

**MEETING**

**FINCHLEY & GOLDERS GREEN AREA COMMITTEE**

**DATE AND TIME**

**MONDAY 4TH FEBRUARY, 2019**

**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

Vice Chairman: Councillor Rohit Grover

**Councillors:**

Dean Cohen

Jennifer Grocock

Anne Hutton

Arjun Mittra

Ross Houston

**Substitute Members**

Councillor Melvin Cohen

LLB

Councillor Geof Cooke

Councillor Eva Greenspan

Councillor Kath McGuirk

Councillor Alison Moore

Councillor John Marshall

MA (Hons)

Councillor Peter Zinkin

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is 30 January 2019 at 10AM. Requests must be submitted to Anita Vukomanovic 020 8359 7034 [anita.vukomanovic@barnet.gov.uk](mailto:anita.vukomanovic@barnet.gov.uk)

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

**Andrew Charlwood – Head of Governance**

Governance Services contact: Anita Vukomanovic 020 8359 7034

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

Media Relations Contact: Gareth Greene 020 8359 7039

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## 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 - 18
7.	Petitions (if any)	
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9.	Members' Items (if any)	
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13.	Churchfield Avenue - Proposed One-Way System between High Road and Woodhouse Road, N12	45 - 58
14.	Glenhurst Road, N12- Consultation Results	59 - 66
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16.	Any item(s) the Chairman decides are urgent	

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# Decisions of the Finchley & Golders Green Area Committee

17 October 2018

Members Present:-

AGENDA ITEM 1

Councillor Shimon Ryde (Chairman)  
Councillor Rohit Grover (Vice-Chairman)

Councillor Dean Cohen	Councillor Anne Hutton
Councillor Grocock	Councillor Arjun Mittra
Councillor Ross Houston	Cllr. Jennifer Grocock

Also in attendance

Lisa Wright – Traffic and Development Manager, LBB  
Jamie Cooke – Assistant Director, Highways  
Jacqueline Staples – Member Liaison Officer  
Tracy Scollin – Governance Officer

## 1 MINUTES OF LAST MEETING

An error was noted (page 3 of the minutes, item 11: Postcode should be 'N2' rather than 'N12').

The minutes were approved subject to the above amendment.

## 2 ABSENCE OF MEMBERS (IF ANY)

There were no apologies.

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

None.

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

None.

## 5 PUBLIC COMMENTS AND QUESTIONS (IF ANY)

Mr David McKenzie would speak on the Member's Item: 'Parking and traffic on Crewys Road, NW2'.

The Chairman announced a variation to the agenda order. The above item would be considered next.

6 **MEMBER'S ITEM: APPLICATION FOR COMMUNITY INFRASTRUCTURE LEVY (CIL) FUNDING - PARKING AND TRAFFIC ON CREWYS ROAD, NW2 AND FLY TIPPING ON THE CORNER OF CREWYS ROAD AND CRICKLEWOOD LANE**

Councillor Ryde introduced his Member's Item: Matters relating to parking and traffic on Crewys Road, NW2.

Councillor Ryde invited Mr David McKenzie, a resident, to speak.

Mr McKenzie suggested that a review of the Controlled Parking Zone (CPZ) be carried out with a view to the zone on Crewys Road being changed from H to C1. Currently the CPZ was in operation from 11am to noon only. Many more children were living in the area than before and many children crossed Nant Road to enter the alley which led to Childs Hill Park.

Councillor Ryde noted that an informal consultation in the area had shown that residents were keen to change the CPZ and Zone H was probably no longer appropriate. One option would be to have a CPZ operating for a longer time on one side of the road – or to have a microzone in the area of Crewys Road and surrounding streets. Crewys Road was at the edge of a CPZ which tended to encourage 'zone-hopping'. A 3-road zone might allow more flexibility.

Councillor Anne Clarke addressed the Committee. She suggested that investigations into electric car charging points be carried out at the same time as the consultation.

Councillor Clarke stated that she had asked the Strategic Director for Environment, Jamie Blake, about the reason for the bollards on Crewys Road and he had responded that they appeared to be redundant. Mr Cooke noted that it might be possible to remove the bollards as part of the dedicated programme for the removal of redundant street furniture. There would be an additional charge to investigate this.

Jamie Cooke, Assistant Director, Highways, would speak to Officers separately about the issue of flytipping on Crewys Road and the possibility of tree planting.

Councillor Cohen enquired whether electric charging points for Crewys Road could be investigated under the current rollout, as some were being introduced within lamp columns in Barnet.

The Chairman moved to the vote on the recommendations in the report.

**The Committee unanimously RESOVED:**

**To approve funding of £3000 for an informal parking consultation (questionnaire and letter) to be carried out in Crewys Road and neighbouring roads. The roads to be included would be agreed with Ward Councillors. Both residents and business users would be included.**

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

The Chairman introduced the item: Install speed monitoring on the Vale NW11. The petitioner was unable to attend the meeting.

Further to a discussion the Committee determined to ask Officers to carry out a speed survey and to meet with Ward Members to discuss the best locations to carry this out – the Committee determined to commit £2000 for this. The results would be reported back to a future meeting of the Area Committee. The lead petitioner would be informed of this decision by the Highways Department.

**RESOLVED that the Committee note the petition and issue instructions as set out above.**

8 **PETITIONS (IF ANY)**

None.

9 **AREA COMMITTEE GRANTS FUNDING**

The Chairman introduced the report, which updated the Committee on the budget allocations for the Finchley and Golders Green Area Committee for Community Infrastructure Levy (CIL) funding.

- The Chairman noted that one of the entries appeared to be incorrect. The Menorah scheme had been funded from Local Implementation Plans (LIP) funding. If correct this would provide £13k on top of the figure cited in the report of £46k available = **£59k**. The Finance Team would confirm this after the meeting.
- Councillor Mitra enquired on progress with Beresford Road/East Finchley CPZ. The process had begun in 2016. Officers agreed to update Councillor Mitra (copying in Councillor Ryde) following the meeting.
- Councillor Cohen asked about the Menorah scheme, in particular Vehicle Activated Sign (VAS). Officers would enquire after the meeting.
- Further to an enquiry Officers stated that speed surveys were being carried out on Churchfield Avenue, N12, and a report would follow at a future meeting.
- Councillor Grocock requested that the font on the spreadsheets be made larger for ease of reading.
- Councillor Hutton noted that according to the spreadsheet the agreed actions had not been carried out in relation to Ashurst Road – consultation with residents had not been discussed. Officers responded that a consultation had taken place on the Quietways Scheme. An update would be sent to Councillor Hutton, copying in Councillor Ryde.

Officers would respond on the above following the meeting.

**RESOLVED that:**

- 1. The Finchley and Golders Green Area Committee notes the amount available for allocation during 2018/19 – officers would confirm the final figure of £59k following the meeting rather than that cited in Appendix 1.**
- 2. The Finchley and Golders Green Area Committee notes the amount of re-allocated underspends and overspends in Section 2.1.**

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

A – Member's Item in the name of Councillor John Marshall: Temple Fortune Lane: Speed check with a view to installing VAS signs.

Further to consideration the Committee unanimously RESOLVED:

**To approve funding of £2,000 for a speed survey, with the reports being reported back to a future meeting.**

B – Member's Item in the name of Councillor Alison Moore: Barnwood Open Space, East Finchley: Request for funding to enable works to open up and secure a neglected piece of woodland adjacent to the new Tarling Road Community Hub as a community resource.

Further to consideration the Committee unanimously RESOLVED:

**To approve funding of £12,000 to secure and bring back into community use the currently neglected piece of local greenspace. The work would include clearance and tree works, a bonded gravel pathway and replacement of the chain link fencing, plus possible new gate.**

C – Member's Item in the name of Councillor Ross Houston: Parking in Park View Road, N3, and possible inclusion in the CPZ

Councillor Houston and a resident of Park View Road, the petitioner, spoke to the Committee. 95% of the residents of Park View Road had signed the petition. It was noted that three other roads were also not included in the CPZ.

It was noted that previously £30,000 funding had been allocated under Section 106 as part of the Finchley Memorial Hospital site. Lisa Wright would investigate the possibility of accessing this for the CPZ.

Further to consideration the Committee unanimously RESOLVED:

**To approve funding of £3,000 for an informal consultation on extending the Monday-Friday CPZ to include Park View Road and neighbouring roads. The roads to be included would be agreed with Ward Councillors. Both residents and business users would be included.**

D – Member's Item in the name of Councillor Rohit Grover: Address the damaged gates at the entrance to the Suburb at Hampstead Way/Finchley Road junction.



Further to consideration the Committee unanimously RESOLVED:

**To approve funding of £1,600 to repair the gates.**

11 **MEMBERS' ITEMS (IF ANY)**

None.

12 **ALEXANDRA GROVE/BALLARDS LANE, N12 JUNCTION - PEDESTRIAN IMPROVEMENTS**

At the invitation of the Chairman Officers presented the report which detailed the outcome of a revised safety review of pedestrian improvements on Alexandra Grove junction with Ballards Lane and including Moss Hall Crescent (N12).

Further to consideration of the report, the Chairman MOVED a motion to approve the Scheme subject to a further road safety audit on the Scheme. This was duly seconded.

It was unanimously RESOLVED:

1. **That the Finchley and Golders Green Area Committee note the review of the Alexandra Grove/Ballard's Lane pedestrian safety improvement as outlined in this report and the appendices to this report containing details of design proposals and safety investigations.**
2. **That the Finchley and Golders Green Area Committee agrees to implement recommended Scheme as shown on the drawing in Appendix 1 (subject to the above condition).**
3. **That the Finchley and Golders Green Area Committee notes that the cost of the scheme is estimated at £52,000 which is over the Area Committee limit of £25,000.**
4. **That the Finchley and Golders Green Area Committee notes that the scheme will be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for funding, subject to meeting the qualifying criteria of the traffic schemes priority tool.**
5. **That if the Finchley and Golders Green Area Committee decide not to progress with the scheme in this report, no further action will be taken at this location.**

13 **THE VALE JUNCTION WITH GRANVILLE ROAD AND WAYSIDE, NW11**

At the invitation of the Chairman, Officers introduced the report, which detailed the outcome of a feasibility study to determine the viability of a zebra crossing on The Vale as a safer means for pedestrians wishing to cross to and from Basing Hill Park and Childs Hill Park.

Further to consideration of the report, the Committee unanimously RESOLVED:

1. **That the Finchley and Golders Green Area Committee note the review of The Vale pedestrian safety improvement as outlined in this report and the**

appendices to this report containing details of design proposals and safety investigations.

2. That the Finchley and Golders Green Area Committee agrees to implement the pedestrian safety scheme on The Vale NW11, as set out in this report and detailed in Appendix 1 and 2.
3. That the Finchley and Golders Green Area Committee notes that the cost of the scheme is estimated at £35,000 which is over the Area Committee limit of £25,000.
4. That the Finchley and Golders Green Area Committee notes that the scheme will be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for funding, subject to meeting the qualifying criteria of the traffic schemes priority tool.
5. That if the Finchley and Golders Green Area Committee decide not to progress with the scheme in this report, no further action will be taken at this location.

#### 14 **SOMERTON ROAD NW2 - WIDTH RESTRICTION - FEASIBILITY STUDY**

At the invitation of the Chairman, Officers introduced the report, which detailed the results of a feasibility study investigating measures to prevent Heavy Goods Vehicles (HGVs) entering Somerton Road from Claremont Road NW2 and vice versa.

Following consideration of the report, the Committee unanimously RESOLVED:

1. That the Finchley and Golders Green Area Committee notes the review of the improvements as outlined in this report and the appendices.
2. That the Finchley and Golders Green Area Committee gives instruction to the Strategic Director for Environment proposal to progress to detailed design and implementation, as outlined in drawing BC/001143-14-16\_FS\_100\_01.
3. That the Finchley and Golders Green Area Committee authorise the Strategic Director for Environment to carry out a consultation on the preferred design.
4. That subject to no objections being received to the consultation, referred to in the recommendation, the Finchley and Golders Green Area Committee delegates the Strategic Director for Environment to implement the approved measure.
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 the recommendation, the Strategic Director for Environment will in consultation with the relevant Ward Councillors, consider these objections and determine whether the approved 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 for the agreed Option (CIL from this year's CIL Area Committee budget of £11,000 to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the approved scheme.

15 **FORWARD WORK PROGRAMME**

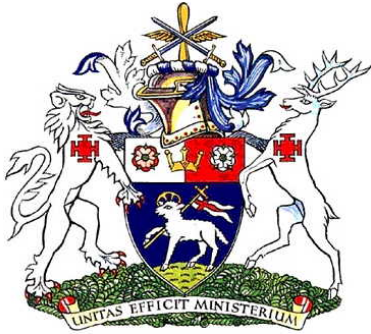
The Committee considered the Forward Work Programme.

**RESOLVED** that the Committee note the Forward Work Programme.

16 **ANY ITEM(S) THE CHAIRMAN DECIDES ARE URGENT**

The meeting finished at 8.20 pm

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## Finchley and Golders Green Area Committee

4 February 2019

<b>Title</b>	<b>Referrals from Finchley &amp; Golders Green Residents Forum</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	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 <a href="mailto:anita.vukomanovic@barnet.gov.uk">anita.vukomanovic@barnet.gov.uk</a> 020 8359 7034

### Summary

At the meetings of Finchley and Golders Green Residents Forum, 16 September 2018 and 9 January 2019, two petitions and one issue were referred to this Committee for consideration.

### Officers Recommendations

1. That the Area Committee considers the petitions and issue 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 petitions and issues have been referred by the Chairman, Finchley and Golders Green Residents’ Forum, to the Area Committee:

**Petition: speeding on West Heath Drive**  
**Lead Petitioner: Mr J Fryer**  
**Received: 12 December 2018**  
**Signatures: 58**

Cars are regularly observed driving at speeds in excess of 30mph on West Heath Drive, and at times significantly above this. As well as being a narrow residential road, it is a common thoroughfare between Golders Green centre and Golders Hill Park, and we are concerned that these speeds pose a risk to both residents and the many pedestrians passing through, especially children.

There is also a private nursery for toddlers in the newly refurbished Golders Green Hall and garden on West Heath Drive which itself will generate extra traffic to the road, and increase the number of pedestrians vulnerable to unsafe driving.

1.	<p><b>Submitted by:</b> Gary Shaw on behalf of Hampstead Garden Suburb Residents Association</p> <p><b>Received:</b> 15 June 2018</p> <p><b>Road and Traffic Committee Issue: Volume and speed of traffic on Addison Way</b></p> <p>Residents in the vicinity of Addison Way NW11 are concerned about the volume and speed of traffic using that road as a link between the A1 at Falloden Way and Finchley Road. Residents have suggested a number of possible measures which might ease the pressure. We are anxious though that any scheme installed at Addison Way should not displace the problem to other roads in the area.</p> <p><i>What action would you like the Council to take?</i></p> <p>To replace damaged width restrictors at eastern end of Addison Way with ones of more robust design. To consider also whether priority should be given to eastbound traffic at the width restrictor (or at other points along the road) so as</p>
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	<p>to discourage the use of Addison Way as a relief route.</p> <p><b>Response from Residents Forum:</b></p> <p>Councillors and officers from Re met Mr Shaw and members of the resident's association earlier in the year and discussed the type of proposals suggested above.</p> <p>Concerns were expressed on site about whether this might result in increased queueing, with vehicles tailing back onto Addison Way. Historic traffic surveys for Addison Way are too old to give a reliable indication of whether this might be an issue.</p> <p><b>It was agreed at the Forum to explore this further. The Area Committee is requested to fund surveys and a study into what alternative designs would be feasible and the traffic management implications of these.</b></p>
2.	<p><b>Petition:</b> Speeding on West Heath Drive  <b>Lead Petitioner:</b> Mr J Fryer  <b>Received:</b> 12 December 2018  <b>Signatures:</b> 58</p> <p>Cars are regularly observed driving at speeds in excess of 30mph on West Heath Drive, and at times significantly above this. As well as being a narrow residential road, it is a common thoroughfare between Golders Green centre and Golders Hill Park, and we are concerned that these speeds pose a risk to both residents and the many pedestrians passing through, especially children.</p> <p>There is also a private nursery for toddlers in the newly refurbished Golders Green Hall and garden on West Heath Drive which itself will generate extra traffic to the road, and increase the number of pedestrians vulnerable to unsafe driving.</p> <p>West Heath Drive appears to be increasingly used by drivers as a shortcut to avoid the Golders Green central roundabout and lights at all times of day especially rush hours, resulting in a high proportion of through traffic driving in a manner more suited to main roads.</p> <p>We the undersigned, living on West Heath Drive, request a speed survey on our road.</p> <p><b>Response from Residents Forum:</b></p> <p>This would be referred up to the next meeting of the Area Committee for consideration.</p>

3.	<p><b>Petition:</b> Proposed Controlled Parking Zone in Leopold and Leslie Roads</p> <p><b>Lead petitioner:</b> Delory Lowndes</p> <p><b>Received:</b> 14 December – paper petition</p> <p><b>Signatures:</b> 144</p> <p>Two years ago the Council ran a consultation on a CPZ in both roads. It was not implemented because although a majority of residents in both roads were in favour, the close result in Leslie Road led the Council to consider that it was not a big enough mandate to merit action. Since then, as you are all aware there has been ongoing debate about other traffic, parking and safety measures.</p> <p>As support for CPZ has been growing significantly, as demonstrated both at recent residents' meetings and in Brian Milsom's survey, we met out local Councillors Arjun Mittra and Claire Farrier on Saturday 2 June to discuss the way forward.</p> <p>The Council has advised us that action on a single issue is more likely to succeed than on multiple competing issues, hence the question concerning only the CPZ at this stage.</p> <p>It was agreed that we would carry out this survey of residents in Leslie and Leopold Roads to ascertain that there is now a clear majority in favour of CPZ, thus convincing the Council to reconsider.</p> <p><b>Response from Residents Forum:</b></p> <p>This would be referred up to the next meeting of the Area Committee for consideration.</p>
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## 2. REASONS FOR RECOMMENDATIONS

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

## 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED



3.1 N/A

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

4.1 N/A

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

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

5.1.1 None in the context of this report.

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

5.2.1 None in the context of this report.

##### **5.3 Social Value**

5.3.1 None in the context of this report.

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

5.4.1 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”*

##### **5.5 Risk Management**

5.5.1 None in the context of this report.

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

5.6.1 None in the context of this report.

##### **5.7 Corporate Parenting**

5.7.1 None in the context of this report.

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

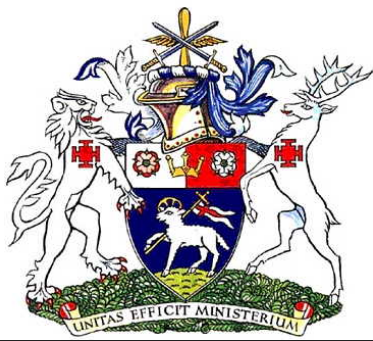
5.8.1 None in the context of this report.

##### **5.8 Insight**

5.8.1 None in the context of this report.

## **6. BACKGROUND PAPERS**

6.1 None.



**Finchley & Golders Green  
Area Committee**

**04 February 2019**

<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 Finchley & Golders Green 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 Area 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 October 2018. The total amount of underspends from 2015 – 2018 is £0.098m, whilst the total funded overspends on schemes total £0.016m.
- 2.2 The over & underspends from the prior year schemes that are still open will impact on the total Area Committee available balance, until the schemes are certified as completed

## **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 £0.017m. 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. I.e. roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreation facilities and open spaces. 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 CIL cannot be used to fund Affordable Housing

6.4.4 Additionally, 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.

6.4.5 Local Authorities must allocate at least 15% of CIL receipts to spend on priorities that should be agreed with the local community in the area where the development is to take place so as a result of this, 15% of the CIL budget is being allocated to the Finchley and Golders Green Area Committee.

6.4.6 In accordance with Article 7 Committees, Forums, Working Groups and Partnerships of Barnet's Constitution, the Finchley and Golders Green Area Committee is authorised to allocate a maximum of £25,000 per scheme / project within its area, 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 Corporate Parenting**

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

#### **6.8 Consultation and Engagement**

There are no consultation and engagement issues as a direct result of this report.

#### **6.9 Insight**

There are no insight issues as a direct result of this report.

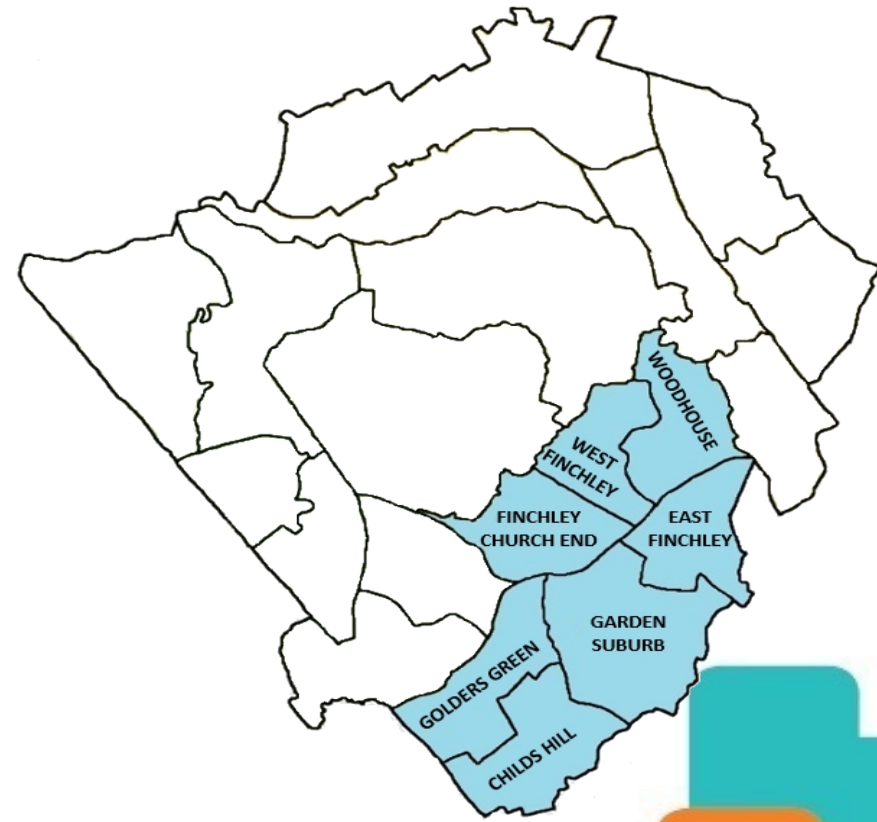
### **7. BACKGROUND PAPERS**

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>

# Area Committee

## Finchley & Golders Green



Finchley & Golders Green Area Committee  
Funding by Ward

An orange rectangular box containing a white traffic light icon on the left and a white cyclist icon on the right.



## Finchley & Golders Green 18/19

Budget allocation 18/19	£	150,000.00
Budget C/Fwd Prior years	-£	95,685.00

Ward	2018/19 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	Net Underspends to be reallocated
Woodhouse	-£22,000.00	£3,274.00	£22,000.00	£0.00
East Finchley	-£29,100.00	£3,612.00	£29,100.00	£0.00
West Finchley/ Woodhouse	-£5,000.00	£0.00	£5,000.00	£0.00
West Finchley	-£3,000.00	£0.00	£3,000.00	£0.00
Finchley Church End	£0.00	£0.00	£0.00	£0.00
Garden Suburb	-£33,600.00	£3,721.00	£33,600.00	£0.00
Golders Green	£0.00	£0.00	£0.00	£0.00
Childs Hill	-£26,400.39	£7,400.39	£24,400.00	£0.00
<b>Total</b>	<b>-£119,100.39</b>	<b>£18,007.39</b>	<b>£117,100.00</b>	<b>£0.00</b>

2015/16 Underspends returned to CIL reserve	£	61,752.00
2016/17 Underspends returned to CIL reserve	£	14,227.00
2017/18 Underspends returned to CIL reserve	£	22,354.00
Overspends Funded	-£	16,232.00

<b>New Balance</b>	<b>£17,315.61</b>
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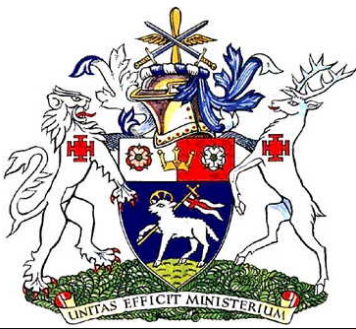


## Finchley & Golders Green Previous 18/19

Ward	Budget Allocation (CIL Reserve) 15/16 ; 16/17 ; 17/18	Actual Spend 15/16 ; 16/17 ; 17/18	Net 2015/16 Underspends returned to CIL reserve	Net 2016/17 Underspends returned to CIL reserve	Net 2017/18 Underspends returned to CIL reserve
Woodhouse	-£120,700.00	£65,147.00	£3,203.00	£566.00	£0.00
East Finchley	-£40,150.00	£18,665.00	£0.00	£0.00	£0.00
West Finchley	-£110,500.00	£64,068.00	£15,272.00	-£4,186.00	£8,458.00
Woodhouse/West Finchley	-£2,000.00	£2,000.00	£0.00	£0.00	£0.00
Finchley Church End	-£89,930.00	£34,225.00	£15,014.00	£1,122.00	£13,896.00
West Finchley/Finchley Church End	-£25,000.00	£8,765.00	£0.00	£0.00	£0.00
Garden Suburb	-£54,065.00	£31,107.00	£2,397.00	£7,716.00	£0.00
Golders Green	-£5,000.00	£630.00	£4,370.00	£0.00	£0.00
Golders Green/Garden Suburb	-£20,000.00	£17,313.00	£0.00	£0.00	£0.00
Childs Hill	-£56,400.00	£21,364.00	£15,701.00	-£1,428.00	£0.00
Child Hill / West Finchley	-£2,000.00	£736.00	£0.00	£0.00	£0.00
<b>Total</b>	<b>-£525,745.00</b>	<b>£264,020.00</b>	<b>£55,957.00</b>	<b>£3,790.00</b>	<b>£22,354.00</b>



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## Finchley and Golders Green Area Committee

**4 February 2019**

<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, Childs Hill, West Finchley
<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 The following requests for funding from the Committee's allocated CIL budget have been raised:

Title	Temple Fortune Lane: Speed check breakdown
Raised by (Councillor)	John Marshall
Ward	Garden Suburb
Area Committee	Finchley and Golders Green
Member Request	<p>A speedtest was recently undertaken as below:  Location: <b>Hampstead Way (b/w Wellgarth Road &amp; Wildwood Road jcts)</b>  Time: 12.20pm – 18th Sep 2018  Number of vehicles monitored: 60  Speed limit: 30mph  Average speed recorded: <b>25.3mph</b>  Median speed: <b>25.5mph</b>  Proportion of vehicles recorded within 10% of speed limit : <b>92%</b>  Proportion of vehicles recorded at 30mph or below : <b>77%</b>  Proportion of vehicles recorded exceeding limit by more than 10%(ie 34mph+) : <b>8%</b>  Proportion of vehicles recorded exceeding limit by more than 20% (ie 36mph+) <b>5%</b>  Fastest speed recorded: <b>38mph (126% of speed limit) [1 car]</b>  Number of vehicles recorded at speeds higher than limit + 10mph: <b>0</b></p> <p><b>Member Request:</b>  That the Finchley and Golders Green Area Committee consider funding and undertaking a speed check on Hampstead Way from Wildwood Road to Wellgarth Road</p>
Funding Required (£)	tbc

Title	Bench to be installed next to the Northway Bus Stop by Litchfield Way
Raised by (Councillor)	Rohit Grover
Ward	Garden Suburb
Member Request	Bench to be installed next to the Northway Bus Stop by Litchfield Way. There is already a bench in the southbound direction but no bench northbound. Elderly residents need somewhere to sit.
Funding Required (£)	TBC

Title	Rosemont Avenue N12
Raised by (Councillor)	Ross Houston
Ward	West Finchley
Member Request	Following a site meeting with myself, residents and council officers I would like to propose a review of traffic and of road markings in Rosemont Avenue to include consideration of a one way system or installing a Point No Entry system.
Funding Required (£)	TBC

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 2.2 CIL funding can be used to fund a wide range of infrastructure (as outlined in section 216(2) of the Planning Act 2008, and regulation 59, as amended) to support the development of a local area. The Act specifically names roads and transport, flood defences, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.
- 2.3 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The

flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.

- 2.4 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.
- 2.5 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place. Therefore a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee. This is capped at £150k per committee per year.
- 2.6 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance, applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).
- 2.7 Members should note that the committee has the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 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.

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

- 3.1 Not applicable.

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

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

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

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

- 5.1.1 The Committee has an allocated budget for Barnet Community Infrastructure Levy (CIL) from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers.
- 5.1.2 The Committee is able to award funding of up to £25,000 per project for CIL Funding. Requests for funding must be in line with the Council's priorities which are outlined in the Corporate Plan 2015 – 2020.

#### **5.2 Social Value**

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

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

5.3.1 Council Constitution, Article 7 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."

### **5.4 Risk Management**

5.4.1 None in the context of this report.

### **5.5 Equalities and Diversity**

5.5.1 Requests for Funding allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

### **5.6 Consultation and Engagement**

5.6.1 None in the context of this report.

### **5.7. Corporate Parenting**

5.7.1. Not applicable in the context of this report

### **5.8. Insight**

5.8.1. None in context of this report.

## **6. BACKGROUND PAPERS**

6.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets: <http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>

6.2 Review of Area Committees – operations and delegated budgets (24 June 2015): <https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>

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	<p style="text-align: center;"><b>Finchley and Golders Green Area Committee</b></p> <p style="text-align: center;"><b>4 February 2019</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Leslie Road/ Leopold Road, N2- Consultation Results</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>East Finchley</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p><b>Appendix -</b> Summary of Consultations BC/000742-03-1200-01 Rev A</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake – Strategic Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p>

<h3>Summary</h3>
<p>This report details the results of consultation for the road safety improvement scheme on Leslie Road and Leopold Road including introducing a one-way system, reducing the speed limit to 20mph and providing 'Keep Clear' road markings at the junction with the High Road. The statutory consultation raised concerns regarding the proposals. This report considers the objections and asks the Committee to determine the way forward.</p>

## **Recommendations**

- 1. That the Finchley and Golders Green Area Committee note the results of the statutory consultation as set out in this report and the requests for a Controlled Parking Zone (CPZ).**
- 2. That the Finchley and Golders Green Area Committee agreed that no further action will be taken to progress the one-way system and 20 mph zone on Leslie Road and Leopold Road.**
- 3. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a detailed design and statutory consultation related to the introduction of a Controlled Parking Zone (CPZ) on Leslie Road and Leopold Road.**
- 4. That the results of the Statutory Consultation referred to in recommendation 3, are reported back to the Finchley and Golders Green Area Committee to determine whether the agreed proposal should be implemented or not, and if so, with or without modification and to allocate funding to implement the scheme.**
- 5. That the Finchley and Golders Green Area Committee note that the detailed and Statutory consultation will be undertaken with the existing funded allocated to one-way and 20mph scheme from this year's CIL Area Committee budget.**

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

- 1.1 The purpose of this report is to consider objections to the statutory consultation on the proposed one-way system and reducing the speed limit to 20mph on Leslie Road and Leopold Road, N2.
- 1.2 The proposals involve converting Leslie Road to one-way in a south-westbound direction and continuing onto Leopold Road in a one-way north-eastbound direction with entry into Leslie Road from Church Lane prohibited and an introduction of a 20umph zone on both roads. Then proposal also includes the provision of 'Keep Clear' road markings at the junction with the High Road.

### **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Statutory consultation was carried out on proposals to improve road safety on Leslie Road and Leopold Road including installing a one-way system and reducing the speed limit to 20mph. As part of the statutory consultation process, the proposals were advertised on notices and published in the local press and London Gazette.
- 2.2 In addition, similar notices were erected on lamp columns and letters with the associated plans were delivered to properties on affected roads near the scheme.

- 2.3 A total of 336 properties on Leslie Road, Leopold Road, Church Lane and Trinity Road received a hand delivered letter and plans illustrating the scheme.
- 2.4 A summary of the representations, comments and objections are included in Appendix A.
- 2.5 81 responses to the statutory consultation were received comprising of statements of support, suggestions, comments and objections.
- 2.6 Of the 81 responses, 44 were either objections to the entire proposal or aspects of it. 6 responses included requests to extend the consultation area and a request for residents parking only for St. John's Villas.
- 2.7 The most prevalent issues raised by the objectors are as follows:
- That the measures will cause substantial inconvenience for some residents, particularly those at the south west end of Leslie Road and Leopold Road who routinely access Leslie Road from Church Lane (10 mentions).
  - That the measures will lead to an increase in vehicle speeds on Leslie Road and Leopold Road. (21 mentions).
  - That the measures will lead to an increase in noise and pollution on both roads. (13 mentions)
- 2.8 Of the 81 responses received, 19 requested the introduction of a Controlled Parking Zone (CPZ) on Leslie Road and Leopold Road to increase the availability of parking for residents of both roads. The residents do not want non-residents parking in their streets and they complained that they park on neighbouring roads.
- 2.9 It should also be noted that a total of 31 responses in support of the proposals were also received, which is less than the number of objections received.
- 2.10 Following the consultation period, ward members requested a meeting with officers to discuss the proposals and responses to the consultation. At the meeting on 7 November 2018, ward members also raised concerns related to the one-way proposals including a possibility of increased traffic speeds on Leslie Road and Leopold Road.
- 2.11 Ward members confirmed that the feedback from local residents was that a CPZ would be the preferred option, this was also the preferred option with ward members and the consensus of the meeting was that the proposed scheme with the one- way should not be progressed.
- 2.12 In addition to the consultation responses, it should also be noted that a petition co-signed by 144 households, requesting for a CPZ to be introduced, was

presented to the Finchley and Golders Green Residents forum on 9 January 2019. At the forum it was noted that the petition would be considered as part of this report.

2.13 Having considered the feedback to the comments made during the consultation period and following the meeting with ward members, Officers views are as follows:

- The responses received to the one-way proposals were mostly negative with 19 responses requesting a CPZ;
- Officers are satisfied that there is sufficient evidence from the responses to the statutory consultation and meeting with ward councillors to justify that the scheme including the one way and the 20 mph zone is not progressed.

2.14 If approved by Committee, a statutory consultation would need to be carried out related to the request for a CPZ.

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

3.1 Officers considered modifying the proposals to allow access to Leslie Road from Church Lane but consensus from the meeting with ward members was that the one-way proposals shouldn't be progressed. However, if subsequently a one-way system is progressed the modified scheme as shown in drawing no. BC/000742-03-1200-01 would be proposed.

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

4.1 Not applicable in the context of this report

### **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 An annual allocation of £150k is made to each Area Committee. The Finchley and Golders Green Area Committee balance is £17,315. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2018/19 due to a lack of CIL awards in 2017/2018 in the Finchley and Golders Green Area.
- 5.2.2 The £12,650 that was allocated to implement the proposed one-way system and 20mph scheme (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest). If alternative proposals, such as a CPZ, are recommended by the Committee the costs of the design and statutory consultation can be met from the original budget allocation.
- 5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services, the PFI Contractor, who will charge a commuted sum for the maintenance – the cost of this can be absorbed within existing Council revenue budgets.
- 5.2.4 The work will be carried out under the existing PFI (electrical) and LoHAC (non-electrical) term maintenance contractual arrangements.

## **5.3 Social Value**

- 5.3.1 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.

## **5.7. Corporate Parenting**

5.7.1. Not applicable in the context of this report

## **5.8. Consultation and Engagement**

5.8.1. The responses from the statutory consultation have been reviewed and officers met with ward members. If a CPZ is progressed they will be a further Statutory consultation on the proposal.

## **5.9. Insight**

5.9.1. None in context of this report.

## **6. BACKGROUND PAPERS**

6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 14 NOV 2017

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

No	From	Objection	Support	Negative impact on vehicle speeds	Congestion/ Displacement into neighbouring roads	Request for CPZ	Negative environmental impact	Other
1	Trinity Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	Leslie Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	Leslie Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	Leopold Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Trinity Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	Leslie Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	Leopold Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	Leopold Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	High Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	Leslie Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Leslie Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	Leslie Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	Oak Lane Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14	Trinity Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15	Leopold Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16	Leslie Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17	Leopold Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18	Leslie Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19	Leopold Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
20	No address	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21	Leopold Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
22	No address	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
23	No address	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
24	Leslie Road Resident	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Finchley Society Environmental and Transport Committee	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
26	Leslie Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
27	Leopold Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
28	Leslie Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
29	No address	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Leopold Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Church Lane Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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34	Trinity Road Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
35	Leslie Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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46	Church Lane Resident	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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56	Trinity Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
57	Leopold Road Resident	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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81	Church Lane Resident	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	<h2>Finchley and Golders Green Area Committee</h2> <h3>4 February 2019</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>The Grove – Proposed One-Way</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>West Finchley</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>None</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake –Strategic Director for Environment  <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p>

### Summary

This report details the recommendation to remove the proposed The Grove - One-way Scheme from the Finchley and Golders Green Area Committee work programme and sets out the reasons behind the recommendation.

### Recommendations

1. That the Committee note the content of this report and remove the Scheme related to a One-way system on The Grove, from the Finchley and Golders Green Area Committee work programme.
2. That following the removal of the Scheme from the Finchley and Golders Green work programme that any remaining budget is re-allocated to the Finchley and Golders Green Committee budget.

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

- 1.1 Following a petition by residents in June 2012 and with local ward member support, the Finchley and Golders Green Area Environment Sub-Committee approved the implementation of an experimental 'One-Way' system on The Grove, N3 during the Committee meeting on 25 June 2013. The Committee and duly instructed the then 'Director of Place' to introduce the one-way system together with associated road signs and carriageway markings at the affected junctions.
- 1.2 It was proposed to introduce the 'One-way' system on an experimental basis to resolve the disproportionate traffic volumes currently using The Grove, N3 as a short cut.
- 1.3 Unlike a permanent scheme, the implementation of the experimental scheme would start the consultation process and residents would have a statutory right to object or make to the Council in writing expressing their views on the proposal during the period which the experimental scheme is in force. Any objections and/or representations received would assist the Council in making a decision on the full impact of the scheme and whether the scheme would be made permanent.
- 1.4 The experimental scheme would be in operation for a minimum of 6 months, but no longer than 18 months before it would need to be made permanent or removed.
- 1.5 As detailed in the 13 January 2016 Finchley and Golders Green Area Committee report, following the start of the Consultation process, when construction of the measures progressed, mixed comments were received from residents. The Scheme was put on hold and the Committee instructed Officers to carry out a formal consultation to allow local residents and businesses to give their views prior to the implementation of the experimental measures.
- 1.6 During this consultation period 48 responses were received and of the responses received, 23 were in favour of the scheme, 21 against and 4 did not give a definitive answer.
- 1.7 The consultation responses were reported to the 13 Jan 2016 Committee, where the Committee agreed that the scheme, as proposed, should be implemented again on an experimental basis.
- 1.8 Unfortunately, to date the scheme has yet to be implemented. In addition, there has been no further correspondence from the residents of The Grove chasing the implementation of the scheme.
- 1.9 Officers have met with Ward Councillors to discuss whether the scheme is still required. The resolution of this meeting was that the scheme should be removed from the Finchley and Golders Green Area Committee work programme and it was agreed that the scheme would not be implemented. If at

a later date, or following further development in the area, the residents and Ward Councillors would like to review whether a one-way system could be introduced, then proposal would be re-investigated at this time, subject to funding then being made available.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 To remove the scheme from the Finchley and Golders Green Area Committee Work Programme and re-allocated any remaining funding back to the Area Committee Budget.

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

- 3.1 Not applicable.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 No further action following the removal of the scheme from the Finchley and Golders Green Area Committee work programme.

## **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 The Corporate Plan 2015 – 2020 is based on the core principles of fairness, responsibility and opportunity to make sure Barnet is a place:
- Of opportunity, where people can further their quality of life;
  - Where people are helped to help themselves, recognising that prevention is better than cure;
  - Where responsibility is shared fairly;
  - Where services are delivered efficiently to get value for money for the tax payer.

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

- 5.2.1 The cost to date of the scheme is £6,000 from a budget of £22,000 which was allocated the scheme. Once confirmed the remaining budget of approximately £16,000 will be re-allocated back to the Finchley and Golders Green Area Committee CIL Budget.

### **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 Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various

functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

## **5.5 Risk Management**

5.5.1 None in the context of this report.

## **5.6 Equalities and Diversity**

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

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- Advance equality of opportunity between those with protected characteristics and those without;
  - Foster good relations between persons with a relevant protected characteristic and those without.

5.6.2 The proposal not to progress the scheme is not expected to disproportionately disadvantage 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 No further consultation is proposed following the recommendation in this report.

## **5.9 Insight**

5.9.1 None in relation to this report.


## **6 BACKGROUND PAPERS**

6.1 25 June 2013 Item 8 - Finchley & Golders Green Area Environment Sub-Committee

<https://barnet.moderngov.co.uk/documents/g6603/Printed%20minutes%2025th-Jun-2013%2019.00%20Finchley%20Golders%20Green%20Area%20Environment%20Sub-Committee.pdf?T=1>

6.2 13 January 2016 Item 15 - Finchley and Golders Green Area Committee

<https://barnet.moderngov.co.uk/documents/g8266/Printed%20minutes%2013th-Jan-2016%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

	<p style="text-align: center;"><b>Finchley and Golders Green Area Committee</b></p> <p style="text-align: center;"><b>4 February 2019</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Churchfield Avenue – Proposed One-Way System between High Road and Woodhouse Road, N12</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Woodhouse</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A – Collision Statistics Appendix B – All vehicle speed tabulations Appendix C – Location Plan of Counts</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Jamie Blake – Strategic Director for Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p>

### Summary

This report details the results of surveys undertaken to address concerns raised by residents regarding traffic flows and speeding issues on Churchfield Avenue N12.

### Recommendations

1. That the Finchley and Golders Green Area Committee note the results of the speed counts and collision statistics in this report.

2. That the Finchley and Golders Green Area Committee approve the Officer preferred Option of a one-way system from (A1000) High Road in an easterly direction towards the junction with Woodhouse Road.
3. That the Finchley and Golders Green Area Committee authorise the Strategic Director for Environment to consult residents and stakeholders on the preferred Option.
4. That the results of the Statutory Consultation referred to in recommendation 3, are reported back to the Finchley and Golders Green Area Committee to determine whether the agreed proposal should be implemented or not, and if so, with or without modification and to allocate funding to implement the scheme.
5. That the Finchley and Golders Green Area Committee agree to allocate the funding of £6000 CIL from this year's CIL Area Committee budget to design and carry out statutory consultation.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 The Chairman of the Finchley and Golders Green Residents Forum considered a petition relating to making Churchfield Avenue one-way with entry only at the High Road end of Churchfield Avenue in March 2018.

*'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). 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 road.*

*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.*

*The speed at which vehicles drive down Churchfield Avenue is too fast for the road, it affects us all but is of concern to residents with children or elderly relatives when getting in or out of their cars, hence the request for speed restrictions.*

*The resident parking permit time extension would ease the parking problem as long as it was policed.'*

- 1.2 The Chairman of the Residents Forum referred the matter to the next meeting of the Finchley and Golders Green Area Committee which took place on the 13 June 2018. The Chairman introduced the item and following discussion, the Committee determined to ask Officers to meet with Woodhouse Ward members and Residents to look at the scheme and it was **RESOLVED** *'that a sum of £3,000 be made available to start to develop a scheme that would then be reported back to a future meeting of this Committee'.*

## Initial Observations

- 1.3 An initial site visit took place on 21 August 2018 and all potential solutions have been considered and appraised against the issues which were raised by the Chairman's Item as detailed in sections 1.1 above.
- 1.4 There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety along Churchfield Avenue between High Road and Woodhouse Road.
- 1.5 Although there was a minimal amount of 'through' traffic from High Road and Woodhouse Road, Churchfield Avenue was heavily parked on either side making it difficult for vehicles to pass.
- 1.6 There is a dangerous right-hand bend on Churchfield Avenue when approached from Woodhouse Road exacerbated by the proximity of parking bays either side of Churchfield Avenue close to the junction with Woodhouse Road causing west bound traffic to move towards the opposing lane.
- 1.7 The road is with the North Finchley Controlled Parking Zone which operates between 9am and 5pm Monday to Saturday. There is high demand for residents parking in the road. At the site meeting residents and ward councillors expressed concerns over the induction of a proposal that would reduce the parking provision in the road.

## Collision History

- 1.8 Collision records for the 5-year period to 31 December 2017 have been studied along the length of Churchfield Avenue between its junction with High Road to its junction with Woodhouse Road collisions are summarised in **Appendix A**.
- 1.9 There were two collisions resulting in one casualty which was considered slight, a car colliding with a motorcyclist. The second was a pedestrian hit by a car and resulted in a pedestrian fatality.

## Summary of speed counts

- 1.10 Speed counts were taken at two locations along Churchfield Avenue each recording east and west bound speeds, these are summarised in **Appendix B** and would indicate that vehicles accelerate in a west bound direction from Woodhouse Road once they have cleared the right-hand bend.

## **Conclusions and Recommendations**

- 1.11 Officers recommendation is that a feasibility design to implement a one-way system be drawn up and consulted upon, the one-way system would have entry into Churchfield Avenue from the High Road end only, which was the preferred direction of the petitioner at the site meeting.
- 1.12 Officers will also be reviewing disabled bays in the road to ensure they are all still required. Any bays that are no longer required will be converted back to residents parking bays.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendations are in response to a petition from residents asking for measures to improve road safety on Churchfield Avenue be considered.

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

- 3.1 An alternative option would be to remove sections of parking bays to allow for parking places and improve the flow of traffic along the road, also to remove parking from the right hand bend near to the junction with Woodhouse Road. However, due to the concerns regarding the loss of parking previously raised this option was not progressed.
- 3.2 The only other Option at this stage is not to proceed with the proposed improvements; however, this will not address the original concerns raised in the Members Item.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Following the Finchley and Golders Green Area Committee's agreement, consultation to 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 2019/20 financial year.

## **5. IMPLICATIONS OF DECISION**

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

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



the local population as identified in Barnet's Joint Strategic Needs Assessment.

5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.

5.1.3 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 An annual allocation of £150k is made to each Area Committee. The Finchley and Golders Green Area Committee balance is £17,316 This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2018/19 due to a lack of CIL awards in 2017/2018 in the Finchley and Golders Green Area.

5.2.2 The estimated design and consultation costs of this recommendation are £6,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Finchley and Golders Green Area Committee (CIL) budget.

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

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

## **5.3. Social Value**

5.3.1 None in the context of this report.

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

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

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

5.4.3 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1984 and the subsidiary regulations made under that Act.

5.4.4 The terms of reference of the Area Committees under Article 7 of the Council's Constitution includes responsibility for all constituency-specific matters relating to the street scene including parking, road safety, transport, allotments and parks and trees.

## **5.5. Risk Management**

5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.

5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, assessed as low.

## **5.6. Equalities and Diversity**

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

- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristics and persons who do not share it
- The broader purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services
- Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.

5.6.2 The proposal in this report are not expected to disproportionately disadvantage individual members of the community.

## **5.7. Corporate Parenting**

5.7.1 None in the context of this report.

## **5.8 Consultation and Engagement**

5.8.1 Consultation on the proposals will be carried out and details of the proposals will also be outlined on the council's website.

## **5.9 Insight**

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

## **6. BACKGROUND PAPERS**

6.1. Finchley and Golders Green Area Committee 13 June 2018, Item 6.

<http://barnet.moderngov.co.uk/documents/g9524/Printed%20minutes%2013th-Jun-2018%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

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## Appendix A

**Table 1 – Accident Data**

REF.	LOCATION	DATE	No. Injuries	SEVERITY	DESCRIPTION
<b>0115SX21152</b>	High Road junction with Churchfield Avenue	27/11/2015	1	<b>Slight</b>	Motorcyclist intending to overtake a car, was knocked from his vehicle when car changed lanes to the right. Both vehicles travelling in a south to north direction
<b>01170027468</b>	High Road junction with Churchfield Avenue	23/03/2017	1	<b>Fatal</b>	Vehicle moving off from a parked position on Churchfield Avenue collided with a pedestrian crossing Churchfield Avenue at the junction with High Road. The collision resulted in the death of the pedestrian.

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**Appendix B - All Vehicle Speed Tabulation**

**Table 1 – Site 1 – Churchfield Avenue**

Date	East Bound		West Bound	
	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed
21/09/18	11.3	13.5	9.0	11.1
22/09/18	11.4	13.5	9.1	11.1
23/09/18	11.0	14.0	9.1	10.8
24/09/18	11.7	14.0	9.1	11.0
25/09/18	11.3	14.1	9.1	11.4
26/09/18	11.4	13.6	9.2	11.2
27/09/18	11.3	13.6	9.4	11.3

**Table 2 – Site 2**

Date	East Bound		West Bound	
	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed
21/09/18	19.7	24.0	19.2	25.8
22/09/18	21.0	24.4	19.9	25.2
23/09/18	19.9	24.0	20.6	26.4
24/09/18	19.8	24.2	20.6	27.1
25/10/18	19.1	24.6	37.1	58.0
26/10/18	15.2	18.6	30.3	47.9
27/10/18	16.8	21.6	33.0	62.4

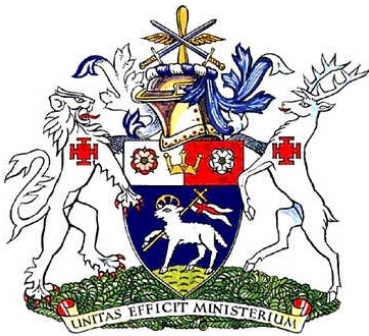
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## Appendix C - Location Plan of Counts



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**Finchley and Golders Green  
Area Committee  
4 February 2019**

<b>Title</b>	<b>Glenhurst Road, N12- Consultation Results</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>	N/A
<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 consultation for the traffic calming scheme on Glenhurst Road including the provision of a priority give way system. The statutory consultation raised concerns regarding the proposals. This report considers the objections and asks the Committee to determine the way forward.

**Recommendations**

1. That the Finchley and Golders Green Area Committee note the results of the formal consultation as set out in this report.
2. That the Finchley and Golders Green Area Committee agreed that no further action will be taken to progress the priority give-way system on Glenhurst Road.
3. That the Finchley and Golders Green Area Committee agrees to progress an alternative feasibility Study on an option for One-way working on Glenhurst Road.
4. That the Finchley and Golders Green Area Committee note the feasibility study in recommendation 3 can be funded with the existing funding allocated to the scheme.

**5. That the results of the feasibility study will be reported back to the Finchley and Golders Green Area Committee for consideration.**

**1. WHY THIS REPORT IS NEEDED**

1.1 The purpose of this report is to consider objections to the consultation on the proposed priority give way system on Glenhurst Road, N12.

**2. REASONS FOR RECOMMENDATIONS**

2.1 Statutory consultation was carried out on proposals to improve road safety on Glenhurst Road including installing a priority give way system. As part of the statutory consultation process, the proposals were advertised on notices and published in the local press and London Gazette.

2.2 In addition, similar notices were erected on lamp columns on Glenhurst Road and letters with the associated plans were delivered to properties near the scheme.

2.3 A total of 67 properties on Glenhurst Road and Torrington Park received a hand delivered letter and plans illustrating the scheme. Nine objections, which are summarised in Table 1 below, were received for the scheme.

Resident 1 02/07/2018	Resident 1 objected to the proposals due to loss of parking and suggested Glenhurst Road should be converted to one way.
Resident 2 06/07/2018	Resident 2 objected and suggested that Glenhurst Road should be one way.
Resident 3 10/07/2018	Resident 3 objected and does not believe the scheme will make a difference in the behaviour of drivers.
Resident 4 15/07/2018	Resident 4 objected due to loss of parking and suggested reducing the speed and providing speed cushions.
Resident 5 17/07/2018	Resident 5 objected to the scheme due to loss of parking and suggested that Glenhurst Road should be converted to one way
Resident 6 18/07/2018	Resident 6, 7, 8 & 9 objected to the scheme due to loss of parking
Resident 7 25/07/2018	
Resident 8	

04/07/2018	
Resident 9 17/07/2018	

**Table 1 – Responses**

- 2.4 During the consultation period, Ward Councillors and Residents requested a site meeting to discuss the proposals and alternative requests for residents. At the meeting on 13<sup>th</sup> September 2018, residents raised concerns that they considered that the priority give-way system would not improve the current driver behaviour on Glenhurst Road or reduce the speed of vehicles as mentioned in the objections above.
- 2.5 The consensus of the meeting and in discussion with Councillor Hutton was that the proposed priority give way system should not be progressed. The residents were in favour of a one-way operation (and confirmed at the meeting they would be in favour of the one-way in a northbound direction from Friern Park to Torrington Park). Officers raised concerns that a one-way operation may impact on other roads in the vicinity and result in increased speeds on Glenhurst Road therefore additional traffic calming measures are likely to be required.
- 2.6 Ward councillors raised concerns related to the one way because traffic is likely to be diverted to Ashurst Road, however the road is currently being investigated for improvements as part of the proposed ‘Quietways’ programme.
- 2.7 Having considered the feedback to the comments made during the consultation period and following the site meeting, Officers views are as follows:
- The responses received to the proposals were negative with most of the objectors requesting a one way on Glenhurst Road;
  - Officers are satisfied that there is sufficient evidence from the responses to the statutory consultation and site meeting that show objection to justify that the priority give way on Glenhurst Road is not progressed.
- 2.8 If approved by Committee, a feasibility study for a proposed one-way would need to consider traffic movements and speed of traffic prior to a recommendation being made.

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

3.1 Additional options were originally presented to the June 2018 Finchley and Golders Green Area Committee but not recommended for progression.

3.2 The only other Option at this stage is not to proceed with the proposed improvements; however, this will not address the original concerns raised by residents and Ward Councillors.

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

4.1 Not applicable in the context of this report

#### **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 An annual allocation of £150k is made to each Area Committee. The Finchley and Golders Green Area Committee balance is £\*\*\*\*\*. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2018/19 due to a lack of CIL awards in 2017/2018 in the Finchley and Golders Green Area.

5.2.2 The £19,000 was allocated to implement the proposed priority give way system (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest). If alternative proposals are recommended by the Committee the costs of the feasibility can be met from the original budget allocation.

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

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

### **5.3 Social Value**

5.3.1 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.

### **5.7. 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 responses from the statutory consultation have been reviewed and officers met with a ward councillor and local residents on site.

## **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>

### **6.2 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 13 JUN 2018**

<http://barnet.moderngov.co.uk/documents/g9524/Printed%20minutes%2013th-Jun-2018%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>





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**London Borough of Barnet  
Finchley & Golders Green Area  
Committee Work Programme  
February – 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>4 February 2019</b>			
Leslie Road/ Leopold Road, N2- Consultation Results	Committee to receive a report on Leslie Road/ Leopold Road, N2- Consultation Results	Strategic Director for Environment	Non-key
Churchfield Avenue – Proposed One-Way System between High Road and Woodhouse Road, N12	Committee to receive a report on Churchfield Avenue – Proposed One-Way System between High Road and Woodhouse Road, N12	Strategic Director for Environment	Non-key
Glenhurst Road, N12- Consultation Results	Committee to receive a report on Glenhurst Road, N12- Consultation Results	Strategic Director for Environment	Non-key
The Grove – One-Way	Committee to receive a report on The Grove – One Way	Strategic Director for Environment	Non-key
<b>4 April 2019:</b>			
Parking Temple Fortune - Waiting restriction	Committee to receive a report on Parking Temple Fortune - Waiting restriction	Strategic Director for Environment	Non-key
Finchley Central CPZ review (Station Road)	Committee to receive a report on Finchley Central CPZ review (Station Road)	Strategic Director for Environment	Non-key

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
The Vale – Speeding (VR)	Committee to receive a report on The Vale – Speeding (VR)	Strategic Director for Environment	Non-key
Temple Fortune Lane	Committee to receive a report on Temple Fortune Lane	Strategic Director for Environment	Non-key
Items to be Allocated			
Friary Road – Speeding (Analysis of speed data)	Committee to receive a report on Friary Road – Speeding (Analysis of speed data)	Strategic Director for Environment	Non-key
East Finchley CPZ Review	Committee to receive a report on the East Finchley CPZ Review	Strategic Director for Environment	Non-key
Legible London - North Finchley	Committee to receive a report on Legible London - North Finchley ( <i>expected June or July 2019</i> )	Strategic Director for Environment	Non-key
Crewys Road CPZ Review	Committee to receive a report on Crewys Road CPZ Review ( <i>expected June or July 2019</i> )	Strategic Director for Environment	Non-key
Park View Road CPZ Review	Committee to receive a report on Park View Road CPZ Review ( <i>expected June or July 2019</i> )	Strategic Director for Environment	Non-key

<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of (<i>officer</i>)</b>	<b>Issue Type (Non key/Key/Urgent)</b>
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
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

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 Summertown Road and to ask Officers to report back to the Committee.	Strategic Director of Environment	Non-key

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