

**MEETING**

**FINCHLEY & GOLDERS GREEN AREA COMMITTEE**

**DATE AND TIME**

**WEDNESDAY 13TH JUNE, 2018**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ**

**TO: MEMBERS OF FINCHLEY & GOLDERS GREEN AREA COMMITTEE (Quorum 3)**

Chairman: Councillor Shimon Ryde BSc (Hons)

Vice Chairman: Councillor Rohit Grover

**Councillors**

Councillor Dean Cohen BSc (Hons)

Councillor Ross Houston

Councillor Anne Hutton

Councillor Arjun Mittra

Councillor Jennifer Grocock

**Substitute Members**

Councillor Geof Cooke

Councillor Kath McGuirk

Councillor John Marshall

MA (Hons)

Councillor Peter Zinkin

Councillor Alison Moore

Councillor Eva Greenspan

Councillor Melvin Cohen LLB

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

**Andrew Charlwood – Head of Governance**

Governance Services contact: Anita Vukomanovic 020 8359 7034

[anita.vukomanovic@barnet.gov.uk](mailto:anita.vukomanovic@barnet.gov.uk)

Media Relations contact: Sue Cocker 020 8359 7039

**ASSURANCE GROUP**

## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	5 - 12
2.	Absence of Members (If any)	
3.	Declaration of Members' Disclosable Pecuniary interests and Non Pecuniary interests (If any)	
4.	Report of the Monitoring Officer (If any)	
5.	Public Comments and Questions (If any)	
6.	Matters referred from the Finchley and Golders Green Area Residents Forum (If any)	13 - 16
7.	Petitions (if any)	
8.	Area Committee Grants Funding	17 - 26
9.	Members' Items (if any)	
10.	Members' Items - Area Committee Funding Applications (if any)	27 - 34
11.	Road Safety measures around Menorah Primary School, NW11- Review of Consultation responses February 2018 and new proposals	35 - 56
12.	Hampstead Way, NW11- Feasibility Study	57 - 70
13.	Church Lane, N2- Feasibility Study	71 - 80
14.	Glenhurst Road, N12- Feasibility Study	81 - 94
15.	Forward Work Programme	95 - 100
16.	Any item(s) the Chairman decides are urgent	

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## **Decisions of the Finchley & Golders Green Area Committee**

15 February 2018

Members Present:-

**AGENDA ITEM 1**

Councillor Graham Old (Chairman)  
Councillor Peter Zinkin (Vice-Chairman)

Councillor Dean Cohen  
Councillor Geof Cooke  
Councillor Alon Or-Bach

Councillor Rohit Grover  
Councillor Ross Houston

Apologies for Absence  
None

### **1 MINUTES OF LAST MEETING**

**RESOLVED** that the minutes of the meeting dated 14 November 2017 were agreed as a correct record.

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

None.

### **3 MATTERS ARISING NOT INCLUDED ELSEWHERE ON THE AGENDA**

#### **Cherry Tree Wood**

The Strategic Director for Environment stated that in relation to Cherry Tree Wood (Item 1, 14 November 2017 minutes) negotiations with the leasee had not yet concluded. He apologised for the delay and hoped to give a full update by the next meeting of the Finchley and Golders Green Area Committee.

The Chairman suggested that it this had still not been taken forward in a month's time that representation be made to the relevant Committee (Policy and Resources or Assets and Regeneration).

**Action: Strategic Director for Environment**

### **4 DECLARATION OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON PECUNIARY INTERESTS (IF ANY)**

Councillor Alon Or-bach declared a Non Pecuniary interest in relation to agenda item 9, Councillor Alison Moore's item (speeding in Church Lane) by virtue of being the Chair of the Finchley and Golders Green Labour Party who have their premises on Church Lane.

Councillor Peter Zinkin noted that he had an interest in a property in St Mary's Avenue (Item 11, Church End CPZ). The Monitoring Officer had advised that this was not a declarable interest.

**5 REPORT OF THE MONITORING OFFICER (IF ANY)**

None.

**6 PUBLIC COMMENTS AND QUESTIONS (IF ANY)**

None.

**7 AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE**

The Strategic Director for Environment presented the report.

Cllr Cooke noted that the numbers on the table (page 33) did not add up and he had discussed this with the Finance Manager, Commissioning Group, who had explained that the schemes already completed had been omitted from the table. The Finance Manager had sent Cllr Cooke an updated version and had agreed that it would be helpful to include more information in future reports.

Cllr Houston asked for an update on Links View, Dollis Road and Westbury Road. The Service Director, Highways, would provide this information.

**Action**

**RESOLVED:**

- 1. That the Finchley & Golders Green Area Committee noted the amount available for allocation during 2017/18, as set out in Appendix 1**
- 2. That the Finchley & Golders Green Area Committee noted the amount of re-allocated underspends and overspends in Section 2.1.**

**8 GARDEN SUBURB PARKING SURVEYS**

A report was received from the Strategic Director for Environment.

Mr Daniel Bayfield, a resident, made a representation. He requested that the top of Erskine Hill and also North Square be included in an extended Controlled Parking Zone in line with Heathgate and South Square as the current restrictions of one hour per day were inadequate.

The Strategic Director for Environment noted that the cost for design and consultation would be £5000-7,500.

Councillor Zinkin moved a motion that the Committee instruct officers to carry out the above piece of work. Councillor Cohen seconded the motion.

The motion was unanimously approved and became the substantive motion.

The Chairman moved to the vote on the substantive motion. The Committee unanimously RESOLVED:

**That the Finchley & Golders Green Area Committee approved funding of £5000-7,500 and instruct the Strategic Director for Environment to carry out design and consultation for extending the CPZ in the top of Erskine Hill and North Square.**

**9 MATTERS REFERRED FROM THE FINCHLEY AND GOLDERS GREEN AREA RESIDENTS FORUM (IF ANY)**

The Chairman introduced the report, which contained two petitions referred from the Finchley and Golders Green Residents Forum.

Petition 1

This petition requested that the two parts of the East Finchley CPZ be split, and that the streets in the all-day part of the CPZ be allocated a different code letter to the current 'M'. This would restrict parking in the all-day zone to residents within this zone.

The petitioner was not present.

The Strategic Director for Environment stated that the cost of a formal consultation on the above as a subzone (to be included in a wider consultation including Edmunds Walk and Causeway as agreed at the November meeting) would be £2,500.

A request was made that officers alert Members before this began so that they could inform residents. The Strategic Director for Environment would instruct officers to do this.

Following consideration of the petition the Committee unanimously RESOLVED:

**To approve funding of £2,500 for design and consultation of the proposed subzone in the CPZ.**

Petition 2

The Chairman introduced the second petition which had been referred from the Finchley and Golders Green Residents Forum. This requested that Stanhope Avenue (between East End Road and Mountfield Road) and Cavendish Avenue (between East End Road and Mountfield Road) be included in the next extension of the Finchley Church End CPZ.

The petitioner, Ms Katie Reynolds made a representation. She noted that it had been suggested at the Finchley and Golders Green Residents Forum that the above streets be included in the statutory consultation which was due to begin soon.

**RESOLVED that the Committee noted the petition and instruct that it is referred to the Strategic Director for Environment and considered as part of the wider study referred to under Item 11 on the agenda.**

**10 MEMBERS' ITEMS - AREA COMMITTEE FUNDING APPLICATIONS (IF ANY)**

**A – Member's Item in the name of Councillor John Marshall: speed survey on Hampstead Way between Meadway and Wellgarth Road and the possibility of introducing a controlled crossing.**

Further to consideration the Committee unanimously RESOLVED:

**To approve funding of £5000 to carry out a feasibility survey at the location above.**

**B – Member’s Item in the name of Councillor Peter Zinkin: ask officers to take the necessary steps to replace the single yellow line outside the garage entrance at Annabel Court, Hodford Road, NW11 with a double yellow line to ensure safe egress from the garage.**

Councillor Zinkin gave representation on the above. He noted that officers should be discouraged from using single yellow lines within the CPZ in future as it had little effect. The Strategic Director for Environment would feed this back.

Further to consideration the Committee unanimously RESOLVED:

**To approve funding of up to £2000 to replace the single yellow line with a double yellow line at the location above.**

**C – Member’s Item in the name of Councillor Graham Old: consider a crossing on Hendon Lane near the junction with Arden Road or nearby due to speed of traffic on Hendon Lane between Cyprus Ave and Wickliffe Ave.**

Councillor Old presented his item. He noted that a VAS was in place but did not appear to be as effective as when it had first been installed so this may need to be moved to a different location.

The Strategic Director for Environment suggested that officers contact Councillor Old to meet him at the site to discuss options for improving safety. The officers would contact Councillor Old to arrange this.

**Action**

Following consideration the Committee unanimously RESOLVED:

**To await the outcome of a site visit by officers. Following this the issue would be discussed at the next meeting. There was no budgetary requirement from the Committee for this.**

**D - Member’s Item in the name of Councillor Arjun Mittra: Electricity supply pillar for community events.**

The Chairman deferred this item to the next meeting - Cllr Mittra was unable to attend due to illness.

**Action**

**E – Member’s Item in the name of Councillor Alison Moore: speed control measures for Church Lane, N2**

Cllr Moore presented her item. She thanked the Committee for the additional signage and prompt response regarding this issue.

She had brought this back to the Committee because, although there had been some improvement, a minority of vehicles continued to drive in excess of 30mph. In addition she was aware that the road was scheduled for micro-asphalt treatment in Year 4 of the



Recovery Programme and it would make sense for the speed control measures to be considered before this went ahead. She also requested that other interventions might be considered by officers, for example, a camera.

The Strategic Director for Environment confirmed that any measures would be undertaken in line with the resurfacing works and he would instruct officers accordingly. A speed survey and feasibility study would cost £5,000 and he would discuss with officers the possibility of the addition of CCTV. He would expedite the speed surveys, to allow sufficient time to fit in with the micro-asphalt treatment, which would go ahead by the autumn of 2018 and would report back to the Committee in June. Following the speed survey officers would meet with Ward Councillors to discuss whether a feasibility study would be needed.

#### **Action**

The Chairman asked that implications of the one-way system around Leslie Road and Leopold Road also be taken into account so that work did not need to be undone on these roads.

Further to consideration of the above it was unanimously RESOLVED:

**To approve funding of up to £5000 for speed surveys, with possible feasibility study if required, at the above location.**

**F- Member's item in the name of Councillor Ross Houston: Hervey Close and Ballards Lane junction – unrestricted parking outside of 8am to 6.30pm Monday to Saturday allowing just one vehicle at a time through in either direction.**

Cllr Houston noted that the title in the report 'Hervey Road' was incorrect; 'Hervey Close' was the street name.

Councillor Jim Tierney also spoke on this item noting that it was a hazardous and very busy junction where motorists were forced to reverse into the main road.

The Strategic Director for Environment noted that there would be no budget implications as the work could be completed at the same time as Member's Item B.

**RESOLVED - the Committee unanimously agreed that a Traffic Engineer should review the situation and look for an amendment to the restrictions at this junction in order to ensure the safe and free flow of traffic into Hervey Close.**

## **11 CHURCH END CONTROLLED PARKING ZONE (CPZ) - PARKING CONSULTATION RESULTS**

The Chairman introduced the report which set out the results of the consultation to review the existing Church End CPZ, and additional consultation with residents and businesses outside the CPZ, asking them whether they would like to be included within it.

The Chairman pointed out errors in the report as detailed below:

*(b) authorise the Strategic Director for Environment and his officers to carry out a statutory consultation on proposals to introduce extended CPZ hours and waiting restrictions, operational Monday to Saturday from 10am to 4pm in Dollis Park (between Regents Park Road and Church Crescent), Lichfield Grove (from Regent's Park Road to Sylvan Avenue), Station Close, Station Road and Sylvan Avenue.*

*3. That subject to no objections being received to the statutory consultations, referred to in recommendations ~~2 and 3~~ 1 and 2, the committee authorise the Strategic Director for Environment and his officers to introduce the proposed parking and waiting restrictions*

*4. That the Committee agree that if any objections are received as a result of the statutory consultation referred to in recommendations ~~2 and 3~~ 1 and 2, the Strategic Director for Environment will, in consultation with the relevant Ward Councillors, consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.*

Further to a discussion the Committee unanimously RESOLVED:

1. a) To note the results of the consultation to review the existing Church End CPZ  
b) To authorise the Strategic Director for Environment and his officers to carry out a statutory consultation on proposals to introduce extended CPZ hours and waiting restrictions, operation Monday to Saturday from 10am to 4pm in Dollis Park (between Regent's Park Road and Church Crescent), Lichfield Grove (from Regent's Park Road to Sylvan Avenue), Station Close, Station Road and Sylvan Avenue).
2. To note the results of the consultation in roads outside of the Church End CPZ and petitions received and resolve to authorise the Commissioning Director for Environment and his officers to design and carry out statutory consultation on proposals to introduce CPZ parking and waiting restrictions, operation Monday to Friday from 2-3pm, as extensions to the existing Church End CPZ in:
  - (a) St Mary's Avenue and Templars Crescent
  - (b) The northern section of Lyndhurst Gardens (between Dollis Park and the entrances to both Finchley Manor Lawn Tennis and Squash Rackets Club and Christ's College Playing Field.
  - (c) Cavendish Avenue and Stanhope Avenue (between East End Road and Mountfield Road)
3. That subject to no objections being received to the statutory consultations, referred to in recommendations 1 and 2, the committee authorise the Strategic Director for Environment and his officers to introduce the proposed parking and waiting restrictions
4. That the Committee agree that if any objections are received as a result of the statutory consultation referred to in recommendations and 2, the Strategic Director for Environment will, in consultation with the relevant Ward Councillors, consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.

The Strategic Director for Environment noted that this item had been brought back to the Finchley and Golders Green Area Committee because one objection to the vertical measures had been received.

The committee considered the report and the vote was recorded as follows:

6– in favour

0– against

1 - Abstained

Councillor Dean Cohen abstained.

RESOLVED:

**That the Finchley and Golders Green Area Committee, having considered the responses including the objections as set out in Appendix 2 attached and received the statutory consultation on the proposals outlined in this report, authorised the Strategic Director for Environment to proceed with and fully implement the scheme, as per the original proposal shown in the consultation drawing No. C2016\_BC/000874-27-CONS-01.**

### 13 **FORWARD WORK PROGRAMME**

Councillor Or-Bach requested that Leslie Road and Leopold Road one-way be considered as soon as possible. The Strategic Director for Environment agreed.

The forward plan was noted.

### 14 **ANY OTHER BUSINESS**

Councillor Zinkin expressed his appreciation to the Chairman who would retire from his role as Councillor after the meeting. He was thanked for his care and diligence and congratulated that almost every item brought to the Committee over the past two years had reached a consensual solution.

Councillor Houston agreed with Councillor Zinkin's comments, wishing Councillor Old well for his retirement and thanking him for chairing with an exemplary degree of fairness across a wide range of schemes.

The Chairman thanked the Committee.

### 15 **ANY ITEM(S) THE CHAIRMAN DECIDES ARE URGENT**

None.

The meeting finished at 8.04 pm

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	<div style="text-align: right;">AGENDA ITEM 6</div> <h2 style="text-align: center;">Finchley and Golders Green Area Committee</h2> <h3 style="text-align: center;">13 June 2018</h3>
<b>Title</b>	<b>Referrals from Finchley and Golders Green Residents Forum</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	All
<b>Status</b>	Public
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Anita Vukomanovic <a href="mailto:anita.vukomanovic@barnet.gov.uk">anita.vukomanovic@barnet.gov.uk</a> 020 8359 7034

### Summary

At the meeting of Finchley and Golders Green Residents Forum, 21 March 2018, one petition was referred to this Committee for consideration.

### Recommendation

**That the Area Committee considers the petition referred by the Finchley and Golders Green Residents' Forum.**

#### 1. WHY THIS REPORT IS NEEDED

- 1.1 The Council's Constitution permits the referral of petitions and issues to Area Committees. The following petition has been referred by the Chairman Finchley and Golders Green Residents' Forum to the Area Committee:

1	<p><b>Petition: Make Churchfield Ave, N12, a one-way street</b></p> <p><b>Submitted by: Ms Joanna Fanning</b></p> <p><b>Signatures: 37</b></p> <p><b>Ward: Woodhouse</b></p> <p>We the undersigned petition the council to make Churchfield Avenue N12 a one-way street, with entry only at the High Road end and therefore 'no entry' at the Woodhouse Road end (preventing the constant stream of traffic from Woodhouse Road using Churchfield Ave to avoid the traffic lights at Tally Ho).</p> <p>The High Road end of Churchfield Avenue is restricted entry to cars travelling North however the 'no right turn' sign is being ignored. We would like the central barrier to be widened (or some similar physical barrier be put in place) to prevent this and/or a camera installed at the junction. We would also like speed restrictions to be put in Churchfield Avenue as cars are driving too fast for the size of the</p> <p>The traffic and the parking situation in the road is becoming intolerable for the residents. There have been numerous road-rage incidents, occasionally involving the police, as well as parked cars being damaged, due to the road being used as a 'rat run' by drivers trying to avoid the Tally Ho traffic lights and/or the one-way system. This is also due to a combination of the restricted entry sign being ignored at the 'High Road' end and Churchfield Avenue being too narrow for two cars to pass each other both ways.</p> <p>The speed at which vehicles drive down Churchfield Avenue is too fast for the road, it affects us all but is of particular concern to residents with children or elderly relatives when getting in or out of their cars, hence the request for speed restrictions.</p> <p>The resident parking permit time extension would ease the parking problem as long as it is policed.</p> <p><b>Action by Chairman of Residents' Forum: refer to the next meeting of the Finchley &amp; Golders Green Area Committee.</b></p>
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## 2. REASON FOR REFERRAL

- 2.1 The following petition has been referred by the Chairman Finchley and Golders Green Residents' Forum to the Area Committee.

## 3. REASONS FOR RECOMMENDATIONS

- 3.1 As set out above.

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

4.1 N/A

#### **5. POST DECISION IMPLEMENTATION**

5.1 N/A

#### **6. IMPLICATIONS OF DECISION**

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

6.1.1 None in the context of this report.

##### **6.2 Legal and Constitutional References**

6.2.1 The Council's Constitution – Article 3, Residents and the Council states that Residents Forums may: *"decide that the issue be referred to the next meeting of an Area Committee for consideration, subject to the issue being within the terms of reference of an Area Committee"*

##### **6.3 Risk Management**

6.3.1 None in the context of this report.

##### **6.4 Equalities and Diversity**

6.4.1 None in the context of this report.

##### **6.5 Consultation and Engagement**

6.5.1 Not in the context of this report.

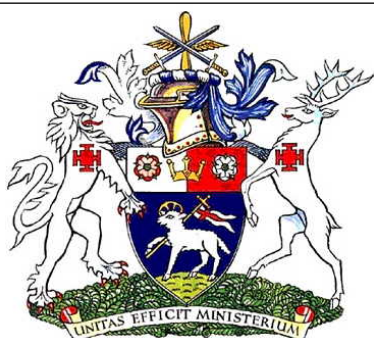
#### **7. BACKGROUND PAPERS**

7.1 None.

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AGENDA ITEM 8



## Finchley & Golders Green Area Committee

13 June 2018

<b>Title</b>	<b>Area Committee Funding - Community Infrastructure Levy update</b>
<b>Report of</b>	Finance Manager, Commissioning Group
<b>Wards</b>	Childs Hill, East Finchley, Finchley Church End, Garden Suburb, Golders Green, West Finchley, Woodhouse
<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 2018/19.

### Recommendations

1. That the Finchley & Golders Green Area Committee notes the amount available for allocation during 2018/19, as set out in Appendix 1
2. That the Finchley & Golders Green Area Committee notes the amount of re-allocated underspends & overspends in Section 2.1

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 This report indicates the allocation of part of the Community Infrastructure (“CIL”) to the Finchley & Golders Green Area Committee (Area Committee). This will enable the Area 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 part of the income from the CIL would be delegated to the Council’s Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated at least 15% of the CIL receipts for their local area. This is to be capped at a total of £100 per dwelling in the constituency area and ring-fenced for spend on infrastructure schemes and anything else that is concerned with addressing the demands that development places on an area. If there is a neighbourhood plan or a neighbourhood order within the constituency area of the Area Committee the allocation will increase to 25% and not capped.
- 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 The latest position shows expenditure to March 2018. The total amount of underspends from 2015 – 2017 is £0.086m, whilst the total funded overspends on schemes total £0.012m.

## **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 and anything else that is concerned with addressing the demands that development places on the area.

#### **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 An annual allocation of £0.150m is made to each Area Committee. Appendix 1 shows the committee balance for 2018/19 to be £0.159m. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years.

##### **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 Council Constitution, Article 7, Committees, Forums, Working Groups and Partnerships – the terms reference of Area Committees include:

5) 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**

Policy & Resources Committee, 9 July 2015

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

Finchley & Golders Green 2018/19	2018/19 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspend to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
Budget allocation	150,000							
Budget C/Fwd	(65,685)							
2015/16 Underspend returned to CIL reserve	46,752							
2016/17 Underspend returned to CIL reserve	15,885							
2017/18 Underspend returned to CIL reserve	23,760							
Overspend Funded	(12,001)							
<b>New Balance</b>	<b>158,711</b>							

Finchley & Golders Green 2017/18 - Outstanding Schemes	2017/18 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspend 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
	£							
North Crescent, N3 - CPZ issues	(5,000)	5,000	5,000	-	No	Yes		27/04/2017
Cost of tools for use by The Diggers -construction of compost bins	(5,600)	-	5,600	-	No	No		27/04/2017
Westbury Road - design and carry out statutory consultation and implementation	(25,000)	8,624	25,000	-	No	No		27/04/2017
Summers Lane - design and carry out statutory consultation and implementation	(24,200)	10,806	24,200	-	No	No		27/04/2017
The Hocrofts - 5 tonne weight restriction	(8,800)	2,323	8,800	-	No	No		27/04/2017
Granville Road - design and carry out statutory consultation and implementation	(6,500)	3,852	6,500	-	No	No		27/04/2017
Village Road, N3 - feasibility study	(5,000)	1,635	5,000	-	No	No		02/08/2017
Removing trees to support the work of the Residents Association for the upkeep of Northway Rose Gardens	(7,065)		7,065	-	No	No		02/08/2017
Friary Road Traffic Management Measures - 2 VAS signs in Friary Road, Road Markings and monitoring to take place as to the effectiveness of the implementation	(16,000)	1,589	16,000	-	No	No		02/08/2017
Links View - Dollis Road, N3 - Road Safety Improvements - design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the agreed Option.	(20,000)	10,739	20,000	-	No	No		02/08/2017
New Yew tree to repair the damaged hedge at Kingsley Way junction with Meadway in the Garden Suburb	(3,000)		3,000	-	No	No		14/11/2017
Planting scheme in Gratton terrace	(9,000)		9,000	-	No	No		14/11/2017
Speed survey and on-site investigation for Glenhurst Road, N12.	(5,000)		5,000	-	No	No		14/11/2017
Village Road, N3 - feasibility study - Road markings and provision of two vehicle activated signs and cobbled paving setts.	(25,000)	1,579	25,000	-	No	No		14/11/2017
Leslie Road/Leopold Road - Request for One-Way and 20 mph	(12,650)	2,470	12,650	-	No	No		14/11/2017

Erskine Hill and North Square included in the controlled parking zone - design and consultation	(7,500)		7,500	-	No	No		15/02/2018
Two parts of East Finchley CPZ be split - design and consultation	(2,500)		2,500	-	No	No		15/02/2018
Speed survey on Hampstead Way between Meadway and Wellgarth Road & possibility of including controlled crossing	(5,000)		5,000	-	No	No		15/02/2018
Replace single yellow line outside annabel court, Hodford Road NW11 with a double yellow line	(2,000)	27	2,000	-	No	No		15/02/2018
Speed Control measures for Church Lane	(5,000)		5,000	-	No	No		15/02/2018

<b>Finchley &amp; Golders Green 2016/17 - Outstanding Schemes</b>	<b>2016/17 Budget Allocation (CIL Reserve)</b>	<b>Actual Spend</b>	<b>Predicted Spend</b>	<b>(Underspends to be reallocated) / Above allocation</b>	<b>Underspend to be reallocated (Yes/No)</b>	<b>Original Scheme complete (Yes/No)</b>	<b>Amount to add back to CIL allocation</b>	<b>Date of Committee Approvals</b>
	£							
Hampstead Garden Suburb CPZ - monitor displacement before and after Garden suburb CPZ extension	(500)	3,315	3,500	3,000	No	No		30/11/2016
Buxted Road/Ashurst Road - yellow lines	(2,500)	848	2,500	-	No	No		16/02/2017
Friary Way/Valley Road - waiting restrictions	(4,000)	-	4,000	-	No	No		16/02/2017

<b>Finchley &amp; Golders Green 2015/16 - Outstanding Schemes</b>	<b>2015/16 Budget Allocation (CIL Reserve)</b>	<b>Actual Spend</b>	<b>Predicted Spend</b>	<b>(Underspends to be reallocated) / Above allocation</b>	<b>Underspend to be reallocated (Yes/No)</b>	<b>Original Scheme complete (Yes/No)</b>	<b>Amount to add back to CIL allocation</b>	<b>Date of Committee Approvals</b>
	£							
Friary way parking feasibility	(5,000)	2,305	5,000	-	No	No		21/10/2015
Crescent road	(25,000)	5,903	25,000	-	No	No		13/01/2016
The Grove	(22,000)	5,292	22,000	-	No	No		13/01/2016
East Finchley CPZ	(10,000)	5,066	10,000	-	No	No		13/01/2016
Oakfield road parking (nr CPZ) - now Temple Fortune parking review	(20,000)	17,313	20,000	-	No	No		13/01/2016



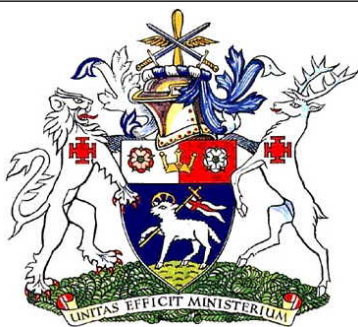
Finchley & Golders Green	2018/19 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspend to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
<b>Budget allocation</b>	150,000							
<b>Budget C/Fwd</b>	(65,685)							
2015/16 Underspends returned to CIL reserve	57,177							
2016/17 Underspends returned to CIL reserve	20,673							
2017/18 Underspends returned to CIL reserve	28,480							
Overspends Funded	(5,557)							
<b>New Balance</b>	<b>185,088</b>							

WBS ref	Highways Scheme Title	Finchley & Golders Green 2017/18 - Outstanding Schemes	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>	20,060							
Bc/001107-01	Parking Station Road, N3	North Crescent, N3 - CPZ issues	(5,000)	4,437	5,000	-	No	No		27/04/2017
	Not Highways	Cost of tools for use by The Diggers -construction of compost bins	(5,600)	-	5,600	-	No	No		27/04/2017
BC/001030-09-05	Westbury Road - Implementation	Westbury Road - design and carry out statutory consultation and implementation	(25,000)	6,226	25,000	-	No	No		27/04/2017
BC/000742-06	Holders Hill Road - Implementation	Holders Hill Road - various, yellow lines and bays - remainder LIP Funded	(20,500)	1,000	1,000	(19,500)	Yes	Yes	(19,500)	27/04/2017
BC/001027-03-02	Summers Lane - Implementation	Summers Lane - design and carry out statutory consultation and implementation	(24,200)	4,078	24,200	-	No	No		27/04/2017
BC/001027-04-02	Alexandra Grove - Implementation	Alexandra Grove - design and carry out statutory consultation and implementation - Remainder LIP	(13,500)	4,520	4,520	(8,980)	Yes	Yes	(8,980)	27/04/2017
BC/001030-01-02	The Hocrofts Implementation	The Hocrofts - 5 tonne weight restriction	(8,800)	1,012	8,800	-	No	No		27/04/2017
BC/001030-05	Tillingbourne Gardens - Implementation	Tillingbourne Gardens - design and carry out statutory consultation and implementation	(1,930)	1,930	1,930	-	No	Yes		27/04/2017
BC/001030-02-02	Granville Road - Implementation	Granville Road - design and carry out statutory consultation and implementation	(6,500)	3,852	6,500	-	No	No		27/04/2017
BC/001257-02-01	Village Road, N3 - Study	Village Road, N3 - feasibility study	(5,000)	1,635	5,000	-	No	No		02/08/2017
	Not Highways	Removing trees to support the work of the Residents Association for the upkeep of Northway Rose Gardens	(7,065)		7,065	-	No	No		02/08/2017
BC/001257-04-01	Friary Road VAS	Friary Road Traffic Management Measures - 2 VAS signs in Friary Road, Road Markings and monitoring to take place as to the effectiveness of the implementation	(16,000)		16,000	-	No	No		02/08/2017
BC/001257-04-02	Friary Road - Road Markings									
BC/001257-04-03	Friary Road - Surveys									
BC/001030-03-02	Links View - Dollis Road, N3 - Road Safety Improvements - Option.	Links View - Dollis Road, N3 - Road Safety Improvements - design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the agreed Option.	(20,000)	7,107	20,000	-	No	No		02/08/2017
	Not Highways	New Yew tree to repair the damaged hedge at Kingsley Way junction with Meadway in the Garden Suburb	(3,000)		3,000	-	No	No		14/11/2017
	Not Highways	Planting scheme in Gratton terrace	(9,000)		9,000	-	No	No		14/11/2017
BC/001348-01	Glenhurst Road - Feasibility	Speed survey and on-site investigation for Glenhurst Road, N12.	(5,000)		5,000	-	No	No		14/11/2017



BC/001257-01-02	Village Road - Implementation	Village Road, N3 - feasibility study - Road markings and provision of two vehicle activated signs and cobbled paving setts.	(25,000)	1,579	25,000	-	No	No		14/11/2017
BC/000742-03-02	Leslie Road/Leopold Road - Implementation	Leslie Road/Leopold Road - Request for One-Way and 20 mph	(12,650)		12,650	-	No	No		14/11/2017
BC/001411-01	CPZ Erskin Hill North Square	Erskine Hill and North Square included in the controlled parking zone - design and consultation	(7,500)		7,500	-	No	No		15/02/2018
BC/001411-02	East Finchley CPZ	Two parts of East Finchley CPZ be split - design and consultation	(2,500)		2,500	-	No	No		15/02/2018
BC/001411-03	Hampstead Way - Feasibility	Speed survey on Hampstead Way between Meadway and Wellgarth Road & possibility of including controlled crossing	(5,000)		5,000	-	No	No		15/02/2018
BC/001411-05-01	Parking Hodford road	Replace single yellow line outside annabel court, Hodford Road	(2,000)		2,000	-	No	No		15/02/2018
BC/001411-05-02	Parking Hervey Close	NW11 with a double yellow line				-	No	No		
BC/001141-04	Church Lane Feasibility	Speed Control measures for Church Lane	(5,000)		5,000	-	No	No		15/02/2018
			(65,685)	37,376	207,265				(28,480)	
		2015/16 Underspends returned to CIL reserve	57,177							
		2016/17 Underspends returned to CIL reserve	20,673							
		2017/18 Underspends returned to CIL reserve	28,480							
		Overspends Funded	(5,557)							
		New Balance	35,088							

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## Finchley and Golders Green Area Committee

**13 June 2018**

<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>	Garden Suburb, Woodhouse, West Finchley, East Finchley, Childs Hill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Anita Vukomanovic, Governance Team Leader <a href="mailto:anita.vukomanovic@barnet.gov.uk">anita.vukomanovic@barnet.gov.uk</a> 020 8359 7034

### Summary

This report informs the Area Committee the 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 requests as highlighted in section 1 of the report.
2. That the Area Committee decide whether it wishes to:
  - (a) agree the requests 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	<b>Lighting and the Central Square Minyan</b>
Raised by (Councillor)	John Marshall
Ward	Garden Suburb
Area Committee	Finchley and Golders Green
Member Request	To consider funding for the lighting of the Central Square Minyan.
Funding Required (£)	tbc

Title	
Raised by (Councillor)	Cllr Geof Cooke
Ward	Woodhouse/West Finchley
Area Committee	Finchley and Golders Green
Member Request	Legible London signage for pedestrians around North Finchley
Funding Required (£)	£5,000 (based on sum approved by the committee for Cricklewood)

Title	<b>Request for zebra crossing to connect Childs Hill Park and Basing Hill Park across The Vale</b>
Raised by (Councillor)	Cllr Arjun Mittra
Ward	East Finchley
Area Committee	Finchley and Golders Green
Member Request	<p>Residents of the Granville Road Estate have requested a zebra crossing over The Vale to connect Childs Hill Park and Basing Hill Park.</p> <p>A zebra crossing would enable safer and wider access to both parks.</p> <p>I ask that the Area Committee instruct officers to conduct a feasibility study for a zebra crossing at this location, including consultation with residents, and report back to the Committee with a recommendation as to whether it should be funded.</p>

Funding Required (£)	Tbc
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Title	Assessment and enabling works for a Forest School at Tarling Road open space.
Raised by (Councillor)	Cllr Alison Moore
Ward	East Finchley
Area Committee	Finchley and Golders Green
Member Request	<p>There is an initial proposal to use the wooded open space adjacent to the new Tarling Road Community Hub (currently under construction) as a Forest School. This would support local children and young people and would complement the adjacent centre.</p> <p>Council officers and community members have visited the site and discussed the outline proposal.</p> <p>The site, which consists of mixed woodland has been largely undisturbed for more than 10 years and thus developed as a mixed wildlife habitat. In order to determine the work that needs to be done to the site to enable it to be developed as a Forest School, formulate a project plan and make bids for external funding, a proper assessment of the site and initial selective clearance will need to be undertaken.</p> <p>This application is seeking modest financial support to enable this work, which may require a specialist contractor, to take place as soon as possible. There is potential to involve young people, once it has been established that the site is safe.</p>
Funding Required (£)	Officers estimate that it may cost up to £5000 to carry out the initial assessment and clearance but a more detailed set of figures would be available should this come to the committee.

Title	WheeliO
Raised by (Councillor)	Cllr. Shimon Ryde
Ward	Childs Hill
Area Committee	Finchley and Golders Green
Member Request	<p>WheeliO is a community led project set up to promote health and well being of the local community. WheeliO is run by THOCH (a registered charity) and is based in Basing Hill Park within Childs Hill, a ward with pockets of deprivation and social housing.</p> <p>The WheeliOis project funded by TfL over a three year period. Since its launch on 21st April 2018 over 120 residents have participated in WheeliO's sessions run on Saturday between <a href="#">12-2pm</a>.</p> <p>Currently Wheelio has 20 bikes (3 e-bikes, 5 bmx's, 2 folding bikes and 10 hybrid mountain bikes). The bikes are stored in Basing Hill Park in a container provided by LB Barnet. Additionally, Barnet's Safe and Sustainable Team funds cycling instructors who attend sessions and provide free individual and group training.</p> <p>WheeliO seeks funding of £7400.39 (inc VAT) for 10 additional e-bikes and associated items to meet demand of those participating and a power source that will allow the scheme to continue its sustainability and growth through offering additional avenues for the project such as pop-up events and operating in other areas of the park.</p> <p>Appendix 1 shows a full breakdown of the items and costs.</p>
Funding Required (£)	£7400.39 (inc VAT)

Appendix 1 to Cllr. Ryde's Member's Item:



**THOCH WHEELIO BREAKDOWN COST**

Quantity	Items	Cost
1	GOAL ZERO YETI 1400 LITHIUM POWER STATION WITH WIFI	£1800
1	BOULDER 100 SOLAR PANEL BRIEFCASE	£300
1	YETI LITHIUM ROLL CART	£60
1	MPPT SOLAR CHARGING OPTIMIZATION YETI LITHIUM MODULE	£80
1	ANDERSON 15FT EXTENSION CABLE	£30
2	BATAVIA CROCK LOCK WORKBENCH	£134.99 X 2= £269.98
10	COYOTE CONNECT ELECTRIC FOLDING BIKE – BLACK WITH BAFS	£450.00 each x 10= £4500
10	IMMOBI TAG ELECTRONIC CYCLE PROTECTION	£15.00 each X 10= £150
10	HELMETS	£15.00 each X 10= £150
13	KRYPTONITE EVOLUTION MINI-7 FLEXFRAME LOCK WITH 4-Foot KRYPTOFLEX CABLE - BLACK/ORANGE	£38.41
13	KRYPTONITE KRYPTOFLEX 30FT CABLE LOCK (10MM X 9.3)	£22
<b>TOTAL</b>		<b>£7,400.39</b>

## **2 REASONS FOR RECOMMENDATIONS**

- 1.2 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.
- 1.3 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'.
- 1.4 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.
- 1.5 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.
- 1.6 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.
- 1.7 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).
- 1.8 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 2018/19. 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.



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

2.1 Not applicable.

## **3. POST DECISION IMPLEMENTATION**

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

## **4. IMPLICATIONS OF DECISION**

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

4.1.1 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.

4.1.2 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.

### **4.2 Social Value**

4.2.1 Requests for CIL funding provide an avenue for Members to give consideration to funding requests which may have added social value.

### **4.3 Legal and Constitutional References**

5.3.1 Council Constitution, Article 7 contains the responsibilities of the Area Committees, which includes 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."

### **4.4 Risk Management**

4.4.1 None in the context of this report.

### **4.5 Equalities and Diversity**

4.5.1 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.

### **4.6 Consultation and Engagement**

4.6.1 None in the context of this report.

## **5. BACKGROUND PAPERS**

5.1 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>

5.2 Review of Area Committees – operations and delegated budgets (24 June 2015):

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



## Finchley and Golders Green Area Committee

### 13 June 2018

<b>Title</b>	<b>Road Safety measures around Menorah Primary School, NW11- Review of Consultation responses February 2018 and new proposals</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	Golders Green and Childs Hill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A – Consultation Drawing Appendix B – Summary of objections Appendix C – Uncontrolled Crossing Options Appendix D – 20 mph zone proposal
<b>Officer Contact Details</b>	Jamie Blake – Strategic Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a>

## Summary

This report details the results of the consultation for the Road Safety measures around Menorah Primary School Scheme that was approved by the Finchley and Golders Green Area Committee on 14 November 2017. This proposal was developed to introduce an uncontrolled crossing at Woodstock Avenue near to junction with The Drive, One Way system at The Drive (southbound flow) between Montpelier Rise and Woodstock Avenue and a 20 mph zones around Menorah Primary School.

Statutory consultation has been undertaken and this report set outs summary of objections received and investigates alternative options.

## Recommendations

1. That the Finchley and Golders Green Area Committee notes the results of the statutory consultation as set out in Appendix B in this report.
2. Having considered the objections, the Finchley and Golders Green Area Committee notes the alternative options set out in this report.
3. That the Finchley and Golders Green Area Committee approves that the preferred Option 1 for the uncontrolled crossings at The Drive and 20 mph speed zone and authorises that the Strategic Director for Environment should instruct officers to progress to public consultation and detail design.
4. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed Options should be implemented or not, and if so, with or without modification.
5. That the Committee notes that the funding for the agreed Option is included in the Local Implementation Plan (LIP) 2018/19 budget to introduce the approved Option.

### 1. WHY THIS REPORT IS NEEDED

- 1.1 The 2 August 2017 Finchley and Golders Green Area Committee considered the Members Item from Councillor Dean Cohen relating to road safety in and around Menorah Primary School, NW11.

Following discussion of the item, the Committee RESOLVED:

*To approve funding for 2 Vehicle Activated Signs at a cost of £4,000 each, and a feasibility study at a cost of up to £5,000 to consider options for other measures that may be appropriate.*

- 1.2 School Travel Plan Issues:

As part of this feasibility study the following issues raised in the School Travel Plan have also been considered:

- Visibility is poor at the junction of The Drive and Woodstock Avenue;
- Request for a 20mph zone implemented in the roads surrounding the school site – Woodstock Avenue, The Drive, Sandringham Road, Hamilton Road & Montpellier Rise. Vehicle speeds have been reported as excessive.

- 1.3 A feasibility study was presented on the 14 November 2017 Finchley and Golders Green Area Committee.

Following discussion of the item, the Committee RESOLVED:

1. *That the Finchley and Golders Green Area Committee note the detail of the feasibility study as outlined in this report in relation to an uncontrolled crossing and introducing a 20 mph speed around Menorah Primary School.*
  2. *That the Finchley and Golders Green Area Committee notes that the preferred Option is option 1A for the uncontrolled crossings and the 20 mph zone and requests that the Strategic Director for Environment should instruct officers to consult with the school on the scheme and then if appropriate progress to public consultation and detail design, but at the same time notes that the scheme cost is in excess of the maximum budget available to the Finchley and Golders Green Area Committee but may be eligible for LIP funding.*
  3. *That the Finchley and Golders Green Area Committee notes that if any objections are received as a result of the statutory consultations, referred to in recommendation 2, the Strategic Director for Environment will consider and determine whether the agreed Options should be implemented or not, and if so, with or without modification, subject to LIP funding being made available.*
- 1.4 Statutory consultation was undertaken on the scheme, between 18 January 2018 and 8 February 2018. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to 656 properties inviting comments or objections.
- 1.5 The scheme as consulted is shown on Appendix A-Consultation Drawing and incorporated the following measures:
- A. Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb build outs.
  - B. Permanent introduction of One Way at The Drive (southbound flow) between Montpelier Rise and Woodstock Avenue.
  - C. 20 mile per hour zone covering the following roads:
    - Elmcroft Crescent,
    - Montpelier Way,
    - Montpelier Rise,
    - Sandringham Road,
    - Hamilton Road (starting at the junction with Elmcroft Crescent),
    - Woodstock Avenue (starting at junction with The Grove).
    - The Drive (starting at junction with Limes Avenue)

1.6 A total of 378 responses were received.

- 337 residents signed the same letter objected to provision of whole scheme.
- 28 objected to provision of whole scheme.
- 9 objected to provision of the One Way system and uncontrolled crossing and supported 20 mph zone.
- 1 Supportive.
- 2 Required additional information.
- 1 Suggested studying additional area around Wessex School.

The concerns are set out in more detail in Appendix B.

1.7 After the consultation period and having considered the comments from residents, it is recommended that the following:

- Not progressing with the One Way System at The Drive;
- Not progressing with the uncontrolled crossing kerb build outs at Woodstock Avenue;
- Re-study the 20 mph area;
- Look at a feasible new location for a safe crossing at The Drive.

### **Proposed new alternative options. General Details**

#### **1.8 General**

1.8.1 In light of the consultation results, different alternatives have been studied.

- Uncontrolled crossing at The Drive.
- Review of the 20 mph zone/limit.

#### **1.9 Uncontrolled Crossing options**

Because of The Drive layout between Woodstock Avenue and Montpelier Rise, where there is a predominance of driveways, parking bays and trees, and trying to minimise the loss of parking, only two feasible crossings have been identified.

1.9.1 Option 1: Uncontrolled Crossings at The Drive.

*(Refer to Appendix C-Drawing No C2017\_BC001143-13-02-Option 1-01)*

This option includes the construction of an uncontrolled crossings with new kerb build out at southbound on The Drive, which it is needed to improve the visibility, thus the pedestrians can see and be seen by the vehicles.

The location for this solution is outside properties number 4 and 6.

This new layout shows a total carriageway width of 5.4 metres at The Drive.

Regarding the parking, 4.6 metres would need to be removed at The Drive. This is a resident Resident permit holders only (Mon-Fri 11am-12pm).

Therefore, in order not to lose a resident space, 5.4 metres will be removed from the Payment Parking spaces (Mon-Fri 10am-5pm Max stay 6hrs 30mins) and turned into Resident permit holders only parking.

In addition, new double yellow lines will be introduced at The Drive junction with Woodstock Avenue and at the uncontrolled crossing. Likewise, new layout of School Keep Clear road markings is needed as shown in Appendix C-Option 1.

#### Advantages

- Improved safety provided by uncontrolled crossing,
- Better Visibility than Option 2.
- This location is closer than Option 2 to the pupil's entrance to the school (Gate North at The Drive).

#### Disadvantages

- Loss of one Payment Parking space (5.4 metres).
- New gully drainage is needed around the kerb buildout (higher cost)

#### Cost Estimated

Detailed Design	£3,000
Safety audit, surveys etc	£1,500
Consultation & TMO	£4,500
Construction (works cost)	£14,500
Implementation, supervision and post implementation costs	£2,500
<b>TOTAL</b>	<b>£26,000</b>

**Table 1**

#### Option 2: Uncontrolled Crossings at The Drive.

*(Refer to Appendix C-Drawing No C2017\_BC001143-13-02-Option 2-01)*

As Option 1, has been proposed the same layout of kerb build out, in this case outside property number 34 Woodstock Avenue (The Drive side).

This new layout shows a total carriageway width of 5.25 metres at The Drive.

Regarding the parking, 5.4 metres would need to be removed at The Drive. This is a Payment Parking (Mon-Fri 10am-5pm Max stay 6hrs 30mins).

In addition, new double yellow lines will be introduced at The Drive junction with Woodstock Avenue and at the uncontrolled crossing. Likewise, new layout of School Keep Clear road markings and single yellow lines are needed as shown in Appendix C-Option 2.

#### Advantages

- Improved safety provided by uncontrolled crossing.

### Disadvantages

- Loss of one Payment Parking space (5.4 metres).
- Less visibility than Option 1.
- This location is closer to The Drive junction with Woodstock Avenue where the visibility is poor.
- This location is further than Option 2 to the pupils entrance (Gate North at the Driver).
- The carriageway width is narrower than in Option 1.
- New gully drainage is needed around the kerb buildouts (high cost)

### Cost Estimate

As the dimensions are similar to Option 1, the same cost has been estimated.

Detailed Design	£3,000
Safety audit, surveys etc	£1,500
Consultation & TMO	£4,500
Construction (works cost)	£14,500
Implementation, supervision and post implementation costs	£2,500
<b>TOTAL</b>	<b>£26,000</b>

**Table 2**

#### **1.10 20 mph zone**

- 1.10.1 After reviewing the speed and the accident surveys, it has been decided to reduce the speed limit in the area to a 20 mph zone. *(Refer to Appendix D-Drawing No C2017\_BC001143-13-02-Proposal-01).*
- 1.10.2 The existing 85th Percentile Speeds are above 24mph in the studied area, so it is recommended that the signage supplemented by **at least** one physical traffic calming measures, in order to achieve the aims of a 20mph speed limit.
- 1.10.3 The different options for the uncontrolled crossing set out above, could be considered as a physical traffic calming feature, because both of them propose build out. Therefore the proposals for uncontrolled crossing and the 20mph zone need to be considered in conjunction.
- 1.10.4 The proposal includes the introduction of a 20 mph speed zone covering the following roads or part of them:
- Elmcroft Crescent,
  - Montpellier Rise,
  - Woodstock Avenue and
  - The Drive (starting at junction with Elmcroft Crescent)



A 20 mph zone requires the installation of 20 mph speed zone terminal signs and also the following measures:

- At least one physical traffic calming feature, which would be Option 1-2 above for an uncontrolled crossing proposed
- Combination of the following at 100 m (maximum) intervals:
  - Upright 20 speed limit signs (to diagram 670)
  - 20 mph roundel markings (to diagram 1065).

#### Advantages

- The speed limit signs in 20 mph zones are regulatory,
- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties,
- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment

#### Disadvantages

- Some journeys will take a slightly longer due to reduced speeds.

#### Cost Estimate

Detailed Design	£3,000
Safety audit, surveys etc	£1,500
Consultation & TMO	£4,500
Construction (works cost)	£5,200
Implementation, supervision and post implementation costs	£1,800
<b>TOTAL</b>	<b>£16,000</b>

**Table 3**

### 1.11 Summary of new proposals

Option	Brief Description	Summary of Potential Advantages/ Disadvantages	Indicative Costs
1	<b>Option 1</b> <ul style="list-style-type: none"> <li>- Uncontrolled Crossings at The Drive with kerb build outs (southbound)</li> </ul> <b>20 mph zone</b> <ul style="list-style-type: none"> <li>- 20 mph speed zone/End of 20 mph zone terminal signs: 8 no.</li> <li>- Repeated 20 mph roundel road markings.</li> </ul>	<b>Advantages</b> <ul style="list-style-type: none"> <li>- Improved safety provided by uncontrolled crossing,</li> <li>- Better Visibility than Option 2.</li> <li>- Location closer than Option 2 to the pupils entrance (Gate North at The Drive).</li> <li>- The speed limit signs in 20 mph zones are regulatory,</li> <li>- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties, 20 mph zone proposed is covering the accident study area.</li> <li>- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment</li> </ul>	£42,000

Option	Brief Description	Summary of Potential Advantages/ Disadvantages	Indicative Costs
		<u>Disadvantages</u> <ul style="list-style-type: none"> <li>- Loss of parking (4.6 m)</li> <li>- New gully (high cost)</li> <li>- Some journeys will take a slightly longer.</li> </ul>	
2	<b>Option 2</b> <ul style="list-style-type: none"> <li>- Uncontrolled Crossings at The Drive with kerb build outs (southbound)</li> </ul> <b>20 mph zone</b> <ul style="list-style-type: none"> <li>- 20 mph speed zone/End of 20 mph zone terminal signs: 8 no.</li> <li>- Repeated 20 mph roundel road markings.</li> </ul>	<u>Advantages</u> <ul style="list-style-type: none"> <li>- Improved safety provided by uncontrolled crossing,</li> <li>- The speed limit signs in 20 mph zones are regulatory,</li> <li>- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties,</li> <li>- 20 mph zone proposed is covering the accident study area.</li> <li>- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment</li> </ul> <u>Disadvantages</u> <ul style="list-style-type: none"> <li>- Loss of one Payment Parking space (5.40 metres).</li> <li>- Less visibility than Option 1.</li> <li>- This location is closer to The Drive junction with Woodstock Avenue where the visibility is poor.</li> <li>- This location is further than Option 2 to the pupils entrance (Gate North at the Driver).</li> <li>- The carriageway width is narrower than in Option 1.</li> <li>- New gully drainage is needed around the kerb buildouts (high cost)</li> <li>- Some journeys will take longer.</li> </ul>	£42,000

**Table 5**

## 1.12 Conclusions and Recommendations

1.12.1 The two options for the Uncontrolled Crossing are both considered feasible. However, officers would choose the preferred solution of Option 1, because this provides a safe crossing at the best value and in terms of compliance, and safety. The total estimate cost for this is £42,000.

## 2. REASONS FOR RECOMMENDATIONS

2.1 The uncontrolled crossing (preferred Option 1) would provide a safe crossing around Menorah Primary School and because of the residential character of the area the preferred option is the introducing of a 20 mph speed zone as proposed.

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

- 3.1 Alternative options considered and not recommended were covered in previous report presented on 14 November 2017 Finchley and Golders Green Area Committee.

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

- 4.1 Following the Finchley and Golders Green Area Committee's agreement, consultation with schools, residents, Metropolitan Police and emergency services would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2018/19 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.

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

- 5.2.1 Transport for London (TfL) provide core funding for implementation of a borough Local Implementation Plan (LIP) 2018/2019 programme, which is in the Council's capital programme at £3.499 million. It includes a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues.
- 5.2.2 The proposals in this report would be introduced using funding from that programme – specifically, the budget for School Travel Plan schemes, which has a budget of £200,000. Depending on the detail design, the entire scheme would cost an estimate of £42,000. No additional funding is required from the Area Committee Budget to implement this scheme.
- 5.2.3 The works will be carried out under the existing LOHAC (London Highways Alliance) term maintenance contractual arrangements and through the Council's internal DLO contractor.
- 5.2.4 The necessary road markings and associated signage will require on-going routine maintenance.
- 5.2.5 At feasibility stage, detailed cost estimates cannot be provided. Notwithstanding this, indicative costs have been provided based on schemes of a similar nature. These costs are subject to change during the design phase.

### **5.3. Social Value**

5.3.1 None in the context of this report.

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

5.4.1. The Council's Constitution, in Article 7, states that 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. The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

### **5.5. Risk Management**

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

### **5.6. Equalities and Diversity**

5.1.1 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.

5.1.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.1.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

### **5.7. Corporate Parenting**

5.7.1. Not applicable in the context of this report

### **5.8. Consultation and Engagement**

5.8.1. A statutory consultation has been undertaken as set out above and this report deals with objections and comments received.

### **5.9. Insight**

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

## **6. BACKGROUND PAPERS**

- 6.1. Finchley and Golders Green Area Committee 14 November 2017, Item 15.

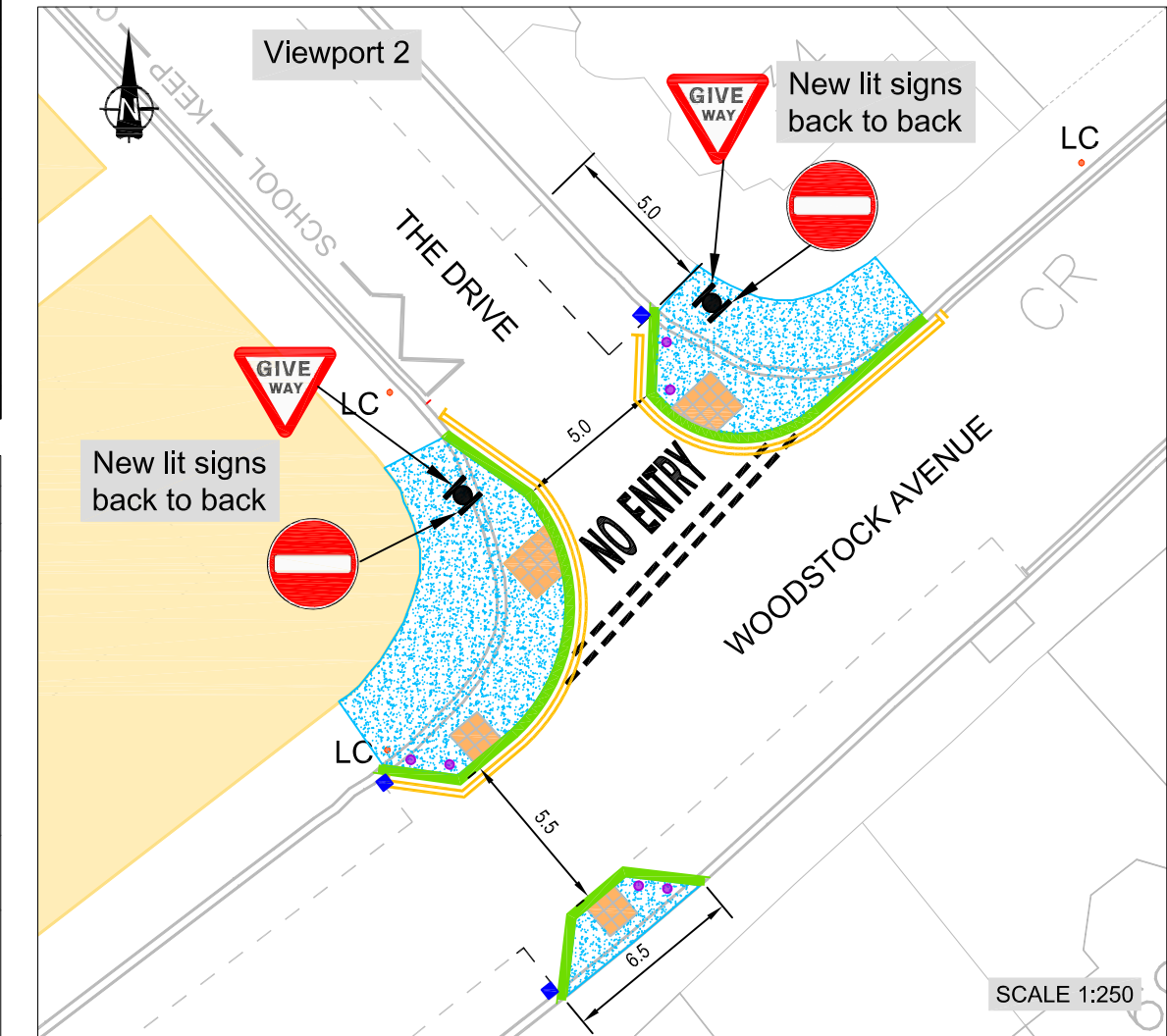
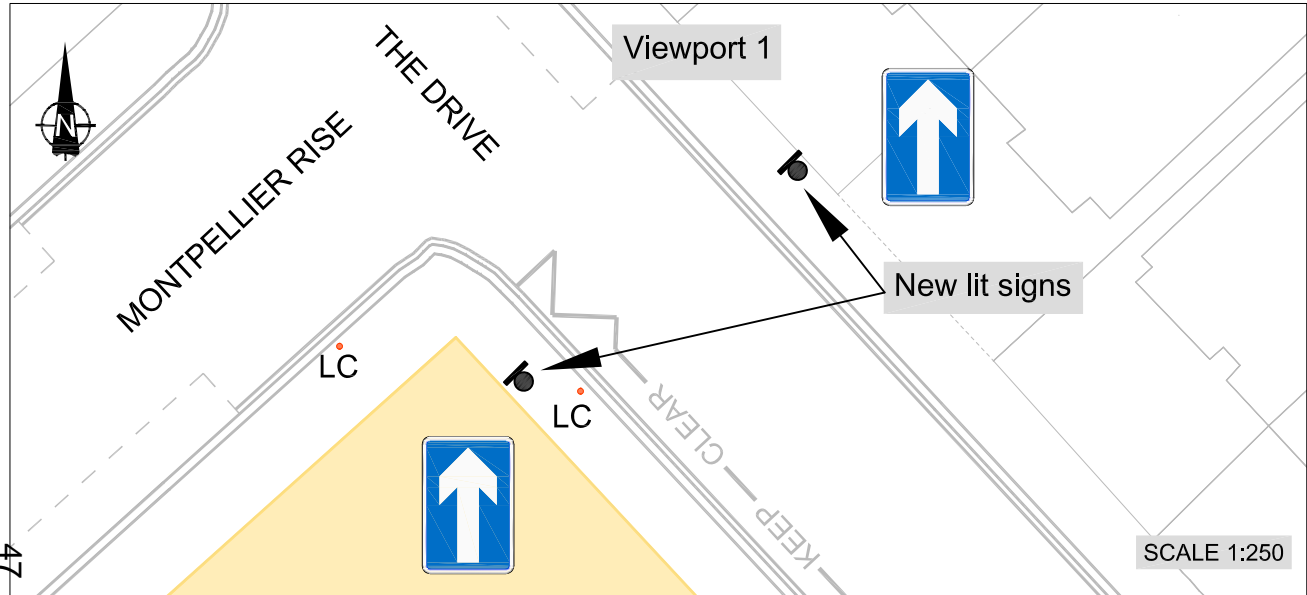
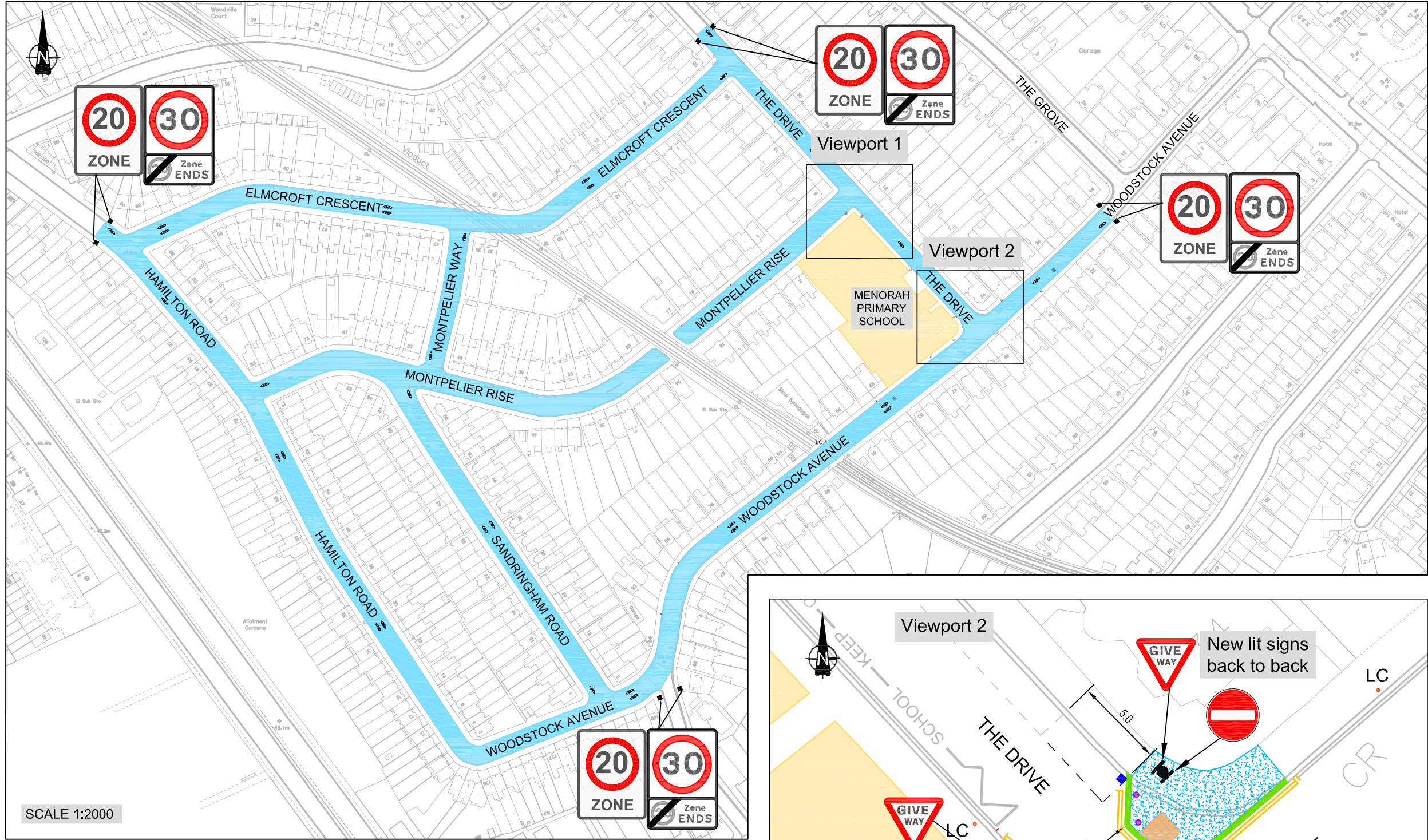
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9275&Ver=4>

- 6.2. Finchley and Golders Green Area Committee 2 August 2017, Item 9.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9273&Ver=4>

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2017\_BC/001143-13-02.  
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

NOTES:

LEGEND

Existing Lamp Column

Proposed Marshall's Tactile paving 400mm x 400mm, buff in colour.

Proposed new footway(paving blocks).

Proposed new kerb levels

Proposed Bollard

Proposed New Gully

Proposed new white road markings

Proposed new yellow road markings

20 mph zone

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REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue	CLM / SHC	08.01.18	0

Purpose of issue

CONSULTATION

Client:

BARNET  
LONDON BOROUGH

Re

Scheme Ref. C2017\_BC/001143-13-02

Scheme title

ROAD SAFETY MEASURES AROUND  
MENORAH PRIMARY SCHOOL

Drawing title

General Arrangement

Scale @ A3: AS SHOWN

Design	Drawn	Checked	Approved
CLM	CLM	SHC	GL
Date: 08/01/18	Date: 08/01/18	Date: 11/01/18	Date: 12/01/18

Re

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

CAPITA BARNET  
LONDON BOROUGH

C2017\_BC/001143-13-02-CONS-010

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## **Road safety measures around Menorah Primary School-Consultation responses and Officer Comments**

Public consultation was undertaken on the scheme, between 18 January 2018 and 8 February 2018 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 656 properties inviting comments or objections.

The scheme as consulted incorporated:

- A. Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb build outs.
- B. Permanent introduction of One Way at The Drive (southbound flow) between Montpelier Rise and Woodstock Avenue.
- C. 20 mile per hour zone covering the following roads:
  - Elmcroft Crescent,
  - Montpelier Way,
  - Montpelier Rise,
  - Sandringham Road,
  - Hamilton Road (starting at the junction with Elmcroft Crescent),
  - Woodstock Avenue (starting at junction with The Grove).
  - The Drive (starting at junction with Limes Avenue)

as shown on Appendix A-Consultation Drawing

378 responses were received.

- 337 residents signed the same letter objected to provision of whole scheme.
- 28 objected to provision of whole scheme.
- 9 objected to provision of the One Way system and uncontrolled crossing. Supported 20 mph zone.
- 1 Supportive.
- 2 Required additional information.
- 1 Suggested studying additional area around Wessex School.

More detail is provided in the table below.

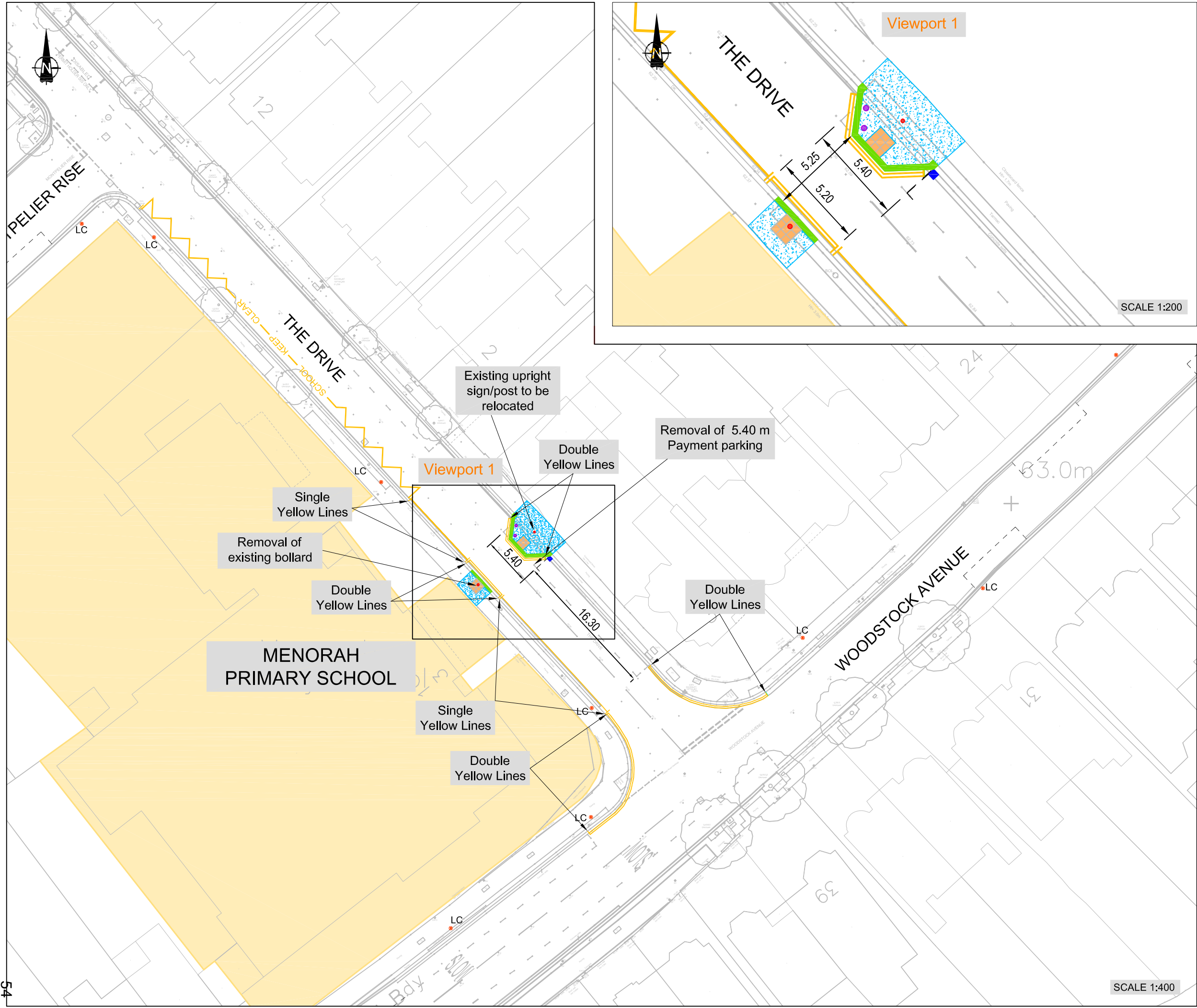
Number of similar responses	Consultation response (summarised)	Officer comment
337 (residents signed the same letter)	<p>Objection for the whole scheme:</p> <ul style="list-style-type: none"> <li>(a) Proposed permanent One Way System and new uncontrolled crossing build out will result in more jams a</li> <li>(b) There will be a loss of residents' parking of 6.5 m in WA, a road where there is already a serious shortage of parking as many houses have been converted in multiple units. We note that 5 m will be provided in TD by extending the 'pay and display' bay. This will mean that residents permit parking spaces will be replaced by less space where residents will not be able to use their permits.</li> <li>(c) The proposed 20 mph speed limit is too extensive-<b>in the immediate vicinity of the school and at school arriving/living times only would be suffice</b>. At the very least, consultation with the residents of each road affected should take place.</li> </ul>	<p><i>After the consultation period and having considered the comments from residents, has been resolved the following:</i></p> <ul style="list-style-type: none"> <li>➤ <i>Not progressing with the One Way System at The Drive.</i></li> <li>➤ <i>Not progressing with the uncontrolled crossing (kerb build outs at Woodstock Avenue).</i></li> <li>➤ <i>Re-study the 20 mph area.</i></li> <li>➤ <i>Look at a feasible new location for a safe crossing at The Drive.</i></li> </ul> <p><i>A report comprising the consultation review and new proposals for the 20 mph area and the crossing at The Drive will be presented at the 13 June 2018 Finchley and Golders Green Area Committee.</i></p> <p><i>We will inform you of any subsequent decisions making at the Committee referred above.</i></p>
28	<p>Objection for the whole scheme:</p> <ul style="list-style-type: none"> <li>(a) Permanent One Way</li> <li>(b) Uncontrolled crossing at Woodstock Avenue/The Drive.</li> <li>(c) 20 mph zone</li> </ul> <p>for one or more of the reasons below</p> <ul style="list-style-type: none"> <li>(d) The current voluntary One Way system works well (15 minutes in the morning and 15 minutes in the afternoon of intensive/jam traffic), so it is not needed to change it.</li> <li>(e) The uncontrolled crossing will result in loss of parking and narrower carriageway.</li> <li>(f) 20 mph is too extensive and really unnecessary as there are not enough accidents in the area.</li> </ul> <p>Some of them made the following suggestions:</p> <ul style="list-style-type: none"> <li>(a) Only 20 mph speed restriction at school times.</li> <li>(b) Parent education for safe driving.</li> </ul>	<p><i>After the consultation period and having considered the comments from residents, has been resolved the following:</i></p> <ul style="list-style-type: none"> <li>➤ <i>Not progressing with the One Way System at The Drive.</i></li> <li>➤ <i>Not progressing with the uncontrolled crossing (kerb build outs at Woodstock Avenue).</i></li> <li>➤ <i>Re-study the 20 mph area.</i></li> <li>➤ <i>Look at a feasible new location for a safe crossing at The Drive.</i></li> </ul> <p><i>A report comprising the consultation review and new proposals for the 20 mph area and the crossing at The Drive will be presented at the 13 June 2018 Finchley and Golders Green Area Committee.</i></p> <p><i>We will inform you of any subsequent decisions making at the Committee referred above.</i></p>

Number of similar responses	Consultation response (summarised)	Officer comment
	(c) Encourage parent to walk their children to school.	
9	<p>Objection of the following measures:</p> <ul style="list-style-type: none"> <li>(a) Permanent One Way</li> <li>(b) Uncontrolled crossing at Woodstock Avenue/The Drive.</li> </ul> <p>Supportive of the following measures:</p> <ul style="list-style-type: none"> <li>(a) 20 mph speed zone</li> </ul> <p>Some of them made the following suggestions:</p> <ul style="list-style-type: none"> <li>(a) Although the majority supports the 20 mph zone, some of them prefer only 20 mph speed restriction at school times.</li> <li>(b) Extend the 20 mph at Woodstock Avenue between The Grove and Golders Green Road.</li> <li>(c) Provision of speed cameras and humps in the proximity of the school.</li> <li>(d) Zebra or Pelican crossing</li> <li>(e) Solution to lack of parking on Woodstock Avenue/Hamilton Road.</li> </ul>	<p><i>After the consultation period and having considered the comments from residents, has been resolved the following:</i></p> <ul style="list-style-type: none"> <li>➤ <i>Not progressing with the One Way System at The Drive.</i></li> <li>➤ <i>Not progressing with the uncontrolled crossing (kerb build outs at Woodstock Avenue).</i></li> <li>➤ <i>Re-study the 20 mph area.</i></li> <li>➤ <i>Look at a feasible new location for a safe crossing at The Drive.</i></li> </ul> <p><i>A report comprising the consultation review and new proposals for the 20 mph area and the crossing at The Drive will be presented at the 13 June 2018 Finchley and Golders Green Area Committee.</i></p> <p><i>We will inform you of any subsequent decisions making at the Committee referred above.</i></p>
1	Totally supportive	<i>Noted</i>
2	Request additional information about the scheme.	<p><i>Thank you very much for contacting our service.</i></p> <p><i>Please find attached report presented on 14 November 2017 Finchley and Golders Green Area Committee, where different options were studied.</i></p> <p><i>The Committee resolved to agree option 1A, which is the one we are consulted.</i></p> <p><i>Also you can find the report as well as the Committee resolution in the following link (please refer to Item 15):</i></p> <p><i><a href="http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&amp;MId=9275&amp;Ver=4">http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&amp;MId=9275&amp;Ver=4</a></i></p> <p><i>We hope this helps.</i></p>
1	Request to study the area around Wessex Way, suggesting the installation of speed humps and speed cameras to be put along Woodstock Avenue, especially near the junction Sandringham Road and Wessex Way.	<i>Noted</i>

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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001143-13-02.

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

**NOTES:**

**LEGEND**

- Existing Lamp Column
- Proposed Marshall's Tactile paving 400mm x 400mm, buff in colour. (Details refer to LoHaC/1100.04)
- Proposed new footway asphalt.
- Proposed new kerb levels
- Proposed Bollard
- Proposed New Gully
- Proposed new white road markings
- Proposed new yellow road markings

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial Issue	CLM / SHC	04.05.18	0

Purpose of issue

**FOR INFORMATION**

Client:

**BARNET**  
LONDON BOROUGH

**Re** Scheme Ref. BC/001143-13-02

Scheme title

**ROAD SAFETY AROUND  
MENORAH PRIMARY SCHOOL**

Drawing title

**Appendix C- Crossing Options  
Option 2**

Scale @ A3: AS SHOWN

Design	Drawn	Checked	Approved
CLM	CLM	SHC	GL
Date: 04/05/18	Date: 04/05/18	Date: 16/05/18	Date: 16/05/18

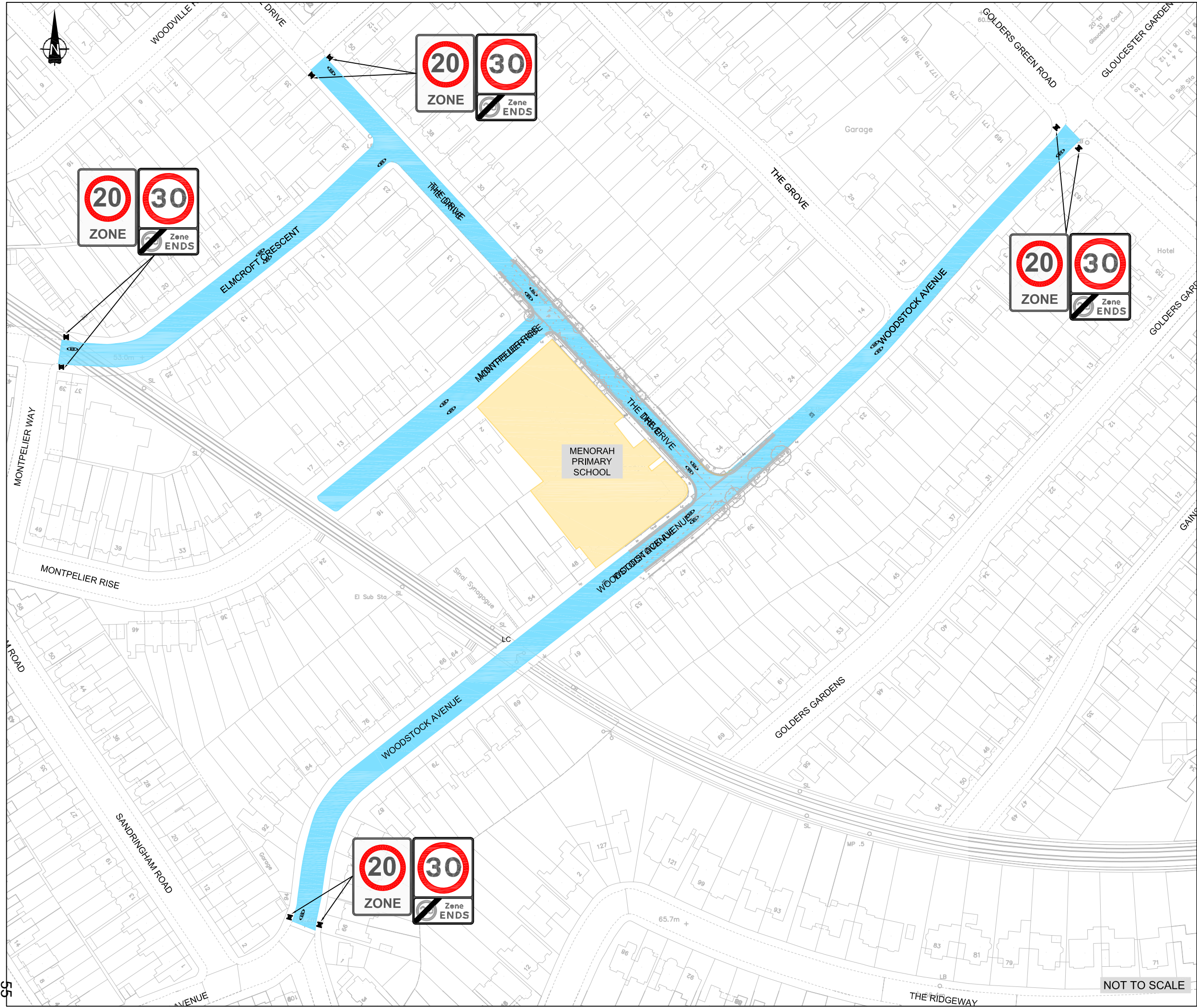
**Re**

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

**CAPITA** **BARNET**  
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C2017_BC/001143-13-02-Option 2-01	Rev.
	0





**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. BC/001143-13-02.  
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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial Issue	CLM / SHC	14.05.18	0
Purpose of issue			

**FOR INFORMATION**

Client:

**BARNET**  
LONDON BOROUGH

**Re** Scheme Ref. C2017\_BC/001143-13-02  
Scheme title  
**ROAD SAFETY AROUND  
MENORAH PRIMARY SCHOOL**  
Drawing title  
**Appendix D- 20mph zone  
Proposal**

Scale @ A3: AS SHOWN			
Design	Drawn	Checked	Approved
CLM	CLM	SHC	GL
Date: 14/05/18	Date: 14/05/18	Date: 16/05/18	Date: 16/05/18

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

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## Finchley and Golders Green Area Committee

13 June 2018

<b>Title</b>	<b>Hampstead Way, NW11- Feasibility Study</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	Garden Suburb
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<b>Appendix - Drawings: BC/001411-DESIGN-01 &amp; BC/001411-DESIGN-02</b>
<b>Officer Contact Details</b>	Jamie Blake – Strategic Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a>

### Summary

This report details the results of a feasibility study which involves investigating measures to reduce the traffic problems raised on Hampstead Way, NW11 and it puts forward two options for consideration to address the concerns at this location.

### Recommendations

1. That the Finchley and Golders Green Area Committee note the review of the improvements on as outlined in this report and the appendices to this report and depicted on drawings BC/001411-DESIGN-01 & BC/001411-DESIGN-02 attached as an Appendix.
2. Having considered both options that the Finchley and Golders Green Area Committee approve the Officer preferred Option 1 –Installation of informal crossing point, to be progressed to detailed design, as outlined in drawing BC/001411-DESIGN-01.
3. That the Finchley and Golders Green Area Committee delegates authority to the Strategic Director for Environment to carry out a consultation on Option 1.
4. That subject to no objections being received to the consultation, referred to in recommendation 3, the Finchley and Golders Green Area Committee delegates

to the Strategic Director for Environment to implement the approved proposal.
5. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will consider these objections and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
6. That the Finchley and Golders Green Area Committee agree to allocate the funding of £24,200 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved Option.

## 1. WHY THIS REPORT IS NEEDED

1.1 During the Finchley and Golders Green Area Committee on the 15 February 2018, Councillor John Marshall introduced his Member's item, which was related to carrying out a feasibility study on Hampstead Way between Meadway and Wellgarth Road including a speed survey and investigating the feasibility of introducing a controlled crossing.

1.2 Following discussion of the item, the Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:

*"To approve funding of £5,000 for a feasibility survey at the above location"*

1.3 This report therefore investigates options to address the issues related to traffic problems on Hampstead Way between Meadway and Wellgarth Road.

## 2. REASONS FOR RECOMMENDATIONS

2.1 This approach to prioritise traffic improvements is informed by i) site observations on the pedestrian experience, and ii) speed survey data.

2.2 Following the review of the traffic and pedestrian crossing movements, two options were developed.

2.3 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data to 31 October 2016. This is the latest data that was available from the police and the 2016 data is provisional and subject to change. There were six collisions in total all coded as slight. Table 1 below shows a summary of the collisions within the study area.

**Table 1 – Summary of the Personal Injury Accident Data**

<b>Date</b>	<b>Accident Reference</b>	<b>Severity</b>	<b>Summary</b>
24/02/2014	0114SX20135	Slight	This collision involved two vehicles. V2 failed to give way at the roundabout rear of passing V1 at speed causing V1 to spin and face the wrong way.
15/05/2014	0114SX20440	Slight	This collision involved two vehicles. V1 turned left into junction as V2 was turning right out of junction which resulted in the collision.
04/12/2014	0114SX21122	Slight	This collision involved two vehicles. V1 stopped to turn left and was hit in the rear by V2.
31/01/2015	0115SC20200	Slight	This collision involved two vehicles. V1 lost control on a bend, possibly on ice and hit parked V2
06/03/2017	01170023238	Slight	This collision involved two vehicles. The driver of V1 failed to look properly.
14/05/2017	01170037268	Slight	This collision involved two vehicles. V1 was travelling too fast for conditions and lost control while V2 failed to look properly.

- 2.4 Hampstead Way is currently subject to a 30mph speed limit and serves bus route H3. A traffic speed survey was conducted from 16/04/2018 to 22/04/2018 opposite Property No. 107 (Site 1), 71 (Site 2), 51 (Site 3) & 5 (Site 4) Hampstead Way.

The figures in the tables below indicate the 24 hour mean and 85<sup>th</sup> percentile (free flow) speeds for each day at both locations.

**Table 2 – Speed Data (Site 1)**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
16/04/2018	25.1	20.5	24.4	20.3
17/04/2018	24.1	19.3	23.9	19.7
18/04/2018	24.8	20.3	23.8	18.8
19/04/2018	23.4	18.5	22.6	18.0
20/04/2018	23.1	18.4	23.0	18.8
21/04/2018	25.2	20.9	25.2	21.3
22/04/2018	25.2	20.9	25.4	21.0

**Table 3 – Speed Data (Site 2)**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
16/04/2018	30.2	26.1	28.5	24.8
17/04/2018	30.3	26.2	28.6	24.8
18/04/2018	30.5	26.4	28.9	25.2
19/04/2018	30.6	26.7	29.2	25.2
20/04/2018	30.1	26.1	28.7	24.8
21/04/2018	29.4	25.1	27.9	23.8
22/04/2018	29.4	24.8	28.2	23.8

**Table 4 – Speed Data (Site 3)**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
16/04/2018	34.4	29.3	33.2	27.4
17/04/2018	33.9	28.5	32.4	26.7
18/04/2018	34.4	29.1	32.1	26.8
19/04/2018	34.3	28.7	32.3	26.9
20/04/2018	34.1	28.5	32.2	26.4
21/04/2018	33.5	28.1	32.0	26.2
22/04/2018	34.4	29.1	32.1	26.5

**Table 5 – Speed Data (Site 4)**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
16/04/2018	27.5	23.9	23.8	21.0
17/04/2018	26.9	23.4	23.8	21.0
18/04/2018	27.0	23.4	23.5	20.7
19/04/2018	26.7	23.2	23.3	20.5
20/04/2018	26.8	23.4	23.2	20.5
21/04/2018	26.7	23.1	23.6	20.6
22/04/2018	26.1	22.3	23.0	20.2

- 2.5 Following the site survey, traffic survey and a review of the vehicle movements, two options to address traffic problems on Hampstead Way have been developed, which are summarised in table 3 below:

**Table 6 – Design Options**

Option	Summary
<b>Option 1</b> BC/001411-DESIGN-01	This option proposes to install an informal crossing point on Hampstead Way, install a warning sign on lamp column 42 for southbound traffic, and to refresh the existing road markings.
<b>Option 2</b> BC/001411-DESIGN-02	This option proposes to install an informal crossing point on Hampstead Way, refresh the existing road markings and to remove 20m of parking.

- 2.6 The above options have been reviewed on site by officers and option 1 which is detailed on drawing BC/001411-DESIGN-01 is the preferred option.
- 2.7 Option 2 which is detailed on drawing BC/001411-DESIGN-02 and is not recommended due to the concerns regarding loss of parking raised by residents during the site visit with officers and ward councillors.

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

- 3.1 In addition to the two options set out above, the only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding traffic problems on Hampstead Way.
- 3.2 The potential advantages/ disadvantages of implementing the scheme are summarised in table 7 below:

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>- Enhanced pedestrian safety; safe crossing point with advantages for mobility impaired users.</li> <li>- Improved pedestrian experience (crossing located at the pedestrian desire line).</li> <li>- Reducing the carriageway width can help to reduce vehicle speeds and reduce crossing distances.</li> </ul>	<ul style="list-style-type: none"> <li>- Possible increase of traffic and bus journey times.</li> </ul>

- 3.3 Option 1 is the preferred Option and Option 2 is not recommended due to the loss of parking.

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

- 4.1 Once the recommendation is approved and subject to funding being approved, detailed design would be undertaken. Ward members and residents living near Hampstead Way would be consulted on the intention to implement Option 1 and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

#### **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.
- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

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

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate as shown in Table 4 and 5 below, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 4 –Cost Estimate Option 1**

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, safety audits etc.)	£ 7 000
Build Cost	£ 15 000
Sub-TOTAL	£ 22 000
Implementation & post implementation fee @ 10%	£ 2 200
<b>GRAND TOTAL</b>	<b>£ 24 200</b>

**Table 5 –Cost Estimate Option 2**

Activity	Estimated costs
Detailed Design (Includes advertising, safety audits etc.)	£7 000
Build Cost	£ 15 500
Sub-TOTAL	£ 22 500
Implementation & post implementation fee @ 10%	£ 2 250
<b>GRAND TOTAL</b>	<b>£ 24 750</b>

5.2.2 The estimated cost of installing the recommended Option 1 is £24 750 and is requested from the Area Committee budget.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £158,711. This balance consists of an in year CIL allocation of £150,000 combined with a carry forward of £8,711, consisting of prior over/underspends and brought forward balances from 2017/18.

## 5.3 Social Value

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

## **5.4 Legal and Constitutional References**

- 5.4.1. The Council's Constitution, in Article 7, states that 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. The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

## **5.1 Risk Management**

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

## **5.2 Equalities and Diversity**

- 5.2.1 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.
- 5.2.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.2.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7. Corporate Parenting**

- 5.7.1. Not applicable in the context of this report

## **5.8. Consultation and Engagement**

- 5.8.1. A statutory consultation has been undertaken as set out above and this report deals with objections and comments received.

## **5.9. Insight**

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



## **6. BACKGROUND PAPERS**

### **6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 12 NOV 2017**

<https://barnet.moderngov.co.uk/documents/g9275/Printed%20minutes%2014th-Nov-2017%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme ref BC/001411.

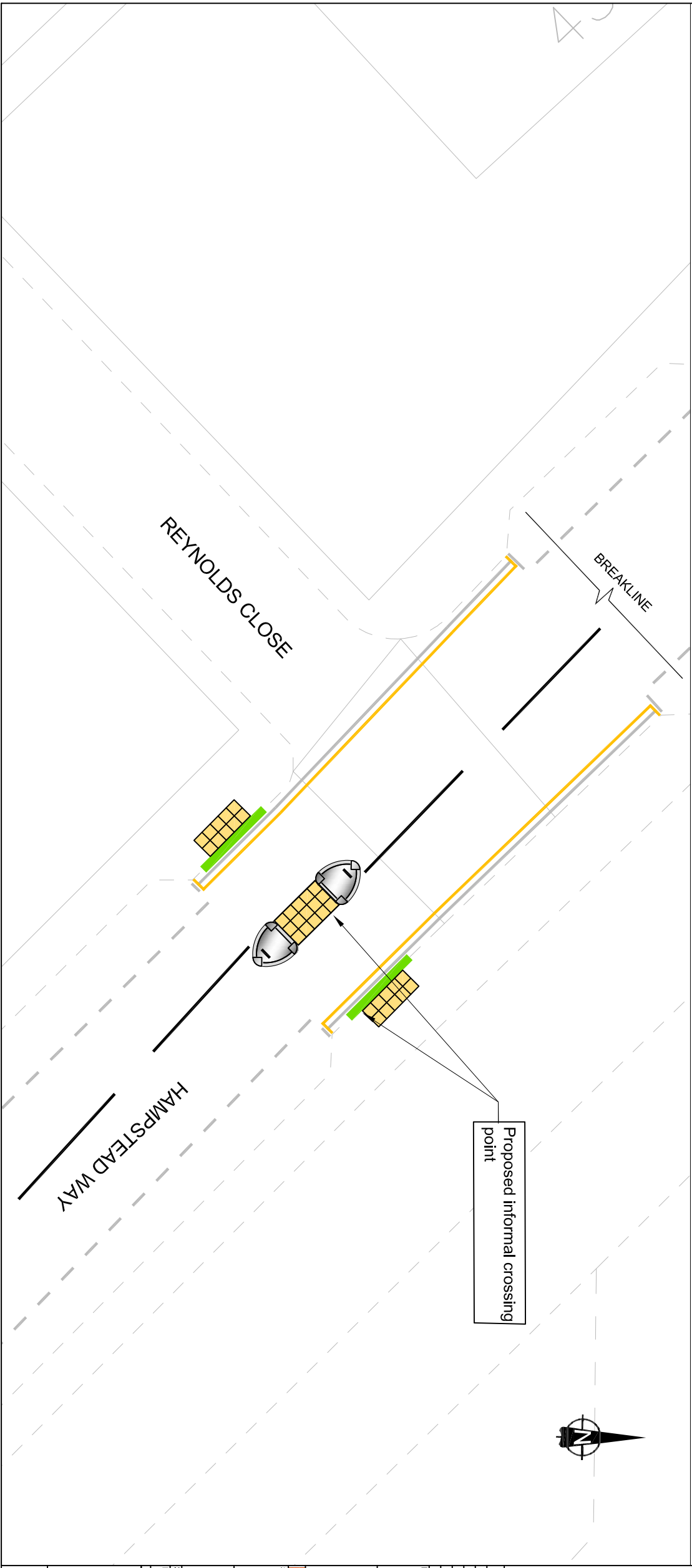
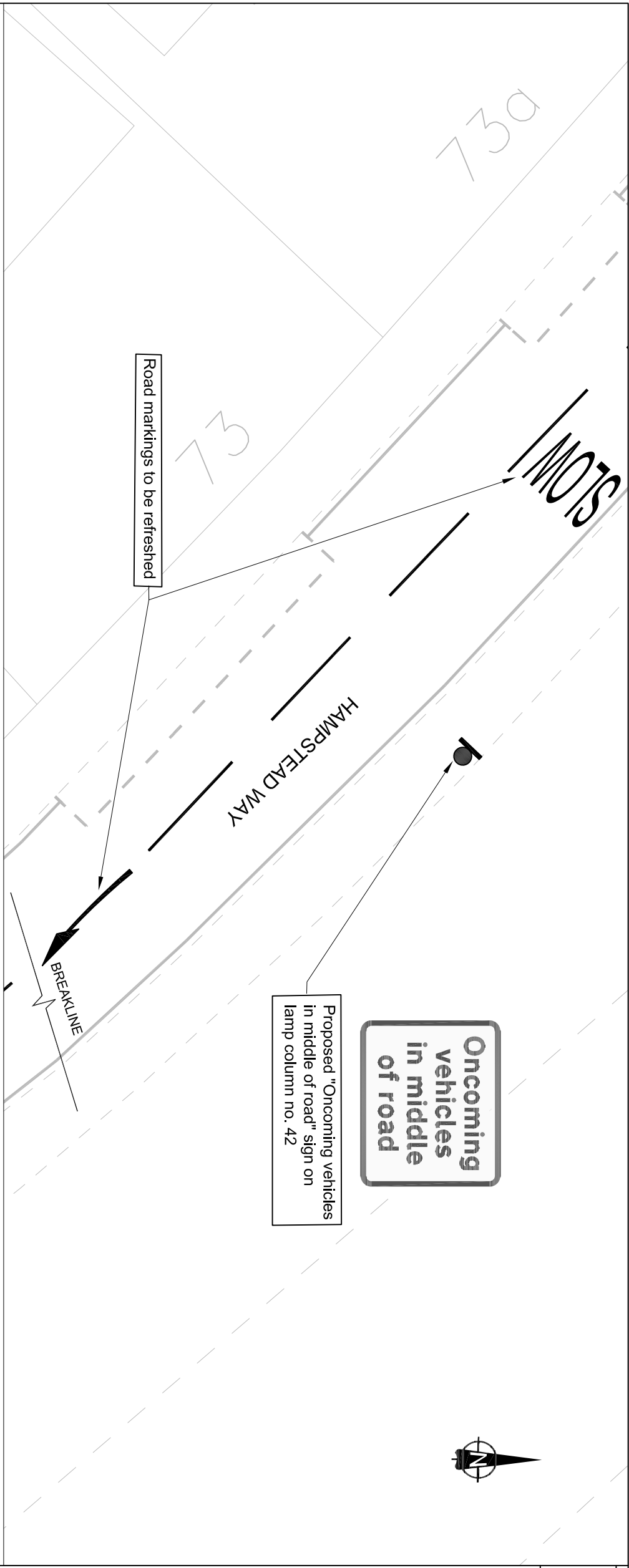
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. All dimensions in metres unless otherwise stated.
2. This drawings is to be read in conjunction with all other documents for job ref BC/001411.

LEGEND:

- Existing road markings to remain
- Existing road markings to be removed
- New white road markings
- New yellow road markings
- New blister tactile paving
- New keep left bollard
- New PCC bullnose Kerb
- New PCC bullnose quadrant kerb
- New granite kerb



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REVISION

Revision Details	Design Check	Date	Rev.
Initial Issue			

Purpose of Issue

FOR INFORMATION

Client:



Re Scheme Ref. BC/001411

Scheme title

HAMPSTEAD WAY

Drawing title

FEASIBILITY DESIGN  
OPTION 1

Scale @ A3: NTS

Design	NI	Drawn	NI	Checked	xx	Approved	xx
Date:	MAY 2018	Date:	MAY 2018	Date:	xxxxxx	Date:	xxxxxx



Traffic and Development  
London Borough of Barnet, Barnet House,  
11th Floor, Highways, 125-131 Road,  
Windsor, London W20 0EU

BC/001411-DESIGN-01

Rev.

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme BC/001411.

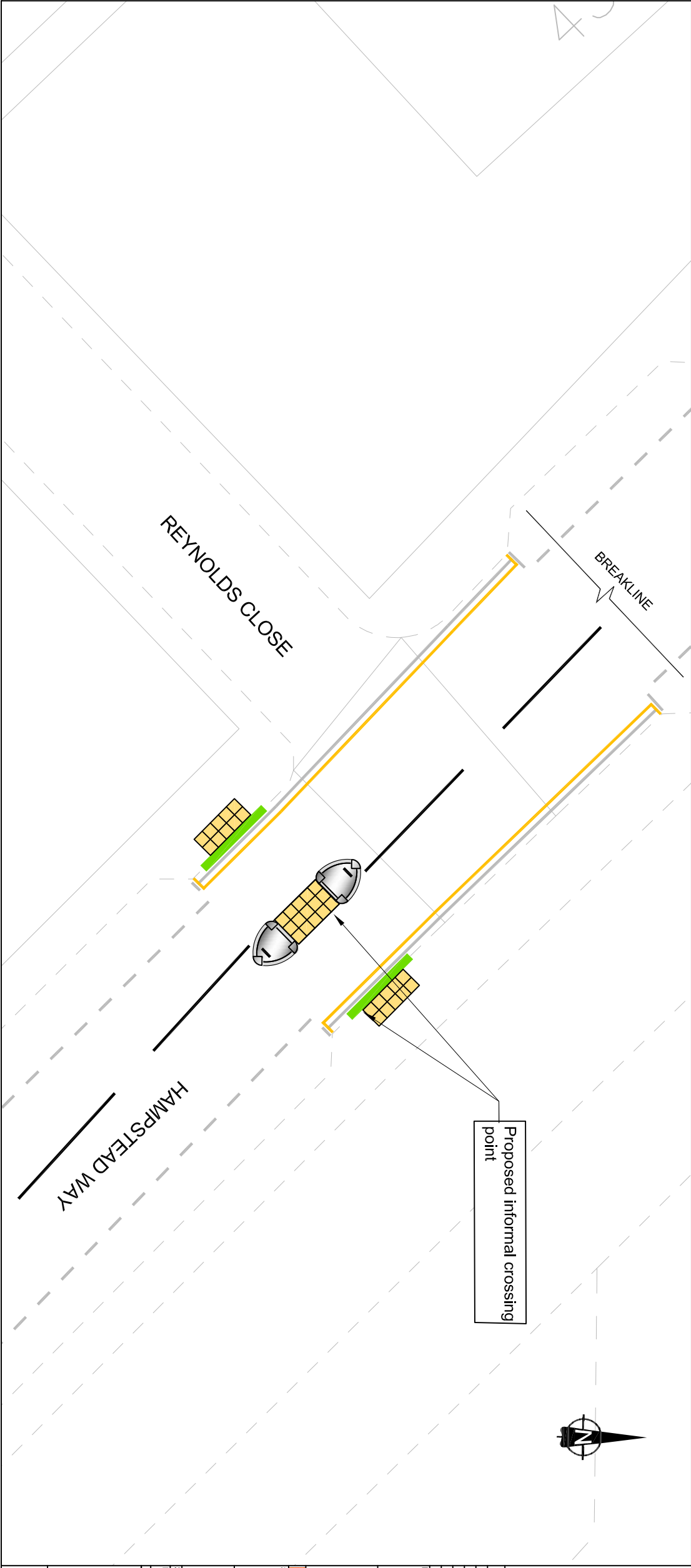
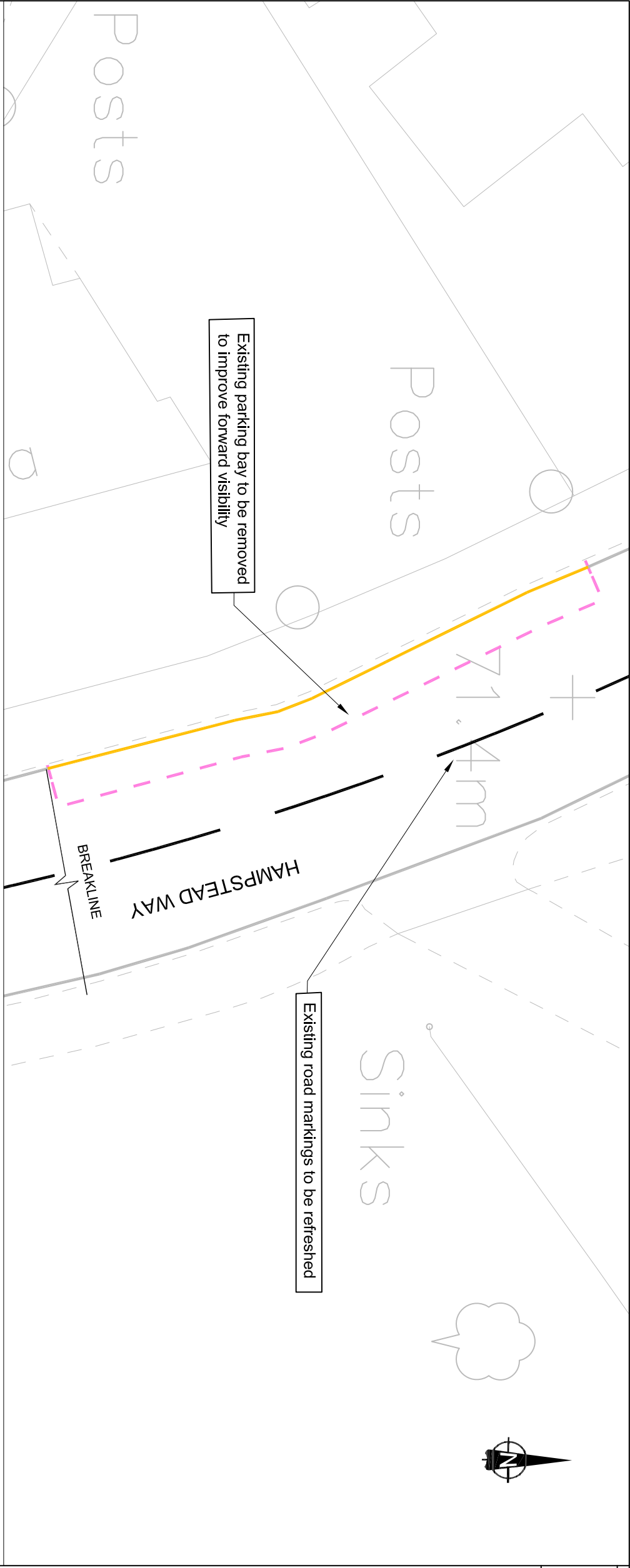
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. All dimensions in metres unless otherwise stated.
2. This drawings is to be read in conjunction with all other documents for job ref BC/001411.

LEGEND:

- Existing road markings to remain
- Existing road markings to be removed
- New white road markings
- New yellow road markings
- New blister tactile paving
- New keep left bollard
- New PCC bullnose Kerb
- New PCC bullnose quadrant kerb
- New granite kerb



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REVISION		Design Check	Date	Rev.

Revision Details		Design Check	Date	Rev.

FOR INFORMATION

Client:



Re Scheme Ref. BC/001411

Scheme title

HAMPSTEAD WAY

Drawing title

FEASIBILITY DESIGN  
OPTION 2

Scale @ A3: NTS			
Design NI	Drawn NI	Checked xx	Approved xx
Date: MAY 2018	Date: MAY 2018	Date: xxx/xx/xx	Date: xxx/xx/xx



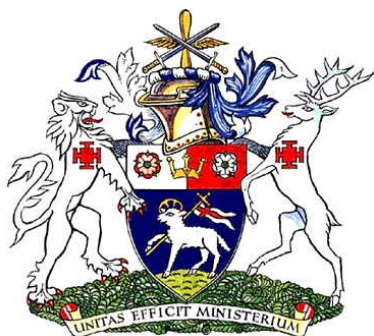
Traffic and Development  
London Borough of Barnet, Barnet House,  
11th Floor, Highways, 1250 High Road,  
Windsor, London W20 0EU

BC/001411-DESIGN-02

Rev.

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## Finchley and Golders Green Area Committee

13 June 2018

<b>Title</b>	<b>Church Lane, N2- Feasibility Study</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	East Finchley
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<b>Appendix 1 - Drawings: BC/001411-04-DESIGN-01</b>
<b>Officer Contact Details</b>	Jamie Blake – Strategic Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a>

### Summary

This report details the results of a feasibility study to investigate measures to reduce the traffic problems on Church Lane, N2 and makes recommendations for consideration to address the concerns at this location.

### Recommendations

1. That the Finchley and Golders Green Area Committee note the review of the improvements outlined in this report and the appendices to this report and depicted on drawing BC/001411-04-DESIGN-01.
2. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a consultation on the recommended proposals
3. That subject to no objections being received to the consultation, referred to in 2 above, the Finchley and Golders Green Area Committee instruct the Strategic Director for Environment to introduce the proposals.
4. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to in 3 above, the Strategic Director for Environment will consider and determine whether the

agreed proposal should be implemented or not, and if so, with or without modification.
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- |  |
|--|
| 5. That the Finchley and Golders Green Area Committee agree to allocate the funding of £12,100 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved Option. |
|--|

## 1. WHY THIS REPORT IS NEEDED

- 1.1 During the Finchley and Golders Green Area Committee on the 15 February 2018, Councillor Alison Moore presented her Member's item, which was related to carrying out a speed survey and feasibility study into reducing vehicle speeds on Church Lane.
- 1.2 Following discussion of the item, the Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:
- "To approve funding of up to £5,000 for speed surveys with possible feasibility study if required, at the above location"*
- 1.3 This report investigates options to address the issues related to traffic speed on Church Lane, N2.
- 1.4 On the 30 November 2017, Officers met with Councillor Alison Moore to discuss possible improvements to the signage and road markings on Church Lane.
- 1.5 Following the meeting, additional signage and road markings were implemented on Church Lane but some vehicles continue to travel in excess of the 20mph speed limit.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 This approach to reduce vehicle speeds is informed by i) site observations on the pedestrian experience, and ii) speed survey data.
- 2.2 As part of this study, the personal injury data was analysed investigating 60 months of accident data to 31 October 2016. This is the latest data available from the police and the 2016 data is provisional and subject to change. There were five collisions in total, with four coded as slight and one serious collision. Table 1 shows a summary of the collisions within the study area.



**Table 1 – Summary of the Personal Injury Accident Data**

<b>Date</b>	<b>Accident Reference</b>	<b>Severity</b>	<b>Summary</b>
21/11/12	0112SX21144	Slight	This accident involved a pedestrian and a powered two-wheeler. The pedestrian crossed the road in front of the powered two-wheeler.
11/10/14	0114SX20970	Slight	This accident involved two vehicles. V1 swerved to avoid the accident, causing the rider to fall
19/01/15	0115SX20099	Slight	This accident involves two vehicles. V2 hit rear of V1.
25/01/15	0115SX20075	Slight	This accident involved three vehicles. V3 hit rear of V2, pushing it into rear of V1.
01/11/15	0115SX20974	Serious	This accident involved two vehicles. V2 turned right into a one-way street colliding with V1 head on who was riding in the wrong direction.

- 2.3 Whilst five accidents have been recorded (four at the junction with Church Lane with High Road and one at the junction with Church Lane with Leslie Road, none of the accidents were directly related to high vehicle speeds. It should be noted that three out of the five accidents involved powered two wheelers.
- 2.4 Church Lane is currently subject to a 20mph speed limit and is not located on a bus route. A traffic speed survey was conducted from 16/04/2018 to 22/04/2018 opposite Property No. 21 (Site 1), 53 (Site 2), & 72 (Site 3) Church Lane.
- 2.5 The figures in the tables below indicate the mean and 85<sup>th</sup> percentile speeds for each day at all three locations.

**Table 2 – Speed Data (Site 1)**

<b>Date</b>	<b>85<sup>th</sup> Percentile Speed</b>	<b>Mean Speed</b>
16/04/2018	25.1	21.0
17/04/2018	24.2	20.2
18/04/2018	24.4	20.2
19/04/2018	24.2	19.6
20/04/2018	24.6	20.3
21/04/2018	19.8	24.0
22/04/2018	20.6	24.7

**Table 3 – Speed Data (Site 2)**

<b>Date</b>	<b>85<sup>th</sup> Percentile Speed</b>	<b>Mean Speed</b>
16/04/2018	24.0	19.3
17/04/2018	23.3	18.1
18/04/2018	23.3	18.5
19/04/2018	23.0	18.0
20/04/2018	23.4	18.2
21/04/2018	22.8	17.7
22/04/2018	23.6	18.3

**Table 4 – Speed Data (Site 3)**

<b>Date</b>	<b>85<sup>th</sup> Percentile Speed</b>	<b>Mean Speed</b>
16/04/2018	29.9	25.3
17/04/2018	29.6	24.8
18/04/2018	29.5	24.9
19/04/2018	28.9	24.4
20/04/2018	29.7	25.2
21/04/2018	29.5	24.9
22/04/2018	29.2	24.0

- 2.6 Following the site survey, traffic survey, accident analysis and a review of the vehicle movements, proposals to address traffic problems on Church Lane have been developed, which are summarised below.
- 2.7 It is proposed to provide cycle friendly speed cushions along sections of Church Lane and to relocate the vehicle activated sign on approach to the railway bridge to a more suitable position.

2.8 To address the collisions involving powered two wheelers on the High Road junction with Church Lane, “KEEP CLEAR” markings are proposed to improve the inter-visibility at the junction. The proposals are shown in BC/001411-DESIGN-01.

2.9 The above has been reviewed on site by officers.

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

3.1 In addition to the option set out above, the only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding traffic problems on Church Lane.

3.2 The potential advantages/ disadvantages of implementing the scheme are summarised in table 5 below:

**Table 5– Summary of Advantages and Disadvantages**

<b>Advantages</b>	<b>Disadvantages</b>
<ul style="list-style-type: none"><li>- More effective than horizontal traffic calming measures.</li><li>- Emergency vehicles can travel faster over cushions than speed humps or tables</li></ul>	<ul style="list-style-type: none"><li>- Possible increase of traffic journey times.</li><li>- Some traffic may transfer onto alternative routes, potentially causing a problem elsewhere.</li></ul>

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

4.1 Once the recommendation is approved and subject to funding, detailed design will be undertaken. Ward members and residents living near Church Lane will be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where subject to funding being made available.

### **5. IMPLICATIONS OF DECISION**

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

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

congestion.

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

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

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 6 below, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 6 –Cost Estimate**

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, safety audits etc.)	£ 5 000
Build Cost	£ 6 000
Sub-TOTAL	£ 11 000
Implementation & post implementation fee @ 10%	£ 1 100
<b>GRAND TOTAL</b>	<b>£ 12 100</b>

5.2.2 The estimated cost is £12,100 and is requested from the Area Committee budget.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £158,711. This balance consists of an in year CIL allocation of £150,000 combined with a carry forward of £8,711, consisting of prior over/underspends and brought forward balances from 2017/18.

## 5.3 **Social Value**

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

## 5.4 **Legal and Constitutional References**

5.4.1. The Council's Constitution, in Article 7, states that 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. The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

## **5.5 Risk Management**

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

## **5.6 Equalities and Diversity**

- 5.6.1 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 safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7. Corporate Parenting**

- 5.7.1. Not applicable in the context of this report

## **5.8. Consultation and Engagement**

- 5.8.1. A statutory consultation will be undertaken on the proposals as set out above.

## **5.9. Insight**

- 5.9.1. The proposals developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

## **6. BACKGROUND PAPERS**

- 6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 12 NOV 2017

<https://barnet.moderngov.co.uk/documents/g9275/Printed%20minutes%2014th-Nov-2017%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

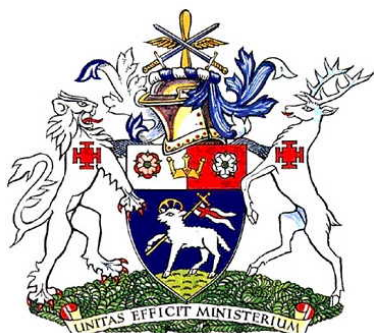
<https://barnet.moderngov.co.uk/documents/g9274/Printed%20minutes%2015th-Feb-2018%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

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## Finchley and Golders Green Area Committee

13 June 2018

<b>Title</b>	<b>Glenhurst Road, N12- Feasibility Study</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<b>Appendix - Drawings:</b> BC001348-DESIGN-01 BC001348-DESIGN-02 BC001348-DESIGN-03
<b>Officer Contact Details</b>	Jamie Blake – Strategic Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a>

### Summary

This report details the results of a feasibility study investigating measures to reduce the reported traffic problems on Glenhurst Road, N12 and considers three options for consideration to address the concerns at this location.

### Recommendations

1. That the Finchley and Golders Green Area Committee note the review of the improvements on as outlined in this report and the appendices to this report and depicted on drawings BC/001348-DESIGN-01, BC/001348-DESIGN-02 & BC/001348-DESIGN-03 attached as an Appendix.
2. Having considered all three options that the Finchley and Golders Green Area Committee approve the Officer preferred Option 1 – Installation of a priority give way system on Glenhurst Road to be progressed to detailed design, as outlined in drawing BC/001348-DESIGN-01.
3. That the Finchley and Golders Green Area Committee delegates authority to the

<b>Strategic Director for Environment to carry out a consultation on the preferred Option 1.</b>
<b>4. That subject to no objections being received to the consultation, referred to in recommendation 3, the Finchley and Golders Green Area Committee delegates the Strategic Director for Environment to implement the approved proposal.</b>
<b>5. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will consider these objections and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.</b>
<b>6. That the Finchley and Golders Green Area Committee agree to allocate the funding of £20,350 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved Option.</b>

## **1. WHY THIS REPORT IS NEEDED**

1.1 During the Finchley and Golders Green Area Committee on the 14 November 2017, Councillor Geoff Cooke introduced his Member's item, which sought to enable officers to carry out a thorough investigation and bring proposals to address the issues of vehicles mounting the pavement and speeding on Glenhurst Road, N12.

1.2 Following discussion of the item, the Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:

*'To approve funding of £5,000 for a speed survey and on-site investigation and that options are presented to the committee'*

1.3 This report therefore details the investigation carried out to address the issues related to traffic problems on Glenhurst Road.

## **2. REASONS FOR RECOMMENDATIONS**

2.1 This approach to prioritise traffic improvements is informed by i) site observations, and ii) speed survey data.

2.2 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data to 31 October 2016. This is the latest data that was available from the police and the 2016 data is provisional and subject to change. According to the data, there were no accidents in the last 60 months.

2.3 Glenhurst Road is currently subject to a 30mph speed limit and does not serve any bus routes. A traffic speed survey was conducted from 7<sup>th</sup> May to 13<sup>th</sup> May on the northern end of Glenhurst Road (Site 1) and on Southern end of Glenhurst Road (Site 2).

The figures in tables 1 & 2 indicate the 24 hour mean and 85<sup>th</sup> percentile (free flow) speeds for each day at both locations.

**Table 1 – Speed Data (Site 1)**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
07/05/2018	20.7	17.8	19.9	16.6
08/05/2018	20.4	17.4	20.4	16.9
09/05/2018	20.6	17.0	20.4	17.1
10/05/2018	20.5	17.2	20.2	16.8
11/05/2018	20.3	17.1	20.8	17.2
12/05/2018	20.3	17.1	20.0	16.4
13/05/2018	20.5	17.2	20.5	16.8

**Table 2 – Speed Data (Site 2)**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
07/05/2018	23.8	19.7	25.0	20.6
08/05/2018	24.0	20.0	25.9	21.5
09/05/2018	23.9	19.9	26.1	21.9
10/05/2018	23.8	19.9	25.4	21.3
11/05/2018	23.7	19.6	25.6	20.8
12/05/2018	23.5	19.7	25.0	20.9
13/05/2018	23.4	19.6	25.0	20.7

- 2.4 Following the site survey, and a review of the vehicle movements, three options to address traffic problems on Glenhurst Road have been developed, which are summarised in table 3 below:

**Table 3 – Design Options**

Option	Summary
<b>Option 1</b> BC/001348-DESIGN-01	This option proposes to install a priority give way system on Glenhurst Road.  It involves priority being given to vehicles traveling in the southern

	<p>direction. The road width is reduced using a build out on the western side of the carriageway, give way markings are installed on the northbound approach and a speed cushion is installed.</p> <p>There will be a loss of 32m of parking (Seven cars approximately).</p>
<p><b>Option 2</b> BC/001348-DESIGN-02</p>	<p>This option proposes to remove a total of 18m of parking (Four cars approximately) on Glenhurst Road.</p> <p>This will increase the amount of passing points for vehicles on Glenhurst Road.</p>
<p><b>Option 3</b> BC/001348-DESIGN-03</p>	<p>This option proposes to introduce a one-way system on Glenhurst Road in a northbound direction with entry into Glenhurst Road from Torrington Park prohibited.</p>

2.5 The above options have been reviewed on site by officers and Option 1 which is detailed on drawing BC/001348-DESIGN-01 is the preferred option to address the vehicles mounting the pavement and speeding concerns on Glenhurst Road.

2.6 Option 2 & 3 which are detailed on drawing BC/0011348-DESIGN-02 & BC/0011348-DESIGN-03 are not recommended.

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

3.1 In addition to the three options set out above, the only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding traffic problems on Glenhurst Road.

3.2 Option 1 is the preferred Options 2 and 3 are not recommended.

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

4.1 Once the recommendation is approved and subject to funding being approved, detailed design would be undertaken. Ward members and residents living near Glenhurst Road, N12 would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

#### **5. IMPLICATIONS OF DECISION**

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

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

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

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

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate as shown in Table 4 and 5 below, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 4 –Cost Estimate Option 1**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes advertising, public consultation, safety audits, TMO etc.)	£ 6 500
Build Cost	£ 12 000
Sub-TOTAL	£ 18 500
Implementation & post implementation fee @ 10%	£1 850

<b>GRAND TOTAL</b>	<b>£20 350</b>
--------------------	----------------

**Table 5 –Cost Estimate Option 2**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes advertising, safety audits, TMO etc.)	£ 1 500
Build Cost	£ 500
Sub-TOTAL	£ 2 000
Implementation & post implementation fee @ 10%	£ 200
<b>GRAND TOTAL</b>	<b>£ 2 200</b>

**Table 6 –Cost Estimate Option 3**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes advertising, safety audits, TMO etc.)	£ 4 500
Build Cost	£ 7 500
Sub-TOTAL	£12 000
Implementation & post implementation fee @ 10%	£1 200
<b>GRAND TOTAL</b>	<b>£13 200</b>

5.2.2 The estimated cost of installing the recommended Option 1 is £20,350 and is requested from the Area Committee budget.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £158,711. This balance consists of an in year CIL allocation of £150,000 combined with a carry forward of £8,711, consisting of prior over/underspends and brought forward balances from 2017/18.

### **5.3 Social Value**

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

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

5.4.1. The Council's Constitution, in Article 7, states that 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. The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and

carrying out the action to be taken in performing the duty.

## **5.5 Risk Management**

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

## **5.6 Equalities and Diversity**

5.6.1 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 safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7. Corporate Parenting**

5.7.1. Not applicable in the context of this report

## **5.8. Consultation and Engagement**

5.8.1. A statutory consultation will be undertaken on the proposals as set out above.

## **5.9. Insight**

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

## **6. BACKGROUND PAPERS**

6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 12 NOV 2017

<https://barnet.moderngov.co.uk/documents/g9275/Printed%20minutes%2014th-Nov-2017%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>





For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme BC/001348.

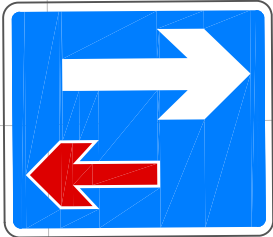
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. All dimensions in metres except where stated otherwise

LEGEND:

- Existing road markings
- New white road markings
- New yellow road markings to TSRGD 2016 Schedule 7, Part 4, Item 1
- Existing road markings to be removed



Proposed "Priority over vehicles in opposite direction" sign on new posts

Proposed road hump and carriageway build out

GLENHURST ROAD

Existing parking bay to be shortened by approximately 30m

Proposed "Give Way to oncoming vehicles" sign on new posts



Re Scheme Ref: BC/001348

GLENHURST ROAD

FEASIBILITY DESIGN  
OPTION 1

Scale @ A3: NTS			
Design	NI	Drawn	NI
Date: MAY 2018	Date: xxxxxx	Checked	xx
		Date: xxxxxx	Approved
			xx



BC/001348-DESIGN-01

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Revision Details			
Initial Issue	Design Check	Date	Rev.

FOR INFORMATION

Client:

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme **BC/00xxx\_yy**.

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

NOTES:

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LEGEND:

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- New white road markings
- New yellow road markings to TSRGD 2016 Schedule 7, Part 4, Item 1
- Existing road markings to be removed

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REVISION

Revision Details	Design Check	Date	Rev.

Purpose of Issue

FOR INFORMATION

Client:



Re Scheme Ref. BC/00xxx\_yy

GLENHURST ROAD

Drawing title

FEASIBILITY DESIGN  
OPTION 2

Scale @ A3: NTS

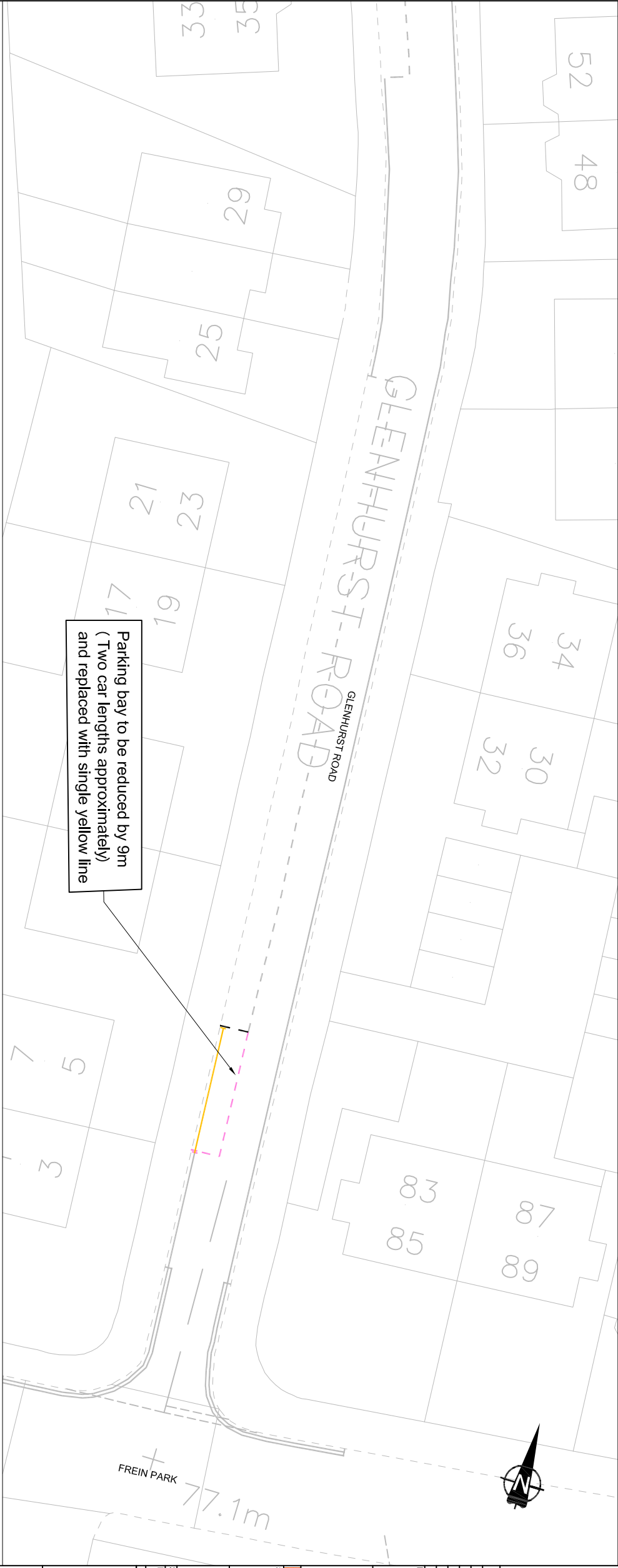
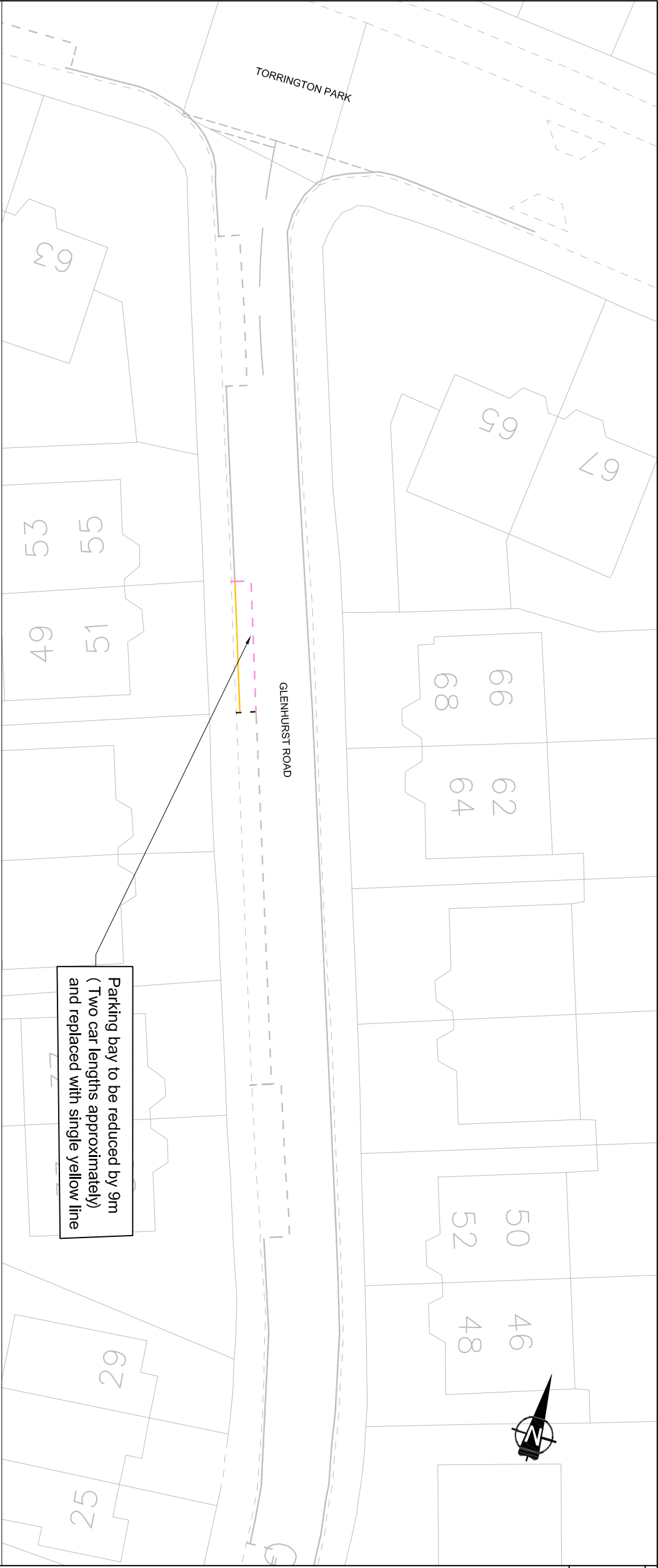
Design	NI	Drawn	NI	Checked	xx	Approved	xx
Date:	MAY 2018	Date:	MAY 2018	Date:	xxxxxx	Date:	xxxxxx



BC/001348-DESIGN-02

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001348

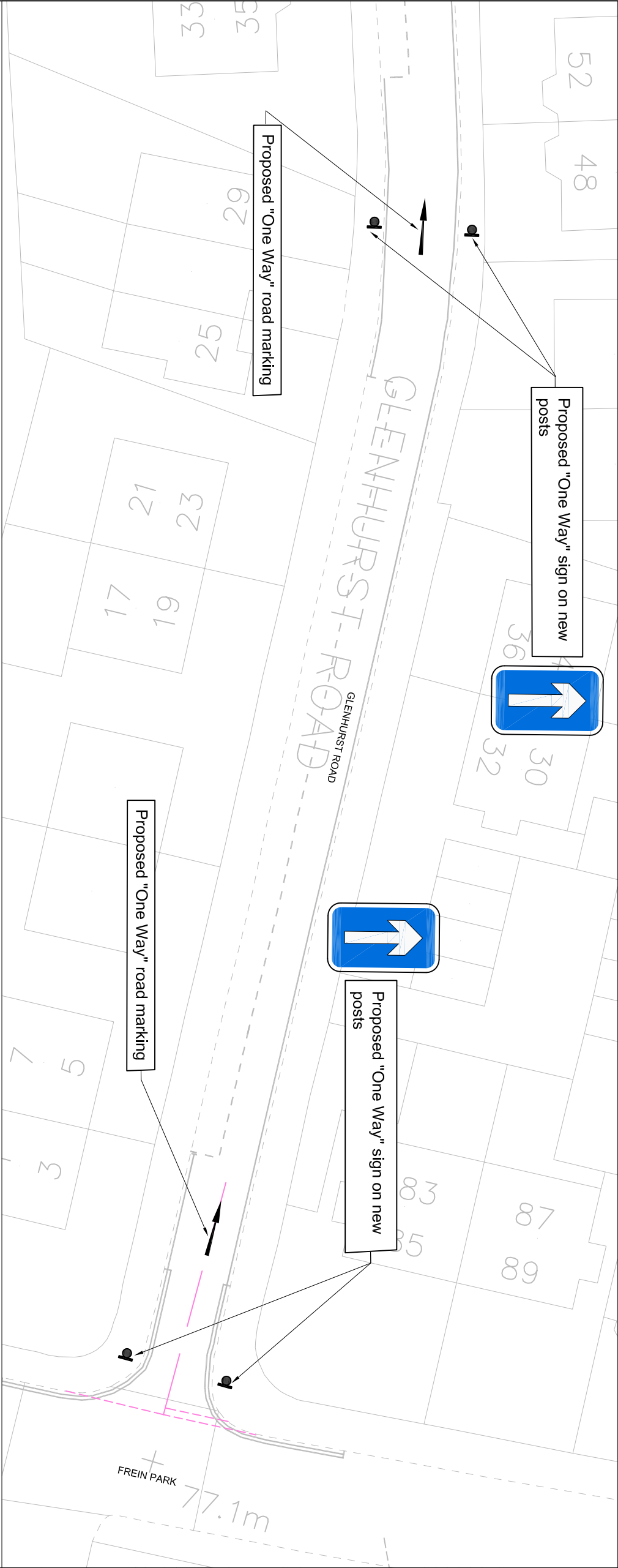
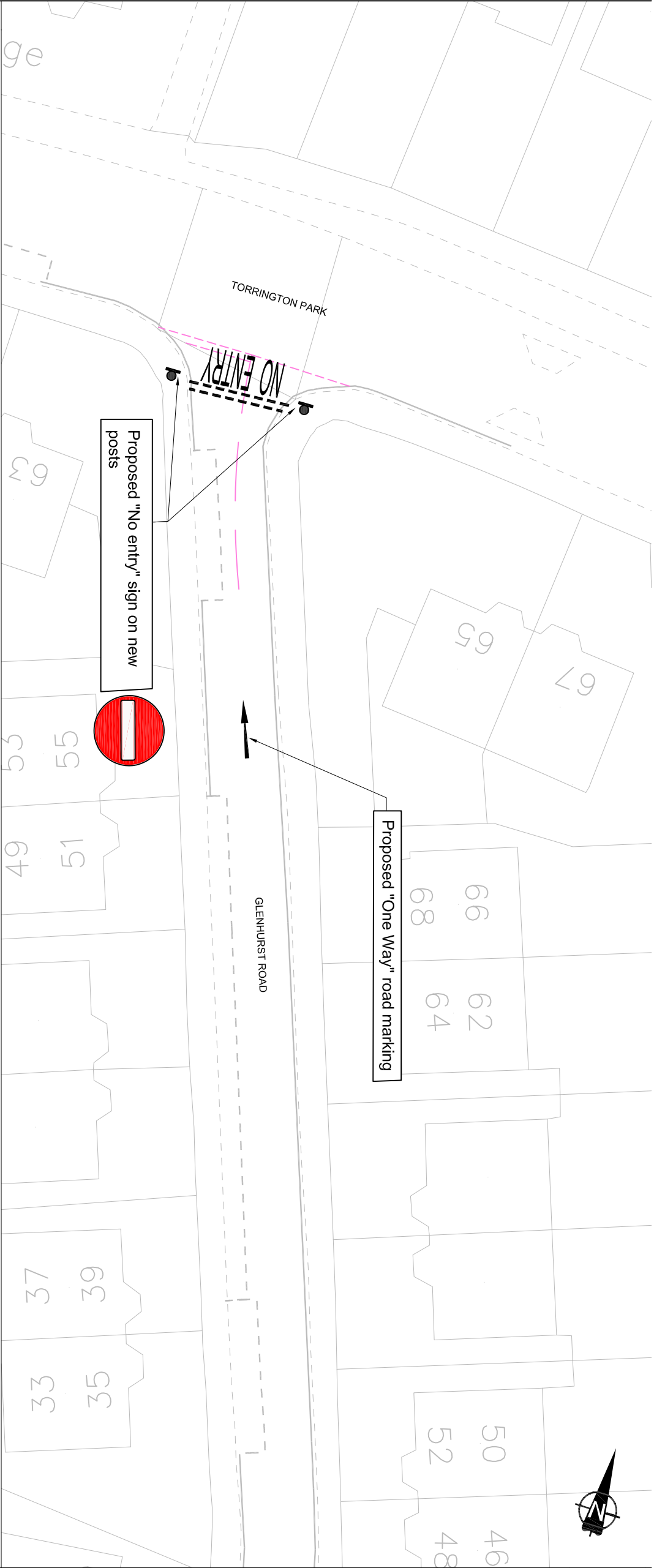
In addition to the hazard/risks normally associated with the proposed work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. All dimensions in metres except where stated otherwise

LEGEND:

- Existing road markings
- New white road markings
- New yellow road markings to TSRGD 2016 Schedule 7, Part 4, Item 1
- Existing road markings to be removed



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REVISION			
Revision Details	Design/Check	Date	Rev
Initial Issue			

Purpose of Issue

FOR INFORMATION

Client:



Re Scheme Ref: BC/001348

Scheme title

GLENHURST ROAD

FEASIBILITY DESIGN  
OPTION 3

Scale @ A3: NTS			
Design	Drawn	Checked	Approved
NI	NI	xx	xx
Date: MAY 2018	Date: MAY 2018	Date: xxxxxx	Date: xxxxxx



BC/001348-DESIGN-03

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**London Borough of Barnet  
Finchley & Golders Green Area  
Committee Work Programme  
June 2018 – April 2019**

Contact: Anita Vukomanovic 020 8359 7034 [anita.vukomanovic@barnet.gov.uk](mailto:anita.vukomanovic@barnet.gov.uk)

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
<b>13 June 2018</b>			
Church Lane, N2-Feasibility Study	Report to detail the results of a feasibility study to investigate measures to reduce the traffic problems on Church Lane, N2.	Strategic Director for Environment	Non-key
Glenhurst Road, N12-Feasibility Study	Report to detail the results of a feasibility study investigating measures to reduce the reported traffic problems on Glenhurst Road, N12.	Strategic Director for Environment	Non-key
Hampstead Way, NW11- Feasibility Study	Report to detail the results of a feasibility study which involves investigating measures to reduce the traffic problems raised on Hampstead Way, NW11.	Strategic Director for Environment	Non-key
Road Safety measures around Menorah Primary School, NW11- Review of Consultation responses February 2018 and new proposals	Report to detail the results of the consultation for the Road Safety measures around Menorah Primary School Scheme that was approved by the Finchley and Golders Green Area Committee on 14 November 2017.	Strategic Director for Environment	Non-key



Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
Items to be Allocated			
Parking on/around Station Road, Station Close, Lichfield Grove, Dollis Park and any other relevant roads	At the 16th February 2017 meeting of the committee, it was agreed that the Commissioning Director, Environment, would prepare a report to a future meeting of the Committee to consider the issues raised on Station Road, Station Close, Lichfield Grove, Dollis Park and any other relevant roads, with a recommended course of action	Strategic Director of Environment	Non-key
East Finchley CPZ	Following their meeting in November 2017, the Committee requested that the Strategic Director for Environment to report back the findings of the consultation at a future meeting of this Committee, for a decision to be made on the way forward.	Strategic Director of Environment	Non-key

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
Safety Measures at the Junction of Buxted Road and Ashurst Road N12.	At the 16th February 2017 meeting of the committee, it was agreed that a report will be brought back to a future meeting concerning the use of traffic islands and any other potential traffic calming/safety measures that can be used to address the issues identified at the junction of Buxted Road and Ashurst Road N12.	Strategic Director of Environment	Non-key
Friary Road Traffic Management Issues	At their meeting on 2 August 2017, Committee received a report on Friary Road Traffic Management issues. Following consideration of the report, the Committee resolved to approve up to £3,000 to allow monitoring to take place as to the effectiveness of the implementation of recommendations 1 and 2, a report back on the impact of recommendations 1 and 2 and advise on further options.	Strategic Director of Environment	Non-key

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
Speeding in Church Lane, N2.	At their meeting in November 2017, the Committee considered a Member's Item in the name of Cllr. Moore on the topic of speeding in Church Lane, N2. The Committee resolved to await the outcome of speed restriction introduction in adjacent roads. Following this the issue would be discussed by the Committee in mid-2018.	Strategic Director of Environment	Non-key
20 MPH Scheme (including zebra crossing) St Agnes Catholic Primary School and Childs Hill Primary Schools – Update	At their meeting in November 2017, the Committee considered a report on 20 MPH scheme (including zebra crossing) for St Agnes Catholic Primary School and Childs Hill Primary School. Following the consideration of the report, the Committee resolved to consider the feasibility of introducing a width restriction on Summerton Road and to ask Officers to report back to the Committee.	Strategic Director of Environment	Non-key

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
Temple Fortune Area NW11 – Proposed Waiting Restrictions	At their November 2017 meeting, the Committee considered this report and resolved that all Golders Green Ward proposals be deferred to enable discussion with residents of specific locations and objections as highlighted in the report and to come back to Committee at a later date to make a determination.	Strategic Director of Environment	Non-key