

<p style="text-align: center;"><u>MEETING</u></p> <p style="text-align: center;">HENDON AREA COMMITTEE</p>
<p style="text-align: center;"><u>DATE AND TIME</u></p> <p style="text-align: center;">TUESDAY 17TH SEPTEMBER, 2019</p> <p style="text-align: center;">AT 7.00 PM</p>
<p style="text-align: center;"><u>VENUE</u></p> <p style="text-align: center;">HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG</p>

TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)

Chairman: Councillor Val Duschinsky
Vice Chairman: Councillor Saira Don

Councillors

Cllr Sarah Wardle	Cllr Elliot Simberg
Cllr Nagus Narenthira	Cllr Ammar Naqvi
Cllr Nizza Fluss	

Substitute Members

Cllr Sara Conway	Cllr Zakai Zubair
Cllr Mark Shooter	Cllr Golnar Bokaei
Cllr Linda Freedman	Cllr Laithe Jajeh
Cllr 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 Thursday 12th September at 10AM. Requests must be submitted to Abigail Lewis abigail.lewis@barnet.gov.uk 020 8359 4369

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

Andrew Charlwood – Head of Governance

Governance Service contact: Abigail Lewis abigail.lewis@barnet.gov.uk 020 8359 4369

Media Relations Contact: Gareth Greene 020 8359 7039

ASSURANCE GROUP

Please consider the environment before printing. The average Print Cost for this Agenda is £4.77 per copy.

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the Previous Meeting	5 - 12
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)	13 - 16
7.	Member's Items - Application for Community Infrastructure Levy (CIL) Funding	17 - 24
8.	Ellesmere Avenue Committee Report	25 - 48
9.	Edwarebury Lane Committee Report	49 - 56
10.	Lawrence Street/Holcombe Hill - Feasibility Study	57 - 66
11.	Area Committee Grants Funding	67 - 74
12.	Progress update on Area Committee actions from previous meeting	
13.	Forward Work Programme	75 - 76
14.	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 Abigail Lewis abigail.lewis@barnet.gov.uk 020 8359 4369. 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
<p>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.</p> <p>You should proceed calmly; do not run and do not use the lifts.</p> <p>Do not stop to collect personal belongings</p> <p>Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions.</p> <p>Do not re-enter the building until told to do so.</p>

This page is intentionally left blank

Decisions of the Hendon Area Committee

26 June 2019

Members Present:-

AGENDA ITEM 1

Councillor Val Duschinsky (Chairman)

Councillor Saira Don (Vice-Chairman)

Councillor Sarah Wardle

Councillor Nizza Fluss

Councillor Nagus Narenthira

Councillor Elliot Simberg

Apologies for Absence

Councillor Ammar Naqvi

1. MINUTES OF THE PREVIOUS MEETING

The Chairman of the Hendon Area Committee, Councillor Val Duschinsky opened the meeting and welcomed all attendees.

It was **RESOLVED** that subject to the below correction, the minutes of the previous meeting of the Hendon Area Committee on 15 March be agreed as a correct record:

- *Agenda item 10 Councillor Nizza Fluss's CIL Members item (pg. 2) – 'RESOLVED that the Committee approved funding of £7,500 for the installation of 1 table tennis table **and the ground works**'*

Officers updated the Committee that the £7,500 funding for Councillor Fluss's Members item had been able to secure two table tennis tables.

2. ABSENCE OF MEMBERS (IF ANY)

Apologies for absence were received from Councillor Ammar Naqvi.

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

The Chairman declared a non-pecuniary interest in relation to agenda item 9 –CIL Members item 1, by virtue of being a member of the Copthall School scrutiny body.

Councillor Nizza Fluss declared a non-pecuniary interest in relation to agenda item 9 - CIL Members item 4, by virtue of having attended Hasmorean Primary School.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

None.

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

Petition – Parking around Colindale.

Councillor Narenthira introduced the petition relating to parking in Colindale on behalf of the lead petitioner. She explained that the congestion in the area had now become a big problem and pedestrians trying to cross the road were finding it difficult to do so. Councillor Narenthira asked officers for an update on how the CPZ was addressing the problem and whether it would be possible to have a Keep Clear/Box junction installed at Charcot Road.

Officers confirmed that consultation on the installation of yellow lines in the area had started and that objections received needed to be considered by the Chief Officer. Officers agreed to write to the Ward Councillors and lead petitioner on the progress of the consultation.

Officers advised the Committee that £2,000 of funding would be required for the consultation and installation of the Keep Clear markings.

Following consideration of the petition, the Committee unanimously agreed to allocate £2,000 of funding for a box junction on Charcot Road.

Petition – Prince of Wales Close

Councillor Fluss introduced the petition on Prince of Wales Close. She explained that enforcement action was no longer taking place and this had led to the area being used for parking by students and commuters. Councillor Fluss explained that the petitioner had contacted the Council and Barnet Homes, but had yet to receive a satisfactory response. She told the committee that the residents of Prince of Wales Close would like a CPZ implemented in their road.

The lead petitioner, Mrs Rind, spoke for 5 minutes in relation to the petition. Mrs Rind reiterated the points that Councillor Fluss had made and also commented that customers of one of the local pubs and parents of children attending Sunnyfields school were also parking in Prince of Wales Close, further exacerbating the issue. She also said that she had experienced antisocial behaviour from the students parking in the close. Mrs Rind said the parking issues were having a detrimental impact on the daily lives of the residents and causing a great deal of stress.

The Assistant Director for Transport and Highways informed the Committee that the Council was aware of the issue and that a number of other streets which were owned by Barnet Homes had similar problems. He acknowledged that enforcement was currently not taking place in these streets, however as these were not adopted highways, the Council needed to work with Barnet Homes senior management to review the wider issue and ascertain how to enforce on the land. He said that it was difficult at this point to provide a timescale on when more detailed information would be available, but reassured the residents that this issue was being investigated. The Assistant Director said that an approximate idea of what would need to be done and the time this would take, could be provided at the next meeting of the Hendon Area Committee.

Following discussion, the Committee unanimously agreed to refer the matter to a Chief Officer to provide a written response to the Lead Petitioner within 20 working days and to instruct an officer to prepare a report for a future meeting of a relevant Committee on the issue raised with a recommended course of action.

7. PETITIONS (IF ANY)

None.

8. MEMBERS' ITEMS (IF ANY)

Councillor Narenthira introduced her members item on the review of Grahame Park CPZ – Colindale.

Officers agreed to undertake a review 6-8 months after the implementation of the CPZ, the results of which would be shared with Ward Councillors.

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

3) Councillor Gordon – Improvements to the external areas of OneStonegrove

Councillor Gordon introduced his Members CIL item. Councillor Gordon remarked on the remarkable transformation OneStonegrove had undergone and how this had raised the standards of living for the residents.

Mr Alston (CEO OneStonegrove) also addressed the Committee and informed them that currently 72,000 people were coming through the doors of the centre each year. He said improvements to the site would have a huge positive impact on the physical and mental wellbeing of the local population.

RESOLVED that the Committee unanimously approved to allocate £15,120 of funding for improvements to the external areas of OneStonegrove. The Committee also agreed to revisit the request at the last financial meeting of the year (2019-2020), if a member brought it back as a Members CIL item, to see if there was any funding left that could be further allocated to the project.

1) Councillor Duschinsky – external exercise equipment for Copthall School

Councillor Duschinsky introduced her Members CIL item, she explained how the external equipment would improve the physical health of those attending the school and provide a facility on a girl only site, which was important to some for cultural reasons. She also updated the Committee that local community groups would be able to hire out the equipment

RESOLVED that the Committee unanimously approved to allocate £12,000 of funding for external exercise equipment for Copthall School.

2) Councillor Bokaei – kitchen equipment for the community hub area of Mill Hill library.

Councillor Bokaei introduced her Members CIL item. She explained that the community hub area located at Mill Hill library had a great space available for a kitchen facility, but was currently being unused. She informed the Committee that the community hub intended to use the space for cooking lessons, to rent the facility out to other community groups and for fundraising activities to put back into the community. The facility would also be able to offer children one free meal a day during the holidays, in place of their free school meals, which would be a great asset to the community.

RESOLVED that the Committee unanimously approved to allocate £10,000 of funding for the kitchen equipment for the community hub area of Mill Hill library.

4) Councillor Fluss – Proposal for the refurbishment of the Hasmonian Primary School reception playground.

Councillor Fluss introduced her Members CIL item and declared a non-pecuniary interest as she had attended Hasmonian primary school herself.

She informed the Committee that the outdoor learning area was very rundown and could not be used during rainy weather. Ms Wakefield from Hasmonian Primary also spoke on the item and told the Committee that the limits on the resources and storage impacted on the children's ability to learn and develop. She said the school had one of the highest number of special needs children and children learning at a greater depth and this refurbishment would enhance their learning experience.

RESOLVED that the Committee unanimously approved to allocate £11,500 of funding for the refurbishment of the Hasmonian Primary School reception playground.

5- Councillor Narenthira – Zebra crossing on Grahame Park Way

Councillor Narenthira introduced her Members CIL item on installing a Zebra Crossing on Grahame Park Way. She said that due to the implementation of the CPZ, a larger number of people were now walking to school and there was currently no suitable point for them to safely cross the road.

Officers informed the Committee that a feasibility study was being carried out and so no further funding was required. Results from the feasibility would be provided to the Ward Councillors.

RESOLVED that officers would provide an update on the feasibility study to Ward Councillors and that no funding was required.

6 – Councillor Don – Double yellow lines and removal of small part of parking bay.

Councillor Don introduced her Members CIL item on the implementation of double yellow lines and removal of a small part of the parking bay on Brent View Road. She explained to the Committee that when vehicles park on the yellow lines on the first bend of the road, other vehicles then find it difficult to manoeuvre through the road. The location of the parking bays also restricts drivers view. Residents are requesting yellow lines be installed and for one of the parking bays to be reduced in size.

Officers informed the committee that the initial CPZ has been place for a number of years and that the request to investigate the issue and liaise with Ward Councillors could be done with £2,500 of funding.

RESOLVED that the Committee unanimously agreed to allocate £2,500 for review of parking bay and upgrade single yellows to double yellows on Brent View Road.

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

Councillor Fluss introduced the item on Bell Lane and expressed the view the Ward Councillors and the Chairman of Environment Committee did not agree with the Officers preferred location for the Zebra crossing being outside Bell Lane Primary School. Councillor Fluss said this location would be dangerous for residents turning into Green Lane and that the majority of the people using the Zebra crossing would be coming from the opposite direction to the proposed location.

Officer's informed the Committee that a road safety audit had been conducted and that following the results, outside the entrance to Bell Lane Primary School remained the Officer's preferred option. In order to investigate the location on the eastern end of Bell lane outside no 95b a feasibility study would need to be carried out, which would require further funding.

Following discussion of the item Councillor Fluss, seconded by Councillor Wardle proposed a motion to amend recommendation 2 of the report to the following:

- That the Hendon Area Committee notes the Officer preferred location still remains outside the entrance to Bell Lane Primary school, **however the Ward Councillors and Chairman of the Environment Committee's preferred option is outside 95b Bell Lane.**

Votes on the motion were recorded as follows:

For	5
Against	0
Abstain	1

RESOLVED that the Committee agree the amendment to recommendation 2 as outlined above.

Councillor Wardle moved a motion to amend recommendation 4 of the report to the following:

- That the Hendon Area Committee instructs the Executive Director, Environment to report the results of the feasibility study back **to the next** Hendon Area Committee meeting.

RESOLVED that the motion was unanimously agreed by the Committee.

RESOLVED that the Committee unanimously agreed the following:

- That the Hendon Area Committee notes the outcome of the Statutory Consultation on the Bell Lane Zebra crossing and the review of the improvements as outlined in this report
- That the Hendon Area Committee notes the Officer preferred location still remains outside the entrance to Bell Lane Primary school, however the Ward Councillors and Chairman of the Environment Committee's preferred option is outside 95b Bell Lane.
- That the Hendon Area Committee agree expenditure of £5,000 from the Area Committee (CIL) budget to carry out a feasibility study to investigate if a pedestrian crossing can be installed in an alternative location opposite No. 95b Bell Lane, subject to funding being made available.
- That the Hendon Area Committee instructs the Executive Director, Environment to report the results of the feasibility study back to the next Hendon Area Committee meeting.

11. MILL WAY, NW7 - FEASIBILITY STUDY

The Traffic and Development Manager introduced the report on the Millway, NW7 feasibility study, which investigated measures to reduce the reported speeding and traffic problems in the area and outline proposals to address the concerns.

Officers updated the Committee that statutory consultation would commence around September/October time this year.

Following discussion of the item, the Chairman moved to vote on the recommendations.

RESOLVED that the Committee unanimously agreed:

- That the Hendon Area Committee noted the review of the improvements on Millway as outlined in the report and the appendices to the report.
- That the Hendon Area Committee authorises the Executive Director, Environment to progress the proposal to detailed design, as outlined in Appendix 1 – Drawing No. BC/001610-01_FS_100.01 and Drawing No.BC/001610.01_FS_100.02 for the following combined elements of the scheme:
 - A new “No loading at any time” sign on existing lamp column at the junction of Millway/The Broadway.
 - New “No loading” kerb markings and signage to be included along the footway outside Barclays Bank towards the existing bus stop on The Broadway.
 - 2 New disabled bays on the Broadway;
 - Re-shaping the existing kerb line on the west side of Millway at its junction with the Broadway and introducing new tactile paving and dropped kerb;
 - Two new VAS signs on Millway outside No.58 and No.99.
- That the Hendon Area Committee authorised the Executive Director, Environment, to carry out a Statutory Consultation on the proposals.
- That subject to no objections being received to the consultation, referred to in Recommendation 3, the Hendon Area Committee authorises the Executive Director, Environment to implement the approved proposal.
- That the Hendon Area Committee agrees that if any representations are received as a result of the consultation exercise referred to in Recommendation 3, the Executive Director, Environment is authorised (in consultation with the relevant ward councillors) to consider the representations and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
- That the Hendon Area Committee agrees to allocate the funding of £23,100 from the Hendon Area CIL budget towards the agreed proposal to design and implement the approved measures.

12. AREA COMMITTEE GRANTS FUNDING

The Assistant Director, Transport and Highways introduced the Area Committee grants funding report which provided the Committee with an update on the budget allocations for 2019/20.

RESOLVED that the Committee unanimously agreed the following recommendations:

- That the Hendon Area Committee notes the amount available for allocation during 2019/20, as set out in paragraph 6.2.1 and in Appendix 1.
- That the Hendon Area Committee notes the amount or re-allocated underspends and overspends in Section 2.1

13. FORWARD WORK PROGRAMME

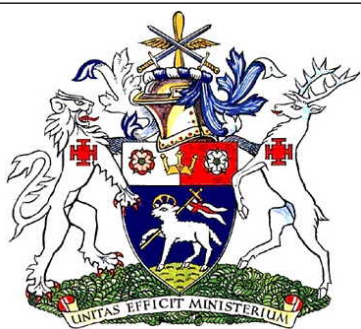
None.

14. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 21.05

This page is intentionally left blank



Hendon Area Committee

17 September 2019

Title	Items referred from the Hendon Residents Forum
Report of	Head of Governance
Ward	Various wards within the Hendon constituency
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Abigail Lewis, Governance Officer 020 8359 4369 Abigail.lewis@barnet.gov.uk

Summary

This item provides the Hendon Area Committee with information relating to items that have been referred up from the last meeting of the Hendon Residents' Forum on 5th September 2019.

Recommendations

1. That the Hendon Area Committee notes the items referred up from the 5th September 2019 meeting of the Hendon Residents' Forum.
2. That following consideration of the items highlighted at 1.1, the Committee gives instructions in accordance with its powers, outlined at section 5.4.1.

1. WHY THIS REPORT IS NEEDED

- 1.1 At its meeting on 5th September 2019, the Hendon Residents' Forum referred up the below items to the Area Committee for its consideration. The items are as follows:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
The Laundry at the top of John's Avenue	Keith Harris	<p>We the undersigned residents wish to place on record our utter dismay and frustration at the manner at which our road and pavement is abused, obstructed and damaged on a daily basis as a result of the escalation of the industrial scale activities now being carried out from the above premises. The resulting disturbances to the nearby neighbours, including very early in the morning and at weekends, is simply unacceptable.</p> <p>We believe the business would be better placed on an industrial site more suited to the all day collections and deliveries by numerous vans and articulated lorries. The intensification of the use of the premises in this way and the overspill of the laundries activates onto the pavement and road is truly blighting our street and causing no end of inconvenience and disruption to those who live here or simply wish to pass through.</p> <p>We sincerely hope that our Councillors will urge Barnet Planning Enforcement Team to take urgent action to remedy this nuisance and bring some normality back to our previously quiet residential street.</p>	29

2. REASONS FOR RECOMMENDATIONS

- 2.1 In accordance with the council's Resident and Public Participation Rules (Article 3 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, where funding is required. At its meeting on 5th September 2019, the Hendon Residents' Forum referred up the petitions as outlined at 1.1 of this report.
- 2.2 The Committee's instructions are requested in relation to the petition in accordance with its powers, outlined at 5.4.1 of the report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

- 4.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Executive 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 Resident and Public Participation Rules (Article 3 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 Article 7, 7.5 Responsibility for Functions of the council's constitution states that Area Committees can consider matters raised at Residents Forums and determine how they are to be taken forward, including whether to request a report for a future meeting, refer to an Officer and/or ward Councillors.

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

- 5.9 Not applicable.

- 5.10 **Insight**
N/A

6. BACKGROUND PAPERS

- 6.1 Meeting of the Hendon Residents’ Forum, 5th September 2019– Issues List with Responses:

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=9949&Ver=4>



AGENDA ITEM 7

Hendon Area Committee

17 September 2019

Title	Member's Item – Application for Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	West Hendon, Edgware, Hale, Burnt Oak, Hendon, Mill Hill, Colindale
Status	Public
Urgent	No
Key	No
Enclosures	
Officer Contact Details	Abigail Lewis, Governance Officer Abigail.Lewis@barnet.gov.uk 020 8359 4369

Summary

This report informs the Hendon Area Committee that 9 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.

Officers 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 9 requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

1 Title	Installation of a zebra crossing on Finchley Lane A504.
Raised by (Councillor)	Councillor Alex Prager
Ward	West Hendon
Member Request	<p>This is an A-road with multiple bus routes servicing the road. The only crossings on the road are an island outside the Hendon Baptist Church, and meaning there is no safe opportunity to cross the road for over half a kilometre (between the church and the Great North Way).</p> <p>My request is to install a zebra crossing between the two entrances to Hillview Gardens (next to the junction with Tenterden Gardens). See highlighted yellow on below map.</p>
Funding Required (£)	£5,000 for a feasibility study to be undertaken.

2 Title	VAS on Hillside Gardens to tackle the speeding issues.
Raised by (Councillor)	Councillor Sarah Wardle
Ward	Edgware
Member Request	VAS on Hillside Gardens to tackle the speeding issues.
Funding Required (£)	£2,000 for a speed survey to be undertaken and a report brought back to a future meeting.

3 Title	Traffic Improvements at the Junction of Farm Road and West Way Ha8.
Raised by (Councillor)	Councillor Elliott Simberg
Ward	Hale
Member Request	Traffic Improvements at the Junction of Farm Road and West Way Ha8.
Funding Required (£)	£500 for signage and road markings Yellow lines to be batched with other requests.

4 Title	Stakes placed on grass verges around the area of limes avenue and beech walk NW7
Raised by (Councillor)	Councillor Laithe Jajeh
Ward	Hale
Member Request	Stakes placed on grass verges around the area of limes avenue and beech walk NW7
Funding Required (£)	£50 per stake – fund a maximum of 10 – total cost of £500.

5 Title	Benches for the top of Farm Road and Hale Lane HA8
Raised by (Councillor)	Councillor Lachhya Gurung
Ward	Hale
Member Request	2 benches to be placed on the green at the top of Farm Road and hale lane HA8.
Funding Required (£)	£816 (per bench)

6 Title	Loading bay/s on Watling Avenue
Raised by (Councillor)	Councillor Sara Conway

Ward	Burnt Oak
Member Request	CIL funding if I can for a loading bay/s on Watling Avenue.
Funding Required (£)	£3,500

7 Title	Double yellow lines at Burtonhole Lane in Mill Hill
Raised by (Councillor)	Councillor Val Duschinsky
Ward	Mill Hill
Member Request	Double yellow lines at Burtonhole Lane in Mill Hill
Funding Required (£)	Batch with other requests for yellow lines.

8 Title	Double yellow lines on Layfield Crescent
Raised by (Councillor)	Councillor Helene Richman
Ward	West Hendon
Member Request	I request funding to implement double yellow lines on both sides of the carriageway on Layfield Crescent from where it meets Layfield Road outside numbers 1 and 2 up to the semicircle in the road at numbers 7 and 6. Currently the single yellow lines do not stop people parking here and often block the road from being accessible to larger vehicles, vans and dust carts. It also blocks access to the houses on the semicircle on Layfield Crescent by ambulances and fire trucks in case of emergency. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest double yellow lines covering the length stated above.
Funding Required (£)	Batch funding with other yellow line requests. Total for all yellow line requests = Approximately £5,000

2. REASONS FOR RECOMMENDATIONS

- 2.1 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 2.2 CIL funding can be used to fund a wide range of infrastructure (as outlined in section 216(2) of the Planning Act 2008, and regulation 59, as amended) to support the development of a local area. The Act specifically names roads and transport, flood defenses, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore, the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.
- 2.3 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.
- 2.4 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore, if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.
- 2.5 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place. Therefore, a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee. This is capped at £150k per committee per year.
- 2.6 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance, applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).
- 2.7 Members should note that the committee has the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 2018/19. Furthermore, it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable; 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 Corporate Priorities and Performance

- 5.1.1 The funding enables the Area Committee Budgets to contribute to Barnet's 2024 Corporate Plan objective to promote a pleasant, well maintained borough that we protect and invest in, by keeping the borough moving, including improvements to roads and pavements, getting the best of out of our parks by looking after and investing in our greenspaces and investing in community facilities to support a growing population.

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

- 5.2.1 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.
- 5.2.2 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 2019 – 2024.

5.3 Social Value

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

5.4 Legal and Constitutional References

- 5.4.1 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.
- 5.4.2 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.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

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

5.7 Corporate Parenting

5.7.1 None in the context of this report.

5.8 Consultation and Engagement

5.8.1 None in the context of this report.

5.8 Insight

5.8.2 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



Hendon Area Committee

AGENDA ITEM 8

17 September 2019

Title

**Ellesmere Avenue NW7 Area –
Parking Surveys**

Report of

Executive Director, Environment

Wards

Hale

Status

Public

Urgent

No

Key

No

Enclosures

Appendix A – Drawing No. BC/001494-03-04
Appendix B – Summary of parking survey

Officer Contact Details

Gavin Woolery-Allen, Senior Engineer, Traffic and
Development Section
gavin.woolery-allen@barnet.gov.uk

Summary

This report details the findings of the parking surveys undertaken in Ellesmere Avenue NW7 and neighbouring roads.

Officers Recommendations

1. That the Committee noted the findings of the parking survey carried out in the area shown in Appendix A – drawing no. BC/001494-03-04.

2. That the Committee instruct the Executive Director, Environment to design, in consultation with the Hale Ward Councillors, 'at any time' waiting restrictions at the junction of The Fairway, Westmere Drive and Ellesmere Avenue, NW7.
3. That the Committee, instruct the Executive Director, Environment to carry out a statutory consultation in respect of the 'at any time' waiting restrictions mentioned in 2. above.
4. That if no objections are received to the statutory consultation mentioned in 3. above the Committee, instruct the Executive Director, Environment to introduce the 'at any time' waiting restrictions; or
5. If objections are received to the statutory consultation mentioned in 3. above, the Committee instruct the Executive Director, Environment to consider those objections using the powers delegated unto him, and make a decision on whether the proposed 'at any time' restrictions should be introduced or not, and if so, with or without modification.
6. That if the Executive Director, Environment makes a decision to introduce waiting restrictions, having considered the objections received, that the Committee instruct the Executive Director, Environment to introduce the agreed measures.
7. That the Hendon Area Committee agree to allocate the funding of £3,000 from the Area Committee (CIL) budget for progressing the agreed 'at any time' waiting restrictions and introduce the approved measures.

1. WHY THIS REPORT IS NEEDED

- 1.1 At the 27 June 2018 Hendon Area Committee, the Committee considered a report outlining the findings of a feasibility study carried out in respect of parking and traffic issues in the vicinity of The Fairway and Northway Schools. The Committee approved a 'point of no entry' scheme being progressed on The Fairway at its junction with Ellesmere Avenue and on Westmere Drive at its junction with the eastern arm of Ellesmere Avenue.
- 1.2 The Committee also decided that Officers should carry out a parking survey in order to assess parking capacity in the area, in acknowledgement of the receipt of a petition entitled "Westmere Drive, NW7, Mill Hill, CPZ", which was reported to the Hendon Residents Forum in January 2018. This petition raised concern about the number of establishments and commercial developments in the area which has resulted in a number of non-resident vehicles being parked in the area.
- 1.3 It was decided that the findings of the survey were to be reported back to the Hendon Area Committee for consideration.

2. REASONS FOR RECOMMENDATIONS

Survey area and methodology

- 2.1 Two sets of parking beat surveys were undertaken on a Tuesday and a Saturday, two weeks apart, in the area outlined in drawing no. BC/001494-03-04.
- 2.2 The area surveyed lies west of the A1 Barnet-By-Pass just north of the Northway Circus (Apex Corner) roundabout, and includes The Fairway, Ellesmere Avenue, Fernside Avenue, Laleham Avenue, Westmere Drive, North Dene, Middle Dene, South Dene and Laurel Gardens.
- 2.3 For the purposes of analysis, the survey area was broken down as follows:

Area A

The Fairway (between A1 Barnet-by-Pass and Laleham Avenue); Laleham Avenue; Fernside Avenue (between The Fairway and Laleham Avenue/North Dene); North Dene.

Area B

Westmere Drive; Fernside Avenue (between Laleham Avenue/North Dene and Ellesmere Avenue); Middle Dene; South Dene.

Area C1

The Fairway (between Laleham Avenue and Ellesmere Avenue/Westmere Drive); Ellesmere Avenue (between The Fairway/Westmere Drive and No 70 Ellesmere Avenue); Ellesmere Avenue Slip to Westmere Drive.

Area C2

Ellesmere Avenue (between No. 70 Ellesmere Avenue and A1); Laurel Gardens.

- 2.4 The breakdown of the area should allow Officers to determine whether there are particular areas/roads/sections of road within the survey area subject to higher or lower parking demand.
- 2.5 The surveys were undertaken at 6am, 8am, 10am, 2pm and 7pm, and full-vehicle registration details were taken, which allowed vehicles to be “tracked” throughout the survey periods. This methodology allowed Officers to analyse which vehicles belong to ‘residents’ (based on the industry assumption that vehicles parked during the early morning hours belong to residents) across the survey periods.
- 2.6 Other details such as whether the vehicle surveyed is a car/motorcycle/van etc or a commercial vehicle/liveried vehicle/flatback etc was also noted– essentially to help Officers determine whether the vehicle is more “residential” or “commercial”.
- 2.7 Furthermore, the survey also noted whether vehicles were parked with 2 wheels on the footway, 4 wheels on the footway or on a parking restriction.
- 2.8 Prior to undertaking the survey, the capacity of each road or section of road, as appropriate was determined, by determining how many vehicles can be reasonably parked, albeit within the standards that Officers would apply if they were designing a Controlled Parking Zone (CPZ) in the relevant streets.

- 2.9 Accordingly, in determining the capacity, there is usually a reduction in what residents consider to be usual kerb side space that can be used for parking vehicles. This is because when designing CPZs there are requirements for parking 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 motorists may be parking illegally on the footway to maximise the number of vehicles that can be parked. In the current situation vehicles are likely to be parked in locations that would not be available if formal parking bays and lines were to be introduced.

Summary of survey findings

- 2.10 The findings of the survey are summarised in Appendix B.
- 2.11 From analysing the survey data, it appears that in terms of overall capacity, there appears to be sufficient kerbside space to accommodate the number of motorists wishing to park. In all survey periods, the available kerbside space in the area exceeded the number of vehicles parked.
- 2.12 However, when broken down on an area by area basis, as described in paragraph 2.3 above, it appears that Areas A and C1 on occasion, did reach 100% capacity or above. In the case of Area A, the 'at-or-over capacity' state occurred at every 6am slot on the days surveyed, and in the case of area C1, at the 6am slot of 3 or the 4 days the area was surveyed.
- 2.13 In fact, with the exception of 2 roads/sections of roads, the 6am slot saw the highest total of cars parked in every road/section of road surveyed, over any other timeslot surveyed.
- 2.14 This indicates that generally there was a reduction of vehicles per road/section of road from the 6am total, as the day passed, which appeared to indicate that the number of vehicles leaving the area from 6am was more than the number of vehicles arriving.
- 2.15 On a basic level, this appears to not support the need for a CPZ, as there appears to be less total demand for kerbside space throughout the day, than there is in the early morning (potentially from the night before).
- 2.16 Furthermore, it should be noted that roads such as Laleham Avenue, North Dene, Westmere Drive, Middle Dene, South Dene and The Fairway (Laleham Avenue to Ellesmere Avenue) were regularly at-or-over capacity throughout the days.
- 2.17 In the case of Laleham Avenue and Westmere Drive and The Fairway (Laleham Avenue to Ellesmere Avenue), this was certainly due to the way that capacity has been calculated, and that motorists park in ways or areas that would not be provided for if a CPZ was considered.
- 2.18 In the case of North Dene, Middle Dene and South Dene, these are all relatively short, narrow cul-de-sacs and again, motorists park in ways which would not be considered as appropriate.
- 2.19 It should be acknowledged that motorists appear to have become accustomed to parking in certain ways and positions, which is not considered appropriate by the Council.

- 2.20 Officers are aware, through previous petitions and discussions with local residents and Ward Councillors that there is discontent about the number of commercial vehicles parked locally by various repair businesses operating near the junction of Ellesmere Avenue and The Fairway.
- 2.21 Accordingly, the survey also noted the vehicle type in order to inform how many commercial vehicles were parked, and where they were parked. For the purposes of the survey, the surveyor had to make a judgement about whether a vehicle was commercial or not, based on its typed and whether it was liveried or not.
- 2.22 It should be noted that any vehicle used by a resident that met the criteria (e.g. a company vehicle) would have been assumed to be a commercial vehicle.
- 2.23 The findings were that Tuesday 1 has a total of 55 commercial vehicles parked in the area, Saturday 1 – 49, Tuesday 2 – 50 and Saturday 2 – 62. This ranges from 8% to 11% of the total vehicles parked throughout the day.
- 2.24 The most prevalent roads within which commercial vehicles were parked were in The Fairway (A1 to Laleham Avenue), Laleham Avenue, Westmere Drive, Fernside Avenue (Laleham Avenue to Ellesmere Avenue), Ellesmere Avenue (The Fairway to No. 70 Ellesmere Avenue) and Laurel Gardens.
- 2.25 Despite this there appears to be no particular trend in respect of duration of stay and location of these commercial vehicles, except for the fact that it is common for commercial vehicles to be parked at the junction of The Fairway, Westmere Drive and Ellesmere Avenue, and around the green area at the junction.
- 2.26 These vehicles (and any other vehicles which may be parked) can be parked in a manner which obstructs sightlines and is obstructive to traffic flow, and accordingly it is considered that ‘at any time’ waiting restrictions (double yellow lines) should be proposed at this location.

Conclusions and officer comments

- 2.27 The survey gives a good indication of the parking characteristics in the area, and although not definitive, is useful alongside Officer observations and representations received from residents previously.
- 2.28 It is clear that some roads are heavily parked up, particularly in the early morning when it is assumed the majority of residents are at home. Many properties in the area do not have off-street parking facilities, and therefore they are compelled to park on the highway.
- 2.29 In certain roads, such as Westmere Drive and Laleham Avenue in particular, motorists park either partially (2 wheels) or fully (4 wheels) on the footway in order to maximise the number of vehicles that can be parked.
- 2.30 The fact that some roads are considered “over capacity” at 6am, indicates that motorists have become accustomed to parking in lengths which would not be considered as

appropriate by the Council if parking bays (noting that there has been CPZ requests in this area) were provided.

- 2.31 Unusually in locations where there is a CPZ request, generally the number of parked vehicles in this area reduces after 6am and stays under the 6am level for the day, which indicates that the number of vehicles entering the area to park is fewer than the number of vehicles driven away (e.g. those driving to go to work).
- 2.32 With these issues in mind, Officers consider that a CPZ would not be appropriate in this area – the area as a whole is under capacity, although it is noted that there are a few roads which are over capacity (although under the 6am total).
- 2.33 Given the self-contained layout of this area, Officers consider that motorists would mainly park in these roads if they had particular premises or properties to visit either as a resident, visitor or worker, as it is considered not attractive for any commuter to park here as they are not particularly near any reasonable transport link.
- 2.34 It is also acknowledged that a number of commercial vehicles that are parked which may impact on some residents of the area more than others.
- 2.35 This notwithstanding, the local businesses form part of the community and any CPZ would negatively impact on their operation, and given the self-contained layout of the roads, there would be no obvious alternative location for these vehicles to park, on the basis that they are parked locally because they need to be.
- 2.36 Officers have noted that there is a particular problematic location in the junction of Ellesmere Avenue/Westmere Drive/The Fairway where the introduction of double yellow lines would deter vehicles from being parked, hence being beneficial in keeping the junction clear and improving sightlines.
- 2.37 It is acknowledged that this would reduce the amount of kerbside space which motorists have become accustomed to parking their vehicles along, hence reducing opportunity and capacity, and likely encouraging displacement to other lengths of road.
- 2.38 However, on safety grounds it is considered appropriate to consider waiting restrictions at this location, although the lengths should be carefully designed and consultation undertaken with the Ward Councillors before any statutory consultation undertaken, so to ensure the minimum possible impact on nearby lengths of road.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options are not being considered in light of the findings of the parking survey carried out.

4. POST DECISION IMPLEMENTATION

- 4.1 Officers would seek to carry out a statutory consultation on the agreed proposals with a view to implementing those proposals subject to the outcome of the consultation.

- 4.2 Subject to approval, all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic.
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.
- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.
- 5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

- 5.2.1 Area Committee funding of up to £4,000 was agreed at the 27 June 2018 committee meeting to funding a parking review. As further action is recommended at this time, a sum of £3,000 is required to carry out the statutory consultation and implementation of the 'at any time' waiting restrictions, the cost of which is requested from the Hendon Area CIL budget.
- 5.2.2 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £72k.

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 their duty.
- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.

5.4.3 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.4.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council's Constitution, Article 7 – Committees, Forums, Workshops and Partnerships, outlines the terms of reference of the Area Committee which 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 the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve parking facilities in the to the benefit of all motorists.

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions may lead to some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads.

5.5.3 In response to this, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation involving our proposals.

5.6 Equalities and Diversity

5.6.1 Public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.7 Corporate Parenting

5.7.1 None in relation to this report

5.8 Consultation and Engagement

- 5.8.1 Consultation would be undertaken as described in this report in respect to statutory obligations and local policy, inclusive of the following correspondence methods;
- sending an email to parking.consultations@barnet.gov.uk
 - by writing to the Design Team, Traffic and Development Section
 - by visiting the Barnet TraffWeb public consultation website at www.barnettraffweb.co.uk.

5.8 Insight

- 5.8.1 None in relation to this report

6. BACKGROUND PAPERS

- 6.1 Hendon Area Committee, 15th January 2019 – Agenda Item 12 “Ellesmere Avenue, Mill Hill – Speed Survey Results”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9531&Ver=4>
- 6.2 Hendon Area Committee, 27th June 2018 – Agenda Item 12 “Ellesmere Avenue/The Fairway NW7 – Feasibility Study”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9529&Ver=4>
- 6.3 Hendon Residents Forum, 23rd January 2018 - Agenda Item 1 “Petition: Westmere Drive, NW7, Mill Hill, CPZ.”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=9264&Ver=4>
- 6.4 Hendon Area Committee, 4th December 2017 – Agenda Item 9 “Members’ Items” “Road Traffic Management around Ellesmere Avenue and the Fairway”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9324&Ver=4>

This page is intentionally left blank

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

BC/001494-03-04.

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

NOTES:

AREA A

AREA B

AREA C1

AREA C2

This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office.
© Crown copyright and database right 2016. All rights reserved.
London Borough of Barnet. Licence No 100017674

REVISION			
Revision Details	Design/Check	Date	Rev.

FOR INFORMATION

Client:



Scheme Ref: BC/001494-03-04

Scheme title

ELLESMERE AVENUE

Drawing title

PARKING SURVEY

Scale @ A3:

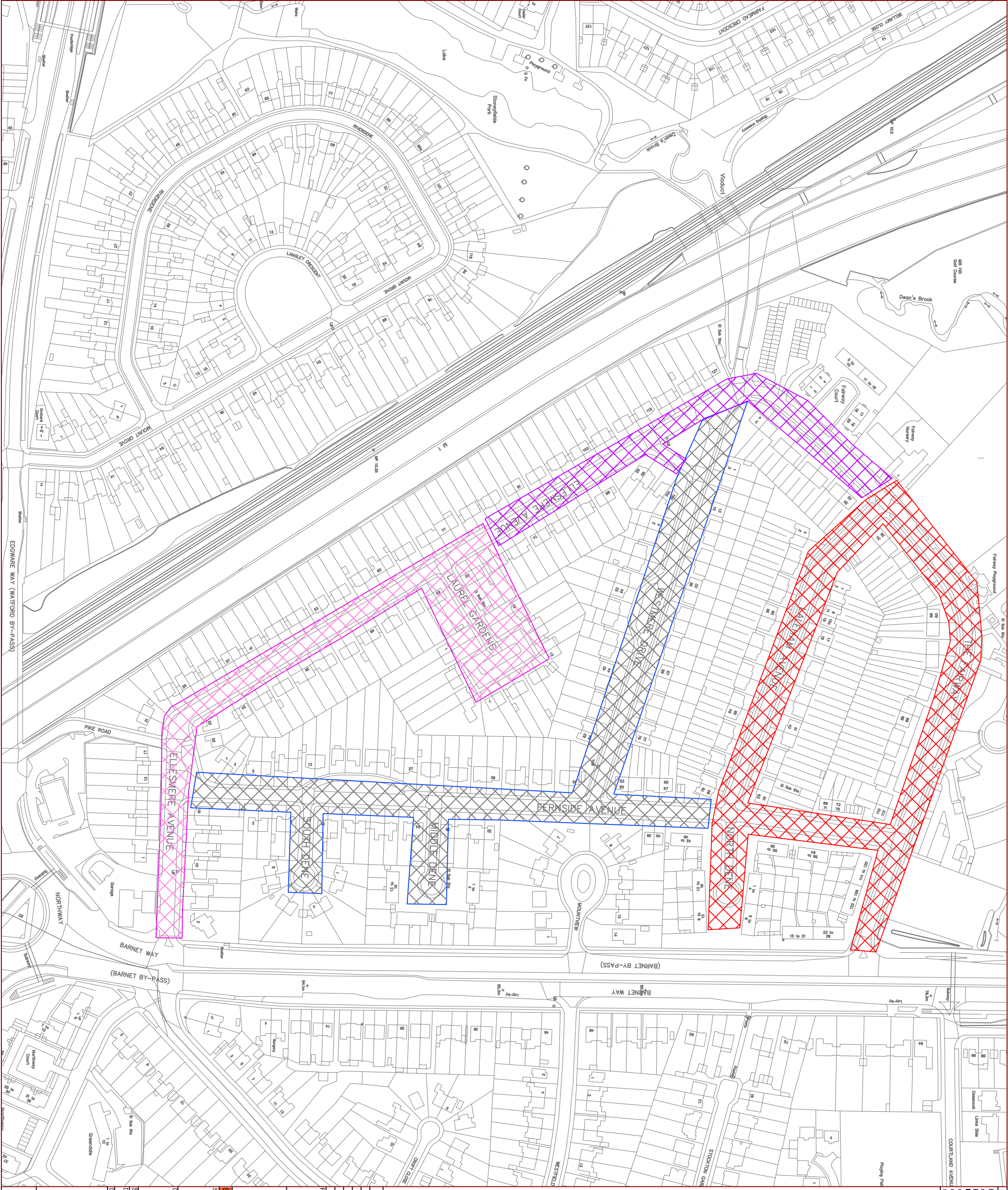
Design	VR	Drawn	VR	Checked	xx	Approved	WV
Date:	19/09/18	Date:	19/09/18	Date:	xx/xx/xx	Date:	20/09/18



BC/001494-03-04

Rev.

0



This page is intentionally left blank

			Vehicle type (please tick/specify)		Vehicle positioning (please tick/specify)			Time (please tick)				
			Car/Motorcycle/Unliveried vehicle	Commercial (Liveried vehicle, Flatback Truck)	2 wheels on footway	4 wheels on footway	Double Yellow Line/School Keep Clear marking	6:00	8:00	10:00	14:00	19:00
A	The Fairway (A1 to Laleham Avenue)	Capacity 60	70	12	0	6	7	46	44	45	45	45
A	Fernside Avenue (The Fairway to Laleham Avenue)	31	30	2	0	0	0	77%	73%	75%	75%	75%
A	Laleham Avenue	52	70	7	72	4	0	25	24	16	20	23
A	North Dene	12	14	2	1	3	0	81%	77%	52%	65%	74%
B	Westmere Drive	65	89	6	90	6	1	68	50	37	40	56
B	Middle Dene	12	14	0	0	0	0	131%	96%	71%	77%	108%
B	South Dene	5	2	0	1	0	0	14	13	13	11	9
B	Fernside Avenue (Laleham Avenue to Ellesmere Avenue)	82	67	13	2	0	0	117%	108%	108%	92%	75%
C1	The Fairway (Laleham Avenue to Ellesmere Avenue)	24	45	3	0	0	0	69	56	50	43	64
C1	Ellesmere Avenue (The Fairway to No. 70 Ellesmere Avenue)	39	35	0	0	0	0	106%	86%	77%	66%	98%
C2	Laurel Gardens	19	11	7	4	0	0	12	10	5	7	10
C2	Ellesmere Avenue (A1 Barnet Way to No. 70 Ellesmere Avenue)	63	43	3	0	0	0	100%	83%	42%	58%	83%
								1	1	0	1	1
								20%	20%	0%	20%	20%
								54	56	47	44	45
								66%	68%	57%	54%	55%
								33	25	27	22	21
								138%	104%	113%	92%	88%
								26	21	21	20	21
								67%	54%	54%	51%	54%
								21	16	14	14	11
								111%	84%	74%	74%	58%
								36	27	29	26	32
								57%	43%	46%	41%	51%

			Vehicle type (please tick/specify)		Vehicle positioning (please tick/specify)			Time (please tick)				
			Car/Motorcycle/Unliveried vehicle	Commercial (Liveried vehicle, Flatback Truck)	2 wheels on footway	4 wheels on footway	Double Yellow Line/School Keep Clear marking	6:00	8:00	10:00	14:00	19:00
A	The Fairway (A1 to Laleham Avenue)	Capacity 60	58	8	4	7	3	52	47	42	48	49
A	Fernside Avenue (The Fairway to Laleham Avenue)	31	32	2	0	0	0	87%	78%	70%	80%	82%
A	Laleham Avenue	52	73	5	72	5	0	27	25	21	20	24
A	North Dene	12	16	2	1	6	0	87%	81%	68%	65%	77%
B	Westmere Drive	65	89	12	87	3	0	68	63	41	45	58
B	Middle Dene	12	14	0	0	0	0	131%	121%	79%	87%	112%
B	South Dene	5	4	0	0	0	0	16	15	13	10	10
B	Fernside Avenue (Laleham Avenue to Ellesmere Avenue)	82	63	12	2	0	0	133%	125%	108%	83%	83%
C1	The Fairway (Laleham Avenue to Ellesmere Avenue)	24	40	3	3	13	0	70	73	54	56	62
C1	Ellesmere Avenue (The Fairway to No. 70 Ellesmere Avenue)	39	36	1	0	0	0	108%	112%	83%	86%	95%
C2	Laurel Gardens	19	25	0	9	0	0	14	14	12	12	10
C2	Ellesmere Avenue (A1 Barnet Way to No. 70 Ellesmere Avenue)	63	47	4	0	0	0	117%	117%	100%	100%	83%
								1	1	3	3	1
								20%	20%	60%	60%	20%
								54	50	47	44	46
								66%	61%	57%	54%	56%
								34	32	27	27	28
								142%	133%	113%	113%	117%
								31	29	29	24	16
								79%	74%	74%	62%	41%
								20	17	14	12	11
								105%	89%	74%	63%	58%
								34	33	31	31	33
								54%	52%	49%	49%	52%

			Vehicle type (please tick/specify)		Vehicle positioning (please tick/specify)			Time (please tick)				
			Car/Motorcycle/Univer- ed vehicle	Commercial (Liveried vehicle, Flatback Truck)	2 wheels on footway	4 wheels on footway	Double Yellow Line/School Keep Clear marking	6:00	8:00	10:00	14:00	19:00
A	The Fairway (A1 to Laleham Avenue)	Capacity 60	86	8	0	7	6	50	42	48	47	40
A	Fernside Avenue (The Fairway to Laleham Avenue)	31	42	5	0	0	0	83%	70%	80%	78%	67%
A	Laleham Avenue	52	71	8	81	0	0	27	22	20	18	25
A	North Dene	12	17	4	2	6	0	87%	71%	65%	58%	81%
B	Westmere Drive	65	90	2	91	1	0	70	54	45	48	58
B	Middle Dene	12	17	0	0	0	0	135%	104%	87%	92%	112%
B	South Dene	5	5	0	1	0	0	16	14	11	11	13
B	Fernside Avenue (Laleham Avenue to Ellesmere Avenue)	82	69	7	2	0	0	133%	117%	92%	92%	108%
C1	The Fairway (Laleham Avenue to Ellesmere Avenue)	24	45	7	3	9	4	71	58	51	48	65
C1	Ellesmere Avenue (The Fairway to No. 70 Ellesmere Avenue)	39	35	4	0	0	1	109%	89%	78%	74%	100%
C2	Laurel Gardens	19	24	2	11	0	0	14	12	7	7	10
C2	Ellesmere Avenue (A1 Barnet Way to No. 70 Ellesmere Avenue)	63	44	3	0	0	0	117%	100%	58%	58%	83%
								2	2	2	1	0
								40%	40%	40%	20%	0%
								52	47	43	37	39
								63%	57%	52%	45%	48%
								32	31	27	23	28
								133%	129%	113%	96%	117%
								34	30	23	23	29
								87%	77%	59%	59%	74%
								21	19	14	13	14
								111%	100%	74%	68%	74%
								33	29	24	24	28
								52%	46%	38%	38%	44%

			Vehicle type (please tick/specify)		Vehicle positioning (please tick/specify)			Time (please tick)				
			Car/Motorcycle/Univer- ed vehicle	Commercial (Liveried vehicle, Flatback Truck)	2 wheels on footway	4 wheels on footway	Double Yellow Line/School Keep Clear marking	6:00	8:00	10:00	14:00	19:00
A	The Fairway (A1 to Laleham Avenue)	Capacity 60	58	8	0	7	5	54	51	50	42	46
A	Fernside Avenue (The Fairway to Laleham Avenue)	31	27	2	0	0	0	90%	85%	83%	70%	77%
A	Laleham Avenue	52	73	5	76	2	2	26	25	24	14	16
A	North Dene	12	16	2	1	5	0	84%	81%	77%	45%	52%
B	Westmere Drive	65	82	14	90	1	0	66	60	46	44	53
B	Middle Dene	12	20	0	0	0	0	127%	115%	88%	85%	102%
B	South Dene	5	2	0	0	0	0	15	13	11	11	12
B	Fernside Avenue (Laleham Avenue to Ellesmere Avenue)	82	70	13	2	0	0	125%	108%	92%	92%	100%
C1	The Fairway (Laleham Avenue to Ellesmere Avenue)	24	37	5	1	6	0	77	68	65	53	61
C1	Ellesmere Avenue (The Fairway to No. 70 Ellesmere Avenue)	39	37	7	1	1	1	118%	105%	100%	82%	94%
C2	Laurel Gardens	19	22	2	8	0	0	12	12	12	12	10
C2	Ellesmere Avenue (A1 Barnet Way to No. 70 Ellesmere Avenue)	63	49	4	0	0	0	100%	100%	100%	100%	83%
								1	1	1	1	1
								20%	20%	20%	20%	20%
								52	52	43	51	52
								63%	63%	52%	62%	63%
								33	33	33	26	28
								138%	138%	138%	108%	117%
								38	35	28	26	23
								97%	90%	72%	67%	59%
								21	19	16	13	17
								111%	100%	84%	68%	89%
								31	32	28	30	30
								49%	51%	44%	48%	48%

Appendix B5

		Tuesday 20th November					Saturday 24th November					Tuesday 4th December					Saturday 8th December				
		Time (please tick)					Time (please tick)					Time (please tick)					Time (please tick)				
	Capacity	06:00	08:00	10:00	14:00	19:00	06:00	08:00	10:00	14:00	19:00	06:00	08:00	10:00	14:00	19:00	06:00	08:00	10:00	14:00	19:00
The Fairway (A1 to Laleham Avenue)	60	46	44	45	45	45	52	47	42	48	49	50	42	48	47	40	54	51	50	42	46
		77%	73%	75%	75%	75%	87%	78%	70%	80%	82%	83%	70%	80%	78%	67%	90%	85%	83%	70%	77%
Fernside Avenue (The Fairway to Laleham Avenue)	31	27	26	16	21	26	27	25	21	20	24	27	22	20	18	25	26	25	24	14	16
		87%	84%	52%	68%	84%	87%	81%	68%	65%	77%	87%	71%	65%	58%	81%	84%	81%	77%	45%	52%
Laleham Avenue	52	68	50	37	40	56	68	63	41	45	58	70	54	45	48	58	66	60	46	44	53
		131%	96%	71%	77%	8%	131%	121%	79%	87%	2%	135%	104%	87%	92%	112%	127%	115%	88%	85%	102%
North Dene	12	14	13	13	11	9	16	15	13	10	10	16	14	11	11	13	15	13	11	11	12
		117%	108%	108%	92%	75%	133%	125%	108%	83%	83%	133%	117%	92%	92%	108%	125%	108%	92%	92%	100%
Westmere Drive	65	69	56	50	43	64	70	73	54	56	62	71	58	51	48	65	77	68	65	53	61
		106%	86%	77%	66%	98%	108%	112%	83%	86%	95%	109%	89%	78%	74%	100%	118%	105%	100%	82%	94%

Appendix B5

Middle Dene	12	12	10	5	7	10	14	14	12	12	10	14	12	7	7	10	12	12	12	12	10
		10					11	11	10	10		11	10				10	10	10	10	
		0	83	42	58	83	7	7	0	0	83	7	0	58	58	83	0	0	0	0	83
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
South Dene	5	1	1	0	1	1	1	1	3	3	1	2	2	2	1	0	1	1	1	1	1
		20	20	0	20	20	20	20	60	60	20	40	40	40	20	0	20	20	20	20	20
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Fernside Avenue (Laleham Avenue to Ellesmere Avenue)	82	54	56	47	44	45	54	50	47	44	46	52	47	43	37	39	52	52	43	51	52
		66	68	57	54	55	66	61	57	54	56	63	57	52	45	48	63	63	52	62	63
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
The Fairway (Laleham Avenue to Ellesmere Avenue)	24	33	25	27	22	21	34	32	27	27	28	32	31	27	23	28	33	33	33	26	28
		13	10	11			14	13	11	11	11	13	12	11		11	13	13	13	10	11
		8	4	3	92	88	2	3	3	3	7	3	9	3	96	7	8	8	8	8	7
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Ellesmere Avenue (The Fairway to No. 70 Ellesmere Avenue)	39	26	21	21	20	21	31	29	29	24	16	34	30	23	23	29	38	35	28	26	23
		67	54	54	51	54	79	74	74	62	41	87	77	59	59	74	97	90	72	67	59
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Laurel Gardens	19	21	16	14	14	11	20	17	14	12	11	21	19	14	13	14	21	19	16	13	17
		11					10					11	10				11	10			
		1	84	74	74	58	5	89	74	63	58	1	0	74	68	74	1	0	84	68	89
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
Ellesmere Avenue (A1 Barnet Way to No. 70 Ellesmere Avenue)	63	36	27	29	26	32	36	35	33	33	35	33	29	24	24	28	31	32	28	30	30
		57	43	46	41	51	57	56	52	52	56	52	46	38	38	44	49	51	44	48	48
		%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%
	464	40	34	30	29	34	42	40	33	33	35	42	36	31	30	34	42	40	35	32	34
		7	5	4	4	1	3	1	6	4	0	2	0	5	0	9	6	1	7	3	9

Appendix B5

A	155	15 5	13 3	11 1	11 7	13 6	16 3	15 0	11 7	12 3	14 1	16 3	13 2	12 4	12 4	13 6	16 1	14 9	13 1	11 1	12 7
B	164	13 6	12 3	10 2	95	12 0	13 9	13 8	11 6	11 5	11 9	13 9	11 9	10 3	93	11 4	14 2	13 3	12 1	11 7	12 4
C1	63	59	46	48	42	42	65	61	56	51	44	66	61	50	46	57	71	68	61	52	51
C2	82	57	43	43	40	43	56	52	47	45	46	54	48	38	37	42	52	51	44	43	47

This page is intentionally left blank

Appendix B6

		Tuesday 20th November					Saturday 24th November				
		Vehicle type (please tick/specify)		Vehicle positioning (please tick/specify)			Vehicle type (please tick/specify)		Vehicle positioning (please tick/specify)		
	Capa city	Car/Motorcycle/ Unliveried vehicle	Comme rcial (Liverie d vehicle, Flatbac k Truck)	2 whee ls on foot way	4 whee ls on foot way	Double Yellow Line/Sc hool Keep Clear markin g	Car/Motorcycle/ Unliveried vehicle	Comme rcial (Liverie d vehicle, Flatbac k Truck)	2 whee ls on foot way	4 whee ls on foot way	Double Yellow Line/Sc hool Keep Clear markin g
The Fairway (A1 to Laleham Avenue)	60	70	12	0	6	7	58	8	4	7	3
Fernside Avenue (The Fairway to Laleham Avenue)	31	33	2	0	0	0	32	2	0	0	0
Laleham Avenue	52	70	7	72	4	0	73	5	72	5	0
North Dene	12	14	2	1	3	0	16	2	1	6	0
Westmere Drive	65	89	6	90	6	1	89	12	87	3	0
Middle Dene	12	14	0	0	0	0	14	0	0	0	0
South Dene	5	2	0	1	0	0	4	0	0	0	0
Fernside Avenue (Laleham Avenue to Ellesmere Avenue)	82	67	13	2	0	0	63	12	2	0	0

Appendix B6

The Fairway (Laleham Avenue to Ellesmere Avenue)	24	45	3	0	0	0	40	3	3	13	0
Ellesmere Avenue (The Fairway to No. 70 Ellesmere Avenue)	39	35	0	0	0	0	36	1	0	0	0
Laurel Gardens	19	11	7	4	0	0	25	0	9	0	0
Ellesmere Avenue (A1 Barnet Way to No. 70 Ellesmere Avenue)	63	43	3	0	0	0	49	4	0	0	0

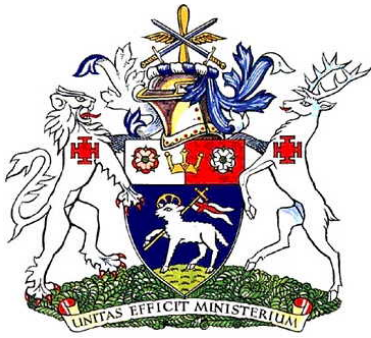
			Tuesday 4th December					Saturday 8th December				
			Vehicle type (please tick/specify)		Vehicle positioning (please tick/specify)			Vehicle type (please tick/specify)		Vehicle positioning (please tick/specify)		
		Capacity	Car/Motorcycle/ Unliveried vehicle	Commercial (Liveried vehicle , Flatback Truck)	2 wheels on foot way	4 wheels on foot way	Double Yellow Line/School Keep Clear marking	Car/Motorcycle/ Unliveried vehicle	Commercial (Liveried vehicle , Flatback Truck)	2 wheels on foot way	4 wheels on foot way	Double Yellow Line/School Keep Clear marking
A	The Fairway (A1 to Laleham Avenue)	60	86	8	0	7	6	58	8	0	7	5
A	Fernside Avenue (The Fairway to	31	42	5	0	0	0	27	2	0	0	0

Appendix B6

	Laleham Avenue)											
A	Laleham Avenue	52	71	8	81	0	0	73	5	76	2	2
A	North Dene	12	17	4	2	6	0	16	2	1	5	0
B	Westmere Drive	65	90	2	91	1	0	82	14	90	1	0
B	Middle Dene	12	17	0	0	0	0	20	0	0	0	0
B	South Dene	5	5	0	1	0	0	2	0	0	0	0
B	Fernside Avenue (Laleham Avenue to Ellesmere Avenue)	82	69	7	2	0	0	70	13	2	0	0
C 1	The Fairway (Laleham Avenue to Ellesmere Avenue)	24	45	7	3	9	4	37	5	1	6	0
C 1	Ellesmere Avenue (The Fairway to No. 70 Ellesmere Avenue)	39	35	4	0	0	1	37	7	1	1	1
C 2	Laurel Gardens	19	24	2	11	0	0	22	2	8	0	0
C 2	Ellesmere Avenue (A1 Barnet Way to No. 70 Ellesmere Avenue)	63	44	3	0	0	0	49	4	0	0	0

This page is intentionally left blank

Hendon Area Committee AGENDA ITEM 9



17 September 2019

Title

Edgwarebury Lane – Outcome of preliminary study to improve traffic flow

Report of

Executive Director, Environment

Wards

Edgware

Status

Public

Urgent

No

Key

No

Enclosures

None

Officer Contact Details

Gavin Woolery-Allen, Senior Engineer, Traffic and Development Section
gavin.woolery-allen@barnet.gov.uk

Summary

This report details the preliminary findings of the study undertaken in respect of improving traffic flow along Edgwarebury Lane, between Station Road/Hale Lane and Fairview Way.

Officers Recommendations

1. That the Committee noted the findings of the preliminary study and Officer observations carried out in Edgwarebury Lane.

2. That the Committee instruct the Executive Director, Environment to finalise a design to amend the parking layout in Edgwarebury Lane as described in this report, in consultation with the Edgware Ward Councillors.
3. That the Committee, instruct the Executive Director, Environment to carry out a statutory consultation in respect of the agreed revised parking layout mentioned in 2. Above.
4. That if no objections are received to the statutory consultation mentioned in 3. above the Committee, instruct the Executive Director, Environment to introduce the 'at any time' waiting restrictions; or
5. If objections are received to the statutory consultation mentioned in 3. above, the Committee instruct the Executive Director, Environment to consider those objections using the powers delegated unto him, and make a decision on whether the proposed 'at any time' restrictions should be introduced or not, and if so, with or without modification.
6. That if the Executive Director, Environment makes a decision to introduce waiting restrictions, having considered the objections received, that the Committee instruct the Executive Director, Environment to introduce the agreed measures.
7. That the Hendon Area Committee note that the recommended measures will be funded by the S106 agreement arising from the development at No. 25 Edgwarebury Lane (H/00823/12).

1. WHY THIS REPORT IS NEEDED

- 1.1 At the 19th March 2019 Hendon Area Committee, the Committee considered a Member's Item in the name of Councillor Sarah Wardle, where she requested a study to be undertaken to identify ways to improve traffic flow along Edgwarebury Lane, between the junction of Fairview Way and Station Road/Hale Lane.
- 1.2 The Committee agreed to the request and determined that a study should take place.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Edgwarebury Lane falls within the Edgware Ward and the section in question runs in a generally north to south direction between its junction with the A41 Edgware Way and its junction with Hale Lane and Station Road.
- 2.2 This section of Edgwarebury Lane serves 8 bus routes, so is of local importance as it takes traffic to and from the Edgware Town Centre.
- 2.3 Edgwarebury Lane falls within the wider Edgware 'J' Controlled Parking Zone (CPZ) which operates between 10am and 11am, Mondays to Fridays.
- 2.4 The 'J' CPZ in Edgwarebury Lane extends from its junction with Station Road and Hale Lane to near its junction with A41 Edgware Way, and the CPZ is made up of various parking places and yellow lines, and these measures make up the majority of the kerbside space in the area.
- 2.5 Although the CPZ operates only for only one-hour, there are parts of the road that operate for longer, namely:

- between Hale Lane/Station Road and Edgwarebury Gardens (southern junction) - 'at any time' waiting restrictions (double yellow lines) and Pay by Phone parking operating Monday to Saturday 8am to 6.30pm.
 - between Edgwarebury Gardens (southern junction) and No. 40 Edgwarebury Lane – east side, Monday to Saturday 8am to 6.30pm waiting restrictions
 - at its junctions with Purcells Avenue and Mowbray Road - Monday to Saturday 8am to 6.30pm waiting restrictions
- 2.6 There remain significant lengths of kerbside space, particularly yellow-lined areas which are restricted only between 10am and 11am, Mondays to Fridays.
- 2.7 This has the resultant effect that outside of that hour, between Mondays and Fridays, and at any time on weekends, motorists can take advantage of the kerbside space to park in relatively close proximity to the Town Centre, for no charge.
- 2.8 However, this has resulted in indiscriminate parking taking place to the detriment of traffic flow, resulting in congestion, driver frustration and concern about pollution from static or slow-moving vehicles.
- 2.9 In addition, Officers have observed that the positioning of some existing parking places may be contributing to the issues raised.
- 2.10 For example, the resident permit parking place outside Nos. 52 and 54 Edgwarebury Lane is situated opposite a bus stop, so if vehicles are parked in this parking place and a bus is at the bus stop, a situation is created where only smaller vehicles can be driven past, or larger vehicles will be held up until the bus departs from the stop.
- 2.11 In addition, the aforementioned parking place, as well as the parking place outside No. 48 Edgwarebury Lane is situated on the inside of a bend, resulting in passing southbound motorists straddling the centre line, and potentially into oncoming traffic.
- 2.12 Furthermore, parking bays situated outside Nos. 47 and 49 Edgwarebury Lane are situated opposite a southbound bus stop, with the resultant impact as described in paragraph 2.10 above.
- 2.13 Officers consider that the traffic flow situation can be improved through the introduction of more stringent restrictions – double yellow lines at certain lengths of Edgwarebury Lane, as well as the potential removal of some parking places, where it is considered the parked vehicles contributes to the concerns raised, with a view to replacing them with double yellow lines.
- 2.14 Officers are mindful that the introduction of more stringent restrictions and removal of parking places may have the following impacts:
- Displacement of parking by motorists onto other roads;
 - Reduction of parking opportunity for residents and their visitors;
 - Increase in vehicle speeds.

- 2.15 Due to these potential impacts, it is considered that the lengths of restrictions should be carefully considered and consultation undertaken with the Ward Councillors before any statutory consultation undertaken, so to ensure the minimum possible impact on nearby roads.
- 2.16 Officers are seeking to finalise the design, post summer-holidays and would seek to consult with Ward Councillors on their design later this Autumn, with a view to carrying out a statutory consultation shortly thereafter.
- 2.17 There is a historical Highways Improvement Contribution of £20,000 received under Section 106 (of the Town and Country Planning Act 1990) funding) for feasibility studies and review of existing Controlled Parking Zone (CPZ) and to implement the outcome of the feasibility studies to mitigate any adverse impact on the existing Controlled Parking Zone (CPZ) arising from the development at No. 25 Edgwarebury Lane.
- 2.18 Officers have liaised with colleagues in the Planning Section and have established that the funding can be used for this purpose, and will engage with the Ward Councillors to establish whether there are additional CPZ-related measures they would like to see locally.
- 2.19 Furthermore, if the recommendation is agreed, liaison with Ward Councillors takes place, statutory consultation is undertaken and measures implemented, consideration could be made to monitor vehicle speeds post-implementation with this funding with a view to potentially reviewing whether a measure such as a Vehicle Activated Sign(s) (VAS) should be introduced.

Conclusions and Recommendations

- 2.20 Observations on site give a good indication of the parking issues in the area, and the current parking layout, both in terms of parking bay positioning and in terms of the lack of stringency of parking restrictions in certain lengths, are certainly contributory factors in the problems encountered by motorists.
- 2.21 Edgwarebury Lane falls within the one-hour 'J' CPZ, and the parking layout currently represents a typical residential road parking layout (which it is), as opposed to a busy bus route, entering/exiting a town centre.
- 2.22 Officers consider that traffic flow would benefit from the removal of some parking places, and the introduction of double yellow lines along certain lengths.
- 2.23 This will have an impact on residents' and their visitors' ability to park, however it is considered that, following observations, there is sufficient alternative space in Edgwarebury Lane to accommodate any displaced motorists by the green.
- 2.24 In any case, many properties in the area have off-street parking facilities, and therefore their inhabitants may not be compelled the park all their vehicles on the highway.
- 2.25 It is recommended that Officers seek to finalise the design, in consultation with the Edgware Ward Councillors, utilising the Section 106 funding outlined elsewhere in this report.

- 2.26 Subject to the agreement of the Ward Councillors in relation to the parking layout, a statutory consultation would be undertaken, with any objections being considered by the Executive Director, Environment, on whether the proposal should be introduced or not, and if so, with or without modification.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options are not being considered in light of the findings of the feasibility study/observations carried out.

4. POST DECISION IMPLEMENTATION

- 4.1 Officers would seek to carry out a statutory consultation on the agreed proposals with a view to implementing those proposals subject to the outcome of the consultation.
- 4.2 Subject to approval, all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic.
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.
- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.
- 5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

- 5.2.1 The costs of finalising the design and liaising with Ward Councillors can be met from the remainder of the £3,000 approved by the Committee in March 2019.
- 5.2.2 The costs carrying out a statutory consultation and subsequently amending the parking layout by removing certain parking places and introducing new double yellow lines, subject to the outcome of the consultation, is estimated to be in the region of £5,000.
- 5.2.3 The statutory consultation, consideration of comments/objections and introduction of any measures can be met from the Section 106 (of the Town and Country Planning Act 1990)

funding) for feasibility studies and review of existing Controlled Parking Zone (CPZ) and to implement the outcome of the feasibility studies to mitigate any adverse impact on the existing Controlled Parking Zone (CPZ) arising from the development at No. 25 Edgwarebury Lane (H/00823/12).

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 their duty.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.

5.4.3 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.4.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

5.4.5 The Council's Constitution, Article 7 – Committees, Forums, Workshops and Partnerships, outlines the terms of reference of the Area Committee which 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 the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve parking facilities in the to the benefit of all motorists.

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions may lead to some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads.

5.5.3 In response to this, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation involving our proposals.

5.6 Equalities and Diversity

5.6.1 Public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.7 Corporate Parenting

5.7.1 None in relation to this report

5.8 Consultation and Engagement

5.8.1 Consultation would be undertaken as described in this report in respect to statutory obligations and local policy, inclusive of the following correspondence methods;

- sending an email to parking.consultations@barnet.gov.uk
- by writing to the Design Team, Traffic and Development Section
- by visiting the Barnet TraffWeb public consultation website at
- www.barnettraffweb.co.uk.

5.8 Insight

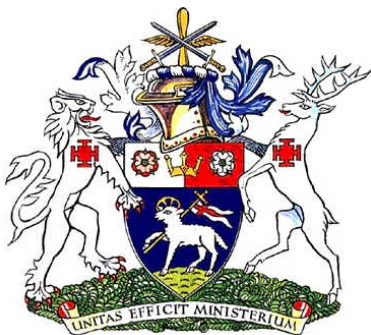
5.8.1 None in relation to this report

6. BACKGROUND PAPERS

6.1 Hendon Area Committee, 19th March 2019 – Agenda Item 10 Members' Items – Area Committee Funding Applications (if any)

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MIId=9532&Ver=4>

This page is intentionally left blank



Hendon Area Committee

17 September 2019

Title	Lawrence Street/Holcombe Hill – Feasibility Study
Report of	Executive Director, Environment
Wards	Mill Hill
Status	Public
Urgent	No
Key	No
Enclosures	Drawing no. BC/001610-02-01_FS_100-01 Proposed Layout 1 Drawing no. BC/001610-02-01_FS_100-02 Proposed Layout 2
Officer Contact Details	Jamie Blake - Executive Director, Environment Jamie.Blake@barnet.gov.uk E-mail – Highways.Correspondence@barnet.gov.uk

Summary

This report details the results of a feasibility study carried out to improve safety at the junction of Lawrence Street with Holcombe Hill, NW7 and outline proposals for consideration to address the concerns at this location.

Officers Recommendations

That the Hendon Area Committee:

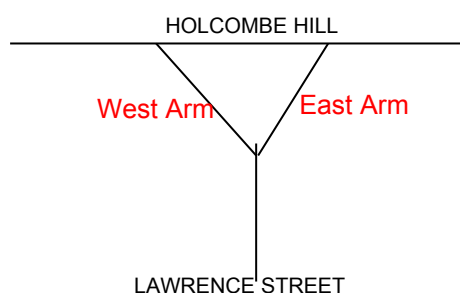
- 1. Note the review of the improvements on as outlined in this report and the appendices to this report.**
- 2. Agree that the proposal detailed design, as outlined in Appendix 1 - Drawing No. BC/001610-02-01_FS_100-01 be progressed.**
- 3. Authorises the Executive Director, Environment to carry out a consultation on the approved proposals.**
- 4. That subject to no objections being received to the consultation, referred to in recommendation 3, authorise the Executive Director, Environment to introduce the approved proposal.**
- 5. Agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Executive Director, Environment will in consultation with the relevant Ward Councillors consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.**
- 6. Agree to allocate the funding of £24,750 for the agreed Option to consult, design and introduce the approved proposals.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Following a Member's Item, on 15 January 2019 the Hendon Area Committee approved funding to carry out a feasibility study at the junction of Lawrence Street/Holcombe Hill following concerns raised about the visibility when vehicles pull out from Lawrence Street into Holcombe Hill.
- 1.2 This report details the results of the above feasibility study and outline proposals for consideration to address the concerns at this location.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Lawrence Street is a main route connecting Mill Hill to the A1. It is mainly residential in character and it is a bus route, serving Bus no. 251 from Arnos Grove to Edgware Station. It meets Holcombe Hill with a Y-intersection and vehicles are currently able to use both arms of the intersection to access/exit Lawrence Street into Holcombe Hill. Buses use only the west arm of the intersection and a bus stop is located on the central reservation island.



- 2.2 Visibility at this junction is restricted especially for vehicles coming out from Lawrence Street using the east arm of the junction and wishing to turn right into Holcombe Hill, due to the sharp bend downhill on Holcombe Hill.
- 2.3 A traffic survey was carried out on 2 July 2019 during Peak Hours 7-10am and 12-7pm. Results are summarised on the below table and show a high number of vehicles, with a small percentage of LGV, turning from Lawrence Street right into Holcombe Hill and vice versa using the east arm of the junction:

Table 1 – Results of traffic survey

	From Lawrence Street right into Holcombe Hill (East arm)		From Holcombe Hill left into Lawrence street (East Arm)		From Lawrence Street right into Holcombe Hill (West arm)	
	Total	% LGV/OGV	Total	% LGV/OGV	Total	% LGV/OGV
Am Peak (7-10am)	160	6%	109	12%	87	1%
Pm Peak (12-7pm)	149	6%	368	10%	123	9%

- 2.4 In the past 5 years to 30 September 2018, 3 accidents occurred at the junction of Lawrence Street/ Holcombe Hill. It is noted that none of these related to the turning manoeuvre from/into Holcombe Hill.
- 2.5 After considering the above surveys and investigation, it is proposed to close off the east arm of Lawrence Street leading into Holcombe Hill, all traffic will then use the west arm only to turn in/out of Lawrence Street into Holcombe Hill and vice versa. The west arm of the junction will be suitable to take all traffic and turning movements of vehicles were tracked using AutoTrack to make sure they will be possible.
- 2.6 This proposal is shown on attached drawing BC/001610-02-01_FS_100-01 and takes into account:
- A new kerb build-out across Lawrence Street outside The Old Forge;
 - New sign posts with black and white chevrons and advanced warning signs for vehicles travelling westbound downhill on Holcombe Hill;
 - Reshaping the existing central reservation island to ease the left turn manoeuvre into the west arm of Lawrence Street;
 - No-trough road signs on Lawrence Street;
 - Dragon teeth road markings on Holcombe Hill and Highwood Hill near their junction with Lawrence Street.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option could be introducing only metal traffic bollards outside the Old Forge to close the east arm of the junction without any kerb build out. This option would be much cheaper than the above but the bollards could easily be knocked down by vehicles travelling at speed and would only be considered as a temporary solution.
- 3.2 Another alternative option could be to repave the whole of the east arm of the junction to create a pedestrian area, leaving access to The Old Forge only into/out of Lawrence Street. In this case a bus stop lay-by can be included in this area to improve pedestrians' safety and access to public transport and to ease the southbound traffic which at the moment get stuck behind buses stopping at the existing bus stop. This option is drafted on attached drawing BC/001610-02-01_FS_100-02 but it will require extensive works and possible relocation of lighting columns and statutory services. It is not recommended at this moment in time as it would require substantial funding which fall out of the Area Committee/CIL funding. However, it is recommended to consider this option on a later stage if extra funding can be secured.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATION OF THE DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 2 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 2 –Cost Estimate

Activity	Estimated costs
----------	-----------------

Detailed Design (Includes advertising, public consultation, safety audits, TMO etc.)	£ 4,000
Civil works	£18,500
Sub-TOTAL	£ 22,500
Implementation & post implementation fee @ 10%	£ 2,250
GRAND TOTAL	£ 24,750

5.2.2 The estimated cost of installing the recommended proposals is **£24,750** and is requested from the Hendon Area Committee CIL budget. It is considered that the proposals would improve safety in the area and is recommended by officers.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £72k.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

5.5 Risk Management

5.5.1 None in relation to this report.

5.6 Equalities and Diversity

5.6.1 The Equality Act 2010 outlines at section 149 the provisions of the Public-Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment victimisation and any 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.

5.6.2 The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.

5.6.3 The broad 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. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

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 as set out above.

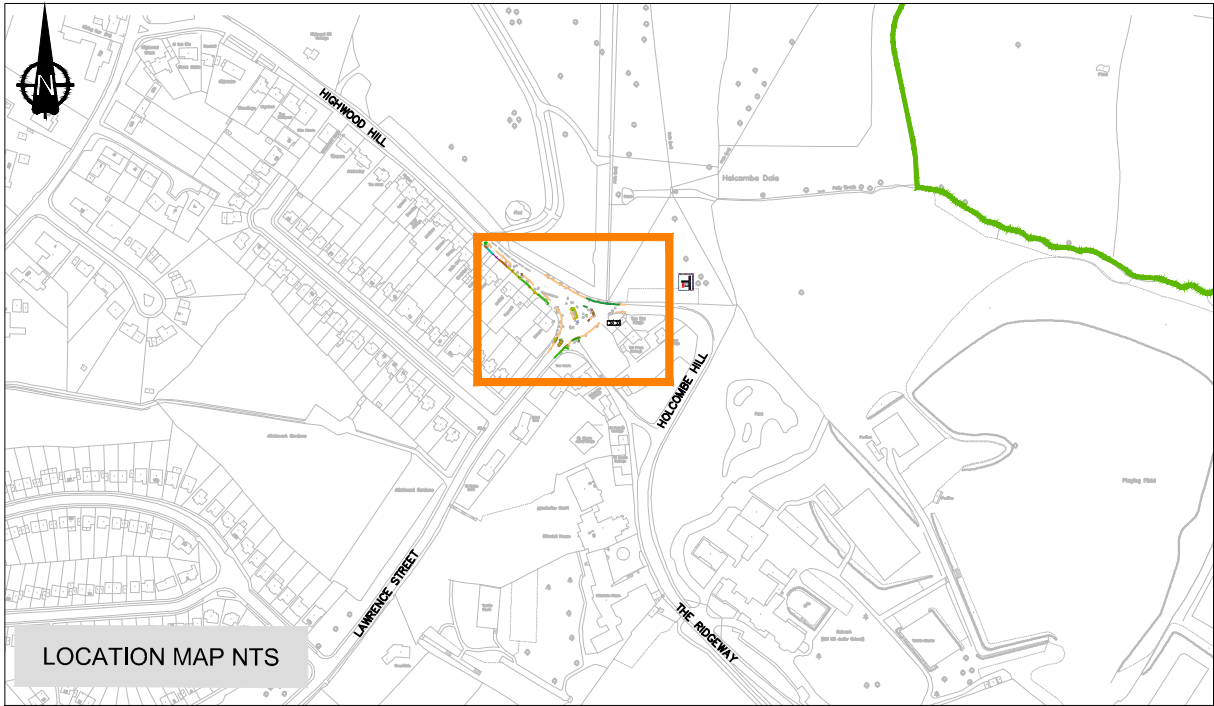
5.9. Insight

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

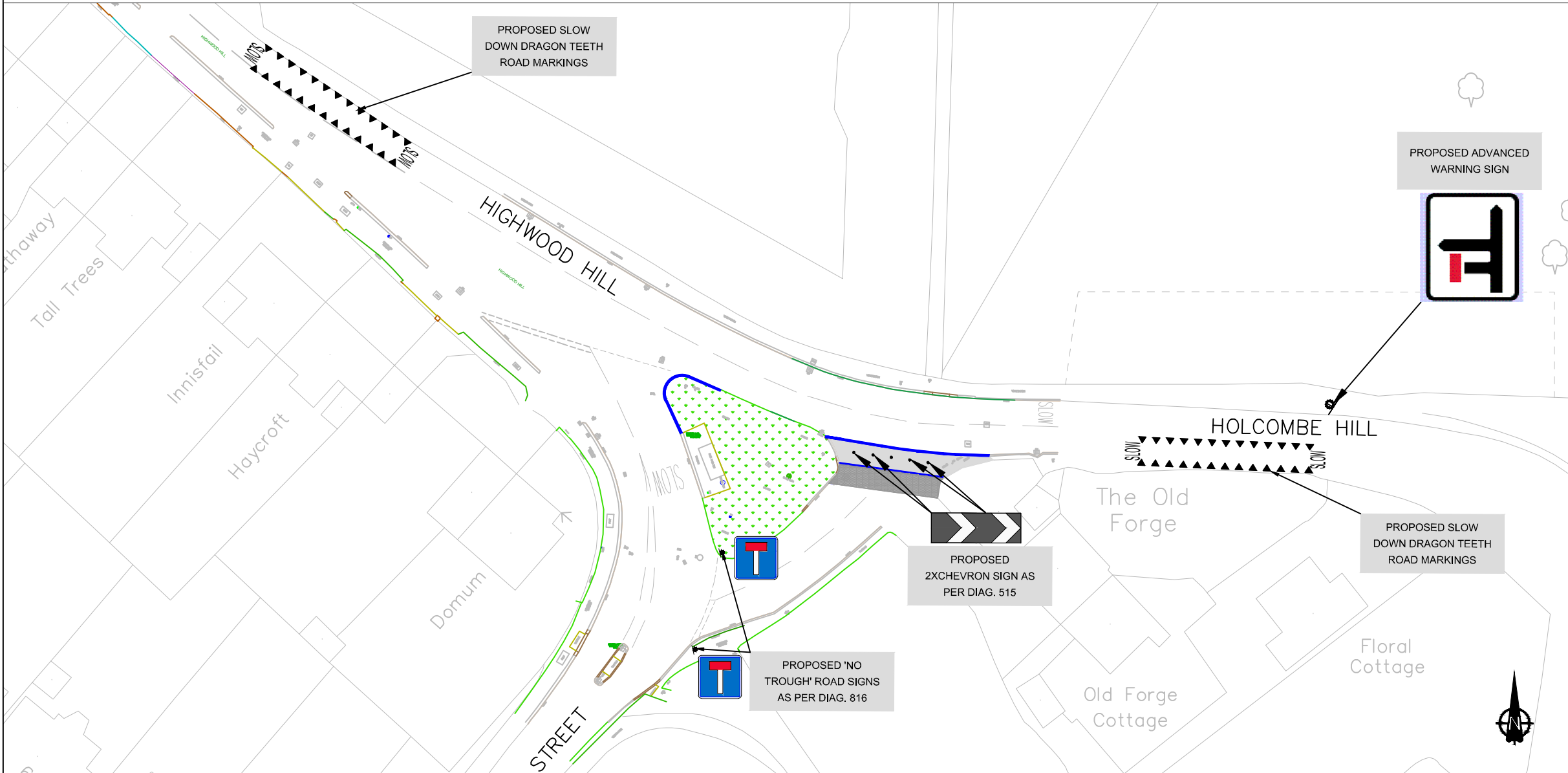
6. BACKGROUND PAPERS

6.1 HENDON AREA COMMITTEE 15 JANUARY 2019

<https://barnet.moderngov.co.uk/documents/g9531/Printed%20minutes%2015th-Jan-2019%2019.00%20Hendon%20Area%20Committee.pdf?T=1>



LOCATION MAP NTS



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2018_BC001143-14-03.

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

NOTES:

1. All features are to be agreed on site with Supervising Engineer
2. All Road Markings to be in accordance with 'The Traffic Signs Regulations and General Directions' 2016. Road markings shall be in thermoplastic screed with applied solid glass beads
3. Exact location of road markings to be agreed on site with the Site Supervisor
4. All road markings to tie in to existing markings at extremities
5. All traffic signs to be in accordance with the TSRDG 2016. All traffic sign posts to be positioned at the back of the footway unless otherwise noted. A minimum footway width of 1.2m is to be maintained where possible
6. Exact location of signs to be agreed on site with the Site Supervisor to ensure conflict with other items is avoided. any issues that cannot be resolved on site should be reported to the Design Engineer
7. Existing covers to chambers, manholes and gullies to be raised/lowered to suit proposed levels
5. The exact position of all Utilities Apparatus is to be confirmed on site prior the commencement of the works
6. Where Street furniture is to be sited adjacent to the kerblne, a minimum offset of 450mm shall be left maintained between near-face of the object and kerb face.

LEGEND

- EXISTING GRASS AREA
- PROPOSED FOOTWAY/DBM
- PROPOSED CARRIAGEWAY RESURFACING
- PROPOSED NEW SIGN/POST
- PROPOSED PRECAST CONCRETE KERB
- PROPOSED ROAD MARKINGS

*This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office.
© Crown copyright and database right 2018. All rights reserved.
London Borough of Barnet. Licence No 100017674*

REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue	DP/FR	9/8/19	0

Purpose of issue

FEASIBILITY

Client:

BARNET
LONDON BOROUGH

re Scheme Ref. BC/001610-02-01

Scheme title

LAWRENCE STREET/HOLCOMBE HILL

Drawing title

PROPOSALS

Scale @ A3:NTS

Design	DP	Drawn	DP	Checked	FR	Approved	GL
Date: 9/8/19	Date: 9/8/19	Date: 9/8/19	Date: 9/8/19	Date: 9/8/19	Date: 9/8/19	Date: 9/8/19	Date: 9/8/19

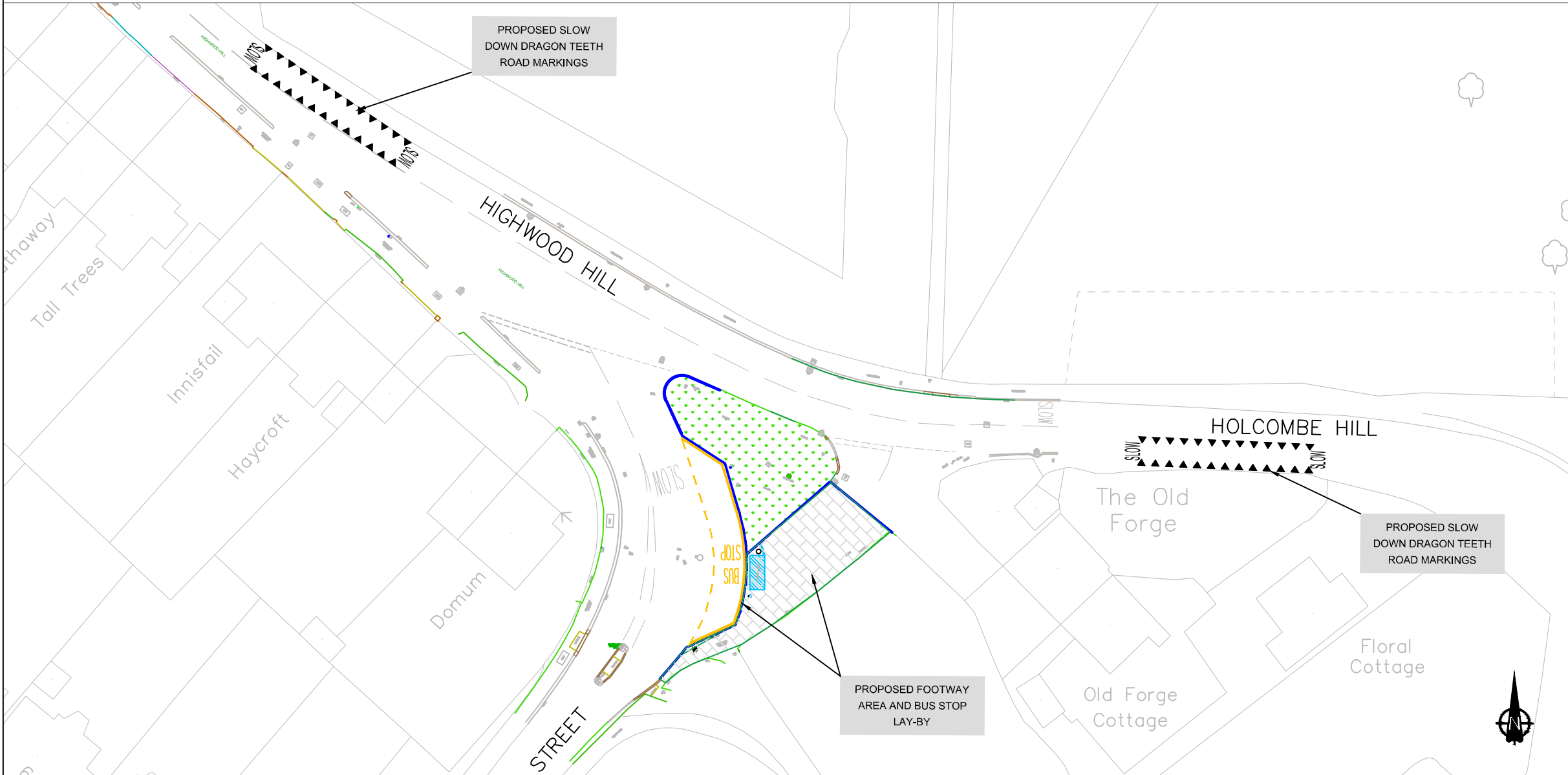
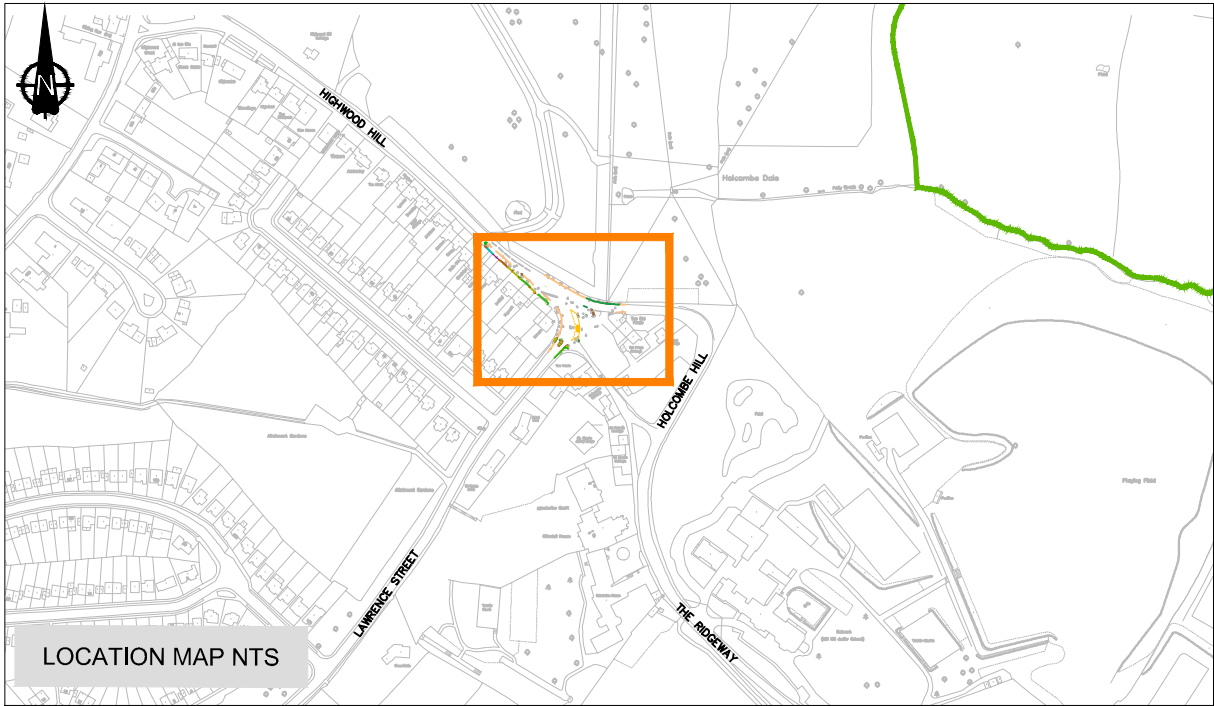
re Traffic and Development
London Borough of Barnet, 2nd Floor Building 4
North London Business Park, Oakleigh Road South
London N11 1NP

CAPITA BARNET
LONDON BOROUGH

BC/001610-02-01_FS_100-01

Rev. 0

This page is intentionally left blank



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2018_BC001143-14-03.

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

NOTES:

1. All features are to be agreed on site with Supervising Engineer
2. All Road Markings to be in accordance with 'The Traffic Signs Regulations and General Directions' 2016. Road markings shall be in thermoplastic screed with applied solid glass beads
3. Exact location of road markings to be agreed on site with the Site Supervisor
4. All road markings to tie in to existing markings at extremities
5. All traffic signs to be in accordance with the TSRDG 2016. All traffic sign posts to be positioned at the back of the footway unless otherwise noted. A minimum footway width of 1.2m is to be maintained where possible
6. Exact location of signs to be agreed on site with the Site Supervisor to ensure conflict with other items is avoided. any issues that cannot be resolved on site should be reported to the Design Engineer
7. Existing covers to chambers, manholes and gullies to be raised/lowered to suit proposed levels
5. The exact position of all Utilities Apparatus is to be confirmed on site prior the commencement of the works
6. Where Street furniture is to be sited adjacent to the kerblne, a minimum offset of 450mm shall be left maintained between near-face of the object and kerb face.

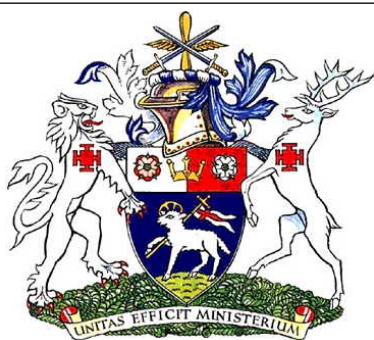
LEGEND

- EXISTING GRASS AREA
- PROPOSED FOOTWAY/DBM
- PROPOSED POSITION OF BUS STOP SHELTER
- PROPOSED NEW POSITION OF BUS STOP FLAG
- PROPOSED KERB
- PROPOSED YELLOW ROAD MARKINGS

*This product includes mapping data licensed from Ordnance Survey with the permission of the Controller of Her Majesty's Stationery Office.
© Crown copyright and database right 2018. All rights reserved.
London Borough of Barnet. Licence No 100017674*

REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	DP/FR	9/8/19	0
Purpose of issue			
DRAFT			
Client:			
Scheme Ref. BC/001610-02-01			
Scheme title			
LAWRENCE STREET/HOLCOMBE HILL			
Drawing title			
PROPOSED LAYOUT 2			
Scale @ A3:NTS			
Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 9/8/19	Date: 9/8/19	Date: 9/8/19	Date: 9/8/19
Traffic and Development London Borough of Barnet, 2nd Floor Building 4 North London Bussiness Park, Oakleigh Road South London N11 1NP			
BC/001610-02-01_FS_100-02			Rev.
			0

This page is intentionally left blank



Hendon Area Committee

17th September 2019

Title	Area Committee Funding - Community Infrastructure Levy update
Report of	Acting Head of Finance – Projects, Finance
Wards	Burnt Oak, Colindale, Edgware, Hale, Hendon, Mill Hill and West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Outstanding Schemes to be completed
Officer Contact Details	Gary Hussein, Acting Head of Finance, Finance Contact: Gary.Hussein@barnet.gov.uk

Summary

This report is to update Members of the budget allocations for the Hendon Area Committee, to enable consideration of applications for funding during 2019/20.

Officers Recommendations

1. That the Hendon Area Committee notes the amount available for allocation during 2019/20, as set out in paragraph 6.2.1 and in Appendix 1
2. That the Hendon Area Committee notes the amount or re-allocated underspends & Overspends in Section 2.1

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of part of the Community Infrastructure ("CIL") to the Hendon Area Committee (Area Committee). This will enable the Area Committee to determine the amounts that can be allocated at this, and future meetings.
- 1.2 On 9th July 2015, the Policy & Resources Committee approved that part of the income from the CIL would be delegated to the Council's Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated at least 15% of the CIL receipts for their local area. This is to be capped at a total of £100 per dwelling in the constituency area and ring-fenced for spend on infrastructure schemes and anything else that is concerned with addressing the demands that development places on an area. If there is a neighbourhood plan or a neighbourhood order within the constituency area of the Area Committee the allocation will increase to 25% and not capped.
- 1.3 The amounts approved from the CIL reserve were based on estimates from the service department, with a view that should the estimate prove to be understated there would be no further call on the area committee budgets, without an additional approval. Expenditure exceeding 15% of the original estimate will require an explanation to enable the Area Committee to agree any additional funding.
- 1.4 This report includes an analysis of the actual costs of the works and enables members to compare with the estimate. The net underspend on the CIL funded projects are added to the balance available where applicable.
- 1.5 Detail as to the activity to date of this Area Committee and the balance available are attached at Appendix 1 to this report.

2. CIL activity

- 2.1 The latest position shows expenditure to June 2019. The total amount of underspends from 2015 – 2019 are 0.072m, whilst the total funded overspends on schemes total £0.019m.
- 2.2 The over & underspends from the prior year schemes that are still open will impact on the total Area Committee available balance, until the schemes are certified as completed.

3. REASONS FOR RECOMMENDATIONS

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

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 No alternative options were considered

5. POST DECISION IMPLEMENTATION

- 5.1 Decisions can be made by the Area Committee to allocate funding to organisations from the Area Committee general reserves based on member supported applications and from the Area Committee CIL reserve for requests for infrastructure related surveys and works and anything else that is concerned with addressing the demands that development places on the area.

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

- 6.1.1 The funding enables the Area Committee Budgets to contribute to the Corporate Plan's objective to promote family and community wellbeing and support engaged, cohesive and safe communities, by helping communities access the support they need to become and remain independent and resilient.

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

- 6.2.1 An annual allocation of £0.150m is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.072m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.

- 6.2.2 Appendix 1 lists all the schemes that are still outstanding as at the time of publication

6.3 Social Value

- 6.3.1 Not applicable to this report

6.4 Legal and Constitutional References

- 6.4.1 CIL is a planning charge that was introduced by the Planning Act 2008 Part II to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations").
- 6.4.2 Section 216(2) of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. I.e. roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreation facilities and open spaces. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.
- 6.4.3 CIL cannot be used to fund Affordable Housing and other exemptions are set

out in Part 6 of the Regulations.

6.4.4 Additionally, Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

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

6.4.6 In accordance with Article 7 Committees, Forums, Working Groups and Partnerships of Barnet's Constitution, under Article 7.5 para. 5, the Hendon Area Committee is authorised to allocate a maximum of £25,000 per scheme / project within its area, subject to sufficient of the budget allocated to the committee being unspent.

6.5 Risk Management

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

6.6 Equalities and Diversity

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

6.7 Corporate Parenting

Not applicable in the context of this report

6.8 Consultation and Engagement

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

6.9 Insight

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

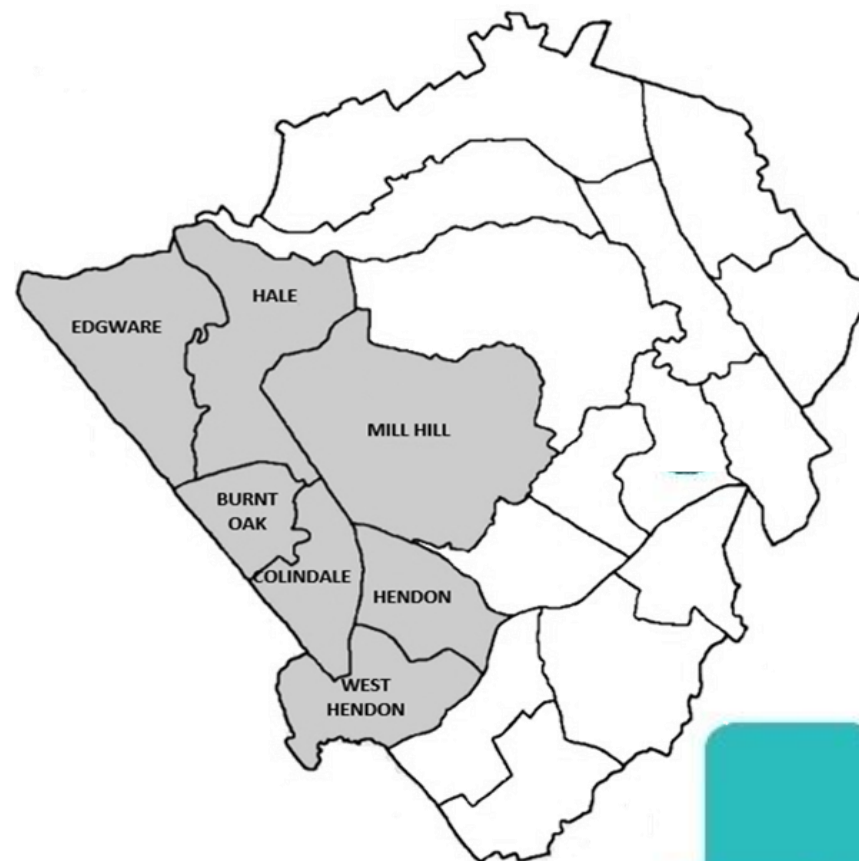
7. BACKGROUND PAPERS

Policy & Resources Committee, 9 July 2015

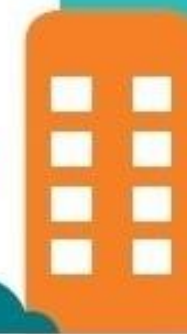
<http://barnet.moderngov.co.uk/documents/s24360/Delegating%20a%20proportion%20of%20Community%20Infrastructure%20Levy%20CIL%20income%20to%20the%20Councils%20Area%20Committe.pdf>

Area Committee

Hendon



Hendon Area Committee
Funding by Ward





Hendon Balance

	15/16	16/17	17/18	18/19	19/20
Budget Allocation	£150,000.00	£150,000.00	£150,000.00	£150,000.00	£150,000.00
B/F	£0.00	-£10,000.00	£16,500.00	£15,728.00	-£43,715.00
CIL Adjustments - Shortfall	£0.00	£0.00	-£21,257.00	-£57,893.00	£0.00

Ward	Budget Allocation (CIL Reserve) 15/16	Budget Allocation (CIL Reserve) 16/17	Budget Allocation (CIL Reserve) 17/18	Budget Allocation (CIL Reserve) 18/19	Budget Allocation (CIL Reserve) 19/20
Edgware	-£15,000.00	-£7,500.00	-£11,000.00	-£3,750.00	-£15,120.00
Hale	-£63,500.00	-£13,000.00	-£5,000.00	-£19,750.00	£0.00
Mill Hill	-£67,500.00	-£47,000.00	-£54,500.00	-£50,350.00	-£45,100.00
Burnt Oak	£0.00	-£1,000.00	-£5,500.00	-£53,700.00	£0.00
Colindale	£0.00	-£15,000.00	-£4,329.00	-£2,000.00	-£2,000.00
Hendon	£0.00	-£15,000.00	-£49,186.00	-£9,500.00	-£5,000.00
West Hendon	-£14,000.00	-£25,000.00	£0.00	-£12,500.00	-£14,000.00
	-£160,000.00	-£123,500.00	-£129,515.00	-£151,550.00	-£81,220.00

On Hold - Arundel Gardens, Footway Parking	-£5,000.00
2015/16 Underspends returned to CIL reserve	£50,208.05
2016/17 Underspends returned to CIL reserve	£20,509.94
2017/18 Underspends returned to CIL reserve	£1,174.63
2018/19 Underspends returned to CIL reserve	£0.00
Overspends Funded	-£19,881.88

New Balance	£72,075.74
--------------------	-------------------





Hendon Schemes In Progress

2019/20

Name	Ward	Budget Allocation (CIL Reserve)
OneStonegrove - External improvements	Edgware	-£15,120.00
Copthall School - External Exercise equipment	Mill Hill	-£12,000.00
Mill Hill library - Kitchen Equipment	Mill Hill	-£10,000.00
Hasmonean Primary School - Refurbishment of the reception playground	West Hendon	-£11,500.00
Brent View Road Waiting Restrictions	West Hendon	-£2,500.00
95 Bell Lane - Feasibility Study	Hendon	-£5,000.00
Millway - Implementation	Mill Hill	-£23,100.00
Colindale Avenue - Keep Clear	Colindale	-£2,000.00

2018/19

Name	Ward	Budget Allocation (CIL Reserve)
Ellesmere Avenue - Implementation	Hale	-£15,000.00
Westmere Drive/Ellesmere Avenue - Parking and Speed Surveys	Hale	-£4,000.00
Gaskarth Road - Implementation	Burnt Oak	-£18,000.00
Flower Lane - Implementation	Mill Hill	-£17,050.00
Parking Orchard Gate	Colindale	-£2,000.00
Hartley Avenue - Ambulance Bay	Mill Hill	-£2,500.00
Barnfield Road/Montrose Avenue - Implementation	Burnt Oak	-£24,200.00
Holcombe Hill/Lawrence Street - Feasibility Study	Mill Hill	-£5,000.00
All-weather table tennis table in Mill Hill Park	Mill Hill	-£5,000.00





Hendon Schemes In Progress (Cont.)

2018/19 (Cont.)

Name	Ward	Budget Allocation (CIL Reserve)
Implementation of yellow lines on The Ridgeway, Aldridge Avenue and Goldbeaters Grove	Various	-£6,000.00
Tennis table installation in Sunny Hill Park	Hendon	-£7,500.00
Traffic flow along Edgwarebury Lane between the Junction of Fairway Way and Station Road and Hale Lane improvement study	Edgware	-£3,000.00
Parking - Shirehall Lane Parking Bay	West Hendon	-£2,000.00
Parking - Brent Street - Danescroft	Hendon	-£2,000.00
A41/Station Road - Traffic Signal Feasibility	West Hendon	-£8,000.00
Mill Hill Town Square - Information Boards	Mill Hill	-£1,700.00
Parking - Bunns Lane Bridge	Mill Hill	-£3,000.00

2017/18

Name	Ward	Budget Allocation (CIL Reserve)
Parking Gendor Gardens	Mill Hill	-£2,500.00
St Mary's & St Joseph's School infant school - modernisation of the playground	Hendon	-£7,500.00
Sheaveshill Allotments - gate and an access system	Colindale	-£4,329.00
Bell Lane/Green Lane - Implementation	Hendon	-£5,000.00
Edgware K Controlled Parking Zone -CPZ – Manns Road & Garden City	Edgware	-£6,000.00
Langstone Way Implementation	Mill Hill	-£25,000.00
Parking - Daws Lane/Poets Corner	Mill Hill	-£5,000.00



**London Borough of Barnet
Hendon Area Committee
Forward Work Programme
October 2019 - January 2020**

Contact: Abigail Lewis abigail.lewis@barnet.gov.uk 020 8359 4369

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Future meetings			
Poets Corner	Informal parking consultation	Executive Director, Environment	Non-key
Bell Lane	Feasibility study - Revised location for Zebra Crossing	Executive Director, Environment	Non-key
Apex Corner/ Glendor Gardens	Parking review	Executive Director, Environment	Non-key
Westmere Drive	Parking review	Executive Director, Environment	Non-key