone Way.

3.2 Option 1 is the preferred option and Option 2 is not recommended.

4. POST DECISION IMPLEMENTATION

4.1 Once the recommendation is approved and subject to funding being approved, detailed design of the zebra crossing would be undertaken. Ward members and residents living in close proximity to the crossing location would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements,

flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate for installing a zebra crossing as shown below in Table 4, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 4 – Zebra Crossing Cost Estimates

Activity	Estimated costs
Detailed Design (Includes statutory processes, topographical survey procurement, lighting design, STATS searches, advertising, public consultation, safety audits etc.)	£7,000
Build Cost	£15,000
Sub-TOTAL	£22,000
Implementation & post implementation fee @ 10%	£2,200
GRAND TOTAL	£24,200

5.2.2 Procurement of the works would be via the existing London Highways Alliance Contract (LOHAC) and the Council’s Street Lighting provider as appropriate.

5.2.3 The maximum that can be approved from the CIL Area Committee budget is £25,000.

5.2.4 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £20,500 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.

5.3 Social Value

- 5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations in relation to this work.

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 an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.3 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 5.4.4 Statutory consultation will be carried out in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.5 Risk Management

- 5.5.1 The introduction of a zebra crossing can result in road traffic injury accidents in the vicinity. This will be mitigated by selecting a location that serves the pedestrian desire line and discourages crossing close to but not on the crossing. A road safety audit will be commissioned during detailed design stage.

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

5.7 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 proposals have been informed by site, traffic and pedestrian surveys in the vicinity of the proposed zebra crossing.

6. **BACKGROUND PAPERS**

6.1 20 February 2017 Hendon Area Committee

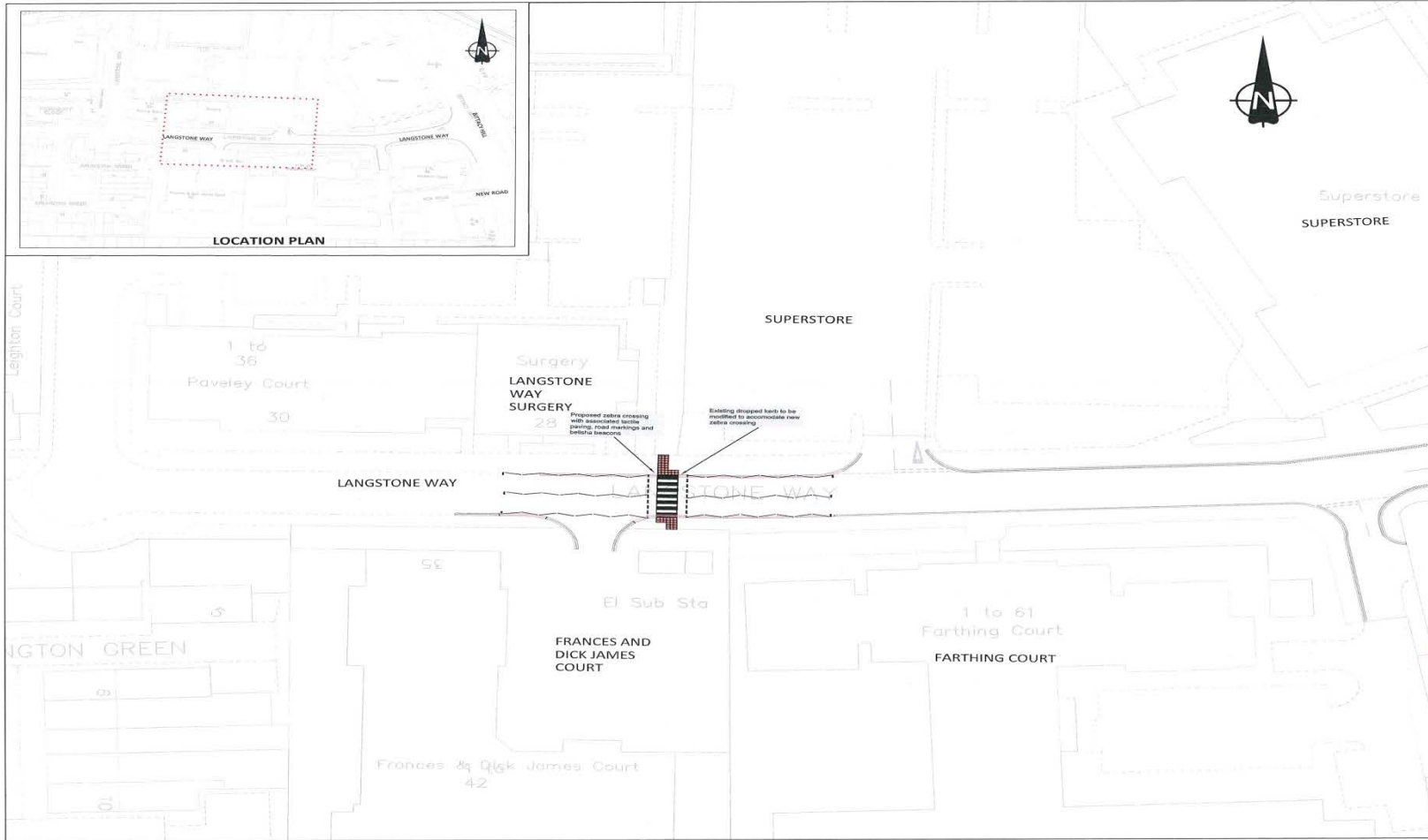
<http://barnet.moderngov.co.uk/documents/g9128/Printed%20minutes%2020th-Feb-2017%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

APPENDIX 1

FEASIBILITY DESIGN DRAWINGS



Option 1: C2016 BC/00110801 08-DESIGN-01



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, clearing and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref: C2016_BC/00110801
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

- All dimensions in metres except where stated otherwise

LEGEND:

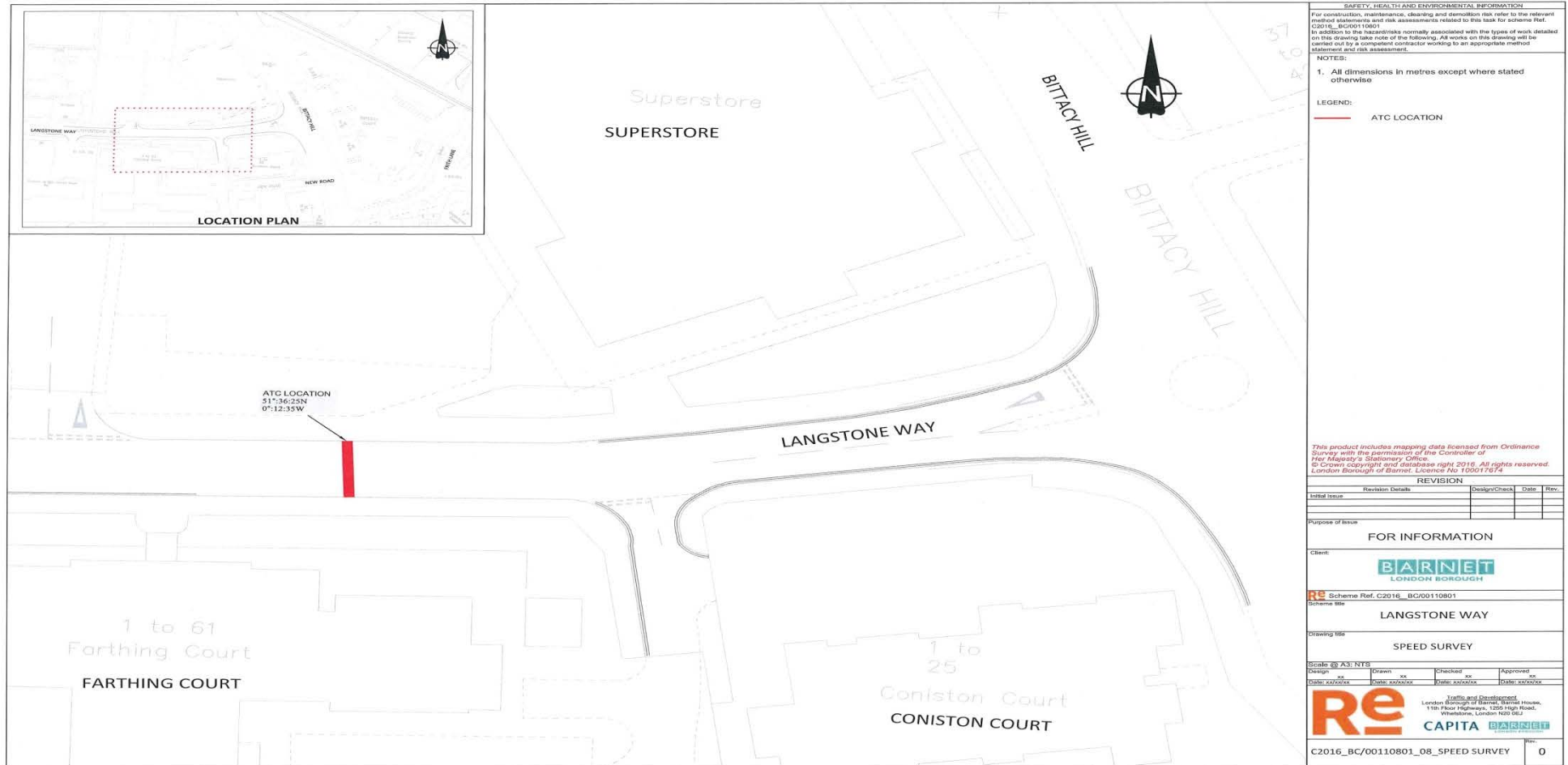
- EXISTING ROAD MARKINGS
- EXISTING DROPPED KERB
- EXISTING ROAD MARKINGS TO BE REMOVED
- PROPOSED WHITE ROAD MARKINGS
- LC EXISTING LIGHTING COLUMN
- SP EXISTING ROAD SIGN AND POST

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REVISION				
Revision Details	Design/Check	Date	Rev.	
Initial Issue				
Purpose of Issue				
DRAFT				
Client:				
BARNET LONDON BOROUGH				
Scheme Ref: C2016_BC/00110801				
LANGSTONE WAY				
Drawing title:				
FEASIBILITY DESIGN OPTION 2				
Scale @ A3: 1:500				
Design: xx	Drawn: xx	Checked: xx	Approved: xx	
Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx	
Re CAPITA				
Traffic and Development London Borough of Barnet, Barnet House, 116 Road Highway, 125th High Road, Wembley, London N20 9EJ				
C2016_BC/00110801_08_DESIGN_02				Rev. 0

Option 2: C2016_BC/00110801_08-DESIGN-02

APPENDIX 2 SURVEY DATA



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, clearing and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016_BC/00110801.
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:
 1. All dimensions in metres except where stated otherwise

LEGEND:
 — ATC LOCATION

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REVISION				
Revision Details	Design/Check	Date	Rev.	
Initial Issue				

Purpose of Issue: **FOR INFORMATION**

Client: **BARNET LONDON BOROUGH**

Scheme Ref: C2016_BC/00110801
 Scheme title: **LANGSTONE WAY**

Drawing title: **SPEED SURVEY**

Scale @ A3: NTS

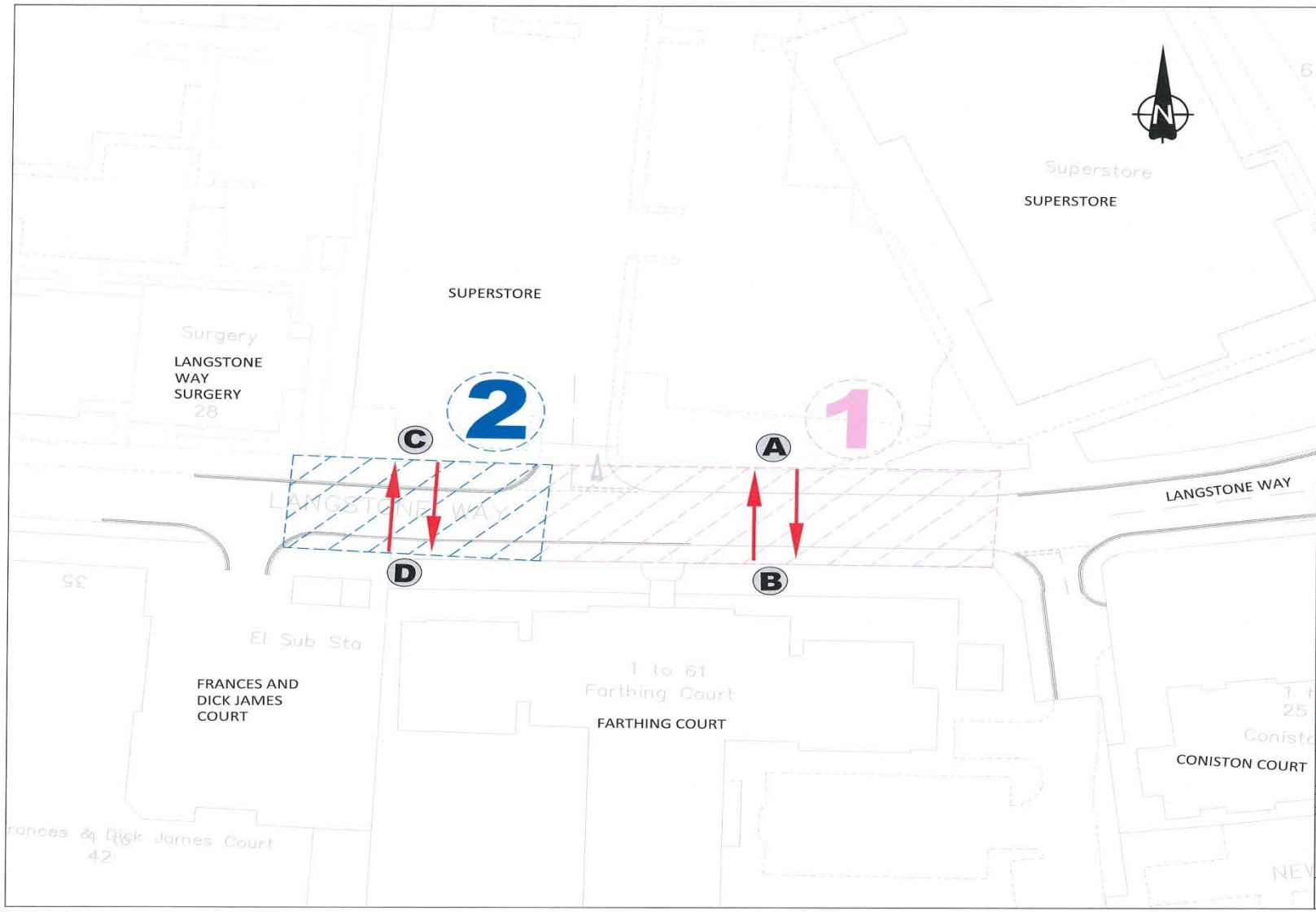
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Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx

re Traffic and Development
 London Borough of Barnet, Barnet House,
 11th Floor Highways, 1250 High Road,
 Wembley, London N20 0EJ

CAPITA BARNET

C2016_BC/00110801_08_SPEED SURVEY Rev. 0

Langstone Way Speed Survey Location Plan



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016_BC00110801

In addition to the hazards normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. This drawing is for information only

LEGEND:

- Zone 1
- Zone 2
- Pedestrian Flow

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REVISION			
Revision	Revision Details	Design/Check	Date

Purpose of Issue: **FOR INFORMATION**

Client: **BARNET LONDON BOROUGH**

RE Scheme Ref. C2016_BC00110801

Scheme title: **LANGSTONE WAY**

Drawing title: **PEDESTRIAN SURVEY**

Scale @ A3: NTS			
Design	Drawn	Checked	Approved
Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx

Traffic and Development
London Borough of Barnet, Barnet House,
118 Five Highways, 1255 High Road,
Wembley, London N20 0EJ

re **CAPITA** **BARNET**

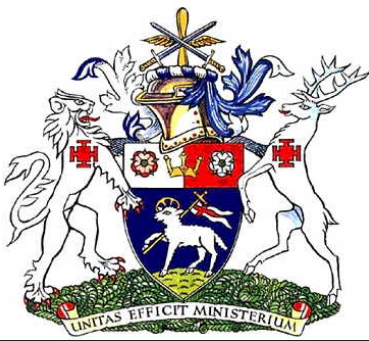
C2016_BC/00110801_08_PED_SURVEY	Rev: 0
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Langstone Way Pedestrian Survey Location Plan

Langstone Way Pedestrian Survey Data

TIME	A-B		B-A		C-D		D-C	
	A	C	A	C	A	C	A	C
7.00-7.15	0	0	0	0	0	0	0	0
7.15-7.30	0	0	0	0	0	0	1	0
7.30-7.45	0	0	0	0	0	0	0	0
7.45-8.00	1	0	1	0	2	0	2	0
8.00-8.15	1	0	6	0	0	0	0	0
8.15-8.30	1	0	3	0	2	2	2	0
8.30-8.45	2	0	0	0	1	0	1	0
8.45-9.00	0	0	2	0	1	0	1	0
9.00-9.15	0	0	0	0	2	0	1	0
9.15-9.30	1	0	0	0	3	0	1	0
9.30-9.45	1	0	1	0	2	0	2	0
9.45-10.00	1	0	0	0	1	0	4	0
15.00-15.15	1	0	0	0	2	0	3	0
15.15-15.30	1	0	0	0	5	0	3	0
15.30-15.45	2	8	2	0	2	0	1	0
15.45-16.00	2	0	5	0	1	0	1	0
16.00-16.15	3	2	0	0	1	0	1	1
16.15-16.30	7	0	1	0	0	0	1	2
16.30-16.45	3	0	0	0	0	0	0	0
16.45-17.00	2	0	3	0	3	0	2	0
17.00-17.15	1	0	0	0	1	0	2	0
17.15-17.30	2	0	1	0	0	0	1	0
17.30-17.45	1	0	1	0	0	0	2	0
17.45-18.00	2	0	1	0	2	0	1	0
	35	10	27	0	31	2	33	3
	72				69			

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Hendon Area Committee

24 July 2017

Title	Mill Hill ‘Town Square’, Brockenhurst Gardens
Report of	Strategic Director for Environment
Wards	Mill Hill and Hale
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1-Summary of objections and endorsements received. Appendix 2-Scheme drawing. Appendix 3-Consultation Letter
Officer Contact Details	Jamie Cooke, Cara Elkins, Therese Addison on 020 8359 3555.

Summary

This report seeks that Committee provides officers with its decision on how the Mill Hill ‘Town Square’ project should proceed.

This report summarises the work which has been undertaken to date in relation to the Mill Hill ‘Town Square’ proposals at the junction of Mill Hill Broadway and Brockenhurst Gardens. Information provided to the Hendon Area Committee includes detail on the consultation responses received and requests that Committee provides officers with its decision on how the project should proceed.

Recommendations

1. That the Hendon Area Committee should give due consideration to the representations received during the consultation process and instruct the Strategic Director for Environment if Members wish to proceed with the implementation of Mill Hill ‘Town Square’ and amendments to the waiting and

loading restrictions on Brockenhurst Gardens.

2. That subject to approval of 1 above the Committee agrees to allocate the additional funding of £13000 from this year's CIL Area Committee to complete the design and implementation of Option 2.

1. WHY THIS REPORT IS NEEDED

- 1.1 The report is needed to outline the responses received to the statutory consultation carried out in relation to the installation of a Town Square in Brockenhurst Gardens and the consequential changes to the current waiting and loading restrictions on Brockenhurst Gardens.
- 1.2 This scheme meets the London Borough of Barnet's priority of maintaining the right environment for a strong and diverse local economy by creating a more vibrant and appealing town centre for residents of Mill Hill and Hale wards, and attracting shoppers and visitors from neighbouring areas who would not otherwise come to Mill Hill or visit the locality for recreational purposes.
- 1.3 The scheme originated from the Mill Hill Neighbourhood Forum specifically to address planning concerns in Mill Hill and to put into place a proactive approach for preventing the decline of the town centre. The Mill Hill Neighbourhood Forums survey to 10,000 homes in spring 2015 revealed unanimous support among local residents for a programme of visiting markets to enliven the Broadway. A three day celebration for the Queens 90th birthday crucially allowed the forum to pilot the use of the proposed 'Mill Hill Town Square' in Brockenhurst Gardens for a stage, bar and street food, and showed potential for this as a community space and town square.
- 1.4 The matter was raised as a Members Item at the 6 July 2016 Hendon Area Committee where the committee unanimously agreed to award £12,000 to the Mill Hill Pocket Park Project (now known as the Mill Hill 'Town Square') from its Hendon Area Committee CIL budget. In addition to the funding from the Hendon Area Committee, the Mill Hill Neighbourhood Forum gained £8,000 funding from Tesco.
- 1.5 Following the successful funding allocation, the council undertook a review of the potential options for the 'Mill Hill Town Square' Three options were developed and presented at a meeting on 19 January 2017 attended by council officers, a member of Mill Hill Neighbourhood Forum and a ward member. Option 2 met all the concept objectives and it was agreed that Option 2 would be developed further for public consultation.
- 1.6 **Appendix 2** illustrates the proposals presented to the public, emergency services, councillors and stakeholders.
- 1.7 A subsequent site visit confirmed that although 36 metres of pay by phone parking bays would be removed from the north end of Brockenhurst Gardens

site investigations confirmed that 18 meters of Monday to Friday 11am to midday waiting and loading restrictions opposite numbers 2 to 6 Brockenhurst Gardens would now be re-designated as pay by phone parking bays.

- 1.8 The council undertook a statutory consultation between 23 February 2017 and 16 March 2017. A copy of the consultation document is attached as Appendix 3 of this report. The aim of the consultation was to seek views on the creation of a 'Town Square' utilising approximately 170m² of existing carriageway on Brockenhurst Gardens where it meets The Broadway. A total of 350 consultation letters were delivered to residents, emergency services, councillors and stakeholders. A total of eight responses were received of which 6 objected to the scheme / proposals and 2 supported the scheme / proposals. See Appendix 1 for overview of responses.
- 1.9 Following consultation with residents, businesses and ward councillors, comments in favour of the scheme as well as objections to the creation of the 'Town Square' and amendments to the waiting and loading restrictions have been received.
- 1.10 A petition organised by the Mill Hill Neighbourhood Forum of 361 signatures in favour of the scheme was received and was presented to the Hendon Residents Forum on the 5 July. The signatures were collected at a two day event in Brockenhurst Gardens on 16 and 17 June 2017 but did not form part of the statutory consultation.
- 1.11 The concerns raised from the consultation are set out in more detail in **Appendix 1 - Summary of Objections**. Officers consider that the objections can be addressed and that the initiative to create a town square could have benefits for the Mill Hill community and visitors in general. It is considered that the loss of parking is not significant when taken into context of the advantages of the overall project.

2. REASONS FOR RECOMMENDATIONS

- 2.1 It is recommended that Committee provides officers with its decision on how the Mill Hill 'Town Square' project should proceed, considering the information presented. The proposals are recommended as part of the Council's commitment to promote public spaces within town centres and improve and enhance a feeling of community for residents, visitors and businesses. Officers consider that the scheme will promote community cohesion and provide an environment for the residents and businesses of Mill Hill to meet and hold social events.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Officers view that there are three options on how to proceed

1. Decision to go ahead as originally planned and have a permanent 'Town Square'

2. Decision to have a non-permanent designated area for community events, retaining the parking bays but restricting parking on Saturdays when the space will be utilised for events, although Tesco may not fund this approach as it differs from the scheme they proposed to fund.

3. Decision to not proceed with any of the proposed improvements. This will however not address the original request made by the community.

4. POST DECISION IMPLEMENTATION

4.1 Residents of the affected properties and ward councillors will be advised of the outcome of the decision. If a decision is made to go ahead with the scheme the measures will be implemented during the 17/18 financial year.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

5.2.1 The estimated implementation cost for the recommendations was £20,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1). The cost was agreed to be funded from the 2016/17 Area Committee CIL allocation of £12,000 (July 2016) and TESCO Supermarkets £8,000.

5.2.2 To complete the design and implementation of the proposed permanent scheme, additional funding from Hendon Area Committee CIL budget of £13,000 will be required. This additional funding is required due to unforeseen additional consultation and communications following the results of the statutory consultation and the estimated cost of implementing the selected option.

5.2.3 If the scheme is to be implemented, the authorisation for spend and reporting of spend will be undertaken in line with the council budget monitoring and reporting process. In addition, current contracts will be used and at this stage no additional procurements are required.

5.2.4 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £177,298. This balance consists of

an in year CIL allocation of £150,000 combined with a prior year carry forward of £20,500 minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.

5.2.5 At this stage there are no implications on property, staffing or IT.

5.2 Social Value

High The scheme will enhance the social and environmental integrity of the already vibrant and busy Mill Hill Broadway and encourage residents and visitors to take pride in their area.

5.3 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 an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

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

5.4 Risk Management

5.4.2 None in context of this report. Risk management may be required for work resulting from this report.

5.5 Equalities and Diversity

5.5.2 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

5.5.3 The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

5.5.4 The Corporate plan 2015-2020 sets the Strategic Equalities Objective, which is: that citizens will be treated equally, with understanding and respect, and will have equal access to quality services which provide value to the tax payer. Changes to policies and services are analysed in order to assess the potential equalities impacts and risks and identify any mitigating action

possible before final decisions are made.

- 5.5.5 No specific impacts have been identified. However the situation will be monitored throughout the implementation.

5.6 Consultation and Engagement

- 5.6.2 The council undertook a formal consultation on 23 February 2017. An overview of the consultation is provided in section 1.8 (detail on the consultation can be found in Appendix 1.)

5.7 Insight

- 5.7.1 No specific insight has been undertaken in order to inform the recommendation, except for the consultation above.

6 BACKGROUND PAPERS

<https://barnet.moderngov.co.uk/documents/s35306/Mill%20Hill%20Markets%20Programme.pdf> – Mill Hill Markets Application for non-CIL Community funding.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&Mid=8657&Ver=4> – Hendon Area Committee Wednesday 26 October 2016.

Appendix 1 Summary of objections and endorsements to Brockenhurst Gardens – Mill Hill Town Square

OBJECTIONS

Objection Number	Objection	Road Name	WARD
1	Concerns over increased anti-social behaviour and increased parking problems through loss of bays	Brockenhurst Gardens	Mill Hill
2	Fly Tipping, anti-social behaviour	Brockenhurst Gardens	Mill Hill
3	Fly Tipping, anti-social behaviour, unsuitable for pocket park area	Brockenhurst Gardens	Mill Hill
4	Extra noise created by markets/music, increased problems for residents parking	Brockenhurst Gardens	Mill Hill
5	Anti-social behaviour, attracting vandals and graffiti, excessive noise at event times, parking in front of driveways.	Brockenhurst Gardens	Mill Hill
6	Town centre not necessary, plenty of parks in the area. Loss of parking bays will increase parking stress for residents	Brockenhurst Gardens	Mill Hill

Endorsements

Endorsement Number	endorsement	Road Name	WARD
1	Approve of proposed scheme as it will bring a little space in which to stop and sit out of traffic filled streets. Introduction of a market day will increase visitors to the area and so benefit all traders also as a cyclist, I approve of the cycle stands.	Brockenhurst Gardens	Mill Hill
2	Although the loss of 6 parking spaces will be unfortunate, but the creation of a place for Mill Hillians to come together and see as the centre of 'their town' will make such a difference to community life.	Brockenhurst Gardens	Mill Hill

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Appendix 3. Consultation letter

Scheme Name: Brockenhurst Gardens Mill Hill Town Square
Our Ref.: BC/001038
Department: Traffic & Development
Date: 23rd February 2017
Contact Details: Traffic and Development Department
Tel. 020 8359 3555
traffic.consultations@barnet.gov.uk

Dear Resident,

Barnet Council, in conjunction with Mill Hill Neighbourhood Forum and TESCO Supermarkets, have been provided funding to create a 'Town Square' utilising approximately 170m² of existing carriageway on Brockenhurst Gardens where it meets The Broadway.

The facility will benefit the entire community as a central meeting place with seating and planting facilities, which can be flexibly configured to support market and event days as well as being available for everyday use.

In order to facilitate the creation of the 'Town Square', the following engineering measures will be required:

- A. Raising the existing carriageway to footway level, and repaving the surface with paving slabs to match the existing footway.
- B. Removal of the 6 bollards located at the north end of the Brockenhurst Gardens junction with The Broadway.
- C. Installation of permanent street furniture to include seating and planters which can be moved to provide various configurations.
- D. Installation of two new cycle stands.
- E. Incorporation of open space required for the temporary erection of a stage and marquees on event and market days.
- F. Removal of payment parking bays on the north east and south west of Brockenhurst Gardens, near its junction with The Broadway.
- G. Introduction of a 5m length of 'Monday – Friday, 11am – 12pm (noon)' waiting restriction in Brockenhurst Gardens, adjacent to No. 30 The Broadway
- H. Removal of 18m of 'Monday – Friday, 11am – 12pm (noon)' waiting restriction opposite Nos. 2 to 6 Brockenhurst Gardens, to be replaced with the introduction of an 18m single yellow line, denoting 'Monday – Saturday, 9am – 5.30pm' payment parking.

This letter is being sent to you as part of our statutory consultation process for the proposal outlined above. The proposal is also being advertised in the local press and the London Gazette on 23rd February 2017 and notices are also being put up in the area advising of the proposed changes.

We care about place

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London Borough of Barnet
July 2017

Contact: Faith Mwende faith.mwende@barnet.gov.uk – 0208 359 4917

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
24 July 2017			
Bell Lane/ Green Lane, NW4- Request for zebra crossing facility	This report details the results of the feasibility study on improving road safety at the corner between Bell Lane and Green Lane, including installing a zebra crossing and additional school signs. It puts forward three options for consideration in terms of addressing pedestrian and safety concerns	Strategic Director Environment	Non-key
Mill Hill 'Town Square', Brockenhurst Gardens	This report provides a summary of the consultation responses received in relation to the Mill Hill 'Town Square' proposals at the junction of Mill Hill Broadway and Brockenhurst Gardens and requests that Committee provides officers with its decision on how the project should proceed.	Strategic Director Environment	Non-key
Colindeep Lane – Pedestrian Improvements (Initial Assessment)	This report details the preliminary feasibility study undertaken to address the pedestrian safety and vehicular traffic concerns raised in relation to Colindeep Lane outside North London Grammar School, NW9 and provides an update on the progress to date.	Strategic Director Environment	Non-key
Deansbrook Road Improved Pedestrian Signage	This report details the outcome of a site visit to identify suitable locations for pedestrian signage which will direct pedestrians walking between Mill Hill Broadway Thameslink Station and Burnt Oak Underground Station via Deansbrook Road Shopping Parade, HA8.	Strategic Director Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Greyhound Hill, NW4 Request for Pedestrian Facility	This report details the initial feasibility of providing pedestrian improvements on Greyhound Hill and puts forward two options for consideration in terms of addressing pedestrian and traffic safety concerns, and improving pedestrian access to Sunnyfields Primary School.	Strategic Director Environment	Non-key
Langstone Way, NW7 - Request for Pedestrian Crossing	This report details the results from a feasibility study to provide a pedestrian crossing facility on Langstone Way, NW7 which is intended to serve the residents of Farthing Court and it puts forward two options for consideration to address the pedestrian and traffic safety concerns raised.	Strategic Director Environment	Non-key
Edgware 'K' Controlled Parking Zone (CPZ) – Manns Road & Garden City Statutory Consultation Outcome	This report details the outcome of the statutory consultation, and asks the Committee to consider the recommendations made as a result of the representations received during the consultation period.	Strategic Director Environment	Non-key
Abercorn Road, Traffic Management Scheme	This report details the results of the second round of consultation for the Abercorn Road, Traffic Management Scheme and asks the Committee to approve either Option A for implementation or Option C for Consultation and Implementation.	Strategic Director Environment	Non-key
Area Committee Funding - Community Infrastructure Levy update	This report is to update Members of the budget allocations for the Area Committee, to enable consideration of applications for funding during 2017/18.	Finance Manager	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Area Committee Budgets – Outstanding Community Funding Application	The report details outstanding Grant applications and asks the committee to consider the outstanding item in order for the Community Funding element of the Area Committee budgets to be closed down.	Head of Governance	Non-key
4 December 2017			
To be allocated			