

MEETING

HENDON AREA COMMITTEE

DATE AND TIME

WEDNESDAY 27TH JUNE, 2018

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)

Chairman: Councillor Val Duschinsky
Vice Chairman: Councillor Sarah Wardle

Councillor Saira Don Councillor Sara Conway Councillor Elliot Simberg
Councillor Nagus Narenthira Councillor Nizza Fluss

Substitute Members

Ammar Naqvi Mark Shooter Zakia Zubairi
Golnar Bokaei Linda Freedman Laithe Jajeh
Helene Richman

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 Friday 22nd June at 10AM. Requests must be submitted to Faith Mwende faith.mwende@barnet.gov.uk 020 8359 4917

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

Andrew Charlwood – Head of Governance

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

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the Previous Meeting	5 - 10
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Comments and Questions (if any)	
6.	Matters referred from the Hendon Area Residents Forum (If any)	11 - 16
7.	Petitions (if any)	
8.	Members' Items (if any)	
9.	Members Items' - Area Committee Funding Applications (if any)	17 - 22
10.	Area Committee Funding - Community Infrastructure Levy update - To follow	
11.	Devonshire Road, NW7, investigation of speed reduction measures in the vicinity of its junctions with Oakhampton Road and Lee Road.	23 - 32
12.	Ellesmere Avenue/The Fairway, NW7 - Feasibility Study.	33 - 42
13.	Gaskarth Road - Proposed One-Way System between Playfield Road and Watling Avenue, HA8.	43 - 54
14.	Flower Lane NW7, Mill Hill- Feasibility Study	55 - 64
15.	Results of the Statutory consultation - Proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens NW7	65 - 80
16.	Forward Work Programme	

17.	Any Other Items that the Chairman Decides are Urgent	
-----	--	--

FACILITIES FOR PEOPLE WITH DISABILITIES

Hendon Town Hall has access for wheelchair users including lifts and toilets. If you wish to let us know in advance that you will be attending the meeting, please telephone Faith Mwende faith.mwende@barnet.gov.uk 020 8359 4917. People with hearing difficulties who have a text phone, may telephone our minicom number on 020 8203 8942. All of our Committee Rooms also have induction loops.

FIRE/EMERGENCY EVACUATION PROCEDURE

If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by uniformed custodians. It is vital you follow their instructions.

You should proceed calmly; do not run and do not use the lifts.

Do not stop to collect personal belongings

Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions.

Do not re-enter the building until told to do so.

This page is intentionally left blank

Decisions of the Hendon Area Committee

8 March 2018

Members Present:-

AGENDA ITEM 1

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

Councillor Nagus Narenthira Councillor Adam Langleben
Councillor Hugh Rayner Councillor Ammar Naqvi

Apologies for Absence

Councillor Maureen Braun Councillor Charlie O-Macauley
Councillor Tom Davey

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the meeting held on 4th December 2017 be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

Councillor Charlie O'Macauley sent his apology, with Councillor Ammar Naqvi present as his substitute.

Councillor Tom Davey sent his apology, with Councillor Hugh Rayner present as his substitute.

Councillor Maureen Braun was absent from the meeting.

Councillor Adam Langleben gave apologies for lateness.

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

Councillor Hugh Rayner declared a non-pecuniary interest in relation to agenda item 11 as he owns properties in the area.

Councillor Hugh Rayner declared a non-pecuniary interest in relation to agenda item 9, Councillor Scannell's Community funding application, as he lives close to the area.

Councillor Langleben declared a non-pecuniary interest in relation to item 6, Longfield Avenue petition, as he knows the lead petitioner Mr Sam Benson.

Councillor Langleben declared a non-pecuniary interest in relation to item 9, Councillor Scannell's Community funding application, as the Reform Synagogue mentioned in the application.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

Mr Sam Benson asked a supplementary question in relation to Longfield Avenue.

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

The Chairman introduced the item which related to three petitions referred up from the 23RD January Hendon Residents Forum.

1. The petition titled: Westmere Drive, NW7, Mill Hill, CPZ.

Mr David Ritchie spoke in relation to Westmere Drive Petition on behalf of Mr Martin Rowell.

Following comments from Members, the Committee RESOLVED to refer the matter to a Chief Officer to respond to the Lead Petitioner within 20 working days.

2. The petition titled: Pedestrian Crossing in Flower Lane, NW7, MILL Hill.

Father Young spoke in relation to the Flower Lane Petition.

Following comments from Members, the Committee RESOLVED to:

- i. **Refer the matter to a Chief Officer to respond to the Lead Petitioner within 20 working days.**
- ii. **Agree to fund up to £5000 to undertake a feasibility study.**

3. The petition titled: Residents Parking Zone for Daws Lane, NW7, Mill Hill.

Mrs Bianca Hallion spoke in relation to parking on Daws Lane petition.

Following comments from Members, the Committee RESOLVED to:

- i. **Instruct an officer to prepare a report for a future meeting of the Committee on the issue raised outlining a recommended course of action.**
- ii. **To agree to fund up to £5000 for an informal consultation to be undertaken.**

7. PETITIONS (IF ANY)

None.

8. MEMBERS' ITEMS (IF ANY)

None.

9. MEMBERS ITEMS' - AREA COMMITTEE FUNDING APPLICATIONS (IF ANY)

The Headteacher from Dollis Infant School introduced the application for funding submitted by Councillor Khatri, for a high-quality climbing frame with appropriate safety surface in its nursery outdoor learning area to develop the children's physical and social skills.

The application was for £7,500.

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

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

Dr Kay introduced Councillor Scannell's application for funding for double yellow lines on Orchard Drive and Stone Grove Junction, Edgware. The application was for £2,000.

The Committee noted an error in the report that that 'it limits the width of the road to one car width for about 15 meters from the junction' rather than '50 metres'.

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

To approve the application raised by Councillor Khatri for £2,000 and note the implications on the Committee's CIL funding budget.

10. AREA COMMITTEE FUNDING

The Committee received the report.

The Committee unanimously **RESOLVED to:**

- i. Note the amount available for allocation during 2017/2018 as set out in Appendix 1 of the report.**
- ii. Note the amount of re-allocated underspends and overspends in section 2.1 of the report,**

11. COLINDALE AREA CONTROLLED PARKING ZONE (CPZ) - INFORMAL CONSULTATION RESULTS

The Strategic Director for Environment introduced the report and suggested Gervase Road could be included in the CPZ, as this had been raised as a big concern by residents.

Councillor Duschinsky moved a motion to add to recommendation 1(d) of the report, 'to include Gervase Road into the recommendations for Area 3'. Councillor Rayner seconded the motion.

The Committee voted on the motion, which was unanimously agreed.

Following discussion of the item Councillor Langleben moved a motion that 'the Committee instruct the Strategic Director of Environment to have a discussion with the Deputy Chief Executive to discuss the specific costs of the implementation of the CPZ to the residents and that a report on the impact of the costs of the CPZ be brought back to a future Hendon Area Committee meeting.'

The motion was seconded by Councillor Narenthia.

The Committee voted on the motion, which was unanimously agreed.

The Chairman then moved to vote on the all the recommendations within the report, including the addition to recommendation 1(d) to include Gervase Road into the recommendations for Area 3 and with the addition of recommendation (7) 'That the Committee instruct the Strategic Director of Environment to have a discussion with the Deputy Chief Executive to discuss the specific costs of the implementation of the CPZ to the residents and that a report on the impact of the costs of the CPZ be brought back to a future Hendon Area Committee meeting.'

The following was unanimously agreed:

- 1. That the Hendon Area Committee notes the results of the consultation and resolves to authorise the Strategic Director for Environment and his officers to;**
 - (a) Carry out a statutory consultation on proposals to introduce the proposed CPZ, parking charges and waiting restrictions operation Monday to Friday 8am to 6.30pm in Area 1 as set out in Appendix C to the report.**
 - (b) Not proceed with any proposals for the introduction of a CPZ in Area 2 in response to comments received.**
 - (c) Investigate and carry out statutory consultation of the introduction of 'At any time' double yellow line waiting restrictions in Area 2 identified as a result of comments received during this consultation.**
 - (d) Carry out statutory consultation on proposals to introduce the proposed CPZ, parking changes and waiting restrictions operational Monday to Friday 9am to 4pm in Area 3 as set out in Appendix C to this report and to include Gervase Road into the recommendations for Area 3.**
 - (e) Carry out statutory consultation on proposals to introduce the proposed CPZ, parking charges and waiting restrictions operational Monday to Friday 9am to 4pm in Area 4 as set out in Appendix C to this report.**
 - (f) Not proceed with any proposals for the introduction of a CPZ in Area 5 in response to comments received.**
 - (g) Investigate and carry out statutory consultation on the introduction of 'At any time' double yellow line waiting restrictions at selected locations in Area identified as a result of comments received during this consultation.**
- 2. That the Committee agree to the proposed charging tariff set out in Appendix D to the report.**
- 3. That the Hendon Area Committee notes the results of the consultation undertaken in November 2016 to review the existing Colindale CPZ and resolve to authorise the Strategic Director for Environment and his officers to carry out a statutory consultation on proposals to:-**

- (i) Extend the operational hours of the existing CPZ parking and waiting restrictions from Monday to Friday between 2 and 3pm to operate Monday to Friday between 8am to 6.30pm.
 - (ii) Extend the boundary of the existing CPZ to include Kestrel Close and Swan Drive.
4. That subject to no objections being received to the statutory consultations referred to in the recommendations 1, 2 and 3 the Committee authorise the Strategic Director for Environment and his officers to introduce the proposed CPZ, parking changes and waiting restrictions.
 5. That the Committee agrees that, if any objections are received as a result of the statutory consultations referred to in recommendations 1, 2 and 3 the Strategic Director for Environment will, in consultation with the relevant ward Councillors, consider and determine whether any of the proposed changes should be implemented or not and if so, with or without modification.
 6. That the Committee agrees that approximately 6 months after introduction officers can undertake a review of any CPZ parking and waiting restrictions implemented as a result of recommendations 1, 2 and 3 in:
 - (a) Areas 1-5
 - (b) The existing Colindale CPZ; and
 - (c) Surrounding roads in Burnt Oak
 7. That the Committee instruct the Strategic Director of Environment to have a discussion with the Deputy Chief Executive to discuss the specific costs of the implementation of the CPZ to the residents and that a report on the impact of the costs of the CPZ be brought back to a future Hendon Area Committee meeting.

12. FORWARD WORK PROGRAMME

None.

13. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT


Councillor Duschinsky thanked the Chairman for chairing the meetings over the past year.

The Chairman thanked Councillor Duschinsky for her work as Vice-Chair.

The Chairman thanked officers for their hard work.

The meeting finished at 20.41.

This page is intentionally left blank

	<p>Hendon Area Committee</p> <p>27th June 2018</p>
<p>Title</p>	<p>Matters referred from the Hendon Residents Forum for consideration.</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Ward</p>	<p>Various wards within the Hendon constituency</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>None</p>
<p>Officer Contact Details</p>	<p>Abigail Lewis, Governance Officer Abigail.Lewis@barnet.gov.uk 020 8359 4369</p>

Summary

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

Recommendations

1. That the Hendon Area Committee notes the petitions referred up from the 21st March meeting of the Hendon Residents' Forum.
2. That following consideration of the petitions highlighted at 1.1, the Committee gives instructions in accordance with its powers, outlined at section 5.4.1.

1. WHY THIS REPORT IS NEEDED

1.1 At its meeting on the 21st March 2018, the Hendon Residents' Forum referred up the below petition to the Area Committee for its consideration.

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
Relax parking restrictions around Millbrook Park School	Ivy Gathambo	<p>Relax parking restrictions around Millbrook Park School during drop off and pick up times.</p> <p>https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=500000059&RPID=588951041&HPID=588951041</p>	202
Proposed CPZ Scout Way, NW7	C De Lord on behalf of residents	<p>The traders and residents of the complex strongly object to the implementation of this scheme. This service road was designed to provide access for the combine commercial and residential use as part of the planning requirement for the estate.</p> <p>As business rate and council tax payers we are disappointed that this proposed scheme should be introduced when we are experiencing difficult times and struggling to make ends meet. Customers will go elsewhere such as the Broadway Centre in Edgware and Borehamwood where there is free parking.</p> <p>Here are some other examples that would be affected:</p> <ul style="list-style-type: none"> a) Business – delivers, loading and unloading goods throughout the day. b) Parking for staff and customers. c) Children's parking – twice a day dropping and collecting children. d) Residents senior citizens, relatives, friends and visitors. e) Tradesmen working on individual properties with no off street parking. <p>In view of the above comments we would request you withdraw this proposal.</p> <p>https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=70&RPID=600623090&HPID=600623090</p>	120

2. REASONS FOR RECOMMENDATIONS

2.1 In accordance with the council's Public Participation Rules (Article 18 of the council's constitution) petitions in between 25-1,999 signatures can be referred

up from the relevant Residents' Forum to the Area Committee from the where funding is required. At its meeting on 21st March 2018, the Hendon Residents' Forum referred up the petition as outlined at 1.1 of this report.

2.2 The Committee's instructions are requested in relation to the petition in accordance with its powers, outlined at 5.4.1 of the report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

4.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Commissioning Director.

5. IMPLICATIONS OF DECISION

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

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

5.2.1 None in the context of this report.

5.3 Social Value

5.3.1 Petitions provide an avenue for members of the public to request the Council to take an appropriate action.

5.4 Legal and Constitutional References

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

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

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

5.4.3 Responsibility for Functions, Annex A, of the council's constitution states that Area Committees can consider petitions which receive between 25 and 1,999

signatures which have been referred by a Residents' Forum.

5.5 Risk Management

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

5.6 Equalities and Diversity

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

5.7 Corporate Parenting

- 5.7.1 None in the context of this report.

5.8 Consultation and Engagement

- 5.8.1 Not applicable

5.9 Insight

5.9.1

6. BACKGROUND PAPERS

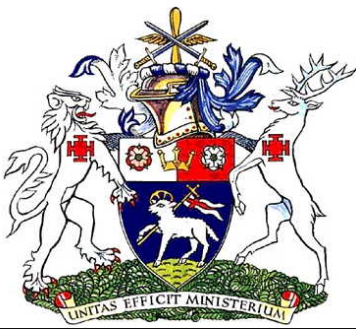
- 6.1 Meeting of the Hendon Residents' Forum 21st March 2018– Issues List with Responses:

<https://barnet.moderngov.co.uk/documents/g9265/Public%20reports%20pack%2021st-Mar-2018%2019.00%20Hendon%20Residents%20Forum.pdf?T=10>

Minutes of the Hendon Residents Forum, 21st March 2018

<https://barnet.moderngov.co.uk/documents/g9265/Printed%20minutes%2021st-Mar-2018%2019.00%20Hendon%20Residents%20Forum.pdf?T=1>

This page is intentionally left blank



Hendon Area Committee

27th June 2018

Title	Member’s Item – Application for Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	Burnt Oak and West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Abigail Lewis, Governance Officer Abigail.Lewis@barnet.gov.uk 020 8359 4369

Summary

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

Recommendations

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

1. WHY THIS REPORT IS NEEDED

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

Title	Alley gates for Watling Avenue, Burnt Oak
Raised by (Councillor)	Cllr Sara Conway
Ward	Burnt Oak
Member Request	Request the Hendon Area Committee agrees funding for gates on the alleyways by the steps on either side of Watling Avenue near the tube station to allow for temporary stop-up and deep cleaning of the area whilst the Council application for permanent stop-up takes place. This is supported by residents and must be an essential part of the regeneration happening in Burnt Oak (particularly with the building of the Youth Zone and planned parks programme) and integral to community safety, including issues around safeguarding of children and young people.
Funding Required (£)	£10,000 maximum

Title	Speeding measures to be implemented in West Hendon
Raised by (Councillor)	Cllr Alex Prager
Ward	West Hendon
Member Request	Request speeding measures on the following roads in West Hendon: <ul style="list-style-type: none"> - Allington Road, Crespigny Road, Foscode Road, Sevington Road and Audley Road. <p>Suggestions are potentially mph signs that flash up if a car drives past above the speed limit. A speed survey to be conducted in this area.</p>
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 2017/18. Furthermore it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

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

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

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

5.2 Social Value

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

5.3 Legal and Constitutional References

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

- 5.3.2 Council Constitution, Article 2 Members of the Council, Section 2.3 states any Member will be permitted to have one matter only (with no sub items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget. Member's items sponsoring an application to the Area Committee Budget must be submitted 10 clear working days before the meeting. Items received after that time will only be dealt with at the meeting if the Chairman agrees they are urgent.

5.4 Risk Management

- 5.4.1 None in the context of this report.

5.5 Equalities and Diversity

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

diversity implications.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

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

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

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

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

This page is intentionally left blank

	<p style="text-align: center;">Hendon Area Committee 27 June 2018</p>
<p style="text-align: center;">Title</p>	<p>Devonshire Road, NW7, investigation of speed reduction measures in the vicinity of its junctions with Oakhampton Road and Lee Road.</p>
<p style="text-align: center;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: center;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A - Table 1 - Collision Data Appendix B - Table 2 Speed Data Appendix C – Drawing BC/001349-03-100-03 High friction antiskid material on central hatched area.</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

Summary

This report details the feasibility study undertaken to address the traffic and safety concerns raised regarding Devonshire Road close to the junctions of Oakhampton Road and Lee Road and incorporates the request to review the road markings.

Recommendations

1. That the Hendon Area Committee notes the detail of the feasibility study as outlined in this report to implement additional traffic calming measures along Devonshire Road.
2. That the Hendon Area Committee approves the Officer preferred proposal –for High friction antiskid surfacing (Grey) on central area of Devonshire Road either side of its junction with Oakhampton Road/Lee Road, all road markings to be reinstated. As detailed on drawing number BC/001349-03-100-03 (“Preferred Scheme”) in Appendix C.
3. That the Hendon Area Committee authorises the Strategic Director for Environment to notify residents and stakeholders on the Preferred Scheme.
4. That subject, to no objections being received to the notification, referred to in recommendation 2, the Strategic Director for Environment be authorised to introduce the Preferred Scheme.
5. That the Hendon Area Committee resolve that if any objections are received as a result of the informal consultation, referred to in recommendation 2, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. That the Hendon Area Committee approve the allocation of funding of £8,100 for the Preferred Scheme (CIL from this year’s CIL Area Committee budget) to design and introduce the Preferred Scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Hendon Area Committee of 4 December 2017 considered a Members Item relating to road safety and speeding traffic on Devonshire Road, NW7 in which the following requirements were outlined:

‘Raised traffic calming measures along Devonshire Road particularly in the vicinity of Oakhampton Road and Lee Road.’

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

A feasibility study, costing up to £2,000, be agreed, with a report back to a future meeting of this Committee.

- 1.3 Vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:

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

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

Initial Observations

- 1.4 An initial site visit took place on 31 January 2018 and all potential solutions have been considered and appraised against the issues which were raised by the Members Item as detailed in sections 1.1 above.
- 1.5 There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety along Devonshire Road close to its junctions with Oakhampton Road and Lee Road.
- 1.6 The site meeting was attended by a Ward Councillor and officers from the Highways Department. It was noted that although the volume of traffic was high it was free flowing and did not result in any blockages or delays.
- 1.7 It was observed that during the site visit one westbound vehicle travelled on the wrong side of the road, by-passing a traffic island, fortunately it did not encounter any opposing east bound vehicles.

Accident History

- 1.8 Collision records for the 5 year period from 01/03/2012 to 28/02/2017 have been studied along a length of Devonshire Road for 80 metres east from Oakhampton Road and for 150 metres west from Oakhampton Road. During this time 4 collisions have been recorded in the study area, they are summarised in Appendix A.
- 1.9 The 4 collisions caused 8 casualties of which 1 was considered serious and 7 were slight. 1 serious accident involved a cyclist who crossed into the path of an oncoming vehicle, 3 accidents involved bad driver behaviour, speed was not cited as a contributory factor.

Proposed Layout Improvements General Details

- 1.10 The Preferred Scheme is to implement a high friction antiskid surfacing (Grey) on central area of Devonshire Road for a distance of 35 metres east of the junction with Oaklands Road and 73 metres west of the junction with Oaklands Road, all road markings will be reinstated. As detailed on drawing number BC/001349-03-100-03. **Appendix C.**

Cost estimate:

Detailed Design	£1,000
Safety audit, surveys etc	00.00
Consultation & Notice of Proposal	£500.00
Construction (works cost)	£5,500
Implementation, supervision and post implementation costs	£1,100
TOTAL	£8,100

Note: Devonshire Road is a Traffic Sensitive Road which incurs an extra Traffic Management costs when implementing the anti-skid surfacing which has been incorporated into the cost estimate.

1.11 Summary of Proposals

Option	Brief Description	
1	Grey high friction surface dressing and road markings	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Difference in road surfacing materials will alter the perception of the road and will give the impression of narrower running Lanes <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - May not be as effective during the hours of darkness.

1.12 Conclusions and Recommendations

1.12.1 Officers recommendation is for the above proposal to be implemented, the total estimated cost £8,100.

2. REASONS FOR RECOMMENDATIONS

2.1 It is considered that the difference in surface texture and colour will give the impression of narrower running lanes, and will therefore aid speed reduction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Two other options were investigated but **not** considered to be suitable and therefore are not recommended by officers, both include vertical measures.

3.2 The first alternative Option included a 4 Arm Raised junction table on Devonshire Road and extending into Oaklands Road and Lee Road. Raising the existing informal crossing point (island) on the eastern arm of Devonshire Road so that it sits on top of the table. Additional tactile paving at the junction with Devonshire Road and Oakhampton Road. This option would be in excess of the £25,000 Area Committee Budget.

- 3.3 The second alternative option is to remove the existing informal crossing points on Devonshire Road, 15m east of the junction with Oakhampton Road and 53m west of the junction with Oakhampton Road. Construct 2 raised tables each 10m long, 75mm high and reconstruct informal crossing points as before on top of raised tables. This option would be in excess of the £25,000 Area Committee Budget.
- 3.4 The only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding parking and traffic problems in the area.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Hendon Area Committee's agreement, notification 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 2018/19 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 Hendon Area Committee balance is £123k for 2018/2019. 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 Hendon Area.

5.2.2 The estimated implementation costs of this recommendation are £8,100 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Hendon 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 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 1984 and the subsidiary regulations made under that act.

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

5.4.4 The terms of reference of the Area Committees under Article 7 of the Councils 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 characteristic 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.

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

5.7. Corporate Parking

5.7.1 None in context of this report.

5.8 Consultation and Engagement

5.8.1. Notification of 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 and on-site observations of the issues.

6. BACKGROUND PAPERS

6.1. Hendon Area Committee 4 December 2017, Item 10.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9324&Ver=4>

Appendix A

Table 1 – Accident Data

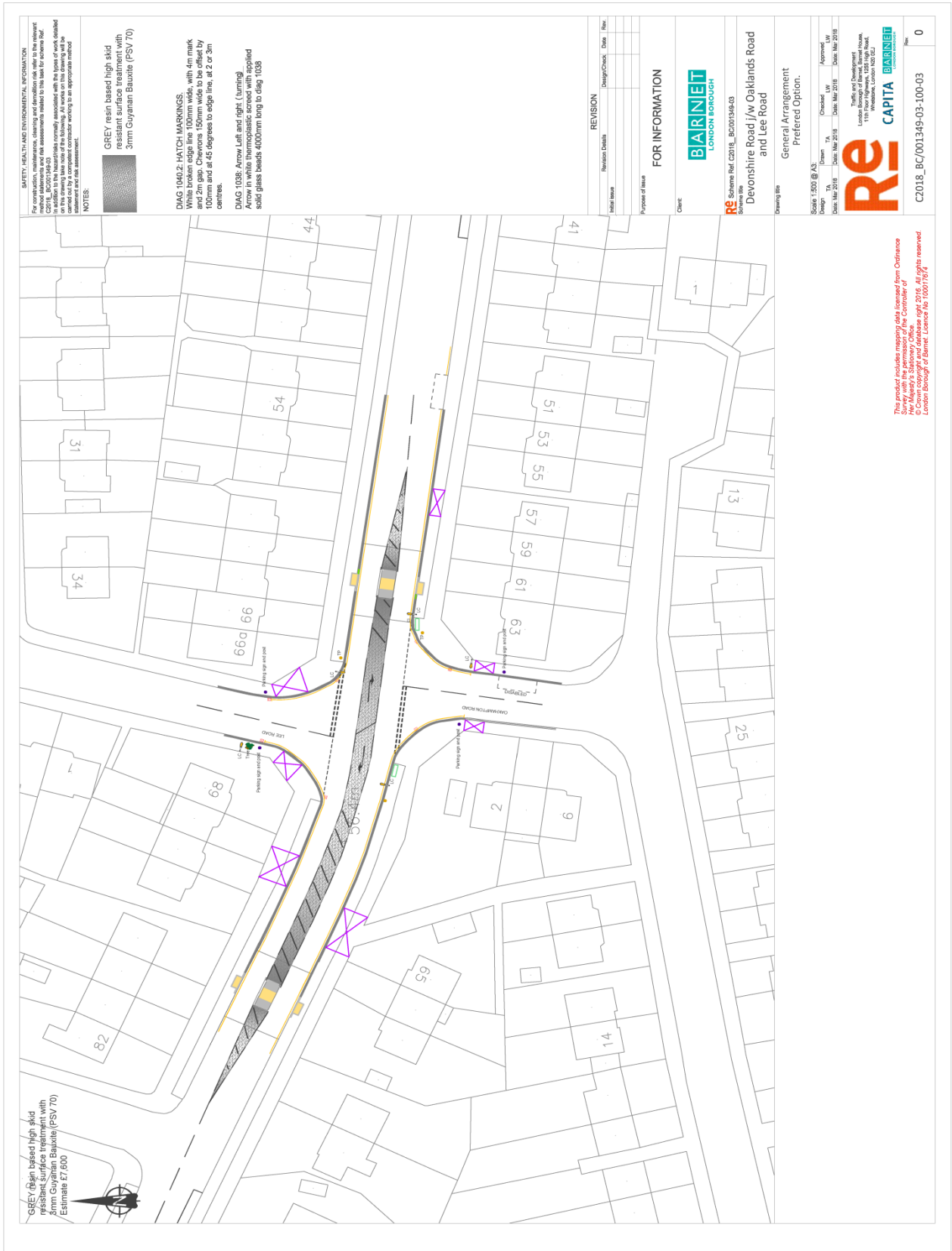
REF.	LOCATION	DATE	No. Injuries	SEVERITY	DESCRIPTION
0112TB00340	Devonshire Road 35m SE of J/w Aberdare Gardens	30/03/2012	1	Serious	Cyclist crossing the road crossed into the path of an oncoming vehicle.
0112SX20906	Devonshire Road 30m NW of j/w Devonshire Crescent	23/10/2012	2	Slight	V1 and V2 were driving towards each other V2 swerved onto the opposite carriageway and hit oncoming V1.
0113SX21095	Devonshire Road j/w Aberdare Gardens	23/11/2013	2	Slight	V1 collided with rear of stationary V2, pushing V2 into the rear of stationary V3.
0113SX20127	Devonshire Road 77m east of junction with Oakhampton Road	21/02/2013	3	Slight	V1 pulled slowly out of a private drive and collided with oncoming V2

Appendix B

Table 2 – Speed Data from VAS

Date	Westbound Lamp column 21		Eastbound Lamp column 32	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
12/03/2018	32.0	26.65	29.4	25.0
13/03/2018	32.5	27.47	29.5	26.34
14/03/2018	33.2	28.9	33.1	28.74
15/03/2018	32.5	24.54	33.1	29.24
16/03/2018	33.3	28.75	33.6	29.57
17/03/2018	33.8	29.2	33.9	29.89
18/03/2018	33.3	28.2	34.2	29.7

Appendix C – Preferred Option



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For complete details of the proposed works, please refer to the relevant method statements and risk assessments related to this task for access to full details. In addition, the Hazardous normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be undertaken in accordance with the relevant standards and regulations.
NOTES:

GREY resin based high skid resistant surface treatment with 3mm Guyanar Baukite (PSV 70)

DIAG. 1002: HATCH MARKINGS
 White broken edge line 100mm wide with 4m mark and 2m gap. Chevrons 150mm wide to be offset by 100mm and at 45 degrees to edge line, at 2 or 3m centres.

DIAG. 1008: Arrow, Left and right (turning)
 Arrow in white nonposisable screw with applied solid glass beads 4000mm long to diag. 1008

GREY resin based high skid resistant surface treatment with 3mm Guyanar Baukite (PSV 70)
 Estimate: £7,600

Revision	Design/Check	Date	Rev.

FOR INFORMATION



RE Scheme Ref: C2018_BC001349-03
 Devonshire Road /w Oaklands Road and Lee Road


Client: General Arrangement Preferred Option.

Scale: 1:500 @ A3	Drawn: TA	Checked: JW	Approved: [Signature]
Date: Mar 2018	Date: Mar 2018	Date: Mar 2018	Date: Mar 2018

RE CAPITA
 The City of Westminster
 London Borough of Westminster, Internal House,
 111 Wood Lane, London W12 0JW, UK
 Telephone: 020 825 1234

C2018_BC/001349-03-100-03 0

This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Copyright.
 © Crown Copyright and database right 2016. All rights reserved.
 London Borough of Barnet. Licence No: 1000716/4

	<p>Hendon Area Committee 27 June 2018</p>
<p>Title</p>	<p>Ellesmere Avenue/The Fairway, NW7 - Feasibility Study.</p>
<p>Report of</p>	<p>Strategic Director for Environment</p>
<p>Wards</p>	<p>Hale</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix A – Collision Statistics Appendix B – Drawing BC/001349-02-100-01</p>
<p>Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<p>Summary</p>
<p>This report details the feasibility study undertaken to address the parking outside The Fairway and Northway schools and the surrounding area and improve the flow of traffic especially at school opening and closing times.</p> <p>The report outlines further investigation into the Westmere Drive - Controlled Parking Zone (CPZ) Petition.</p>

<p>Recommendations</p>

1. That the Hendon Area Committee note the review of the improvements in the area around Ellesmere Avenue/The Fairway as outlined in this report.
2. That the Hendon Area Committee approve the Officer preferred Option for a 'point no-entry' system on The Fairway junction with Ellesmere Avenue and on Westmere Drive junction with the eastern arm of Ellesmere Avenue as outlined on Drawing BC/001349-02-100-01 at Appendix B ("the Preferred Scheme").
3. That the Hendon Area Committee authorise the Strategic Director for Environment to consult residents and stakeholders on the Preferred Scheme.
4. That subject to no objections being received to the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to introduce the Preferred Scheme.
5. That the Hendon Area Committee resolve that if any objections are received as a result of the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. That the Hendon Area Committee approve the allocation of funding of £15,000 from this year's CIL Area Committee budget to design and introduce the Preferred Scheme.
7. That the Hendon Area Committee notes the comments regarding parking in the area and approves the allocation of funding of £2,500 from this year's CIL Area Committee budget to carry out parking survey in the area to assess parking capacity and report back to a future Hendon Area Committee.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Hendon Area Committee of 4 December 2017 considered a Members Item relating to aggressive parking and improvements to traffic flow on Ellesmere Avenue and The Fairway in which the following requirements were outlined:

'The main concern is for the safety of the children attending the two local schools; traffic chaos leads to increase risk of accidents.'

The roads around Ellesmere Avenue and The Fairway are becoming increasingly congested. Traffic is generated by drivers using this area as a cut through and drivers using the Scratchwood slip road, as well as local residents.

There are also two schools in the area-The Fairway and Northway which add to the problem. For their part they are trying to introduce an informal one way system to ease problems at pick up and drop off times. There is a proposed development of approximately 100 residential units planned for the old school site in The Fairway.

Parking is also a problem generated not only by residents but also by various vehicle repair businesses operating at the corner of Ellesmere Avenue and The Fairway.

Funding is required to investigate possible solutions to help relieve these parking/traffic problems’.

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

A feasibility study, costing up to £5,000, be agreed, with a report back to a future meeting of this Committee.

Initial Observations

1.3 An initial site visit took place on 3 May 2018 and all potential solutions have been considered and appraised against the reported issues which were raised by the Members 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 Ellesmere Avenue and The Fairway.

1.5 Although there was a minimal amount of through traffic, the area was heavily parked especially outside and most notably, on the footway, at the school entrances, making it difficult for vehicles to pass and pedestrians to cross. The parking is also dense around the triangle bounded by Ellesmere Avenue and Westmere Drive and around the exit from the scrap yard and vehicle repair business. Possible future parking controls could be considered. A number plate recognition survey will be undertaken to ascertain which vehicles belong to residents and which vehicles are parked there by surrounding car repair businesses. This is outlined further in paragraphs 1.13 below.

1.6 There are a limited number of dwellings with vehicle crossovers on The Fairway; historically residents have not supported the introduction of waiting restrictions (yellow lines) as that would cause a loss of parking close to their homes.

Personal Injury Accident History

1.7 Collision records for the 5 year period to 30 June 2017 have been studied along a length of Ellesmere Avenue, The Fairway and at their junctions with Barnet By-Pass. The collisions are summarised in Appendix A.

1.8 There were 5 collisions during this period, 4 were slight and one serious. The serious collision was as a result a driver apparently losing consciousness and colliding with a bollard, two parked cars and a wall. The remaining four slight collisions were as a result of driver error. Speed was not a contributory factor.

Proposed Layout Improvements

1.9 The proposal is to introduce a ‘point no entry’, where vehicles will be banned from entering The Fairway at its junction with Ellesmere Avenue, which will

improve access and the safety for children arriving and leaving the schools. The Fairway will remain two-way for traffic allowing residents access to Barnet By-Pass from either The Fairway or Ellesmere Avenue junctions. The 'No-Entry' on Westmere Drive will deter vehicles from using it as a cut through to Barnet By-Pass via Fernside Avenue. Westmere Drive will also be two way for traffic.

1.10 The estimated cost of the proposal will be £15,000.

Summary of Proposals

Option	Brief Description	
1	Point no entry on The Fairway junction with Ellesmere Avenue and point no entry on Westmere Drive 50m from the junction with Ellesmere Avenue.	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - <u>Reduced vehicle traffic on Ellesmere Avenue and The Fairway which will improve the congested situation currently witnessed outside the schools and therefore improve road safety for pupils.</u> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - May slightly increase journey times for residents of The Fairway and Ellesmere Avenue.

Conclusions and Recommendations

1.12 The Officer recommendation is that the scheme chosen should cause the least amount of disruption or inconvenience to residents of Ellesmere Avenue, The Fairway and adjoining roads, at the same time reducing the volume of traffic on The Fairway making it safer for children especially at school opening and closing times.

1.13 Westmere Drive, Petition

1.13.1 Further to the original concerns raised regarding Ellesmere Avenue, at the 23 January 2018 Hendon Residents Forum a petition was considered regarding parking in the area, particularly on Westmere Drive. The petition was titled: Westmere Drive, NW7, Mill Hill, CPZ. A discussion was held and it was suggested that this issue should be investigated further but at the meeting no specific funding was allocated.

1.13.2 There are a number of establishments and commercial developments in the area including garages and Schools that would account for the number of vehicles that park in the area that do not belong to residents. In addition, residents have limited off street parking available to them.

- 1.13.3 It is proposed that survey is undertaken to try to establish the ownership of vehicles in the area to residential and non-residential vehicles and assess the capacity of the roads in the area. Normally to assess the residential parking demand, number plate surveys are undertaken during the day and night. Vehicles parked through the night usually indicates the resident demand. However, due to the nature of the business with garages often holding vehicles for longer period and parking them on street, this means that this type of survey is unlikely to give a true reflection of vehicles that belong to residents.
- 13.3.4 It therefore suggested that the survey would have to be repeated after a period of time (i.e. 2 weeks) to cross reference the vehicles that are linked to the residents rather than the garages. The cost of the survey would be in the region of £2,500 and this funding is requested from the Hendon Committee Area CIL Budget.
- 1.13.5 In addition, it should be noted that when a CPZ is implemented there is usually a reduction in available kerb side space that can be used for parking bays. This is because of the requirement for bays to be a certain minimum distance and specific distances from driveways and junctions. Also, certain roads may only be wide enough for parking on one side, whereas at present they may be parking illegally on the footway to maximise availability. In the current situation vehicles are likely to be parking in locations that would not be available when formal parking bays and lines are introduced and although non-residential parking may be removed there would also be an overall decrease in the actual number of spaces that would be available.
- 1.13.5 To give an example of the likely effect of implementing formalised parking, following an initial assessment of the road, the number of parking spaces in Westmere Drive would reduce from approximately 63 spaces to 52 spaces, a potential loss of 11 spaces.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are in response to a Members Item calling for improved safety outside The Fairway and Northway Schools.
- 2.2 Additional funding is required to carry out parking surveys in the area to confirm the nature of parking that is occurring in the area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Two other options were investigated but **not** considered to be suitable and therefore are not recommended by officers.
- 3.2 The first option was for a one way system in a clockwise direction along Ellesmere Avenue from its junction with Barnet By-Pass, continuing along The Fairway and terminating at the junction with Barnet By-Pass.
- 3.3 The second option was similar but with the one-way system starting on The Fairway junction with Barnet By-Pass and running anti-clockwise along The Fairway and terminating on Ellesmere Avenue junction with Barnet By-Pass.

- 3.4 These options were considered to disadvantage residents living around the area, encourage 'rat-runs' on the minor streets, increasing overall travel distances and creating a substantial amount of signage street clutter.
- 3.5 The only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding parking and traffic problems in the area.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Hendon Area Committee's agreement, notification 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 2018/19 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 Hendon Area Committee balance is £123k for 2018/2019. 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 Hendon Area.
- 5.2.2 The estimated implementation costs of this preferred option is £15,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Area Committee (CIL) budget. In addition, a separate sum of £2,500 is requested to

carry out further parking surveys in the area to ascertain whether it would be beneficial to investigate implementing controlled parking in the area,

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 1984 and the subsidiary regulations made under that Act.

5.4.3 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

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

5.5. Risk Management

5.5.1 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 Copies of the proposals have been forwarded to The Fairway and Northway schools. The schools were generally in favour of the proposal, however, requested additional crossing points which is outside the scope of this feasibility study.

5.8.2 Public consultation will be carried out 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 and on-site observations of the issues.

6. BACKGROUND PAPERS

6.1. Hendon Area Committee 4 December 2017, Item 10.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MIId=9324&Ver=4>

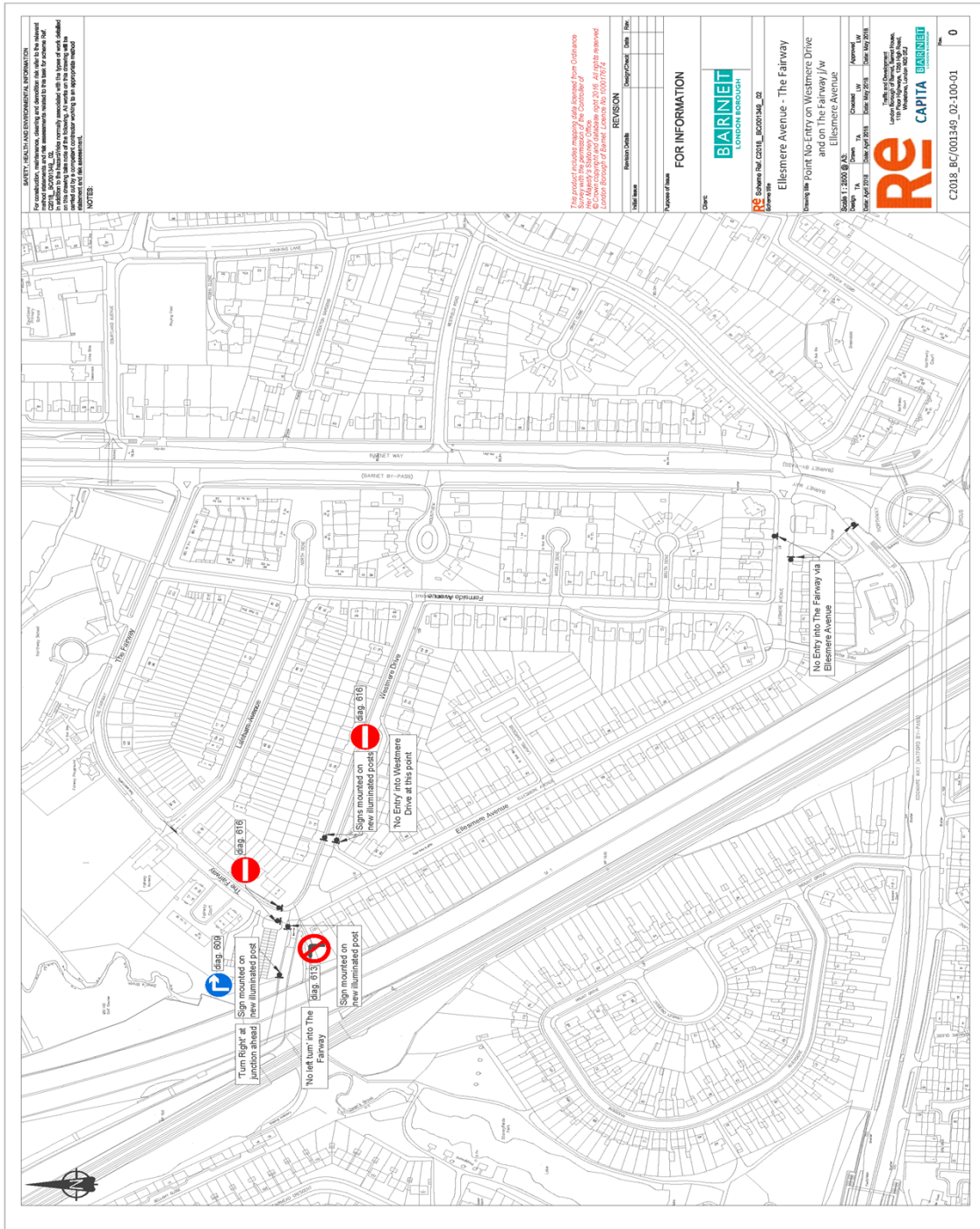
6.2 Hendon Residents Forum 23 January 2018.

Appendix A

Table 1 – Accident Data

REF.	LOCATION	DATE	No. Injuries	SEVERITY	DESCRIPTION
0112SX21028	Barnet By-Pass j/w Ellesmere Avenue	27/11/2012	1	Slight	V1 waiting to turn right into Ellesmere Avenue. V2 going ahead, collided with the rear of V1.
0113SX21055	The Fairway j/w Barnet By-Pass	06/12/2013	1	Serious	Driver of V1 blacked out and collided with a bollard, two stationary vehicles and then a wall.
0114SX20385	Ellesmere Avenue j/w Laurel Gardens	10/05/2014	1	Slight	V2 turned right into Laurel Gardens and collided with stationary V2.
0115SX20168	Barnet By-Pass j/w Ellesmere Avenue	02/03/2015	1	Slight	Motorcyclist lost control at junction but did not collide with any other vehicle.
01170033334	Fernside Avenue 7m north of j/w Westmere drive.	21/04/2017	1	Slight	Vehicle collided with pedestrian standing in road. Not known how collision occurred.

Appendix B



	<p style="text-align: center;">Hendon Area Committee 27 June 2018</p>
<p style="text-align: right;">Title</p>	<p>Gaskarth Road – Proposed One-Way System between Playfield Road and Watling Avenue, HA8.</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Burnt Oak</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – Collision Statistics Appendix B – Drawing BC/001349-04-100-01 Option 1-North Appendix C – Drawing BC/001349-04-100-02 Option 2-South</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

Summary

This report details the feasibility study undertaken to address the inconsiderate parking outside Barnfield School and improve the flow of traffic especially at school opening and closing times.

Recommendations

1. That the Hendon Area Committee note the detail of the feasibility study as outlined in this report to implementing a one-way system on Gaskarth Road between Playfield Road and Watling Avenue.
2. That the Hendon Area Committee approve the officer preferred Option 1 for implementing a one-way system on Gaskarth Road as outlined in Drawing BC/001349-04-100-01 at Appendix B (“Preferred Scheme”).
3. That the Hendon Area Committee authorise the Strategic Director for Environment to consult residents and stakeholders on the Preferred Scheme.
4. That subject to no objections being received to the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to introduce the Preferred Scheme.
5. That the Hendon Area Committee resolve that if any objections are received as a result of the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. That the Hendon Area Committee approve the allocation of funding of £17,000 from this year’s CIL Area Committee budget to design and introduce the Preferred Scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Hendon Area Committee of 4 December 2017 considered a Members Item relating to inconsiderate parking and improvements to traffic flow on Gaskarth Road HA8 in which the following requirements were outlined:

‘That a feasibility study be undertaken into making Gaskarth Road part of a one-way system linked with Silkstream Road, terminating at the junction of Playfield Road. This would help relieve aggressive parking on Gaskarth Road, outside Barnfield Primary School, help with the flow of traffic at school opening and closing time, reduce the danger of a child being struck by a car mounting the pavement and reduce the deterioration of the pavements as well (thereby saving the Council the cost of repairing the pavements regularly).’

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

‘A feasibility study, costing up to £3,000, be agreed, with a report back to a future meeting of this Committee’.

Initial Observations

- 1.3 An initial site visit took place on 26 March 2018 and all potential solutions have been considered and appraised against the issues which were raised by the Members 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 Gaskarth Road between Watling Avenue and Playfield Road.
- 1.5 Although there was a minimal amount of 'through' traffic from Watling Avenue to the A5 Burnt Oak Broadway, the area was heavily parked especially outside the school making it difficult for vehicles to pass. It should be noted that the Council is currently undertaking a Statutory Consultation on the introduction of Residents Parking controls in Gaskarth Road and the surrounding roads (<https://engage.barnet.gov.uk/1419/documents/1461>). The outcome of this consultation is yet to be finalised.
- 1.6 The majority of vehicles travelling west on Silkstream Road turned right at Gaskarth Road towards Watling Avenue, a few however, turned left onto Gaskarth Road.

Accident History

- 1.8 Collision records for the 5 year period to 30 June 2017 have been studied along a length of Gaskarth Road between its junction with Watling Avenue to its junction with Playfield Road, and on Playfield Road to its junction with Montrose Avenue, collisions are summarised in Appendix A.
- 1.9 The collision resulted in one casualty which was considered slight. A vehicle turning right from Gaskarth Road into Watling Avenue turned into the path of a motorcyclist causing the rider to skid and crash into two parked cars. Speed was not cited as a contributory factor.

Proposed Layout Improvements General Details

- 1.10 Two one-way working options were investigated in relation to Gaskarth Road, one in a northerly direction and one in a southerly direction.
- 1.11 The first option is shown in Drawing No.- BC/001349-04-100-01 Option 1-North. **Appendix B.**
 - 1.11.1 The proposal is as follows vehicles travelling west on Silkstream Road will not be permitted to turn left into Gaskarth Road. Gaskarth Road will be one-way from its junction with Playfield Road in a northerly direction. This will improve traffic flows outside Barnfield School especially at School opening and closing times.
 - 1.11.2 However, this will result in the residents of Gaskarth Road having to exit via Watling Avenue and enter at the junction of Gaskarth Road and Playfield Road. This may cause an increase in traffic exiting on to Watling Avenue and

a subsequent impact on the traffic lights on Watling Road junction with Burnt Oak Broadway.

1.11.3 The proposed cost estimate of Option 1 is £17,000.

Detailed Design	£2,500
Safety audit, surveys etc	£2,500
Consultation & Notice of Proposal	£4,500
Construction (works cost)	£5,500
Implementation, supervision and post implementation costs	£2,000
TOTAL	£17,000

1.12 The second option– is shown in Drawing No. BC/001349-04-100-01 Option 2-South. **Appendix C.**

1.12.1 This proposal is as follows - Vehicles travelling west on Silkstream Road will be permitted to turn left into Gaskarth Road. Gaskarth Road will be one-way from its junction with Silkstream Road in a southerly direction to its junction with Playfield Road. This will improve traffic flows outside Barnfield School especially at School opening and closing times. Having Gaskarth Road one-way south bound means that residents in Playfield Road and Millfield Road will have to access the School via Silkstream Road.

1.12.2 However, residents of Gaskarth Road will not be able to exit on to Watling Avenue, all onward journeys will be via Montrose Avenue. This may increase traffic on Silkstream Road, this arrangement may require the re-configuration of the junction to include the possible future removal of existing buildout to facilitate a right and left hand turning lane at the junction of Silkstream Road and Gaskarth Road.

1.12.3 The proposed cost estimate of Option 2 is: £16,000

Detailed Design	£2,000
Safety audit, surveys etc	£2,000
Consultation & Notice of Proposal	£4,500
Construction (works cost)	£5,500
Implementation, supervision and post implementation costs	£2,000
TOTAL	£16,000

Summary of Proposals

Option	Brief Description	
1	One-Way on Gaskarth Road North bound	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Vehicles travelling west on Silkstream Road will not be able to turn left into Gaskarth Road. This will improve traffic flows at Barnfield School. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - May cause increased traffic exiting at Watling Avenue and may lead to greater congestion at the traffic lights on Watling Avenue junction with Burnt Oak Broadway.

Option	Brief Description	
2	One-Way on Gaskarth Road South bound	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Vehicles travelling west on Silkstream Road will be permitted to turn left into Gaskarth Road. This will improve traffic flows at Barnfield School. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Residents of Gaskarth Road will not be able to exit on to Watling Avenue, all onward journeys will be via Playfield Road and Montrose Avenue.

Conclusions and Recommendations

- 1.13 Officers recommendation is that Option 1 is chosen as it reduces the amount of traffic going past the school and will be beneficial in improving the flow of traffic in the area. In addition, this should cause the least amount of disruption or inconvenience to residents of Gaskarth Road, Millfield Road and Playfield Road. Therefore the Officer preferred scheme is Option 1 at a total estimated cost £17,000.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are in response to a members Item calling for improved safety outside Barnfield School.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Option 2 was considered but not recommended due to the reasons set out above.
- 3.2 The only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding parking and traffic problems in the area.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Hendon 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 2018/19 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 Hendon Area Committee balance is £123k for 2018/2019. 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 Hendon Area.

5.2.2 The estimated implementation costs of this recommendation are £17,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Hendon 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 Copies of the proposals have been forwarded to Barnfield School, the school would be in favour of Option 2 however, this is not the Officers recommended option.

5.8.2 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 and on-site observations of the issues.

6. BACKGROUND PAPERS

6.1. Hendon Area Committee 4 December 2017, Item 10.

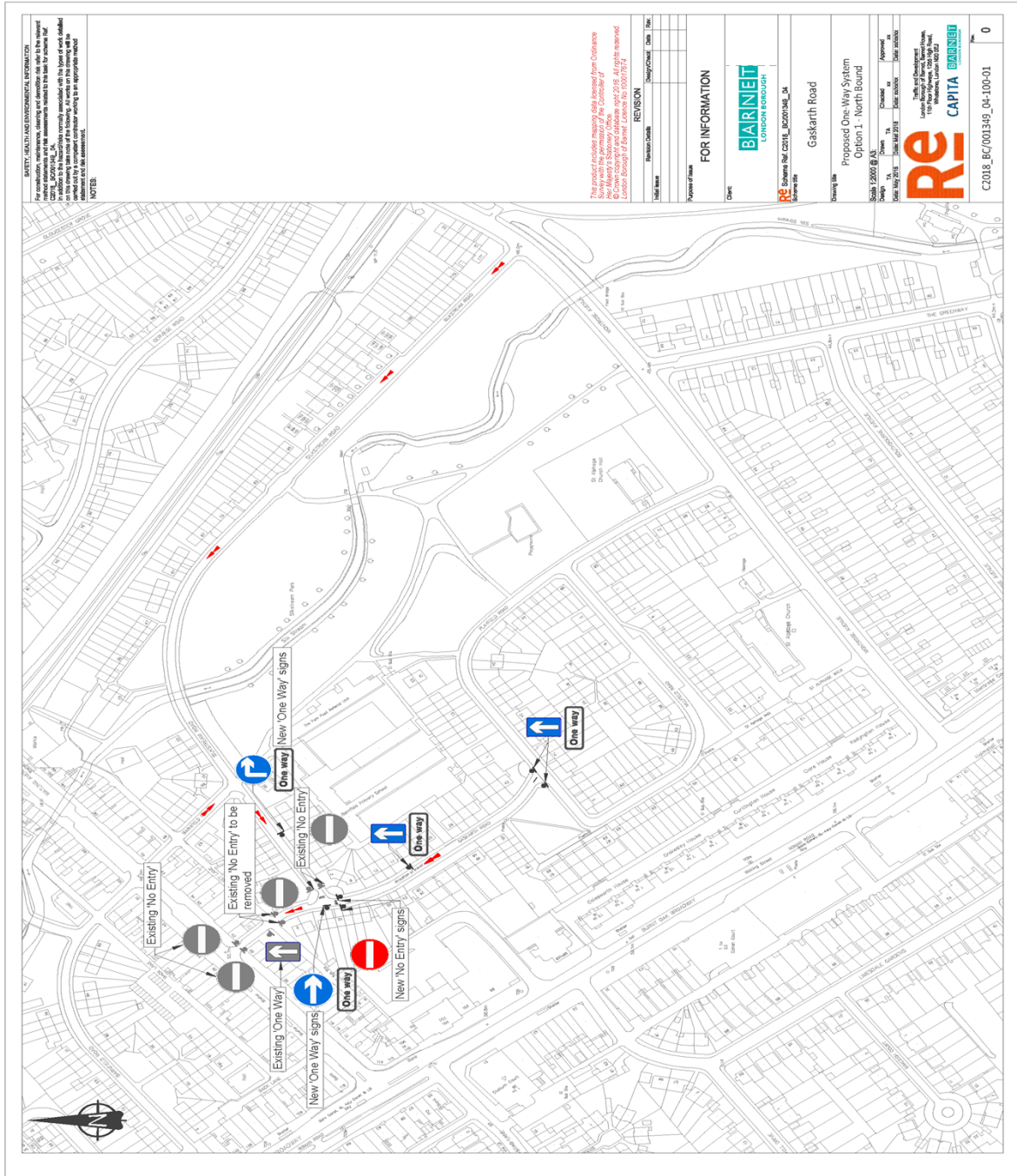
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MIId=9324&Ver=4>

Appendix A

Table 1 – Accident Data

REF.	LOCATION	DATE	No. Injuries	SEVERITY	DESCRIPTION
0113SX20785	Watling Avenue junction with Gaskarth Road	29/09/2013	1	Slight	Vehicle turned right out of Gaskarth Road without looking or indicating, into the path of an oncoming motorcyclist, the motorcyclist skidded and crashed into two parked vehicles.

Appendix B



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, clearing and demolition see also the relevant drawings and specifications. The contractor shall be responsible for ensuring that the proposed works do not conflict with any existing or proposed works. The contractor shall be responsible for ensuring that the proposed works do not conflict with any existing or proposed works. The contractor shall be responsible for ensuring that the proposed works do not conflict with any existing or proposed works.

NOTES:
 1. The proposed works shall be carried out in accordance with the relevant drawings and specifications. The contractor shall be responsible for ensuring that the proposed works do not conflict with any existing or proposed works. The contractor shall be responsible for ensuring that the proposed works do not conflict with any existing or proposed works.

FOR INFORMATION
 Client: BARNET LONDON BOROUGH
 Project Name: Gaskarth Road
 Project Description: Proposed One-Way System Option 1, Northbound

REVISIONS
 No. Description Date
 1. Issue for Information 01/01/2018

FOR INFORMATION
 Client: BARNET LONDON BOROUGH
 Project Name: Gaskarth Road
 Project Description: Proposed One-Way System Option 1, Northbound

REVISIONS
 No. Description Date
 1. Issue for Information 01/01/2018

FOR INFORMATION
 Client: BARNET LONDON BOROUGH
 Project Name: Gaskarth Road
 Project Description: Proposed One-Way System Option 1, Northbound

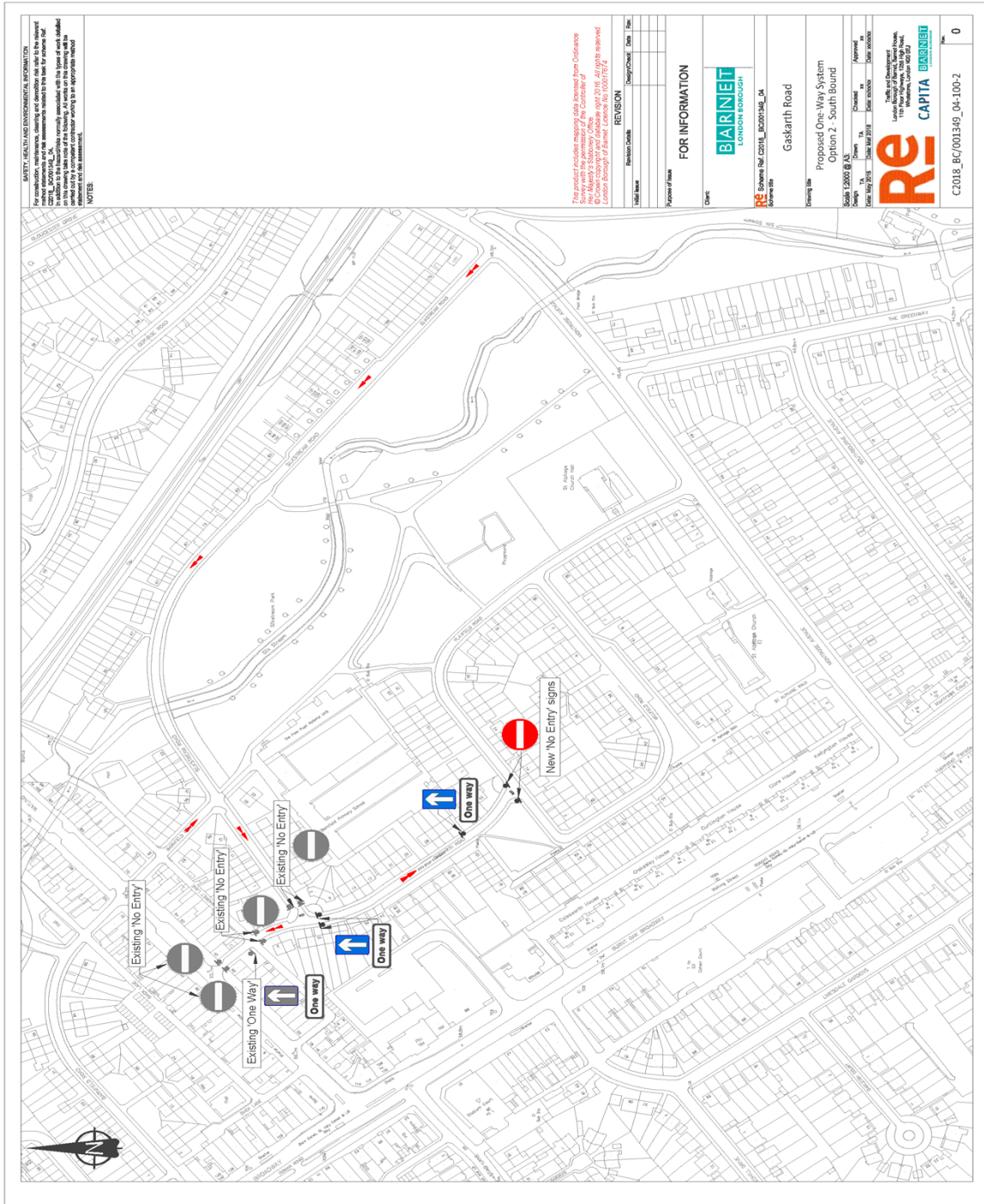
REVISIONS
 No. Description Date
 1. Issue for Information 01/01/2018


FOR INFORMATION
 Client: BARNET LONDON BOROUGH
 Project Name: Gaskarth Road
 Project Description: Proposed One-Way System Option 1, Northbound

REVISIONS
 No. Description Date
 1. Issue for Information 01/01/2018

FOR INFORMATION
 Client: BARNET LONDON BOROUGH
 Project Name: Gaskarth Road
 Project Description: Proposed One-Way System Option 1, Northbound

Appendix C



	<h2>Hendon Area Committee</h2> <h3>27 June 2018</h3>
<p style="text-align: right;">Title</p>	<p>Flower Lane NW7, Mill Hill- Feasibility Study</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 - Drawings: BC001410-01-DESIGN-01</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the results of a feasibility study to investigate a pedestrian crossing facility on Flower Lane following a petition to the Hendon Area Committee and makes recommendations for consideration to address the concerns at this location.</p>

<h2>Recommendations</h2>
<p>1. That the Hendon Area Committee notes the review of the improvements outlined in this report and the appendices to this report and shown on drawing BC/001410-01-DESIGN-01.</p>
<p>2. That the Hendon Area Committee approves the officer preferred Option A with kerb built out and double yellow lines as outlined on Drawing BC/001410-01-DESIGN-01 (“Preferred Scheme”)</p>
<p>3. That the Hendon Area Committee authorises the Strategic Director for Environment to carry out a consultation on the Preferred Scheme.</p>
<p>4. That subject to no objections being received to the consultation, referred to in 3 above, the Strategic Director for Environment be authorised to introduce the</p>

Preferred Scheme.
5. That the Hendon Area Committee resolves that if any objections are received as a result of the consultation, referred to in 3 above, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. That the Hendon Area Committee approves the allocation of funding of £17,050 from this year’s CIL Area Committee budget to design, consult and introduce the Preferred Scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Hendon Residents’ Forum Area Committee on the 23 January 2018, a petition was raised to request for a pedestrian crossing facility in the vicinity of Hartley Hall, Flower Lane, Mill Hill, NW7.
- 1.2 Following the petition, the Hendon Area Committee agreed to fund up to £5,000 to undertake feasibility study at the above location.
- 1.3 This report investigates options to address the request raised by the petition for a pedestrian crossing facility on Flower Lane.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 21 March 2018, Officers met with lead petitioner and Mill Hill Ward Councillor to discuss possible measure at the mentioned location.
- 2.2 Currently there is a pedestrian refuge island at Flower Lane at its junction with The Broadway which is approximately 43 metres from the entrance to Hartley Hall.
- 2.3 There have been no accidents recorded on site over the last five years.
- 2.4 Following the site meeting, options were considered to analyse the advantages and disadvantages of each option.
- 2.5 Three options have been considered to address the request raised by the petition, which are summarised in Table 1 below.

Table 1 – Design Options

Option	Summary
Option A Built Out Area	This option investigated a built-out area at the existing 'pay by phone' parking bays to reduce the crossing width at Flower Lane opposite Hartley Hall.

Option B Pedestrian Refuge Island	This option investigated a pedestrian refuge island at Flower Lane opposite Hartley Hall.
Option C Zebra Crossing	This option investigated install a zebra crossing at Flower Lane opposite Hartley Hall.

- 2.2 All options have been analysed and the recommended option is Option A. This option consists of constructing a built-out area at existing the 'pay by phone' parking bays next to Sacred Heart & Mary Immaculate RC Church opposite Hartley Hall. The reason for not recommending Option B and C are set out in Section 3 below.
- 2.3 Option A proposal will reduce the crossing width for pedestrian crossing the road at this location. Dropped kerbs to be installed at both sides of the road to create a new crossing point.
- 2.4 There is a length of approximately 6 'pay by phone' parking bays at this location. Two to three 'pay by phone' parking bays will need to be removed in order for a new built out area to be constructed. A section of Double yellow line will extend from the edge of the kerb build to the parking bay past the entrance to the Sacred Heart and Mary Immaculate RC Church as shown on Drawing no. BC001410-01-DESIGN-01.
- 2.5 This option is recommended to provide a balance by taking consideration of the request raised by petition and minimise the loss of parking bays at Flower Lane.

Table 2 – Summary of Advantages and Disadvantages of Option A

	Advantages/Disadvantages
Option A	<p style="text-align: center;"><u>Advantages</u></p> <ul style="list-style-type: none"> - Improved pedestrian crossing as crossing located at the pedestrian desire line. - Enhanced pedestrian safety. Safe crossing point with advantages for elderly people, pupil`s, children, parents with pram and mobility impaired users. - Reducing the carriageway width can help to reduce crossing distance and reduce vehicle speed - The loss of parking to be minimised <p style="text-align: center;"><u>Disadvantages</u></p>

- | | |
|--|---|
| | - Up to 2 to 3 'pay by phone' parking bays to be removed. |
|--|---|

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options looked at include Option B, a pedestrian refuge island. However, this cannot be recommended due to site constraints. These include the entrances and exits of Hartley Hall and the Churches. Due to the short distance and limited space between the entrances and exits of properties, vehicle turning movements would be restricting and there is potential risk of vehicles hitting any proposed pedestrian refuge island.
- 3.2 In addition, existing row of parking bays will need to be removed to provide adequate visibility and avoid risk of travelling traffic hitting parked vehicles and sudden change of horizontal alignment of traffic travelling towards The Broadway. There is a mature tree in the vicinity. The site is on a bus route and there is a bus stop in the vicinity.
- 3.3 Option C which is the installation of a zebra crossing cannot be recommended due to the constraint of the entrances and exits of Hartley Hall and Churches and a mature tree. The existing tree and row of parking bays would need to be removed to provide a zebra crossing. The site is on the bus route and there is a bus stop in the vicinity which may need to be relocated.
- 3.4 In addition to the option set out above, the other option is not to proceed with any of the proposed improvements. However, this will not address the original concern raised by petitioners and Ward Councillors regarding the pedestrian crossing demand at Flower Lane.

4 POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved and subject to funding, detailed design will be undertaken. Ward members, organisations and residents living near the site will be consulted. Implementation would follow once any issues have been considered and resolved where possible subject to funding being made available.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

confident moving around their local area on foot walking to school and the scheme will contribute to reduced 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 Hendon Area Committee balance for 2018/2019 is £123k. 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 ward.

5.2.2 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 3 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 3 –Cost Estimate Option A

Activity	Estimated costs
Detailed Design (Includes advertising, public consultation, Traffic Management Order, safety audits etc.)	£ 7,500
Build Cost	£ 8,000
Sub-TOTAL	£ 15,500
Implementation & post implementation fee @ 10%	£ 1,550
GRAND TOTAL	£ 17,050

5.2.3 The estimated cost for the Preferred Scheme is £17,050 and is requested from the Area Committee budget.

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 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" parks and trees.
- 5.4.2. Section 16 of the Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required 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 Risk management may be required for work resulting from this report. Management would be required throughout the detailed design, implementation and construction work.

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 characteristic and persons who do not share it.
 - The broader purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services.
- 5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

5.7. Corporate Parenting

- 5.7.1. Not applicable in the context of this report

5.8. Consultation and Engagement

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

5.9. Insight

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

7. BACKGROUND PAPERS

7.1 Hendon Area Committee 28 February 2018

<https://barnet.moderngov.co.uk/documents/s45276/Matters%20referred%20from%20Hendon%20Residents%20Forum.pdf>

This page is intentionally left blank




For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme ref BC001410-01

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

NOTES:

1. All dimensions in metres unless otherwise stated.
2. All dimension to be verified by Contractor on site during construction.
3. This drawing to be read in conjunction with all other documents for job ref BC001410-01.

LEGEND:

-  Existing Pay by Phone Parking Bay to be removed
-  Proposed Double Yellow Lines
-  Proposed Built Out Area
-  Proposed Tactile Paving
-  Proposed Reflective Bollard

This product includes mapping data licensed from Ordnance Surveys with the permission of the Controller of Her Majesty's Stationery Office. © Crown Copyright. London Borough of Barnet. License No: 100017574

REVISION

Revision Details	Date	Rev.
Initial Issue	June 18	0

FOR INFORMATION

BARNET
LONDON BOROUGH

Client:

HENDON AREA COMMITTEE
FLOWER LANE

Drawing title

FEASIBILITY DESIGN

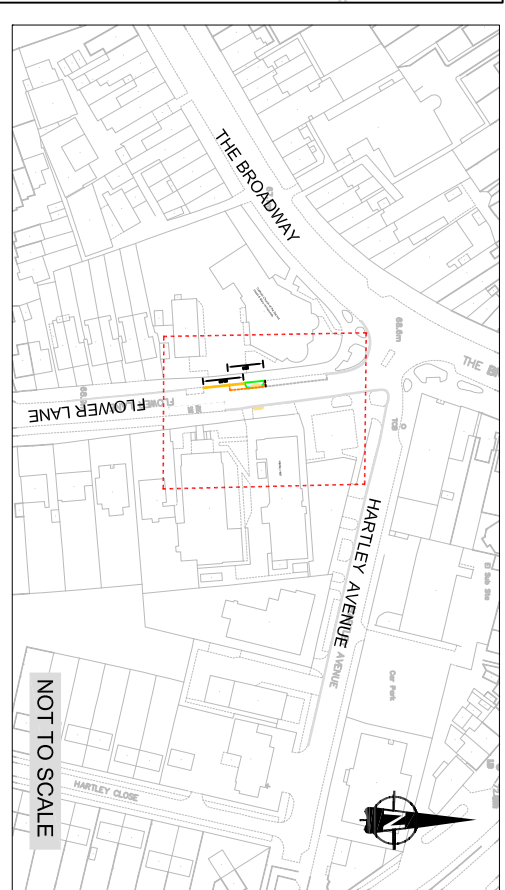
Scale @ A3: AS SHOWN

Design	Drawn	Checked	Approved
KYY	KYY	FR	LW
Date: June 2018	Date: June 2018	Date: June 2018	Date: June 2018

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

BC001410-01-DESIGN-001

Rev: 0

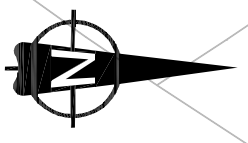


NOT TO SCALE



NOT TO SCALE

68.6m



THE BROADWAY

FLOWER LANE

Hartley Hall

Catholic Church of the Sacred Heart & Mary Immaculate

BUS STOP

12.0

13.65

This page is intentionally left blank

	<p>Hendon Area Committee</p> <p>27 June 2018</p>
<p style="text-align: right;">Title</p>	<p>Results of the Statutory consultation – Proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens NW7</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Mill Hill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p><i>Appendix A - Proposal drawing – Drawing No. SCR202/001</i> <i>Appendix B - Summary of responses received</i></p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Gavin Woolery-Allen – Senior Engineer Email: highwayscorrespondence@barnet.gov.uk Tel: 020 8359 3555</p>

Summary

This report summarises the comments, representation and objections received in response to the statutory consultation relating to the proposed CPZ in the Watford Way (Apex Corner) vicinity in order to determine whether the proposals should be introduced or not, and if so, with or without modification.

Officers Recommendations

That the Hendon Area Committee:

(1) note the summary of the responses received to the statutory consultation on the proposed CPZ Watford Way (Apex Corner) Service Road, Scout Way,

Northway Crescent and Glendor Gardens.

- (2) authorise the Strategic Director for Environment to engage with the Mill Hill Ward Councillors and the community with a view to establishing whether there is scope to refine the design of the proposal in Watford Way Service Road/Northway Crescent/Scout Way and to report the outcome back to this Committee.**

1. WHY THIS REPORT IS NEEDED

- 1.1 At the 22nd October 2014 Hendon Residents Forum, a petition containing 71 signatures was considered. The petition stated:

“We have a problem with parking in our parade at Watford Way, Apex Corner and we intend to petition the Council to ask for restrictions in parking and possibly to improve the provision and the number of spaces available.”

- 1.2 The issue was referred to the Hendon Area Committee on the same evening for further consideration.
- 1.3 Accordingly, the Hendon Area Committee considered the petition and determined that Officers should carry out investigations to conclude what options were available.
- 1.4 In order to better understand the parking characteristics in the road, Officers arranged for parking surveys to be carried out to determine how the kerb space is being used.
- 1.5 A summary of the survey findings and an outline CPZ layout was reported to the Hendon Area Committee on 6th July 2016.
- 1.6 Given the information gathered from site surveys and observations, Officers considered that there would be merit in obtaining local views by way of a consultation on a Controlled Parking Zone (CPZ) for Watford Way Service Road, Northway Crescent and Scout Way NW7.
- 1.7 At the 22nd March 2017 Hendon Residents Forum, a petition containing 27 signatures was considered. The petition, from residents of Glendor Gardens NW7 stated:

“Glendor Gardens is a narrow cul de sac residential road. At the end of the road there is a small lane leading to Mill Hill Broadway. Mill Hill Railway Station with service to Kings Cross is a 10 minutes’ walk through the lane from Glendor Gardens.

On the left-hand side of Glendor Gardens is where the residence park. Between the residence park cars and the right-hand side of the road is the single car’s width access and exit. On the right hand side of Glendor Gardens is a grass verge layby of approx. 3 metres wide with trees. At the end of the grass verge are hedges and metal railing. The other side of the metal railings

is a drop of approx. 30 metres which is the M1 motorway. Please see pictures to show how Glendor Gardens Road site is.

Our reasons are outlined below:

a) Commuters are parking in Glendor Gardens which is a short walking distance to Mill Hill Broadway Rail Station causing shortage of parking spaces for the residence of Glendor Gardens. There is a large metered paying parking facility in Mill Hill Railway Station but obviously these commuters are using Glendor Gardens for free parking.

b) Other cars user and heavy vehicles are also parking onto the grass verge layby causing damage to the grass verge

c) Abandon vehicle are often and on the increase and also motorhomes/caravan being abandoned.

d) A three storey Self Storage has been built in Apex Corner which is 500 yards from Glendor Gardens and shoppers from the parade of shops in Apex corner, these car users are using Glendor Gardens as their parking facility.

e) Emergency vehicles, service vehicles, delivery vans, dustbin/waste collections vehicles etc, often cannot come down Glendor Gardens, due to vehicles parking on both sides of Glendor Gardens.

f) The nearby surrounding roads to Glendor Gardens that already have control parking zones, therefore the non-permit holders and not residents of Glendor Gardens are using Glendor Gardens as their free parking.

The residents of Glendor Gardens request what are the guide lines and implication for control parking zone and are in favour for this application for Control parking zone and have collated signatures for a petition”.

- 1.8 The petition was referred to the Hendon Area Committee on 2nd May 2017, the Committee resolved that Officers should carry out a formal consultation and design of what needs to be implemented, and that a report should be brought back to the Committee about the issue.
- 1.9 Given Glendor Garden's proximity to the Scout Way, Northway Crescent, Watford Way Service Road (Apex Corner) scheme, it was considered that a formal consultation should take place for the combined scheme.

2. REASONS FOR RECOMMENDATIONS

- 2.1 A statutory consultation took place in January/February 2018 on a proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens.
- 2.2 As part of the statutory consultation process a notice outlining the proposals were published in the local Press newspapers and in the London Gazette.

- 2.3 In addition, similar notices were erected on-street in the affected roads and letters together with an associated plan outlining the proposals were delivered to properties situated in the vicinity.
- 2.4 All the proposals mentioned above were advertised online via the Barnet Council's Barnet Traffweb public consultation website and also via Barnet Council's online public engage portal.
- 2.5 A summary of the representations, comments and objections are included as Appendix B to this report.
- 2.6 In response to the consultation, 85 pieces of correspondence outlining statements of support, suggestions, comments and objections were received.
- 2.7 Of the 85 responses, 78 were either objections to the entire proposal or aspects of it. There were 7 responses in support of the proposals.
- 2.8 The most prevalent issues raised are as follows:
- That the proposal would have a negative impact on nursery on Scout Way (51 mentions).
 - That the proposal would affect pick up and drop off activity related to the nursery on Scout Way (51 mentions).
 - That the proposal could result in parents related to the nursery on Scout Way being compelled to compromise safety (49 mentions).
 - That the proposals would negatively impact local businesses or those visiting those businesses (23 mentions).
 - That the proposals are a money-making scheme/concern about costs of parking/permit prices (12 mentions).
- 2.9 Of the objections received, the most prevalent relates to the perceived impact that the proposals would have on a nursery situated on Scout Way, in that the proposed restrictions would impact on drop-off and pick-up activity, and could result in parents parking further away or in dangerous positions due to the lack of parking availability.
- 2.10 Officers believe that most of the responses relating to the nursery's activity appear to be based on a template organised within the nursery's community (staff, parents etc) as much of the content throughout the responses relating to the issue appears to be the same or similar.
- 2.11 There also appears to be concern from businesses and customers alike that the proposals would negatively affect businesses with the proposed pay by phone charges cited as potentially affecting future patronage.

- 2.12 A joint letter signed by 17 businesses of Watford Way stated that the proposals were not in their interest as they stood.
- 2.13 A petition signed by 31 residents from 18 households was received from residents of Glendor Gardens objecting to the proposal but offering counter proposals as outlined in the paragraphs below.
- 2.14 Other comments and suggestions received, on a road by road basis were as follows:

Watford Way Service Road/Northway Crescent/Scout Way

- That the restrictions should be between 9am and 5.30pm (1 mention)
- That the restrictions should be between 10am and 4pm (2 mentions)
- That there should be a 30-minute free period for parking allowed (2 mentions)
- That there should be a 1-hour free period for parking allowed (3 mentions)
- That the road should be made one-way (2 mentions)
- That permit prices should be discounted (2 mentions)
- That business parking should be moved (2 mentions)
- That the lay-by should be extended to allow additional parking (1 mention)
- That pay by phone should be allowed in the resident bays proposed for Northway Crescent (1 mention)

Glendor Gardens

- That the restrictions should be between 10.30am and 11.30am, and 3pm and 4pm (1 mention)
- That the restrictions should be between 10am and 11am, and 2pm and 3pm (1 mention)
- That there should be no pay by phone parking at the top of the road (petition)
- That the cost of permits based on CO2 emissions is not relevant to a stationary car and that there should be a flat rate of £45 per vehicle (petition)
- That there should be no business permit parking in the road as it is a residential road (petition)
- That there should be a concrete bollard placed in front of No. 37 (petition)
- There should be signage erected at the entrance to the road stating “No through Road”, “No Dumping” and “No turning” (petition)

- That the verge opposite Nos. 3 and 5 should be cut back to help with access and prevent accidents (petition)
- 2.15 There were also parking layout change suggestions for Glendor Gardens made in the petition as follows:
- Conversion of the proposed pay by phone/resident permit/business permit bay to a resident permit bay and reduction of bay length;
 - Introduction of additional resident permit bays outside Nos. 5 and 7, and opposite No. 37;
 - Introduction of “at any time” waiting restrictions opposite Nos. 3 and 5
 - Conversion of the proposed “at any time” waiting restrictions in the turning head to Monday to Friday 9am to 5pm waiting restrictions.
- 2.16 Having considered the comments, objections and suggestions made during the consultation period, Officers views are as follows.

Watford Way Service Road/Northway Crescent/Scout Way

- 2.17 The proposals aim to better manage the parking arrangements in these roads by designating parking for residents on Northway Crescent and Scout Way, and designating a mixture of pay by phone only and pay by phone/business permit spaces on the Watford Way Service Road.
- 2.18 It is evident based on the responses received, that the proposal does not meet the requirements of businesses and visitors alike.
- 2.19 17 businesses stated in a joint letter that the proposals were not in their interest, while a further 22 comments stated that the proposals would negatively impact local businesses or those visiting local businesses.
- 2.20 Additional comments were received about the cost of permits and parking, with 5 requests for a free period of parking for customers.
- 2.21 Furthermore, the representations from parents and staff of the nursery in Scout Way regarding the potential impact that the introduction of restrictions would have on their ability to park, and in the case of the parents, their ability to safely pick-up and drop-off their children has been noted.
- 2.22 Having considered the representations, Officers believe that there is no mandate to proceed with the proposal as it stands – particularly as the proposal sought to improve parking in the vicinity.
- 2.23 Despite the representations received, Officers consider that there is an acknowledgement from the business community that there are parking issues which need to be resolved.
- 2.24 Therefore, Officers consider that, having considered the feedback to the statutory consultation, there would be merit in seeking to refine the design and scheme detail in discussion with Ward Councillors and the local community.

Glendor Gardens

- 2.25 The representations to the Glendor Gardens proposal was more focussed on the design and details of the proposed CPZ as opposed to outright objections to the principals of the scheme.
- 2.26 The petition signed by 31 people from 18 of the households of Glendor Gardens objected to aspects of the proposal (eg: permit costs and design features), and requested additional measures such as additional signage and a verge to be cut back.
- 2.27 Of the requests received, if a CPZ was to be introduced in Glendor Gardens, Officers recommend:
- Converting the proposed pay by phone/resident permit/business permit bay to a resident permit bay and reducing its length
 - Introducing additional resident permit bays outside Nos. 5 and 7, and opposite No. 37
 - Introducing “at any time” waiting restrictions opposite Nos. 3 and 5
 - Converting the proposed “at any time” waiting restrictions in the turning head to Monday to Friday 9am to 5pm waiting restrictions.
- 2.28 With regards to the objection to the proposed permit charge, and the permit charge suggested in the petition, the costs advised to the community as part of the consultation are the Council’s standard permit charges that applies across all CPZs in the borough, as agreed and amended as part of its annual Fees and Charges considerations.
- 2.29 The request for signage is outside the scope of this consultation, and this has been passed to the relevant team to consider although it is noted that the road already has “No Through Road” signs at its junction with Selvage Lane.
- 2.30 The request to cut back the verge has also been noted however, the design of the CPZ entailed “at any time” waiting restrictions (double yellow lines) being provided around it, which, if implemented, should improve visibility and traffic flow at this location.

Conclusions

- 2.31 There is a risk that residents may not accept the current permit prices however as outlined above, these are the Council’s standard charges across the borough.
- 2.32 There is a further risk that the introduction of any CPZ in Glendor Gardens would further negatively impact parking in Watford Way Service Road, Northway Crescent and Scout Way due to their proximity and therefore it is considered that the introduction of any CPZ in Glendor Gardens should not take place until the outcome of discussions relating to Watford Way Service Road,

Northway Crescent and Scout Way is known, and if applicable a revised scheme agreed.

- 2.33 Therefore having considered the comments, objections and suggestions relating to the proposal, that the proposals for Watford Way Service Road, Northway Crescent, Scout Way and Glendor Gardens should be deferred pending discussions with Ward Councillors and the local community takes place – particularly those representing the business nursery community in the Watford Way, Northway Crescent and Scout Way area, and the lead petitioner for the Glendor Gardens CPZ request.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options would be to either introduce parking controls in Watford Way Service Road, Northway Crescent and Scout Way as proposed against the trend of the consultation responses and/or to introduce parking controls as proposed in Glendor Gardens. This “alternative” approach is not recommended nor supported by Highways until further discussions take place with the relevant stakeholders.

4. POST DECISION IMPLEMENTATION

- 4.1 Officers will seek to enter into discussions with the Ward Councillors, and the relevant stakeholders, which appear to be the business owner who organised the joint letter, the nursery and the lead petitioner of Glendor Gardens.
- 4.2 It is considered that any further proposal or modifications to the proposal would be reported to this Committee following consultation with the Ward Councillors.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council’s Corporate Plan states that strategic objectives that will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the Borough. The plan also acknowledges that future success of the Borough depends on effective transport networks.

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 Hendon Area Committee balance for 2018/2019 is £123k. 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 Hendon Area.
- 5.2.2 The additional work to undertake discussions and review Watford Way Service Road, Northway Crescent, Scout Way and Glendor Gardens can

continue to be funded from the LIP Parking Reviews allocation for 2018/19.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004 places obligation 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.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.

5.4.3 The terms of reference for 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, parks and trees.

5.5 Risk Management

5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations and it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment, to the statutory consultation, the feedback of which has been considered within this report.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

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

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

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report

5.8 Consultation and Engagement

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

5.8.2 Further engagement is proposed to take place with Ward Councillors, and the relevant stakeholders.

5.9 Insight

5.9.1 None in relation to this report.

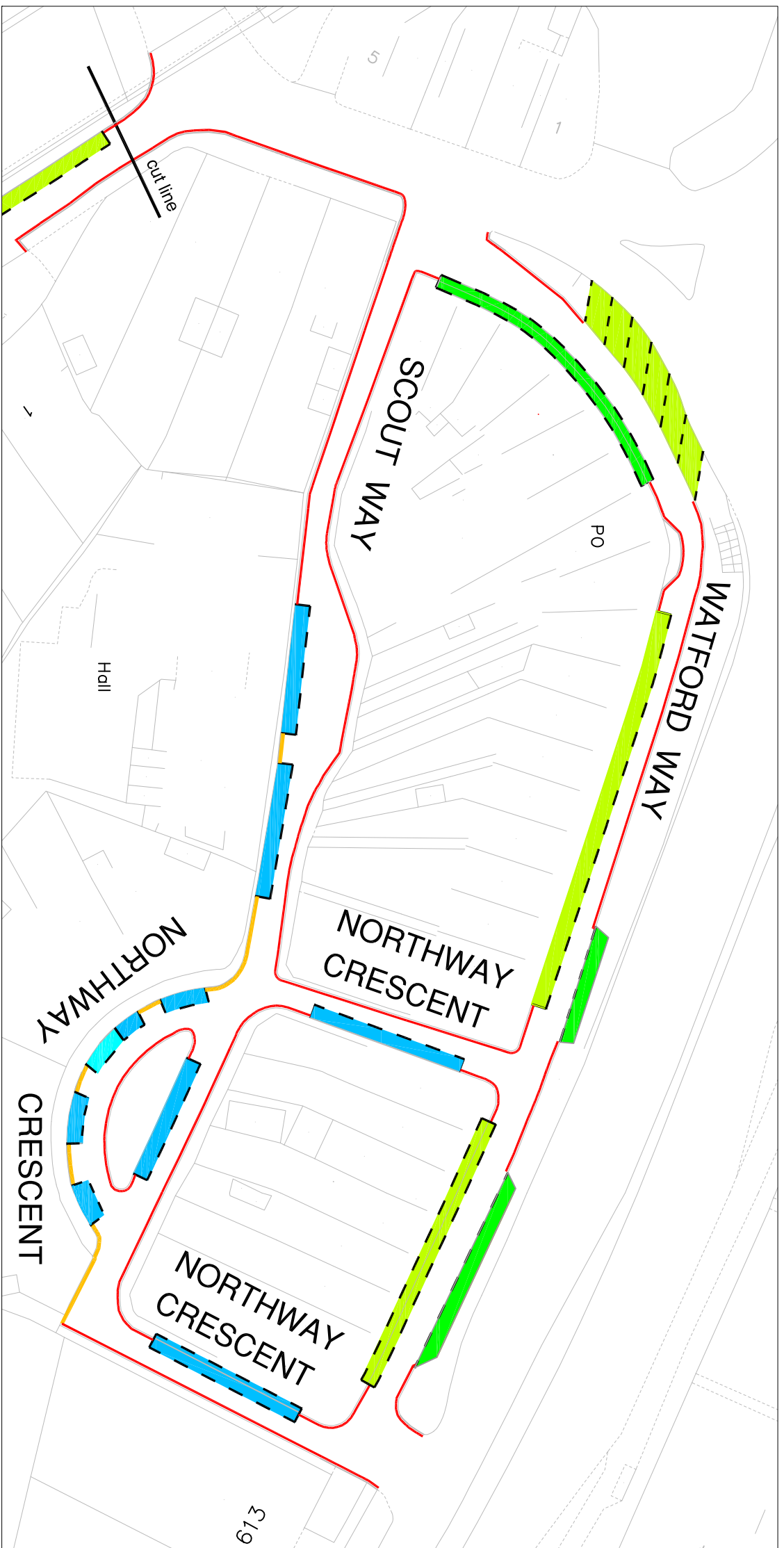
6. BACKGROUND PAPERS

6.1 Hendon Residents Forum. 22nd October 2014, Item 3
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=7901&Ver=4>


6.2 Hendon Area Committee 22nd October 2014, Item 7 Matters referred from the Hendon Area Residents Forum
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8058&Ver=4>


6.3 Hendon Area Committee 6th July 2016 Item 12 Outcome of parking investigations - Watford Way (Apex Corner) Slip Road NW7
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8660&Ver=4>

6.4 Hendon Residents Forum. 22nd March 2017, Item 1
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=8655&Ver=4>



key

 Residents Permit Only Bay
(Mon-Fri, 9am-5pm)

 Residents Permit/ Business
Permit / Pay By Phone (max
stay 2hrs - no return 2 hrs)
Parking Bay (Mon-Fri,
9am-5pm)

 Pay By Phone Parking Bay
(Mon-Fri, 9am-5pm, max stay
2hrs - no return 2 hours)

Proposed Tariff
Up to 30mins - £0.65
Up to 1 hour - £1.30
Up to 2 hours - £2.60

 Monday-Friday, 9am-5pm
waiting restrictions

 'At any time' waiting
restrictions

SCHEME:
APEX CORNER AREA
CONTROLLED PARKING ZONE

TITLE:
PROPOSED PARKING LAYOUT

Scales: N.T.S. Date: JAN 2018

Initiated: GWA Drawn: MJ Checked:

DRAWING NO.: SCR202/001

This page is intentionally left blank

Appendix B

Date received	From/Regarding	objection	support	Impact on Friends/Family	Impact on nursery on Scout Way	Money making/Expense in parking /Permit Price	Parents may be compelled to compromise safety	Will affect drop off/pick up	Impact on business/affect those visiting business	Other
08/02/2018	Scout Way	Y			Y	Y	Y	Y		
08/02/2018	Business	Y								Request 9-5.30 30mins free One-way system One free permit per business and £300 per additional vehicle One free permit per household and £300 per additional vehicle More business parking opportunity
08/02/2018	Business	Y								1 hour free 615 to 629 should be one-way (anticlockwise) To avoid all day parking should be 10.30-11.30 and 3-4 in Glendor Gardens and wherever else Parking restrictions should be 10am to 4pm
08/02/2018	Business	Y							Y	Co signed by 17 businesses
08/02/2018	Business	Y							Y	
07/02/2018	Parent	Y			Y			Y	Y	
07/02/2018	Parent	Y			Y			Y	Y	
07/02/2018	Glendor Gardens	Y								OBJECT: PBP parking at top of the road Cost of permits (emissions-based) As one proposal is confusing and misleading No business parking AGREE: Resident only bays (A, D, E) Mon-Fri 9am-5pm WR (D) AAT WR (C) AAT WR (B) SUGGEST: £45 per vehicle Bollard outside No. 37 (F) (C) No Through Road, No turning signs, No dumping Widen top end of the road (G)
06/02/2018	Glendor Gardens	Y								
07/02/2018	Parent	Y			Y	Y	Y	Y		
07/02/2018		Y							Y	SUGGEST: Mon-Fri 9.30am to 4.30pm restrictions Resident only bays in Glendor Free permits or £30 per year Free visitor vouchers Resident/Shop owners/Shoppers/Staff/Parents provision in Scout Way PBP 30 mins free Free £60 1 hour free parking in Watford Way Northway Crescent - similar to Glendor OBJECT: Cost of permits (emissions-based)
07/02/2018	Parent	Y			Y		Y	Y	Y	
07/02/2018		Y				Y				
07/02/2018		Y				Y			Y	
07/02/2018		Y				Y			Y	
07/02/2018		Y		Y					Y	
07/02/2018		Y		Y					Y	
07/02/2018	Business	Y							Y	SUGGEST: 10am to 4pm 1 hour free parking 2 free business permits and £300 per vehicle thereafter 1 free resident permit and a charge thereafter Glendor Gardens - 10am-11am and 2pm to 3pm residents given free permits OBJECTS: Insufficient space for businesses difference in tariff between residents and businesses
07/02/2018	Parent	Y			Y		Y	Y		

Counter-signed by 31 signatories from 18 households

Appendix B

Date received	From/Regarding	objection	support	Impact on Friends/Family	Impact on nursery on Scout Way	Money making/Expense in parking /Permit Price	Parents may be compelled to compromise safety	Will affect drop off/pick up	Impact on business/affect those visiting business	Other
07/02/2018	Parent	Y			Y		Y	Y		
07/02/2018	Parent	Y			Y		Y	Y		
07/02/2018	Parent	Y			Y		Y	Y		
07/02/2018	Parent	Y			Y		Y	Y		
07/02/2018	Parent	Y			Y		Y	Y		
07/02/2018	Business		Y							
07/02/2018	Glendor Gardens	Y								SUGGESTS: One hour restriction instead of 9am to 5pm AGREE: At any time restrictions alongside the grass verges
07/02/2018	Business		Y							SUGGESTS: One hours free parking
06/02/2018		Y				Y			Y	
06/02/2018	Nursery staff	Y			Y		Y			
06/02/2018	Parent	Y			Y		Y	Y		
06/02/2018	Parent	Y			Y		Y	Y		
06/02/2018	Parent	Y			Y		Y	Y		
06/02/2018	Parent	Y			Y		Y	Y		
06/02/2018	Parent	Y			Y		Y	Y		
06/02/2018	Parent	Y			Y		Y	Y		
06/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Glendor Gardens		Y							SUGGESTS: Turns Shared use bays into either Resident permit or pay by phone in order to stop potential abuse by ACE Van Hire as Director of company has a number of businesses registered in the area and therefore could circumvent the system
05/02/2018	Glendor Gardens		Y							SUGGESTS: Turns Shared use bays into either Resident permit or pay by phone in order to stop potential abuse by ACE Van Hire as Director of company has a number of businesses registered in the area and therefore could circumvent the system
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
05/02/2018	Parent	Y			Y		Y	Y		
04/02/2018	Parent	Y			Y		Y	Y		
04/02/2018	Parent	Y			Y		Y	Y		
04/02/2018	Parent	Y			Y		Y	Y		
04/02/2018	Parent	Y			Y		Y	Y		
04/02/2018	Nursery staff	Y				Y	Y	Y	Y	
04/02/2018	Glendor Gardens	Y							Y	
04/02/2018	Parent	Y			Y		Y	Y		
03/02/2018	Nursery staff	Y			Y		Y	Y		
03/02/2018	Parent	Y			Y		Y	Y		
01/02/2018	Parent	Y			Y		Y	Y		
31/01/2018	Nursery staff	Y				Y				Will displace parking into nearby streets Worried about losing job
31/01/2018	Parent	Y			Y		Y	Y		
31/01/2018	Parent	Y			Y		Y	Y		
30/01/2018	Parent	Y			Y		Y	Y		
30/01/2018	Nursery staff	Y			Y		Y	Y		
30/01/2018	Business	Y							Y	
30/01/2018	Parent	Y			Y		Y	Y	Y	
30/01/2018	Parent	Y			Y		Y	Y	Y	
30/01/2018	Parent	Y			Y		Y	Y	Y	
29/01/2018	Parent	Y			Y		Y	Y	Y	

Appendix B

Date received	From/Regarding	objection	support	Impact on Friends/Family	Impact on nursery on Scout Way	Money making/Expense in parking /Permit Price	Parents may be compelled to compromise safety	Will affect drop off/pick up	Impact on business/affect those visiting business	Other
29/01/2018	Parent	Y			Y		Y	Y	Y	
29/01/2018	Parent	Y			Y		Y	Y	Y	
29/01/2018	Parent	Y			Y		Y	Y	Y	
29/01/2018	Glendor Gardens	Y				Y			Y	
28/01/2018	Glendor Gardens	Y								
27/01/2018	Glendor Gardens	Y				Y				Not needed
26/01/2018		Y				Y				
25/01/2018	Business	Y							Y	SUGGESTS: Allow PBP in the resident bays in Northway Crescent Extend layby where it say "Watford Way" on drawing 30 mins free
24/01/2018	Sunbury Avenue	Y				Y				Displacement
23/01/2018	Sunbury Avenue	Y								Not needed
23/01/2018	Selvage Lane	Y								Concerned about displacement onto Selvage Lane making it difficult for motorists to exit driveways SUGGESTS: Single and Double yellow lines on Selvage Lane
22/01/2018	Business		Y							Hopes it will benefit customer parking for business
22/01/2018		Y			Y			Y		SUGGESTS: 10-15 minute relaxation for drop off/pick up activity at the Nursery
19/01/2018	Glendor Gardens		Y							
18/01/2018	Business		Y							
		78	7	2	51	12	49	51	23	

This page is intentionally left blank