

**MEETING**

**HENDON AREA COMMITTEE**

**DATE AND TIME**

**MONDAY 4TH DECEMBER, 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  
Tom Davey

Councillor Charlie O-Macauley  
Councillor Adam Langleben

Councillor Nagus Narenthira

**Substitute Members**

Dr Devra Kay  
Hugh Rayner  
Zakia Zubairi

Sury Khatri  
Joan Scannell

Ammar Naqvi  
Mark Shooter

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Wednesday 29<sup>th</sup> November at 10AM. Requests must be submitted to 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](mailto:Faith.Mwende@barnet.gov.uk) 020 8259 4917

Media Relations contact: Sue Cocker 020 8359 7039

**ASSURANCE GROUP**

## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the Previous Meeting	5 - 16
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Comments and Questions (if any)	
6.	Matters referred from the Hendon Area Residents Forum (If any)	
7.	Petitions (if any)	
8.	Area Committee Funding - Community Infrastructure Levy update	17 - 22
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11.	20mph Scheme - Parkfield Primary School NW4	33 - 46
12.	Brent Green NW4 - Road Safety Improvements	47 - 56
13.	Broadfields Avenue Request for Pedestrian Crossing Facility	57 - 66
14.	Colindeep Lane - Pedestrian Improvements (Initial Assessment) - Road Safety Audit	67 - 74
15.	Any Other Items that the Chairman Decides are Urgent	

### FACILITIES FOR PEOPLE WITH DISABILITIES

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text phone, may telephone our minicom number on 020 8203 8942. All of our Committee Rooms also have induction loops.

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## Decisions of the Hendon Area Committee

24 July 2017

Members Present:-

AGENDA ITEM 1

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

Councillor Maureen Braun      Councillor Charlie O-Macauley  
Councillor Nagus Narenthira      Councillor Hugh Rayner

Apologies for Absence

Councillor Tom Davey      Councillor Adam Langleben

### 1. MINUTES OF THE PREVIOUS MEETING

The Committee noted and agreed that under Item 7 and Item 13 of the minutes the local ward councillor, Councillor Khatri addressed the committee.

With this correction made, the Committee **RESOLVED: That the minutes of the meeting held on 2 May 2017 were agreed as a correct record.**

### 2. ABSENCE OF MEMBERS (IF ANY)

Apologies for absence were received from Councillor Davey who was substituted by Councillor Rayner and from Councillor Langleben.

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

Councillor	Agenda item	Nature of interest	Details
Hugh Rayner	10	non-pecuniary	He owns a property on Hemswell Drive
Val Duschinsky	20	non-pecuniary	She is a member of the Mill Hill Neighbourhood Forum Committee

### 4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

### 5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

Public comments were received from

- P. Stroom on agenda item 12 - Report from Environment Committee on 13 July 2017 - Brookside Walk Lighting proposal
- J. Gibson on agenda item 13 - Abercorn Road, Traffic Management Scheme
- Richards on agenda item 18 - Greyhound Hill, NW4 - Request for Pedestrian Facilities
- S. Morrison on agenda item 19 - Langstone Way, NW7 - Request for Pedestrian Crossing

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

The Chairman introduced the item which related to four petitions referred up from the 5 July 2017 Hendon Residents Forum.

1. The petition titled: Change Island Crossing at Junction of Broadfields Avenue & Broadhurst Avenue to a safer Zebra Crossing was received.

Following comments from Members, the Committee **RESOLVED**;

- i. **That officers should meet the lead petitioner and ward members on site to discuss the proposal**
- ii. **Funding of up to £3000 is agreed to enable officers to carry a feasibility study and produce proposals to address the concerns.**

2. The Lead Petitioner John Gillett introduced the petition titled: Support the Scheme for Mill Hill Town Square (nee Pocket Park). Following comments from Members and noting that the petition;

**The Committee RESOLVED;**

- i. **To take no action as the item would be discussed under Item 20 - Mill Hill 'Town Square', Brockenhurst Gardens.**

3. The Lead Petitioner Maxine Weber introduced the petition titled: Amendments to CPZ Parking Garden City & Manns Road. Following comments from Members and noting that the petition;

**The Committee RESOLVED;**

- i. **To take no action as the item would be discussed under Item 16 - Edgware K Controlled Parking Zone -CPZ – Manns Road & Garden City Statutory Consultation Outcome.**

4. The Lead Petitioner Eddie Lane introduced the petition titled: Against a Segregated Parking Zone in Manns Road and Garden City. Following comments from Members and noting that the petition;

**The Committee RESOLVED;**

- i. **To take no action as the item would be discussed under Item 16 - Edgware K Controlled Parking Zone -CPZ – Manns Road & Garden City Statutory Consultation Outcome.**

## 7. **PETITIONS (IF ANY)**

None.

## **8. AREA COMMITTEE FUNDING - OUTSTANDING COMMUNITY FUNDING APPLICATIONS**

The Chairman introduced the item which related to an application from the Jewish Migration Foundation project for Community Funding Application of £3,300. The committee noted that the application was subject to approval of all 3 area committees.

Following consideration of the item, the Committee unanimously **RESOLVED**

- 1. To support funding of £3,300 for The Jewish Migration Foundation project as set out in Appendix A.**

## **9. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE**

The Strategic Director for Environment introduced the report.

Following consideration of the item, the Committee **unanimously RESOLVED:**

- 1. To note the amount available for allocation during 2017/18, as set out in Appendix 1**

## **10. MEMBERS' ITEMS (IF ANY)**

Councillor Narenthira introduced her item, which related to Road safety around Barnfield Road/Montrose Avenue near Annunciation School and Goldbeaters School.

Following consideration of the item, the Committee unanimously **RESOLVED:**

- 1. That the Strategic Director for Environment, would instruct officers to**

- engage with Ward Councilors,**
- carry out speed surveys,**
- develop a feasibility of a crossing and;**
- report back to the December Committee**

- 2. To allocate funding of up to £2,500, from this year's CIL Area Committee budget, to undertake the review.**

Councillor OMacauley introduced his item, which related to Road management in Heywood Avenue and Hemswell Drive.

Following consideration of the item, the Committee unanimously **RESOLVED:**

- 1. That the Strategic Director for Environment, would instruct officers to**

- engage with Ward Councilors to agree a solution,**
- review if the 30mph signage should be removed**
- include the area in the wider Collindale CPZ for informal consultation; and**
- where appropriate consider double yellow line at junctions.**

- 2. To bring a report back to the December committee.**

## **11. MEMBERS ITEMS' - AREA COMMITTEE FUNDING APPLICATIONS (IF ANY)**

Councillor Braun introduced her application for a contribution to modernisation of the infant school playground at St Mary's & St Joseph's School. The application was for £25,000 but following consideration Councillor Braun amended her application, which was duly seconded, and requested £7,500 in CIL funding.

Following consideration, the Committee unanimously **RESOLVED**:

**To approved the application raised by Councillor Braun for £7,500 and note the implications on the Committee's CIL funding budget.**

Councillor Narenthira introduced her application for funding to increase security at Sheaveshill Allotments. The Committee noted the additional information that was tabled requesting additional funds to cover the supply and installation of CCTV on the site. However officer raised concerns regarding the CCTV monitoring and data storage, as such Councillor Narenthira amended her application, which was duly seconded, and requested £4,329 in CIL to cover the cost of the supply and installation of gate and an access system.

Following consideration, the Committee unanimously **RESOLVED**:

**To approved the application raised by Councillor Narenthira for £4,329 and note the implications on the Committee's CIL funding budget.**

Councillor Khatri introduced his application for a contribution to modernisation of the school playground at Dollis Junior School. Sami Gharres gave further details of the project and how the funds would be spent. The application was for £25,000 but following consideration Councillor Khatri amended the application, which was duly seconded, and requested £7,500 in CIL funding.

Following consideration, the Committee unanimously **RESOLVED**:

**To approved the application raised by Councillor Khatri for £7,500 and note the implications on the Committee's CIL funding budget.**

## **12. REPORT FROM ENVIRONMENT COMMITTEE ON 13 JULY 2015 - BROOKSIDE WALK LIGHTING PROPOSAL**

The Strategic Director for Environment introduced the report, which related to installation of street lighting in Brookside Walk following a referral back from Environment Committee on 13 July 2017.

Following consideration of the item, the Committee **unanimously RESOLVED**:

- 1. That the Hendon Area Committee agree to implement a lighting scheme as set out in section 3 of Appendix A**
- 2. To agree to fund the initial £25,000 to implement a lighting scheme in Brookside Walk from the Committee's CIL funding budget**
- 3. To note that the Environment Committee has agreed to fund any additional expenditure over £25,000 through the Network Recovery Programme capital budget.**



### 13. ABERCORN ROAD, TRAFFIC MANAGEMENT SCHEME

The Strategic Director for Environment introduced the report, which detailed 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 Ward Councillor, Councillor Khatri had requested to address the Committee and expressed support for the residents preferred Option C to be progressed.

Following consideration of the item, the Chairman moved to vote either Option A or Option C

Votes were recorded as follows:

1. To progress with the Officer recommended Option A

For	2
Against	0
Abstain	4

**Option A was therefore approved to be progressed.**

The Committee therefore **RESOLVED**:

1. **To note the results of the informal consultation results as set out in this report.**
2. **To approve the Officer recommended Option A be progressed.**
3. **To instruct 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.**

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

Councillor Rayner left the room and thus did not take part in the discussion or the vote.

The Strategic Director for Environment introduced the item which related to the results of the feasibility study which involved introducing measures to improve road safety at the corner between Bell Lane and Green Lane, including installing a zebra crossing and additional school signs.

Following consideration of the item, the Committee unanimously agreed on option 3 as the preferred option to be progressed to detailed design and public consultation and agreed the recommendations on this basis.

The Committee therefore **RESOLVED**:

1. **To note the review of safety improvements on Bell Lane, NW4, as outlined in this report, the appendices and as shown on the enclosed drawings.**

2. That the recommended Option 3 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 Hendon Area Committee.
3. That the Committee agrees to fund the initial £25,000 from this year CIL budget, with the remainder of the funding coming from the 2017/18 Local Implementation Plan (LIP).
4. To give instruction to the Strategic Director for Environment to carry out a statutory consultation on the approved option.
5. That 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.

#### 15. COLINDEEP LANE – PEDESTRIAN IMPROVEMENTS (INITIAL ASSESSMENT)

The Strategic Director for Environment introduced the item which related to the results 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.

Following consideration of the item, Councillor Braun objected to measure 6a – vertical speed deterrents (cushions) and moved a motion to amend recommendation 2 and remove measure 6a, which was duly seconded. The committee voted on the amendment and votes were recorded as follows:

For	4
Against	2
Abstain	0

The amendment was therefore carried.

Councillor motion Narenthira then moved a subsequent amendment to include measure 6b - Rumble devices, this was duly seconded. The committee voted on the amendment and votes were recorded as follows:

For	2
Against	4
Abstain	0

The amendment was lost.

The Chairman then moved to the vote on the recommendations and the new Proposal 5.

Votes were recorded as follows:

For	5
Against	0

Abstain	1
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The Committee therefore **RESOLVED**:

1. That the Committee note the findings of the preliminary feasibility study on pedestrian improvements on Colindeep Lane in the vicinity of North London Grammar School.
2. That the Committee, noting the Council's Policy on Traffic Calming, agreed the Officer preferred Proposal 5 which included 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 7 - High friction coloured surface
  - Measure 8b – Refresh and improve road markings
3. That the 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 Committee instructs the Strategic 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 committee instructs the Strategic Director for Environment to introduce the approved measures.
6. That the Committee agrees 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 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

**16. EDWARE K CONTROLLED PARKING ZONE -CPZ – MANNS ROAD & GARDEN CITY STATUTORY CONSULTATION OUTCOME**

The Strategic Director for Environment introduced the report which detailed the outcome of the statutory consultation on 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 Edware 'K' CPZ.

The Ward Councillor, Councillor Helena Hart had requested to address the Committee and expressed support for the resident's desire for a new Manns Road/Garden City CPZ.

Following the discussion and consideration of the item, the Committee **unanimously RESOLVED**:

1. To note the outcome of the statutory consultation as detailed within this report.
2. To instruct 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 recommendation 2 above 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. To instruct the Strategic Director for Environment to report the findings of the investigation outlined in recommendation 3 above, and any proposals to a future meeting of this Committee, for a decision on the way forward.
5. 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.

## **17. DEANSBROOK ROAD IMPROVED PEDESTRIAN SIGNAGE**

The Strategic Director for Environment introduced the report which detailed 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.

Following the discussion and consideration of the item, the Committee **unanimously RESOLVED:**

1. To approve 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. To implement the signage as detailed in this report and shown in Appendix1.
3. That the scheme be implemented without formal consultation as there is no requirement for a consultation.
4. To instruct the Strategic Director for Environment to implement the approved signs.
5. To note that the costs of the signs can be contained within the original budget and no additional funding is required.

## **18. GREYHOUND HILL, NW4 - REQUEST FOR PEDESTRIAN FACILITIES**

The Strategic Director for Environment introduced the report which detailed the results from a feasibility study which involved investigating measures to improve road safety on Greyhound Hill, NW4, including installing a zebra crossing and improving existing pedestrian crossing facilities.

Following the discussion and consideration of the item, the Committee **unanimously RESOLVED**:

- 1. To note 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. To approve the Option 1 to be progressed to detailed design and public consultation and to fund the initial £25,000 from this year CIL budget, with the remainder of the funding coming from the 2017/18 Local Implementation Plan (LIP).**
- 3. To instruct the Strategic Director for Environment to carry out a statutory consultation on the approved Option 1.**
- 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 implement the scheme.**
- 5. 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..**

## **19. LANGSTONE WAY, NW7 - REQUEST FOR PEDESTRIAN CROSSING**

The Strategic Director for Environment introduced the report which detailed the results from a feasibility study which involved investigating measures to improve road safety on Greyhound Hill, NW4, including installing a zebra crossing and improving existing pedestrian crossing facilities.

The Ward Councillor, Councillor Khatri had requested to address the Committee and expressed support for the residents preferred Option 1 to be progressed.

Following the discussion and consideration of the item, the Committee **unanimously RESOLVED**:

- 1. To note the review of safety improvements on Langstone Way, NW7, as outlined in this report, appendices and as shown on the enclosed drawings.**
- 2. To approve the preferred Option 1 to be progressed to detailed design and public consultation, as outlined in Appendix 1.**
- 3. To instruct 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 option1.
5. 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 1 should be implemented or not, and if so, with or without modification.
6. To allocate the funding for the approved option 1 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.

## 20. MILL HILL 'TOWN SQUARE', BROCKENHURST GARDENS

The Strategic Director for Environment introduced the report which seeks a decision on how the Mill Hill 'Town Square' project should proceed.

The Ward Councillor, Councillor Khatri addressed the Committee on this item and expressed the concerns of local residents on the negative impact of a proposed 'Town Square'.

Councillor Val Duschinsky noted that both her and Councillor John Hart, the other two local ward councillors were in support of the scheme being implemented. She stated that they had received wide support from the local community in Mill Hill.

The Chairman then moved to the vote on the recommendations.

Votes were recorded as follows:

For	4
Against	0
Abstain	2

The Committee therefore **RESOLVED**:

1. That having given due consideration to the representations received during the consultation process, to instruct the Strategic Director for Environment to proceed with the implementation of Mill Hill 'Town Square' and amendments to the waiting and loading restrictions on Brockenhurst Gardens.
2. To note that funding for the scheme has already been approved.

## 21. FORWARD WORK PROGRAMME

The Chairman introduced the item, which laid out the Forward Work Programme for the Committee.

Following consideration of the item, the Committee **RESOLVED: To note the Forward Work Programme.**

## 22. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 10.00 pm

(a)

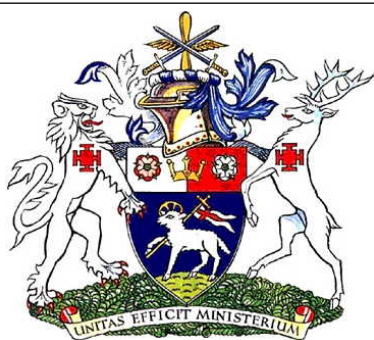
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## Hendon Area Committee

**4 December 2017**

<b>Title</b>	<b>Area Committee Funding - Community Infrastructure Levy update</b>
<b>Report of</b>	Finance Manager, Commissioning Group
<b>Wards</b>	Burnt Oak, Colindale, Edgware, Hale, Hendon, Mill Hill and West Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Allocation of awards, spend and balance available – CIL Reserve
<b>Officer Contact Details</b>	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. The Committee is aware of the shortfall of CIL receipts in 2016/17.**

## **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 Due to a shortfall of CIL receipts in 2016/17 within the Area Committee boundary, the anticipated £0.150m allocation for 2016/17 was not met. Therefore, within Appendix A the shortfall of £21,257 has been deducted from the current allocation.

## **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 outstanding and on-going schemes assigned to the Committee. The total balance available is £0.071m. The expenditure has been reviewed and updated, with any completed schemes now removed. The total underspends from prior year schemes total £0.029m which offsets the total overspends on prior year schemes of £0.006m.

### **6.3 Social Value**

- 6.3.1 Not applicable to this report

### **6.4 Legal and Constitutional References**

- 6.4.1 CIL is a planning charge that was introduced by the Planning Act 2008 to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations").
- 6.4.2 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.
- 6.4.3 Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.
- 6.4.4 As a result of this, 15% of the CIL budget is allocated to the Area Committee.
- 6.4.5 The Councils Constitution, in Article 7, states that the Policy and Resources Committee is responsible for the effective use of resources.
- 6.4.6 The Councils Constitution, in Article 7, states that Area Committees are responsible to "Determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent.

**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**

- 7.1 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%20Committee.pdf>

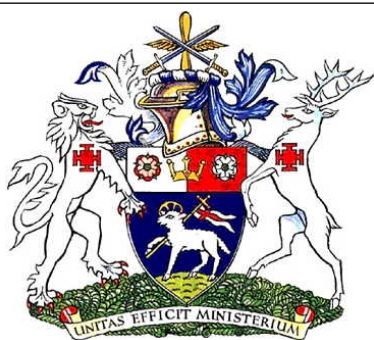
Hendon	2017/18 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspends to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
	£							
<b>Budget allocation</b>	150,000							
<b>Budget C/Fwd</b>	20,500							
<b>Shortfall in CIL Reciepts 2016/17</b>	(21,257)							
Parking - Glendor Gardens	(2,500)	-	2,500	-	No	No		02/05/2017
Change Island Crossing at Junction of Broadfields Avenue & Broadhurst Avenue to a safer Zebra Crossing - Feasibility Study	(3,000)	-	3,000	-	No	No		24/07/2017
Road safety around Barnfield Road/Montrose Avenue near Annunciation School and Goldbeaters School - Review	(2,500)	-	2,500	-	No	No		24/07/2017
Contribution to modernisation of the infant school playground at St Mary's & St Joseph's School	(7,500)	-	7,500	-	No	No		24/07/2017
Increase security at Sheaveshill Allotments - supply and installation of gate and an access system	(4,329)	-	4,329	-	No	No		24/07/2017
Contribution to modernisation of the school playground at Dollis Junior School	(7,500)	-	7,500	-	No	No		24/07/2017
Installation of street lighting in Brookside Walk	(25,000)	-	25,000	-	No	No		24/07/2017
Bell Lane and Green Lane, including installing a zebra crossing (£20k LIP Funded)	(5,000)	-	5,000	-	No	No		24/07/2017
Edgware K Controlled Parking Zone -CPZ – Manns Road & Garden City Statutory Consultation Outcome	(6,000)	-	6,000	-	No	No		24/07/2017
Greyhound Hill, NW4 - Request for Pedestrian Facilities (£17.5k LIP Funded)	(7,500)	5,816	7,500	-	No	No		24/07/2017
Langstone Way, NW7 - Request for Pedestrian Crossing	(25,000)	-	5,000	20,000	No	No		24/07/2017
	53,414	5,816	75,829				-	
<b>On Hold - Arundel Gardens, Footway Parking</b>	(5,000)							
<b>2015/16 Underspends returned to CIL reserve</b>	28,276							
<b>2016/17 Underspends (to date) returned to CIL reserve</b>	457							
<b>Overspends Funded</b>	(5,976)							
<b>New Balance</b>	<b>71,171</b>							

Hendon - Outstanding Schemes 2016/17	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
	£							
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)	3,000	20,000	-	No	No		06/07/2016
Bell Lane/Green Lane junction (petition) - feasibility for zebra crossing	(5,000)	7,304	7,304	2,304	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/Pursely 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)	5,000	5,000	-	No	No		26/10/2016
Lubavitch of Edgware Kindergarten - keep markings and warning signs (230 Hale Lane)	(3,000)	1,029	1,200	(1,800)	No	No		26/10/2016
Deansbrook road - improved signage (Burnt Oak & Mill Hill)	(5,000)	2,019	5,000	-	No	No		26/10/2016
Colin close - feasibility study for double yellow lines	(5,000)	570	1,000	(4,000)	No	No		26/10/2016
Sydney Grove/Heriot road - feasibility study for double yellow lines	(5,000)	717	1,000	(4,000)	No	No		26/10/2016
Beechwood close/Hale Grove Gardens - feasibility study for double yellow lines	(5,000)	137	1,000	(4,000)	No	No		26/10/2016
Garden City parking/Chiltern Road/Manns Road - feasibility study for CPZ	(5,000)	2,409	5,000	-	No	No		26/10/2016
Edgware Way - feasibility for footway parking (re white lines)	-		-	-				26/10/2016
Langstone Way - Zebra	(5,000)	5,766	5,766	766	No	No		20/02/2017
Brent Green - Traffic improvements	(25,000)	5,004	25,000	-	No	No		20/02/2017

Hendon - Outstanding Schemes 2015/16	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
	£							
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)	2,484	15,000	-	No	No		21/10/2015
Bunns Lane zebra crossing (this also has £8,500 allocated from General Reserve, £32,500 in total)	(23,500)	23,500	23,500	-	No	No		30/03/2016
Hale Lane Zebra crossing	(25,000)	25,000	25,000	-	No	No		30/03/2016

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AGENDA ITEM 9



## Hendon Area Committee

4<sup>th</sup> December 2017

<b>Title</b>	<b>Member's Items</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Hale
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Faith Mwende, Governance Officer <a href="mailto:faith.mwende@barnet.gov.uk">faith.mwende@barnet.gov.uk</a> 020 8359 4917

### Summary

The report informs the Hendon Area Committee of Member's Item 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 matter:

<b>Councillor Tom Davey</b>	<p><u>Road Traffic Management around Ellesmere Avenue and the Fairway</u></p> <p>The main concern is for the safety of the children attending the two local schools, traffic chaos leads to increased risk of accidents.</p> <p>The roads around Ellesmere Avenue and the Fairway are becoming increasingly congested. Traffic is generated by drivers using this area as a cut through and drivers using the Scratchwood slip road, as well as local residents.</p> <p>There are also two schools in this area – The Fairway and Northway which add to the problem. For their part, they are trying to introduce an informal one way system to ease problems at pick up and drop off times. And there is a proposed development of around 100 residential units planned for the old school site in the Fairway.</p> <p>Parking is also a problem generated not only by residents but also by various vehicle repair businesses operating at the corner of Ellesmere Avenue and the Fairway.</p> <p>Funding is required to investigate possible solutions to help relieve these parking/traffic problems.</p>
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## 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, Article 2, Members of the Council, Section 2.3 states 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. The matter must be relevant to the terms of reference of the Committee. This rule does not apply to the Licensing, Planning and Urgency Committees. The referral of a motion from Full Council to a Committee will not count as a Member's item for the purpose of this rule.

## **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.

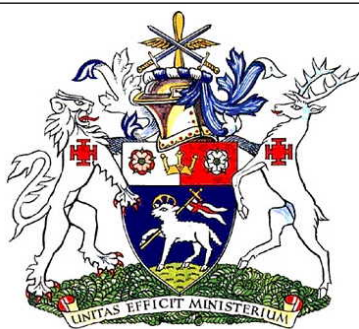
## **5.8 Insight**

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 Email to governance on 19 July 2017.

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## Hendon Area Committee

**4<sup>th</sup> December 2017**

<b>Title</b>	<b>Member's Item – Application for Community Infrastructure Levy (CIL) Funding</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Hendon, Mill Hill and Burnt Oak
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Faith Mwende, Governance Officer <a href="mailto:faith.mwende@barnet.gov.uk">faith.mwende@barnet.gov.uk</a> 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	TRAFFIC CALMING MEASURES – DEVONSHIRE ROAD, NW7 (HOLDERS HILL ROAD ROUNDABOUT TO ABERDARE GARDENS)
Raised by (Councillor)	Cllr Sury Khatri
Ward	Mill Hill Ward
Member Request	<p>As a Ward Councillor and a resident of Devonshire Road (40 years+) and on behalf of other residents who have made and continue to make representations to me, I have been trying for the last 6 – 7 years to introduce Traffic Calming measures because of the escalating dangerous speed of Traffic on Devonshire Road. I was previously partially successful in the Committee agreeing for a stretch of road beyond Aberdare Gardens to Pursley Road junction and at Committee I did then argue for the stretch from Holders Hill Road roundabout to Aberdare Gardens. Unfortunately my plea was unsuccessful.</p> <p>The recent incident illustrates and necessitates this issue to be urgently reconsidered again.</p> <p>To illustrate the issue a massive accident that took place on Devonshire Road close to the junction with Lee Road / Oakhampton Road on Sunday 5 November about 9.00 am. The attached photos hopefully are self explanatory.</p> <p>About a week or so ago before this accident, the Police carried out an unannounced speed / traffic operation on Devonshire Road.</p> <p>Not too long ago another massive accident occurred on Devonshire Road at the junction of the Holders Hill Roundabout and about a year ago another incident opposite my house. In these incidents Police were involved.</p> <p>However there are other accidents which have been occurring (primarily due to the high speed) and as matters are settled between the parties, thus do not involve police actions and hence these statistics are not recorded.</p>
Funding Required (£)	£25,000

Title	Gaskarth Road One-Way System Study
Raised by (Councillor)	Cllr Ammar Naqvi
Ward	Burnt Oak
Member Request	That a feasibility study be undertaken into making Gaskarth Road part of a one way system linked with Silkstream Road, terminating at the junction of Playfield Road. This would help relieve aggressive parking on Gaskarth Road, outside Barnfield Primary School, help with the flow of traffic at school opening and closing time, reduce the danger of a child being struck by a car mounting the pavement and reduce the deterioration of the pavements as well (thereby saving the Council the cost of repairing the pavements regularly).
Funding Required (£)	£3000 - £5000 (as per Officers' guidance).

Title	Brookside Walk – Table Tennis
Raised by (Councillor)	Maureen Braun
Ward	Hendon
Area Committee	Hendon
Member Request	Request for funding for table tennis table plus surfacing work at Brookside Walk. They would like 2 tables if possible.
Funding Required (£)	£4,186,

## 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, Article 7, Section 7.5 Responsibility for Functions details that the Area Committee is responsible for determining the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget being allocated to the Committee being unspent.

- 5.3.2 Council Constitution, Article 2 Members of the Council, Section 2.3 states 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. Member's 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:

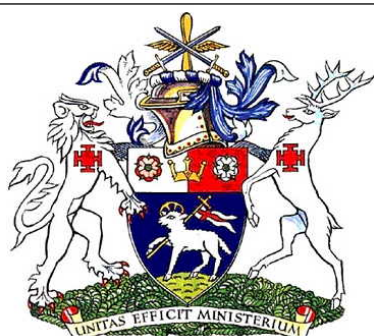
<http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>

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>



## AGENDA ITEM 11



## Hendon Area Committee

4 December 2017

<b>Title</b>	<b>20mph Scheme - Parkfield Primary School NW4</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	West Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Consultation Drawing No. C2017_BC000864-25-100-01 Appendix 1: Traffic Speeds and Accident Summary Appendix 2: Consultation responses and Officer Comments
<b>Officer Contact Details</b>	Therese Addison, <a href="mailto:highwayscorrespondence@barnet.gov.uk">highwayscorrespondence@barnet.gov.uk</a> ; 020 8359 3555

### Summary

A proposal was developed to introduce a 20mph zone in the area surrounding Parkfield Primary School. Statutory consultation has been undertaken and this report summarises the objections and comments received to the proposal and determines whether the proposal should be introduced or not, and if so, with or without modification.

### Recommendations

That the Hendon Area Committee having considered the objections as set out in Appendix 2 attached, received to the statutory consultation on the proposals outlined in this report, authorise the Strategic Director for Environment to instruct Officers to proceed with the scheme as per the original proposal shown in the consultation drawing No.C2017\_BC000864-25-100-01. The Scheme is funded from 2017/18 LIP.

## 1. WHY THIS REPORT IS NEEDED

1.1 In April 2014 the then Cabinet agreed recommendations of the 20mph zone Task and Finish Group for Schools to be able to 'opt-in' to provision of a 20mph zone. Funding for this purpose from Barnet's Local Implementation Plan (LIP) funding allocation has been approved by Transport for London (TfL), and schools that have identified 20mph measures through their School Travel Plan have been identified and prioritised for use of this to introduce schemes.

1.2 At the Environmental Committee Meeting on 15 March 2017 Parkfield Primary School was among the schools identified and it was agreed that Local Implementation Plan (LIP) funding be granted to develop a scheme to provide a 20mph area around this school. Parkfield Primary School is an academy within The Elliot Foundation Multi Academy Trust with the Trust acting as the Admissions Authority.

Traffic speeds on Park Road and Sturgess Avenue, adjacent to the school, are sufficiently high that the introduction of a 20mph speed limit alone is unlikely to lead to a reasonable level of compliance. Vertical traffic calming measures in the form of cycle friendly road humps are designed into this scheme not only on Park Road and Sturgess Avenue but also on Dartmouth Road, Bertram Road and Sevington Road. Road humps are preferable in these locations as they are not bus routes and whereas cushions may encourage vehicles to veer into vacant parking bays to avoid going over the cushion, full width road humps will not.

1.3 The scheme as consulted is shown on consultation Drawing No. C2017\_BC/000864-25-100-01 and incorporated:

- A 20mph speed limit on roads surrounding Parkfield Primary School;
- 20mph zone entry signs and 30mph zone exit signs. The entry signs include a panel at the bottom which could feature a zone 'identity' designed by the children who attend Parkfield Primary School;
- An upgrade of the existing crossing point on Park Road close to the junction with St. David's Place. The crossing point will have dropped kerbs and tactile paving on each side of the footway as well as on the central refuge island;
- Kerb build-outs to narrow the carriageway, with associated crossing points including dropped kerb, tactile paving and reflective marker posts, on Park Road east and west of the junction with Mount Road;
- Two vehicle activated signs (VAS) modified to trigger at speeds in excess of 20mph;
- New road markings depicting '20' will be strategically placed on the road surface to remind drivers they are in a 20mph zone;
- New School 'Keep Clear' markings on the north side of Sturgess Avenue (31.56m long) close to the junction with Dallas Road. Accompanying signs will display the restriction 'No stopping, Monday to Friday, 8am – 9.30am, and 2.45pm – 4.15pm', on Entrance markings;
- Upgrade of school patrol warning signs to include the sub plate 'School', mounted on yellow backing boards;

- One existing school patrol sign to be replaced with 'Zebra crossing ahead' sign;
- Upgrade of existing double bend sign to include the sub plate 'Reduce speed now', mounted on yellow backing board;
- Eight cycle friendly road humps on Sturgess Avenue;
- Six cycle friendly road humps on Park Road;
- Two cycle friendly road humps in each of Dartmouth Road, Bertram Road and Sevington Road;
- The proposal will have no impact on existing parking measures except where the School 'Keep Clear' markings are proposed which will result in the loss of 5 parking spaces (existing Mon-Sat 10.00am-6.30pm waiting restriction restriction).

- 1.4 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 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, 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 vertical traffic 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'.*

Traffic speed surveys indicate that a 20mph limit without vertical traffic calming measures would not lead to compliance with 20mph criteria, especially along Park Road and Sturgess Avenue. There are 2 existing Vehicle Activate Signs (VAS) on Park Road which have not in themselves deterred speeding; the vertical traffic calming measures will reduce vehicle speeds at all locations.

- 1.5 Ward Members have been notified on the measures in this scheme and no objections have been made specifically to the implementation of vertical traffic calming measures at this area.
- 1.6 Public consultation was undertaken on the scheme, between 21 September 2017 and 20 October 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (20mph order and traffic calming road humps School Keep Clear's) Notices appeared in the Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 800 properties in and near the affected roads inviting comments or objections.
- 1.7 Only ten responses to the consultation were received. Of the responses:
- 6 expressed support for 20mph scheme generally;

- 4 of these expressed support for the proposed scheme but asked for part of Dallas Road between Sturgess Avenue and Park Road to be included;
- 2 of these expressed support for the scheme but also wanted road humps on Audley Road;
- 4 objected to the scheme in general.

- 1.8 The concerns are set out in more detail in **Appendix 2**. Having considered all the representations received, it is recommended that the project proceed, with or without modifications as it has obvious benefits for residents, vehicles and local schools as well as all those who use the footway including vulnerable pedestrians.

## **2. REASONS FOR DECISIONS**

- 2.1 The proposal is recommended as the scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and schools and for those who make use of the pedestrian footways. The objections received to the road humps are primarily concerned with the local impact on residents nearby, perceived car damage, speeding up between road humps, they consider that road humps and road narrowing are a 'hindrance' and affect resident's 'accessibility'. These objections are not considered to outweigh the benefit of addressing the concerns of speeding vehicles on Park Road, Sturgess Avenue, Dartmouth Road, Bertram Road and Sevington Road, raised through the School Travel Plan process. Commentary on the specific concerns raised is included in Appendix 2.
- 2.2 The differing traffic speeds in the respective roads and hence the likelihood of compliance without additional measures has informed the location of speed humps in the proposal, and is still considered appropriate in the light of the consultation responses.

## **3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 3.1 The Proposal as detailed in clause 1.3 but excluding measures in Sturgess Avenue. The lack of physical measures along Sturgess Avenue may well see vehicles using this as an alternative route to avoid the measures on Park Road which could lead to an increase in traffic speeds and traffic volume.
- 3.2 Provision of part time Vehicle Activated Signs on all approaches, the signs would display 20mph limit during school times and 30 mph at all other times. With no physical measures to control speeds outside specific times, traffic speeds may well return to their original levels.

## **4 POST DECISION IMPLEMENTATION**

- 4.1 Once the decision is approved, detailed design will be completed and residents of the affected properties and Ward Councillors will be advised of

the outcome of the decision. The measures will be implemented during the 2017/2018 financial year.

## **5 IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposals will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet’s Joint Strategic Needs Assessment.
- 5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.

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

- 5.2.1 The estimated budget for the proposed construction is £85,000 as part of the 2017/18 Local Implementation Plan (LIP) funding which has a full year allocation of £200,000 for the 20mph around schools.
- 5.2.2 Procurement will be via the term London Highways Alliance Contract LoHAC with Conway Aecom and the PFI street lighting agreement.

### **5.3 Legal and Constitutional References**

- 5.3.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.3.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.
- 5.3.3 Section 16 of the Traffic Management Act 2004 places obligations on 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.
- 5.3.4 The Councils Constitution, in Article 7, states that the Area Committees: “In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments and parks and trees.

## **5.4 Risk Management**

- 5.4.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.
- 5.4.2 There would be construction risks associated with introducing the scheme would require management throughout the detailed design, implementation and construction work, assessed as low.

## **5.5 Equalities and Diversity**

- 5.5.1 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
- 5.5.2 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
- 5.5.3 Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them. The introduction of tactile paving at the informal crossing point would be compliant with the Equalities Act 2010 and benefit mobility impaired residents along with people with wheelchairs and pushchairs.

## **5.6 Insight**

- 5.6.1 Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them

## **5.7 Consultation and Engagement**

- 5.7.1 A statutory consultation has been undertaken as set out in section 1.7 and this report deals with objections and comments received.

## **6 BACKGROUND PAPERS**

- 6.1 Environment Committee on 15 March 2017 (Item 12)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MIId=8593&Ver=4> Appendix 3.- The Committee approved the Local Implementation Plan (LIP) work programme for 'Corridors, Neighbourhoods and Supporting Measures'..

## Appendix 1: Traffic Speeds and Accident Summary

### Traffic Speeds

Traffic speeds have been recorded at 3 locations within the area and locations and speeds are shown below

Park Road (East of Daniel Place) (east bound)	Mean Speed 26.6	85% Speed 32.9
Park Road (East of Daniel Place) (west bound)	Mean Speed 29.6	85% Speed 34.7
Park Road (East of Dartmouth Road) (east bound)	Mean Speed 21.4	85% Speed 26.4
Park Road (East of Dartmouth Road) (west bound)	Mean Speed 22.6	85% Speed 27.7
Sturgess Avenue (Near No 78) (east bound)	Mean Speed 24.9	85% Speed 31.5
Sturgess Avenue (Near No 78) (west bound)	Mean Speed 25.2	85% Speed 31.1

### Collision Records

The collision record for the area over a five year period between 01/06/2010 and 31/05/2015 shows 10 no personal injury collisions, 9 no slight and 1 no serious, 3 involved vulnerable road users, including 2 no pedestrian collisions and 1 no cyclist collision.

1 no collision occurred at the mini roundabout location, at Fairfield Avenue junction.

2 no collisions involved vehicles carrying out 'U' turn manoeuvres in collision with other vehicles.

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**20 mph Zone scheme at Parkfield Primary School NW4, incorporating vertical traffic calming measures and improvements including a School Keep Clear marking and sign and traffic sign amendments on Park Road and Sturgess Avenue.**

**Consultation responses and Officer Comments**

Public consultation was undertaken on the scheme, between 21 September 2017 and 20 October 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (20mph speed limit order and raised speed cushions) there was no impact on parking or waiting and loading restrictions except for the new School Keep Clear markings on Sturgess Road. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 800 properties in and near the affected roads inviting comments or objections.

1.1 The scheme as consulted is shown on Consultation Drawing No. C2017\_BC/000864-25-100-01 and incorporated:

- A 20mph speed limit on roads surrounding Parkfield Primary School;
- 20mph zone entry signs and 30mph zone exit signs. The entry signs include a panel at the bottom which could feature a zone 'identity' designed by the children who attend Parkfield Primary School. Signs will be mounted on a yellow backing board;
- An upgrade of the existing crossing point on Park Road close to the junction with St. David's Place. The crossing point will have dropped kerbs and tactile paving on each side of the footway as well as on the central refuge island;
- Kerb buildouts to narrow the carriageway, with associated crossing points including dropped kerb, tactile paving and reflective marker posts, on Park Road east and west of the junction with Mount Road;
- Two vehicle activated signs (VAS) modified to trigger at speeds in excess of 20mph.
- New road markings depicting '20' will be strategically placed on the road surface to remind drivers they are in a 20mph zone;
- New School 'Keep Clear' markings on the north side of Sturgess Avenue (31.56m long) close to the junction with Dallas Road. Accompanying signs will display the restriction 'No stopping, Monday to Friday, 8am – 9.30am, and 2.45pm – 4.15pm', on Entrance markings;
- Upgrade of school patrol warning signs to include the sub plate 'School', mounted on yellow backing boards;
- One existing school patrol sign to be replaced with 'Zebra crossing ahead' sign;
- Upgrade of existing double bend sign to include the sub plate 'Reduce speed now', mounted on yellow backing board;
- Eight cycle friendly road humps on Sturgess Avenue;
- Six cycle friendly road humps on Park Road;
- Two cycle friendly road humps in each of Dartmouth Road, Bertram Road and Sevington Road.

The proposal will have no impact on existing parking measures except where the School Keep Clear markings are proposed which will result in the loss of 5 parking spaces (existing waiting restriction Mon-Sat 10am – 6.30pm).

1.2 Only ten responses to the consultation were received. Of the responses:

- 6 expressed support for 20mph scheme generally.
- 4 of these expressed support for the proposed scheme but asked for part of Dallas Road between Sturgess Avenue and Park Road to be included.

- 2 of these expressed support for the scheme but wanted road humps on Audley Road also.
- 4 objected to the scheme in general.

More detail is provided in the table below.

<b>Number of similar responses</b>	<b>Consultation response (summarised)</b>	<b>Officer comment</b>
4	Totally supportive of the scheme as it will improve the safety for children, however residents have expressed concern that Dallas Road between Park Road and Sturgess Avenue was not included.	Once the scheme is implemented further studies will be carried out to ascertain the effectiveness of the 20 mph zone. It would not be practical at this stage to make part of Dallas Road 20mph, however, it may be considered as part of a future consultation.
2	Totally supportive of the scheme as it will improve the safety for children, however residents have expressed concern there are no road humps on Audley Road.	Audley Road has a number of disabled bays and continual dropped kerbs fronting people's properties, making it impractical to have full width humps. A single speed cushion would encourage vehicles to veer into vacant parking bays. There will be 20 mph signage and additional 20mph roundels marked on the carriageway, the situation will be monitored once the scheme is in place.
1	Resident believes road humps will cause damage to residents vehicles. Resident requested accidents statistics for the last 5 years.	Approached at the correct speed (20mph) road humps will not have any impact on vehicles, residents or otherwise. Resident was sent the accident statistics available to us, these being between 01/06/2010 and 31/05/2015.
1	Resident agrees with the 20mph speed limit and all other aspects of the scheme except for the road humps, resident questioned the council's policy on vertical traffic calming measures.	Mean and 85% speeds on Park Road and Sturgess Avenue show that without vertical measures it is unlikely vehicles would comply with the 20 mph speed limit. Barnet Councils Policy on vertical measures is as follows: 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

		<p>Calming resolved:  <i>'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:</i></p> <p><i>'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'.</i></p> <p>Ward Members have been notified on the measures in this scheme and no objections have been made specifically to the implementation of vertical traffic calming measures at this area.</p>
1	Resident did not agree with either the road humps or the junction narrowing on Park Road junction with Mount road on the grounds that they will be a hindrance, will damage tyres, will prolong journey time for residents and will affect accessibility.	The aim of having a 20mph zone especially around schools is to slow traffic down which will increase safety for children and all other road users. Approached at the right speed, road humps will have no detrimental effect on vehicles.
1	Resident feels the installation of road humps is unnecessary and would prefer a part time system of flashing warning lights only during school times	Barnet council does not support part time 20mph zones, the system of flashing warning lights can be intrusive for residents and the tendency is for vehicles to ignore the intermittent speed limit..

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	<h2 style="text-align: center;">Hendon Area Committee</h2> <h3 style="text-align: center;">4 December 2017</h3>
<b>Title</b>	<b>Brent Green NW4 - Road Safety Improvements</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	West Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Summary of objections, waiting and loading amendments and traffic calming humps. Appendix 2 – Drawing No. C2016_BC/001108-02-100-01
<b>Officer Contact Details</b>	Therese Addison <a href="mailto:highwayscorrespondence@barnet.gov.uk">highwayscorrespondence@barnet.gov.uk</a> ;

### Summary

The Council agrees that this project addresses the concerns highlighted regarding road safety measures, and for pedestrians crossing Brent Green close to the junction with Water Brook Lane NW4.

Following consultation with residents, objections to the implementation of the raised traffic calming measures with additional pedestrian crossing point and amendments to the waiting and loading restrictions, have been received.

The report determines whether the proposals should be introduced or not, and if so, with or without modification.

### Recommendations

**That the Hendon Area Committee authorises that the Strategic Director for Environment, having considered the objections as set out in the appendix attached, received to the statutory consultations on the proposals outlined in this report instruct officers to proceed with the implementation of the scheme, as per the original proposal shown in the consultation drawing No. C2016\_BC/001108-02-100-01.**



## 1. WHY THIS REPORT IS NEEDED

- 1.1 The report is needed to highlight the responses received to the statutory consultation carried out in relation to the installation of two traffic calming road humps and an additional pedestrian crossing point at Brent Green junction with Water Brook Lane NW4, and the consequential changes to the current waiting and loading restrictions on Brent Green.
- 1.2 This scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and local schools and for those who make use of the pedestrian footways.
- 1.3 A Members Item was raised at the 20 February 2017 Hendon Area Committee calling for
  - A dedicated crossover close to Nishmas Yisroel.
  - Traffic calming measures such as speed humps.
  - Better signage and speed warnings.
  - Better Road markings.
  - A reduction in the kerb height to aid the elderly, wheelchair users and those with buggies.
- 1.4 It was also noted that Brent Green was a notorious short cut used by many to avoid traffic on Brent Street and motorists frequently race up and down this narrow road at high speeds. It was also noted that access out of or in to the two cul-de-sacs accessible from Brent Green was precarious, However more importantly was the need for a crossing point for pedestrians and children crossing to visit the synagogue or day nursery. The synagogue also hosts activities for children with learning difficulties on Sundays and easy access for them is of paramount importance.
- 1.5 The Hendon Area Committee meeting on the 20 February 2017 unanimously agreed and it was therefore **RESOLVED:**  
*That the Committee agreed the expenditure of £25,000 from the CIL Infrastructure budget for the Hendon Area Committee for a feasibility study to be carried out for road safety measures to be implemented on Brent Green.*
- 1.6 Site visits were undertaken and the following noted:
  - Brent Green has payment parking 9am – 5.30 Monday to Friday, offset, on both sides of the road.
  - Goodyers Gardens and Water Brook Lane are within the HC1 CPZ Monday to Friday 11am-12pm
  - The yellow line waiting restrictions on Brent Green, Water Brook Lane and Goodyers Gardens are Monday to Friday 11am – 12pm.
  - All road markings need refreshing.
  - Access/egress from Water Brook Lane had visibility restrictions due to the lack of give way lines.
- 1.7 The Personal Injury Accident Data (PIA) were also analysed.
- 1.8 Drawing C2016\_BC/001108-02-100-01 Option 1 shows the proposed layout which includes the construction two traffic calming road humps and an informal crossing point on Brent Green close to the junction with Water Brook Lane. The crossing point will incorporate dropped kerbs, tactile paving and safety bollards.
- 1.9 The proposal also includes:
  - new 'Slow' road markings on Brent Green approaching the junction with Water Brook Lane and Goodyers Gardens.



- re-marking all existing road markings including parking bays.
- 19.5m of single yellow lines to become double yellow lines on the south side of Brent Green extending into Water Brook Lane.
- 10m of single yellow lines change to double yellow lines on the north side of Brent Green close to the slip road.
- Two new signs 'Children going to or from a school or playground' with sub plate showing direction.

1.10 The alternative Option would be to do nothing but this would not address the initial concerns raised by residents regarding the safety aspect of Brent Green.

1.11 The scheme as consulted is shown on Consultation Drawing No. C2016\_BC/001108-02-100-01 and incorporates:

- Two traffic calming road humps
- single yellow lines on Brent Green close to the junction with Water Brook Lane to become double yellow lines
- Single yellow line on Brent Green close to the slip road, to become double yellow lines
- Two new 'Children going to or from a school or playground' with sub plate showing direction;
- Additional 'SLOW' road markings.
- Refreshing of all existing road markings:

1.12 A public consultation was undertaken on the scheme between 29 June 2017 and 21 July 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (extension of waiting and loading restrictions and traffic calming road humps). Press and on-street notices were provided for the statutory changes and a letter and plan distributed to 59 properties in and near the affected roads inviting comments or objections, of these 3 returned a negative opinion, there were no endorsements. Only three responses to the public consultation were received. Of the responses:

- One commented although he agreed in principle did not agree with the traffic calming road humps and suggested all of Brent Green have double yellow lines.
- One is concerned that the first parking bay on Brent Green is causing visibility issues for vehicles exiting the Pillar Hotel.
- One is concerned as the fence at Nishmas Yisroel is too high and causes visibility issues when exiting Water Brook Lane.

1.13 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 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, 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 vertical traffic 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'.*

1.14 Ward Members have been notified on the measures in this scheme and no objections have been made specifically to the implementation of vertical traffic calming measures at this area.

- 1.15 The concerns are set out in more detail in **Appendix 1**. Having considered all the representations received, it is recommended that the project proceed, without modifications as it has obvious benefits for residents, vehicles and local schools as well as all those who use the footway including vulnerable pedestrians.

## **2. REASONS FOR DECISIONS**

- 2.1 The proposal is recommended as the scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and schools and for those who make use of the pedestrian footways. The objections to the scheme are not considered to outweigh the benefits of addressing concerns of speeding traffic and road safety on Brent Green. Responses have highlighted the desire for additional waiting and loading restrictions, which may be considered at a later date and after analysis of post construction speed data.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 3.1 There were no other options considered.
- 3.2 The alternative Option would be to do nothing but this would not address the initial concerns raised by residents regarding the safety of Brent Green.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Residents of the affected properties and Ward Councillors will be advised of the outcome of the decision and the measures will be implemented during the 2017/18 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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.
- 5.1.2 The proposal also helps create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.

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

- 5.2.1 The estimated cost of the overall scheme for the recommended Option is £25,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1). The cost of £25,000 was agreed to be funded from the 2017/18 Hendon Area Committee CIL allocation (20 February 2017 Area Committee meeting).
- 5.2.2 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.

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

### **5.3 Social Value**

5.3.1 None in the context of this report.

### **5.4 Legal and Constitutional References**

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

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

5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on 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.

5.4.4 The Councils Constitution, in Article 7, states that the Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments and parks and trees.

### **5.5 Risk Management**

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

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups.

5.6.2 The introduction of dropped informal crossing point would be compliant with the Disability Discrimination Act 1995 (DDA) and benefit mobility impaired residents along with people with wheelchairs and pushchairs.

### **5.7 Consultation and Engagement**

5.7.1 A consultation has been carried out and residents and Ward Councillors will be made aware of the decision to proceed to implementation at the site.

### **5.8 Insight**

5.8.1 None in relation to this report.

## **6 BACKGROUND PAPERS**

6.1 20 February 2017 Hendon Area Committee;

<http://barnet.moderngov.co.uk/documents/s37991/Non%20Funding%20Members%20Items.pdf>

It was resolved that CIL funding of up to £25,000 be agreed to carry out a feasibility study that would investigate safety improvements including a review of waiting restrictions

6.2 It was resolved to implement the officer preferred option on Brent Green as illustrated in Appendix 2.

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## Appendix 1.

**Brent Green close to the junction with Water Brook Lane informal crossing point, double yellow lines and two traffic calming road humps.**

### Consultation responses and Officer Comments

A public consultation was undertaken on the scheme between 29 June 2017 and 21 July 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (extension of waiting and loading restrictions and traffic calming road humps). Press and on-street notices were provided for the statutory changes and a letter and plan distributed to 59 properties in and near the affected roads inviting comments or objections.

**The scheme (as shown on Consultation Drawing No. C2016\_BC/00108-02-100\_01) incorporated:**

- two traffic calming road humps
- single yellow lines on Brent Green close to the junction with Water Brook Lane to become double yellow lines
- Single yellow line on Brent Green close to the slip road, to become double yellow lines
- two new 'Children going to or from a school or playground' with sub plate showing direction;
- Additional 'SLOW' road markings.
- Refreshing of all existing road markings:

### 3 responses were received.

3 objected to the scheme in general (Items 1 to 3 below)  
More detail is provided in the table below.

Number of similar responses	Consultation response (summarised)	Officer comment
1	Resident is happy with the scheme in principle but offered the following observations: parking bays act as width restrictions and it is not possible to drive at speed down Brent Green, cars pull into empty spaces allowing others to pass, this makes the road congested but does not allow for excessive speeding. Resident also suggests double yellow lines in the slip road (north side of Water Brook Lane) and on Brent Green and Goodyers Gardens.	Noted Double yellow lines are already in place on the slip road. There are no plans to make further adjustments to the waiting/loading restrictions as part of this consultation on either Brent Green or Goodyers Gardens.
2	Resident complained that there were visibility issues when exiting the Pillar Hotel onto Brent Green, he stated there had been a number of accidents in the last couple of years although all were settled amicably, and urged that	Noted We have conducted a site visit and assessed the waiting and loading restrictions in Brent Green. However there are no plans to make any adjustment as part of the Brent

	the bay adjacent to the exit be removed and replaced by double yellow lines.	Green Consultation. The sight lines for vehicles entering or leaving the premises are within accepted guidelines. Removing a parking bay would not be in the interests of the community.
3	Resident complained that it is difficult to exit Water Brook Lane as the fence at Nishmas Yisroel is too high, and questioned whether planning permission was applied for.. Resident objects to losing the single yellow lines at the crossing point as parking is already at a premium. Resident has not noticed vehicles travelling particularly fast along Brent Green.	Noted The addition of give way lines at the junction of Brent Green will formalise the junction and improve sight lines when exiting Water Brook Lane. Resident was directed to Barnet Planning Portal to research whether or not Nishmas Yisroel sought planning permission. Nishmas Yisroel were granted planning permission for the fence.

Proposed warning sign 'Children going to or from a school or playground', with sub plate indicating direction right. Signs to be mounted on existing lamp column minimum 2.3 metres above ground.

diag 545



diag 546



Propose new 'SLOW' road marking.

Propose 10.0 metres of single yellow line to become double yellow lines, to improve visibility at crossing.

Propose new give way road markings to formalise entry/exit from Water Brook lane and to improve visibility for vehicles leaving Water Brook Lane.

Propose 19.5 metres of single yellow line to become double yellow lines, to improve visibility at crossing.

Propose cycle friendly traffic calming road hump.as standard detail LoHAC 700.02

diag 545



diag 546

Proposed warning sign 'Children going to or from a school or playground', with sub plate indicating direction right. Signs to be mounted on existing lamp column minimum 2.3 metres above ground.

Propose new informal crossing point to include tactile paving, dropped kerb and safety bollard.

Propose new 'SLOW' road marking.

Key

Existing granite kerb

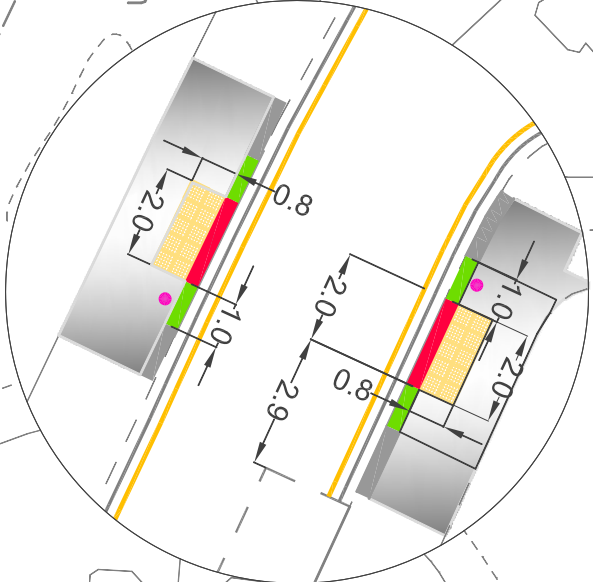
Existing granite kerb cut to gradient

Existing granite kerb dropped to carriageway level

New 400 x 400 blister paving

New safety bollard

Area of reinstatement. Asphalt as existing



GOODYERS GARDENS

BRENT GREEN

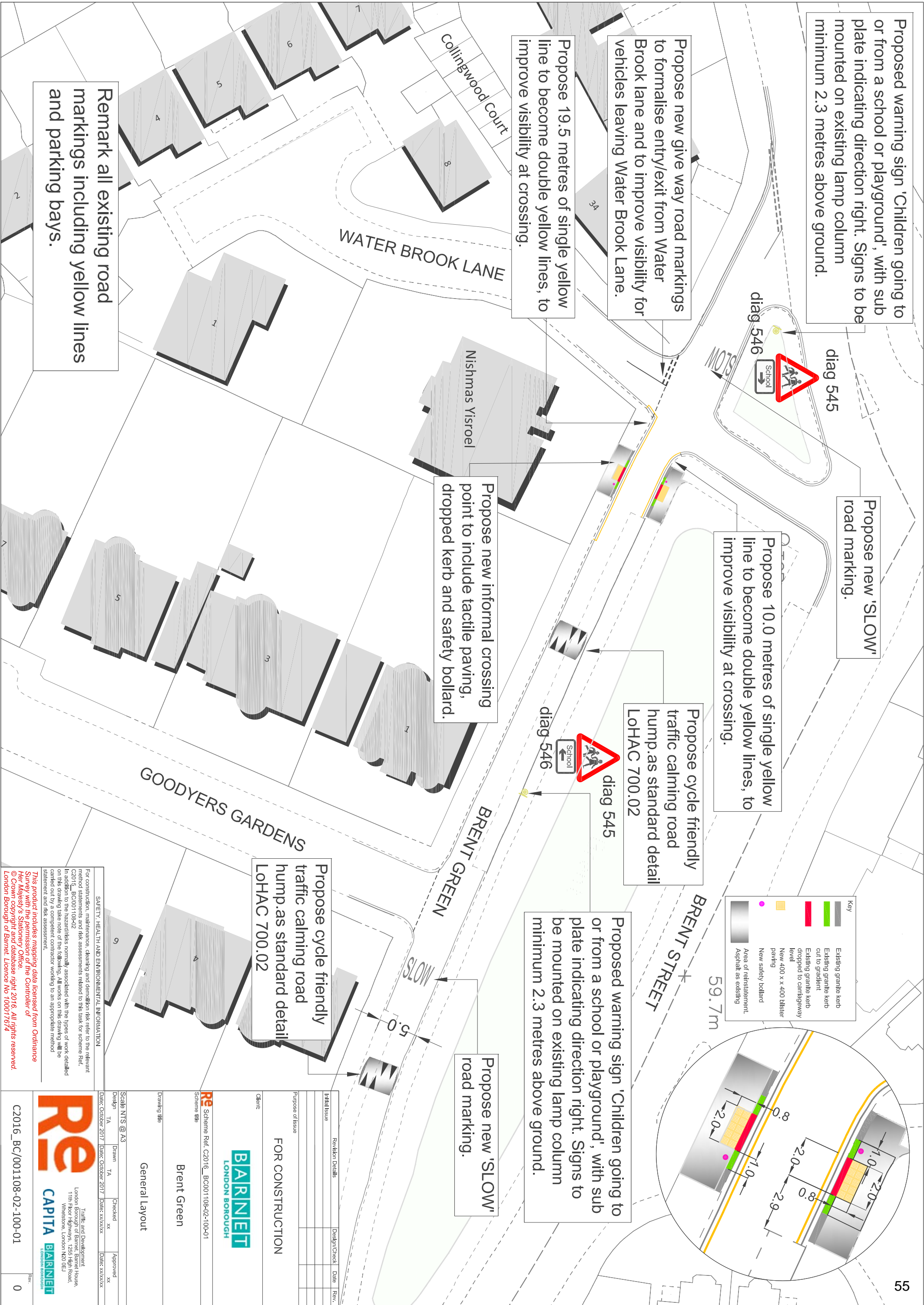
BRENT STREET

MOTS

5.0

Propose cycle friendly traffic calming road hump.as standard detail LoHAC 700.02

Remark all existing road markings including yellow lines and parking bays.



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/001108-02

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 the drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

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Revision Details		Design/Check	Date	Rev.
Initial Issue				

Purpose of Issue

FOR CONSTRUCTION

Client:



Scheme title  
Re Scheme Ref. C2016\_BC/001108-02-100-01

Brent Green

Drawing title

General Layout

Scale NTS @ A3

Design	TA	Drawn	TA	Checked	xx	Approved	xx
Date:	October 2017	Date:	October 2017	Date:	xxxxxx	Date:	xxxxxx



Traffic and Development  
London Borough of Barnet, Barnet House,  
11th Floor, Highways, 1225 High Road,  
Windsor, London W20 0EU



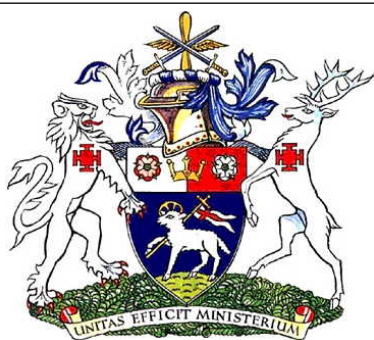
C2016\_BC/001108-02-100-01

Rev.

0

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## Hendon Area Committee Meeting

### 4 December 2017

<b>Title</b>	<b>Broadfields Avenue Request for Pedestrian Crossing Facility</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	Edgware
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Background Data
<b>Officer Contact Details</b>	Lisa Wright – Traffic and Development Manager <a href="mailto:HighwaysCorrespondence@barnet.gov.uk">HighwaysCorrespondence@barnet.gov.uk</a>

### Summary

This report details the preliminary feasibility study undertaken in response to the petition titled “Change Island Crossing at Junction of Broadfields Avenue & Broadhurst Avenue to a safer Zebra Crossing” and sets out the investigations and analysis undertaken and the Officers’ preferred way forward.

### Recommendations

1. That the Hendon Area Committee notes the results of the investigations and analysis as set out in this report.
2. That the Hendon Area Committee acknowledges the best approach to be not to implement major measures, such as a zebra crossing, as it is considered to it being unfeasible and the insufficient pedestrian demand.
3. That the Hendon Area Committee approves the installation of warning signs on the approaches to Holland House School and instruct the Strategic Director for Environment to instruct Officers to implement the signs.

## 1. WHY THIS REPORT IS NEEDED

1.1 A petition was presented to the Hendon Area Residents' Forum 5 July 2017, titled "Change Island Crossing at Junction of Broadfields Avenue & Broadhurst Avenue to a safer Zebra Crossing". Following notification of the petition, the Chairman referred the petition to the Hendon Area Committee meeting on 24 July 2017.

1.2 The Hendon Area Committee reviewed this petition at the meeting on 24 July 2017 and agreed that these concerns should be investigated. Funding of up to £3,000 was made available to carry a feasibility study and produce proposals to address the concerns.

1.3 Officers conducted a series of investigations, with the following outcomes:

1.3.1 Site constraints: officers visited site and concluded that there is not sufficient space to install a zebra crossing in the location of the existing island. Current highway design guidance stipulates that an absolute minimum of 14.6 metres of clear road must be clear (no junctions with side roads or potential obstructions to visibility) either side of a zebra crossing for it to be safe. At this location, the total distance between junctions is 12 metres.

In addition, the southbound bus stop is located 4 metres north of the requested location, further limiting visibility which would impact on safety. There is no suitable alternative location for either a pedestrian crossing or to relocate the bus stops. Appendix 1 includes a diagram illustrating this point.

1.3.2 Demand analysis: pedestrian counts were conducted at the southernmost section of Broadfields Avenue. It was concluded that crossing demand is very low, with the highest number of crossings recorded in the afternoon peak (averaging at 0.4 pedestrians per minute in the busiest 25 metres section surveyed).

Pedestrian counts on adjacent sections of Broadfields Avenue show a even lower level of pedestrians, with between 0 to 0.3 pedestrians crossing per minute on average. Appendix 1 sets out the pedestrian count information.

1.3.3 In addition to pedestrian counts, officers reviewed school travel data from the two neighbouring schools and found:-

- Holland House: this is an independent school located within 30 metres of the location of the zebra crossing requested (see Appendix 1 for diagram). The most recent school travel survey available (2009) shows 0% of students travel by bus and 12% walk. The remaining 88% are mostly driven to school.
- Tashbar of Edware: this is an independent school located 200 metres from the location of the zebra crossing requested (see an Appendix 1 for diagram). The most recent school travel survey available (2015) shows 1% of students travel by bus and 44% walk.

Despite the school travel data dating from some years back, the recent pedestrian counts confirms that figures for students walking or traveling by bus remain similarly low at present.

1.3.4 Collision analysis: no collisions resulting in personal injury collision were recorded in this section of road in the 5 years up to December 2016.

1.4 As a result of the above observations and analysis, it is recommended that “School” warning signs are installed on both directions approaching the school. These will increase drivers’ awareness of the presence of the school and the likelihood of children crossing the road.

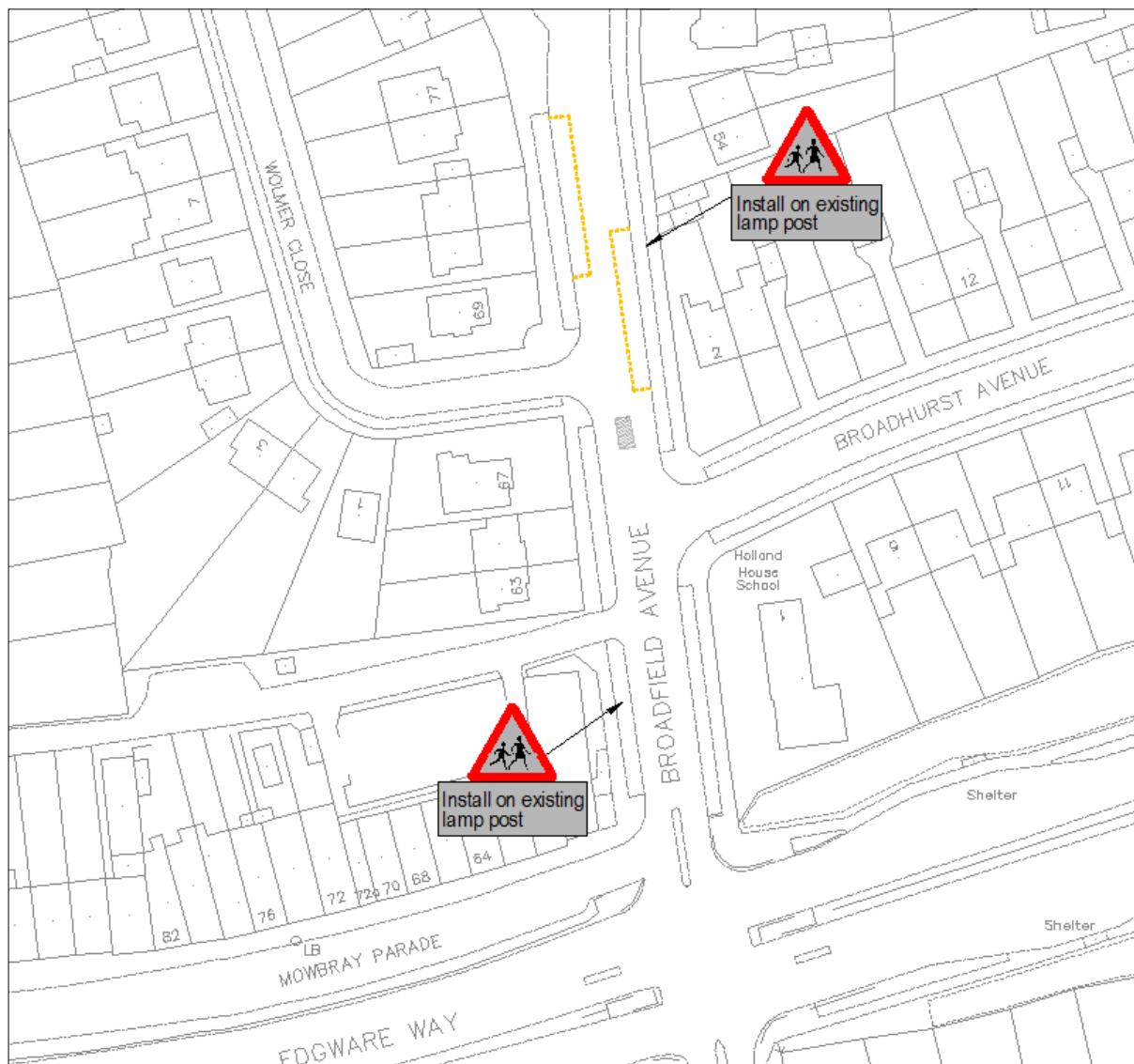


Figure 1

## 2. REASONS FOR RECOMMENDATIONS

2.1 In view of 1.3.1 to 1.3.2 (above), the requested zebra crossing is considered as an unfeasible and unsuitable measure for this location.



- 3.4 Based on similar schemes, the cost of implementing these measures is estimated to be in the region of £60,000. Considering the low demand identified in points 1.3.1 to 1.3.2 (above), this is considered to be a disproportionate measure to this issue and not recommended by officers.

#### **4. POST DECISION IMPLEMENTATION**

- 4.1 Once the decision is approved residents of the affected properties and Ward Councillors will be advised of the outcome of the decision and the measures will be implemented during 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 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 Hendon Area Committee approved £3,000 to investigate issues and options.

- 5.2.2 Investigations and surveys carried out to date have accrued a total cost of approximately £2,500.

- 5.2.3 Implementation of the recommended measures would constitute works cost of approximately £200.

- 5.2.4 Should the recommended measures be approved for implementation, the remainder of the approved £3,000 would be sufficient to cover costs of the works.

- 5.2.5 The work will be carried out under the existing London Highways Alliance Contract (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 Councils Constitution, in Article 7, states that the Area Committees: “In relation to the area covered have responsibility for all constituency specific

matters relating to the street scene including parking, road safety, transport, allotments and parks and trees.

## **5.5 Risk Management**

5.5.1 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. Therefore, it is not considered that it will particularly disadvantage any protected group.

## **5.7 Consultation and Engagement**

5.7.1 Items discussed in these report resulted from a request by residents, presented to Members at the Hendon Area Committee Meeting on 24 July 2017. No further consultation has been conducted since said Committee Meeting.

## **5.8 Insight**

5.8.1 School travel data and accident data was used in the preparation of this report.

## **6. BACKGROUND PAPERS**

6.1 Hendon Area Committee meeting 24 July 2017  
<http://barnet.moderngov.co.uk/documents/g9323/Printed%20minutes%2024th-Jul-2017%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.2 Hendon Area Residents' Forum 5 July 2017  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=9262&Ver=4>



# Broadfields Avenue - Request for Pedestrian Crossing Facility

## Appendix 1 – Background Data

### 1. Area Diagram

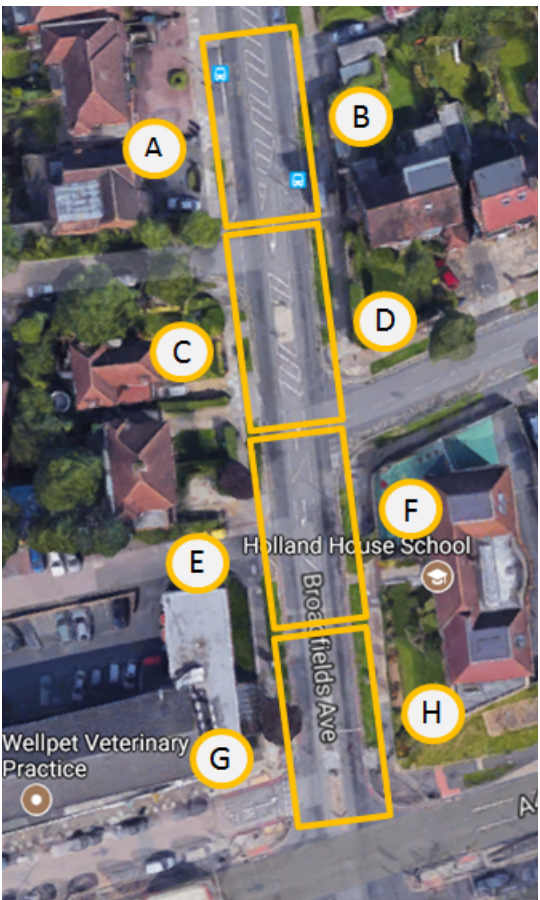
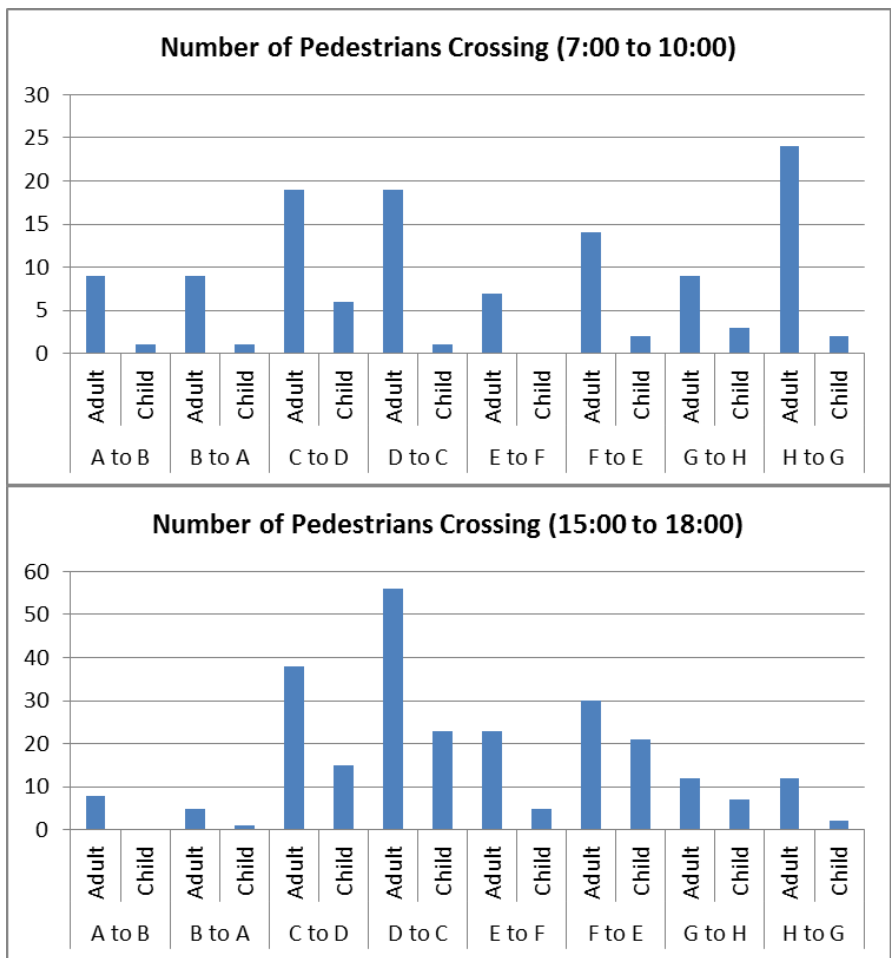
The below diagram illustrates the current positioning of the island, the school entrances and bus stops. It also shows how there is no clear suitable alternative location for the bus stops due to the existence of driveways and dropped kerbs nearby.



### 2. Pedestrian Counts

The section of road was divided into four sub sections, and eight destinations were labelled as shown in the diagram below.

The graphs below show the number of pedestrians (classified into adults and children) that crossed each of these sub-sections in the morning and afternoon peaks.



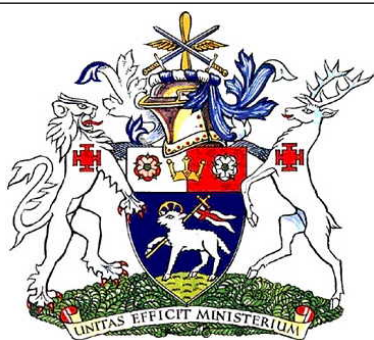
### 3. Accident Data

The diagram below illustrates the location of all recorded collisions resulting in personal injury. No such collisions took place in the vicinity of the pedestrian refuge.





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## Hendon Area Committee Meeting

### 4 December 2017

<b>Title</b>	<b>Colindeep Lane – Pedestrian Improvements (Initial Assessment) – Road Safety Audit</b>
<b>Report of</b>	Strategic Director For Environment
<b>Wards</b>	Colindale
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Lisa Wright - <a href="mailto:HighwaysCorrespondence@barnet.gov.uk">HighwaysCorrespondence@barnet.gov.uk</a>

### Summary

This report details further considerations by Officers following Committee's Resolution to proceed with a modified version of Officers' proposals presented in a previous Hendon Area Committee meeting on 24 July 2017.

### Recommendations

1. That the Hendon Area Committee note the results of the Stage 1 Road Safety Audit carried out on proposals presented at the 24 July 2017 Hendon Area Committee meeting, as follows:

**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

**And on proposals approved for implementation by said committee at the 24**

**July 2017 meeting, as follows:**

**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 7** - High friction coloured surface

**Measure 8b** – Refresh and improve road markings

2. That the Hendon Area Committee adopts vertical speed deterrents (Measure 6a from the 24 July 2017 Hendon Area Committee Meeting) in addition to the measures referred to in Recommendation 1.
3. That if the Hendon Area Committee does not adopt Recommendation 2 (vertical speed deterrents), that Measure 4 (traffic islands/refuges) as adopted at the 24 July 2017 meeting is removed from the adopted improvements on public safety grounds.
4. That the Hendon Area Committee, gives instruction to the Strategic 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 on proposals approved, the Hendon Area Committee instruct Strategic Director for Environment to introduce the approved measures.
6. If any objections are received as a result of the statutory consultations, the Hendon Area Committee directs that the Strategic Director for Environment 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 2<sup>nd</sup> May 2017 and are summarised below:
  - 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.

1.2. In view of the above, Hendon Area 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. Officers carried out further investigations and produced five proposals that would improve pedestrian safety and reduce vehicle speeds on Colindeep Lane. A report explaining these proposals was presented to the Hendon Area Committee on 24 July 2017. The preferred proposal included:

- Improve signage;
- Remove excess vegetation encroaching on the footway;
- Reduce dual carriageway section to one lane in each direction;
- Traffic island/ pedestrian refuge;
- Changes to junction;
- Speed cushions (located either side of the island);
- High friction surface on the downhill approach to the bend;
- Refreshing of road markings with improvements.

1.4. In the report it was stated that some of these proposals, including the proposal preferred by officers as presented above, included vertical deflection measures. It was confirmed in the report that the introduction of a traffic island refuge is only recommended in conjunction with other physical measures of slowing traffic, as some pedestrians may be inclined to use this island to cross the road.

- 1.5. 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’.*

- 1.6. The report to the 24 July 2017 Committee set out the officers’ opinion that on this occasion is an exceptional circumstance and vertical speed deflection should be considered due to the speed of traffic on Colindeep Lane. Ward Members were been consulted on the proposals including the vertical measures in the preferred option (as summarised in point 1.3 above and no responses were received.

- 1.7. The Preferred Officer Proposal 5, reported to Committee on 24 July 2017 included the following:

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”

- 1.8 Following consideration of the item, Councillor Braun objected to measure 6a – vertical speed deterrents (cushions) and moved a motion to amend recommendation 2 and remove measure 6a, which was duly seconded. The committee voted on the amendment and votes were recorded as follows:

For 4

Against 2

Abstain 0

The amendment was therefore carried and Measure 6a was removed by Members from the Committee decision.

- 1.8. In view of the above, Hendon Area Committee (24/07/2017) RESOLVED  
*“That the Committee note the findings of the preliminary feasibility study on pedestrian improvements on Colindeep Lane in the vicinity of North London Grammar School”*

*“That the Committee, noting the Council’s Policy on Traffic Calming, agreed the Officer preferred Proposal 5 which included 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 7 - High friction coloured surface  
 Measure 8b – Refresh and improve road markings”

*“That the 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.”*

*“That the Committee instructs the Strategic Director for Environment to carry out a statutory consultation on the approved measures.”*

*“That subject to no objections being received to the statutory consultation, referred to in recommendation 4, the committee instructs the Strategic Director for Environment to introduce the approved measures.”*

*“That the Committee agrees 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.”*

*“That the 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.”*

- 1.9. As stated in the report, Officers remain concerned that Measure 4 (traffic island on the downhill approach to the bend) would not be safe if the additional vertical measures (Measure 6a) were not included in the scheme. Prior to any scheme of this nature being implemented on a trunk road a Road Safety Audit Stage 1 (RSA S1) is required. An independent party was commissioned to carry out a RSA S1 on both Officers’ preferred option (including vertical deflection) and on Committee’s approved option (not including vertical deflection).
- 1.10. The RSA S1 (currently at Draft stage) has found that one speed cushion in each direction may not be sufficient to sufficiently reduce traffic speeds, and recommends installing several cushions in each direction instead. It has also found that implementing a traffic island without speed reduction features is dangerous to pedestrians as well as drivers.

In view of the above, officers recommend vertical speed deterring measures are included in the scheme, and that approval is given to proceed to implementation of the proposal as summarised in point 1.1 (above). If the vertical measures are not included that the officer recommendation is that the

scheme for Measure 4 (Traffic islands/ refuges) does not go ahead as proposed by Committee.

- 1.11. Should Committee decide to implement with no vertical deflection, Officers strongly suggest not including a pedestrian refuge or island at all. This will have an impact on the effectiveness of the other elements of the scheme (Measures 1,2,3, 5, 7 and 8b), but will not increase the risk of vehicle-pedestrian collisions above existing level.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1. The Option preferred by Committee (24/07/2017) is not considered safe by Officers which has been confirmed by an independent Road Safety Audit and therefore officers recommend not proceeding to implementation. Instead, officers recommend the use of vertical speed deterring measures.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1. The Option preferred by Committee (24/07/2017), which omits vertical speed deterrents, is not recommended for the reasons stated above.
- 3.2. “No access to Colindeep Lane from Colin Crescent” has also been considered. Colin Crescent and Colin Gardens would be accessible from Colindeep Lane and Crossway but vehicles would only be able to exit via Crossway. This would reduce the risk of collisions at the junction of Colin Crescent with Colindeep Lane, but would not have any effects on the speeding issues on Colindeep Lane. It is therefore not recommended.
- 3.3. Further alternative options were covered in previous reports, presented to the 2 May and 24 July Hendon Area Committees.

## **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, detailed design and implementation stages.
- 4.2. Should this proposal proceed to implementation, a speed survey will be commissioned 6 months to a year after implementation in order to assess effectiveness of measures.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 This scheme 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 This proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

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

- 5.2.1 At feasibility stage, detailed cost estimates cannot be provided. Notwithstanding this, indicative costs have been provided bases on schemes of a similar nature.
- 5.2.2 The cost will be funded from the 2017/18 Transport for London (TfL) Local Implementation Plan (LIP) programme, which has an allocation of £400k for Accident Reduction Schemes. Costs are expected to be up to £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.
- 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 Article 7 of the Council’s Constitution is headed “Committees, Forums, Working Groups and Partnerships”. Article 7.5 states that Area Committees in relation to the area covered have “responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees”.
- 5.4.2 Section 16 of the Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required under section 17 to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty

## **5.5 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

## 5.7 **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 Section 106 Agreement for North London Grammar School, Planning Reference No. H/02535/12.

6.2 Agenda and minutes - Hendon Area Committee, Wednesday 6th July 2016  
<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;  
<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>

6.6 Agenda and draft minutes - Hendon Area Committee, 24 July 2017; At draft stage,  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9323&Ver=4>