

**MEETING**

**HENDON AREA COMMITTEE**

**DATE AND TIME**

**TUESDAY 21ST JANUARY, 2020**

**AT 7.00 PM**

**VENUE**

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

**TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)**

Chairman: Councillor Val Duschinsky  
Vice Chairman: Councillor Saira Don

**Councillors**

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

**Substitute Members**

Cllr Sara Conway	Cllr Mark Shooter
Cllr Linda Freedman	Cllr Helene Richman
Cllr Zakai Zubair	Cllr Golnar Bokaei
Cllr Laithe Jajeh	

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions 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 16 January 2020 at 10AM. Requests must be submitted to [faith.mwende@barnet.gov.uk](mailto:faith.mwende@barnet.gov.uk)

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

**Andrew Charlwood – Head of Governance**

Governance Service contact: [faith.mwende@barnet.gov.uk](mailto:faith.mwende@barnet.gov.uk)

Media Relations Contact: Tristan Garrick 020 8359 2454

**ASSURANCE GROUP**

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## 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 Questions (if any)	
6.	Matters referred from the Hendon Area Residents Forum (If any)	
7.	Petitions (if any)	
8.	Area Committee Funding - Community Infrastructure Levy update	13 - 22
9.	Members Items' - Area Committee Funding Applications (if any)	23 - 28
10.	Bell Lane Committee Report	29 - 46
11.	Any Other Items that the Chairman Decides are Urgent	

### FACILITIES FOR PEOPLE WITH DISABILITIES

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## **Decisions of the Hendon Area Committee**

17 September 2019

Members Present:-

**AGENDA ITEM 1**

Councillor Val Duschinsky (Chairman)

Councillor Saira Don (Vice-Chairman)

Councillor Sarah Wardle

Councillor Nagus Narenthira

Councillor Nizza Fluss

Councillor Ammar Naqvi

Councillor Laithe Jajeh

Apologies for Absence

Councillor Elliot Simberg

### **1. MINUTES OF THE PREVIOUS MEETING**

**It was RESOLVED that subject to the below corrections, the minutes of the previous meeting of the Hendon Area Committee on 26<sup>th</sup> June be agreed as a correct record.**

Corrections:

- Agenda item 10 paragraph 1 should read 'turning from Bell Lane into Green Lane' and 'outside the entrance to number 100 Bell Lane' in place of Bell Lane Primary School.

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

Councillor Simberg sent his apologies and was substituted by Councillor Jajeh.

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

None.

### **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 – The Laundry at the top of John's Avenue**

Councillor Fluss introduced the petition relating to the anti-social behaviour and obstruction of the highway being experienced by residents at John's Avenue. Councillor

Fluss informed Members that the situation had been ongoing since October 2018 and that residents were finding the disturbances unbearable. Councillor Fluss was concerned about the attitude of the owners towards the residents, she described an incident where a resident had been unable to pass by unloading lorries and felt their complaints to the drivers and staff had been belittled.

Councillor Fluss was also concerned about the potential material change of the use of the premises and had been confused by the response of the planning officer. She explained that enforcement had not taken place, leading to vans and cages now being parked on the pavements, blocking the road. Councillor Fluss expressed concerns that the highways proposals being put forward were not appropriate and that ticketing and enforcement needed to take place as soon as possible, as well as an urgent clean-up of the street.

The lead petitioner, Mr Harris, also addressed the Committee. He explained that the noise and disturbances from the Laundry were being experienced throughout the day, night and weekends. He said that staff and management work on the street, with continuous vans and lorries moving in and out of the street, causing significant noise, disturbance and mess. Mr Harris also said 6-foot-high laundry cages were being left on the streets, which were hazardous to pedestrians and felt the Council had done nothing to address the issue.

Mr Harris said no PCN tickets had been issued to vehicles and no enforcement, despite the road being blocked by vehicles parking in the road and emergency vehicles being unable to gain access.

Mr Harris explained that he had met with senior officers of the Council, who had agreed to consider the matter urgently via issuing a community protection order, however he felt no sufficient action had yet been taken and that the Council had failed to assist the residents.

The Head of Parking and Infrastructure updated the Committee on the actions that had been taken to address the issues so far. He informed the Committee that a multi-agency meeting had taken place on the 29<sup>th</sup> August, with officers from a range of departments including governance, planning, parking, traffic highways and community safety. He said that both the lawfulness of the operation and the consequence of the current activities on residents had been discussed and considered. He said that in terms of the planning issues raised, there did not appear to be any planning misuse issue and therefore the business had a right to operate in this location. However, the disruption being caused to residents and the management of traffic needed to be vetted by the Council.

The Head of Parking and Infrastructure informed members that highways proposals were being put forward to help alleviate the disturbances being experienced on John's Avenue. He stressed that the Council would be taking a measured approach to the issues to meet the needs of both the owner and the residents. All actions proposed would be taken in consultation with Ward Councillors.

Following discussion of the item, the Chairman moved to vote on the three options the Area Committee could consider under its constitutional powers when determining petitions:

The Chairman proposed to refer the matter to a Chief Officer to respond to the Lead Petitioner within 20 working days.

Votes on the proposed action were recorded as follows:

For	6
Against	0
Abstain	1

**RESOLVED** that the matter be referred to a Chief Officer to respond to the Lead Petitioner within 20 working days.

## **7. MEMBER'S ITEMS - APPLICATION FOR COMMUNITY INFRASTRUCTURE LEVY (CIL) FUNDING**

### **1) Councillor Alex Prager - Installation of a Zebra crossing on Finchley Lane A504**

Councillor Jajeh introduced Councillor Prager's Members CIL item on his behalf. He asked that a feasibility study be carried out to investigate whether installation of a Zebra Crossing in the area was feasible. Officers suggested that a site meeting with Ward councillors be carried out before agreeing to undertake a study and that the item be deferred to the next Hendon Area Committee meeting.

**RESOLVED** that the Committee unanimously agreed to defer the item to the next Hendon Area Committee meeting, following a site meeting between Highways Officers and Ward Members.

### **2) Councillor Sarah Wardle – Vehicle Activate Signs (VAS) on Hillside Gardens to tackle the speeding issues.**

Councillor Wardle introduced her Members CIL item requesting funding for a speed survey to be undertaken in Hillside Gardens to investigate whether VAS was required.

Votes on the request for £2,000 of CIL funding to be used for a speed survey in Hillside Gardens were recorded as follows:

For	6
Against	1
Abstain	0

**RESOLVED** that the Committee agreed to allocate £2,000 of CIL funding for a speed survey in Hillside Gardens.

### **3) Councillor Elliott Simberg - Traffic Improvements at the Junction of Farm Road and West Way Ha8.**

Councillor Jajeh introduced Councillor Simberg's CIL item on his behalf, which requested funding for traffic improvements at the junction of Farm Road and West Way. Signage, road markings and double yellow lines were requested to improve the traffic issues.

**RESOLVED** that the Committee unanimously agreed to allocate £500 of CIL funding for signage and road markings. The Committee also agreed to batch the

**funding for the yellow lines with the remainder of double yellow lines requested by members at this meeting for a cost of £5,000.**

**4) Councillor Laithe Jajeh – Stakes placed on grass verges around the area of Limes Avenue and Beech Walk, NW7**

Councillor Jajeh introduced his members items, which requested stakes be placed on the grass verges on Hale Lane between Limes Avenue and Beech Walk, NW7. Councillor Jajeh said that alternative options had been discussed and considered, however stakes were identified as the most appropriate solution.

Officers noted that there could potentially be issues surrounding maintenance of the stakes, however the ones currently in place had not frequently been damaged. The locations of the stakes would be agreed with residents and Ward Councillors. Officers informed members the cost would be £50 per stake and that a maximum of 10 stakes would be required.

**RESOLVED that the Committee unanimously agreed to allocate £500 of CIL funding for a maximum of 10 stakes at a cost of £50 per stake.**

**5) Councillor Lachhya Gurung - Benches for the top of Farm Road and Hale Lane HA8**

Councillor Jajeh introduced Councillor Gurung's CIL item on his behalf, which requested two benches to be placed at the top of Farm Road and Hale Lane at a cost of £816 per bench.

Officers suggested members allocated funding for the installation of one bench first and then monitor the use of this bench. If use of the bench was high, the committee could then allocate funding for another bench at a future committee meeting.

Members agreed that allocating funding for one bench initially was a sensible approach.

Votes on the request for £816 of CIL funding to be used for the installation of one bench at the top of Farm Road and Hale Lane, were recorded as follows:

For	5
Against	0
Abstain	2

**RESOLVED that the Committee agreed to approve to allocate £816 of CIL funding for a bench at the top of Farm Road and Hale Lane.**

**6) Councillor Sara Conway – Loading bays on Watling Avenue.**

Officers suggested that the item be deferred to a future meeting to allow a site visit with Councillor Conway to take place and to investigate if it is possible to install loading bays in the area.

Ward Councillors supported the request and felt the loading bays would make the area safer for young people walking along Watling Avenue.

Following discussions, members suggested that the £3,500 be allocated for loading bays, subject to officers investigating whether installation of loading bays were possible at the site.



**RESOLVED** that the Committee unanimously agreed to allocate £3,500 of CIL funding for the installation of a loading bay at Waiting Avenue, subject to officers investigating the feasibility of the location.

**7) Councillor Val Duschisnky – Double yellow lines at Burtonhole Lane, Mill Hill.**

The Chairman requested double yellow lines be implemented at Burtonhole Lane, Mill Hill, because of the difficulties caused by the nearby redevelopment at Ridegway View.

Officers suggested all the requests for double yellow lines be batch funded together for a cost of £5,000.

**RESOLVED** that the Committee unanimously agreed to allocate CIL funding for the implementation of double yellow lines on Burtonhole Lane. The Committee agreed to batch the funding for the yellow lines with the remainder of double yellow lines requested by members at this meeting for a cost of £5,000.

**8) Councillor Helene Richman – Double yellow lines on Layfield Crescent.**

Councillor Richman's members item requested the implementation of double yellow lines on both sides of the carriageway on Layfield Crescent from where it meets Layfield Road up to the semicircle in the road at numbers 7 and 6. Vehicles are currently being parked on the single yellow lines, blocking access to larger vehicles and blocking access to Layfield Crescent for emergency services.

**RESOLVED** that the Committee unanimously agreed to allocate CIL funding for the implementation of double yellow lines on Layfield Crescent. The Committee agreed to batch the funding for the yellow lines with the remainder of double yellow lines requested by members at this meeting for a cost of £5,000.

**Other items:**

The Chairman requested an update on Councillor Narenthira's members item, which was removed from the agenda as alternative funding has been provided via s106. The members item requested funding for a bay in front of Orion School on Grahame Park Way, to assist parents dropping off their children, without causing traffic issues. Officers advised that the traffic issue could be managed via the implementation of a single yellow line. Officers would also investigate an appropriate area for the coach bay and the zebra crossing.

**8. ELLESMERE AVENUE COMMITTEE REPORT**

Officers introduced the report, which provided details on the findings of the parking survey undertaken in Ellesmere Avenue and neighbouring roads, which the Committee requested be reported back.

Officers informed the Committee that the recommendations, resulting from the parking survey, were for 'at any time' waiting restrictions to be installed at the junction of The Fairway, Westmere Drive and Ellesmere Avenue, NW7.

Members enquired whether future developments in the area would allow for the situation and resolutions to be re-visited, as any progress would be welcomed by both residents

and those travelling to the local school. Officers agreed that the situation could be revisited later, if future developments were seen to be further increasing the traffic and parking issues.

Following discussion, the Chairman moved to vote on the recommendations as outlined in the report.

The Committee unanimously approved the recommendations.

**RESOLVED that:**

- 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.

## **9. EDGWAREBURY LANE COMMITTEE REPORT**

Officers introduced the report which detailed 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 informed members that preliminary results suggested the traffic flow situation could be improved through the introduction of more stringent restrictions, such as double yellow lines at certain lengths of Edgwarebury Lane, as well as the potential removal of some parking places with a view to replacing them with double yellow lines. Officers noted that removal of the bays could lead to an increase in the speed of traffic and that VAS might need to be implemented as a result. Officers updated the Committee that these measures would be funded by the s106 agreement.

Following discussion, the Chairman moved to vote on the recommendations as outlined in the report.

The Committee unanimously approved the recommendations.

**RESOLVED that:**

- 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).

**10. LAWRENCE STREET/HOLCOMBE HILL - FEASIBILITY STUDY**

The Chairman introduced the report, which had been requested via a Members item at a previous meeting. The report detailed 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.

Members were concerned about the safety issues surrounding the junction, however the proposals put forward by officers required a large amount of funding, despite being the cheapest feasible option available. Officers advised the Committee that they would inform the development team of the proposal, and investigate whether any future s106 funding could be used. However, s106 funding could not be guaranteed as an option.

The Committee asked how the long the proposed design would remain valid before having to be reviewed. Officers advised the design would remain valid for the next few years.

The Chairman moved a motion to defer the item to the final meeting of the financial year, 17<sup>th</sup> March 2019, to review funding availability at that time. The Committee unanimously agreed to the motion to defer.

**RESOLVED that the Committee unanimously agreed to defer the item to the last Hendon Area Committee meeting of the financial year – 17<sup>th</sup> March 2019.**

**11. AREA COMMITTEE GRANTS FUNDING**

Officers 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:**

- 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 of re-allocated underspends & overspends in section 2.1.

## **12. FORWARD WORK PROGRAMME**

The Committee noted the work programme.

## **13. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT**

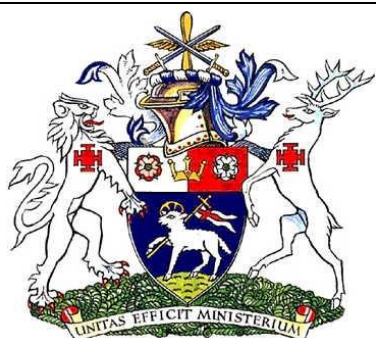
Officers had noted that the next Hendon Area Committee meeting was not scheduled to take place until 17<sup>th</sup> February and would then be closely followed by a meeting in March 2019. The Chairman suggested an appropriate date in January be found instead.

The governance officer identified the 21<sup>st</sup> January 2019.

**RESOLVED that the Committee unanimously agreed to move the February 17<sup>th</sup> 2019 meeting to 21<sup>st</sup> January 2019.**

The Chairman asked that Members consult with appropriate officers prior to submitting Members CIL request items to governance, to enable officers to investigate the feasibility of the request and the required funding that would be needed.

The meeting finished at 20.51



**Hendon  
Area Committee  
21<sup>st</sup> January 2020**

<b>Title</b>	<b>Area Committee Funding - Community Infrastructure Levy update</b>
<b>Report of</b>	Head of Finance – Major Projects, Finance
<b>Wards</b>	Burnt Oak, Colindale, Edgware, Hale, Hendon, Mill Hill and West Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Outstanding Schemes to be completed
<b>Officer Contact Details</b>	Gary Hussein, Head of Finance – Major Projects, 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 Levy ("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 September 2019. The total amount of underspends from 2015 – 2019 are £0.076m, whilst the total funded overspends on schemes total £0.040m.
- 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 complete.
- 2.3 In December 2019, confirmation from the Planning Department within RE has been received to state that this Area Committee has achieved its full £0.150m allocation, which is capped at 15% of CIL receipts in the constituency area.

## **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 £0.041m. 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.

From 1<sup>st</sup> September 2019, Regulations were amended, and the Council will be required to publish "annual CIL rate summary" and "annual infrastructure funding statements". These statements will replace existing Regulation 123 lists and should include a number of matters listed in the new Schedule 2 including details of how much money has been raised through developer contributions and how it has been spent. Statements must be published on the Council's websites at least once a year. The Council will be required to publish its first statement by 31 December 2020.

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

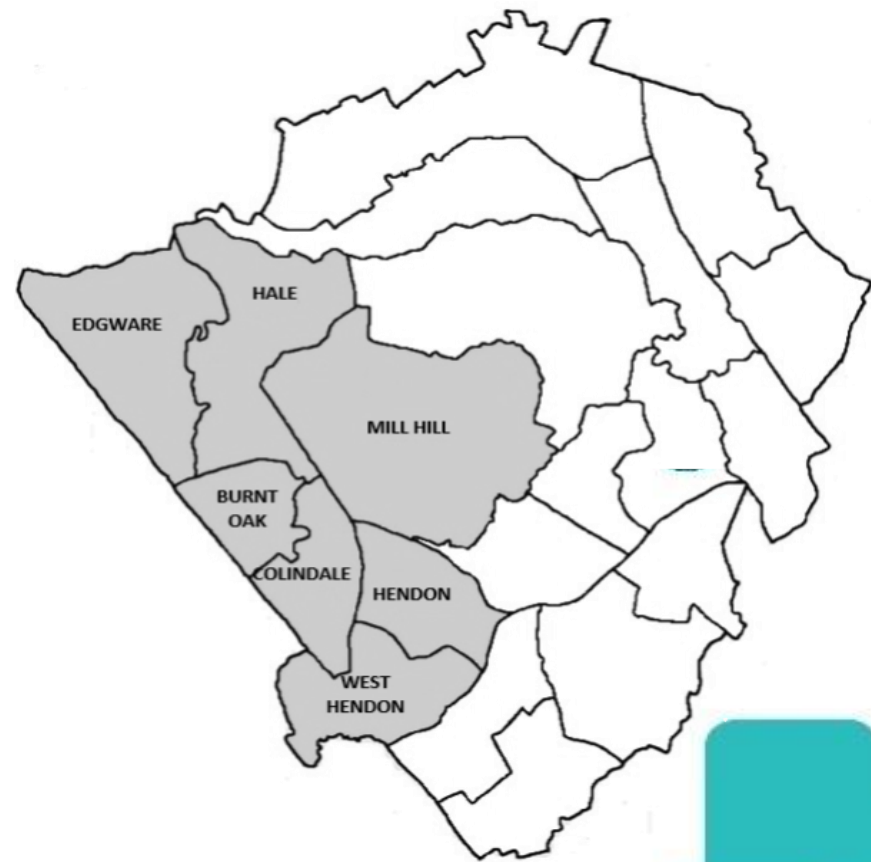


<http://barnet.moderngov.co.uk/documents/s24360/Delegating%20a%20proportion%20of%20Community%20Infrastructure%20Levy%20CIL%20income%20to%20the%20Councils%20Area%20Committe.pdf>

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# 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	-£17,120.00
Hale	-£63,500.00	-£13,000.00	-£5,000.00	-£19,750.00	-£6,482.67
Mill Hill	-£67,500.00	-£47,000.00	-£54,500.00	-£50,350.00	-£46,766.67
Burnt Oak	£0.00	-£1,000.00	-£5,500.00	-£53,700.00	-£3,500.00
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	-£15,666.67
	-£160,000.00	-£123,500.00	-£129,515.00	-£151,550.00	-£96,536.00

On Hold - Arundel Gardens, Footway Parking	-£5,000.00
2015/16 Underspends returned to CIL reserve	£53,693.17
2016/17 Underspends returned to CIL reserve	£21,075.84
2017/18 Underspends returned to CIL reserve	£1,346.63
2018/19 Underspends returned to CIL reserve	£0.00
Overspends Funded	-£39,740.99

New Balance	£41,123.64
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## 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 - review of parking bay and upgrade single yellow lines to double yellow lines	West Hendon	-£2,500.00
Bell Lane/Green Way, NW4 - feasibility study to investigate the new zebra crossing location	Hendon	-£5,000.00
Mill Way, NW7 - design and implementation of the new 'no loading signs', new kerb lining, 2 disabled bays, re-shaping the existing kerb line, 2 new VAS signs	Mill Hill	-£23,100.00
Hillside Gardens - Vehilce Activate Signs (VAS) to tackle the speeding issues	Edgware	-£2,000.00
Farm Road/West Way, HA8 - Traffic improvements at the Junction including signage and road markings	Hale	-£500.00
Limes Avenue/Beech Walk, NW7 - Stakes placed on grass verges around the area	Hale	-£500.00
Farm Road/Hale Lane, HA8 - Installation of bench	Hale	-£816.00
Watling Avenue - Installation of loading bay	Burnt Oak	-£3,500.00
Burtonhole Lane, Mill Hill, Farm Road/West Way, HA8 , Layfield Crescent - Double yellow lines	Mill Hill / Hale / West Hendon	-£5,000.00
The Fairway/Westmere Drive/Ellesmere Avenue, NW7 - Waiting Restrictions	Hale	-£3,000.00





## Hendon Schemes In Progress 2018/19

Name	Ward	Budget Allocation (CIL Reserve)
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
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
Parking - Daws Lane/Poets Corner	Mill Hill	-£5,000.00





AGENDA ITEM 9

## Hendon Area Committee

17 September 2019

<b>Title</b>	<b>Member's Item – Application for Community Infrastructure Levy (CIL) Funding</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Edgware, Hale, Burnt Oak, Mill Hill,
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Faith Mwende, Governance Officer <a href="mailto:faith.mwende@barnet.gov.uk">faith.mwende@barnet.gov.uk</a> 020 8359 4917

### Summary

This report informs the Hendon Area Committee that 4 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 4 requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

1 Title	Measures to address key ongoing litter issues around Burnt Oak tube station
Raised by (Councillor)	Sara Conway
Ward	Burnt Oak
Member Request	Litter bins with ashtrays for the area around Burnt Oak tube station and nearby key bus stop/s (£1500).  Anti-sticker coating for lamp posts and street furniture to prevent recurrence of recent major problem and removal of stickers. (£10, 000)
Funding Required (£)	£11,500

2 Title	Litter bins on the long path behind Parkside and Wise Lane car park
Raised by (Councillor)	Val Duschinsky
Ward	Mill Hill
Member Request	Two new large sentinel litter bins. One to replace the existing dual recycling bin by the café and install another by the old crazy golf area. At the moment we are carrying out trials of this type of bin for café locations. (As discussed we hope to turn the crazy golf area into a fenced off seating area).  An additional 8 standard litter bins on new bases dotted around the park would help with the litter issue. these would be extra to the ongoing replacement programme of the original litter bins. Litter bins 8x supply and install on new bases £3214.00 and Sentinel litter bins 2x supply and install plus take old unit away £1896.00
Funding Required (£)	£5110



3 Title	Zebra Crossing: Outside 228 Hale Lane Edgware
Raised by (Councillor)	Elliot Simberg
Ward	Hale
Member Request	Zebra Crossing: Outside 228 Hale Lane Edgware Lubavitch nursery or in the vicinity
Funding Required (£)	TBC

4 Title	Playground equipment at the lower end of Edgwarebury Lane
Raised by (Councillor)	Brian Gordon
Ward	Edgware
Member Request	Petition from local residents for playground equipment to service young local families in the area – mainly a slide, seesaw, swing and climbing frame.
Funding Required (£)	TBC

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 2.2 CIL funding can be used to fund a wide range of infrastructure (as outlined in section 216(2) of the Planning Act 2008, and regulation 59, as amended) to support the development of a local area. The Act specifically names roads and transport, flood 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>



## Hendon Area Committee

### 21 January 2020

<p><b>Title</b></p>	<p><b>Bell Lane/ Green Lane, NW4- Request for feasibility for a zebra crossing facility in the vicinity of No 95b Bell Lane.</b></p>
<p><b>Report of</b></p>	<p>Interim Executive Director, Environment</p>
<p><b>Wards</b></p>	<p>Hendon</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>No</p>
<p><b>Key</b></p>	<p>No</p>
<p><b>Enclosures</b></p>	<p><b><u>Appendix 1</u></b> Drawing BC/001031_08-100-01 <b><u>Appendix 2</u></b> Pedestrian Flow Data Speed Survey Data</p>
<p><b>Officer Contact Details</b></p>	<p>Geoff Mee <a href="mailto:Geoff.mee@barnet.gov.uk">Geoff.mee@barnet.gov.uk</a> Interim Executive Director, Environment</p>

## Summary

This report details the results of a feasibility study which involves investigating alternative measures to improve road safety on Bell Lane, NW4, including installing a zebra crossing opposite 95b Bell Lane as requested by Hendon Ward Councillors in June 2019.

## Officers Recommendations

- |   |
|---|
| 1. That the Hendon Area Committee note the results of the feasibility of providing a zebra crossing in the vicinity of 95b Bell Lane as shown on drawing BC/001031_08-100-01.   |
| 2. That the Hendon Area Committee notes that the Officer preferred location remains outside no.100 and the entrance to Bell Lane Primary School as stated in recommendation 2 of the 26 June 2019 Hendon Area committee report. |
| 3. That having considered the content of this report, the Hendon Area Committee gives instruction to the Interim Executive Director, Environment on how to proceed.   |

### 1. WHY THIS REPORT IS NEEDED

- 1.1 At the Hendon Area Committee meeting of 26 June 2019, the Committee considered the Bell Lane/Green Lane zebra crossing on its agenda, Item 10. Councillor Fluss introduced the item on Bell Lane and expressed the view that the ward councillors and the Chairman of the Environment Committee did not agree with the Officers recommended location for the Zebra crossing to be outside Bell Lane primary school (o/s No. 100 Bell Lane, NW4).
- 1.2 Following discussion of the item, the committee resolved and 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 the 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 Committees 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.*
- 1.3 This report details the results of the feasibility study, which involves investigating measures to improve road safety on Bell Lane, NW4, including installing a zebra crossing opposite 95b Bell Lane.

### 2. REASONS FOR RECOMMENDATIONS

- 2.1 This approach to prioritise pedestrian improvements is informed by i) initial site observations on pedestrian experience ii) speed survey data and iii) pedestrian survey data.
- 2.2 As part of the feasibility study, a site survey was carried out and the findings are summarised in table 1 below:

**Table 1 – Site Survey Findings**

Characteristic	Data and comments
Location	The site (opposite 95b Bell Lane) is a single two-way carriageway, total width 9.4 metres with 4.5 metre on the northern footway and 4.6 metre on the southern footway.
Highway facilities	Road lighting is to a traffic route standard and no re-arrangement is needed (subject to lighting design). The road surface visually meets skid resistance requirements.
Visibility	Desirable visibility standards can be met. However, there will be a loss of six parking spaces approximately.
Complexity	There are several vehicle crossovers on Bell Lane and the provision of the zebra crossing may cause an inconvenience to some residents due to the loss of parking.
Crossing traffic	Crossing time and difficulty of crossing are typical for roads of this character in this area. The current pedestrian desire line is influenced by the schools in the vicinity and consequently, many children are crossing on the western end of Bell Lane.
Vehicles	Highest 85 percentile speed is 29.3 mph westbound on Bell Lane. There is a 30-mph speed limit.
Collisions	There were two collisions in the previous five years both coded as slight. (See detail in Table 2 below)

- 2.3 The following points were observed:
- The availability of suitable crossing points opposite 95b Bell Lane is limited due to vehicle crossovers and disabled parking bays;
  - It is likely that there will be a reduction in overall parking provision on Bell Lane as part of any proposals for a pedestrian crossing taken forward.
- 2.4 As part of the feasibility study, the personal injury accident data was analysed investigating the most recent 60 months of accident data to 31 October 2018. There were a limited number of accidents (two accidents in total and both coded as slight). Table 2 below shows a summary of the accidents within the study area.

**Table 2 – Summary of the Personal Injury Accident Data**

<b>Date</b>	<b>Accident Reference</b>	<b>Summary</b>
18/11/13	0113SX20962	Bell Lane at the junction with Alexandra Road - Vehicle 2 (Car) reversed into parked Vehicle 1 (Car). This accident occurred during wet conditions.
30/03/15	0115SX20260	Bell Lane at the junction with Alexandra Road - Vehicle 2's view was blocked by parked cars, as Vehicle 2 pulled out of junction, approaching vehicle 1 hit off side of vehicle 2 accident occurred during wet conditions.

- 2.5 It should be noted that both collisions occurred on Bell Lane at the junction with Alexandra Road during wet conditions, and not directly at the point of the feasibility study for the crossing point.
- 2.6 Bell Lane is not on a bus route and is currently subject to a 30mph speed limit. A traffic speed survey was conducted from Sunday 12 May 2019 to Saturday 18 May 2019. The 24 hour mean and 85<sup>th</sup> percentile (free flow) speeds in both directions for each day can be found in appendix 2 (Speed survey data).
- 2.7 The existing speeds along Bell Lane are suitable for installing a zebra crossing (Design Standard LTN1/95 states that a zebra crossing should not be installed where the 85<sup>th</sup> percentile speeds are above 35mph. In this location the speeds are below this threshold therefore a zebra crossing would be a viable option).

### **Pedestrian Survey**

- 2.8 A pedestrian tracking survey was conducted on Tuesday, 17 September 2019 during the hours of 07.00-19.00 to determine the origin and destination of pedestrians within the study area as shown in the location plan in appendix 2 . Pedestrian movements were recorded using high level video cameras attached to street furniture (lamp posts).
- 2.9 Pedestrians were tracked from various points within the investigated area. The weather conditions were mainly dry, warm and overcast during the survey. The movements during the survey were mostly characterised by the schools in the area.
- 2.10 There were 2905 pedestrian trips in total. The largest pedestrian movements were observed between 08:00-09:00. The most common movements were recorded as follows:
- 127 movements were recorded from the western end of Bell Lane on the southern footway to Stratford Road on the eastern footway during the peak period (179 movements total).
- Other common movements were:
- From the western end of Bell Lane on the northern footway to the concourse next to Bell Court (160 movements total);



- From Stratford Road on the western footway to the western end of Bell Lane on the northern footway (133 movements total);
- From Stratford Road on the eastern footway to Bell Lane Primary School (119 movements total); and
- From the western end of Bell Lane on the northern footway to the eastern end of Bell Lane on the northern footway. (113 movements total)

The crossing movements recorded were:

- 147 crossing movements opposite Bell Lane Primary School;
- 57 movements opposite 95b Bell Lane; and
- 39 crossing movements on Green Lane at the junction with Bell Lane

These movements were characterised by the schools in the area. The pedestrian tracking survey plan in appendix 2 gives an overview of the movements on Bell Lane.

2.11 The following points were observed:

- Pedestrians (including school children) were observed travelling on Bell Lane towards Bell Lane Primary School and Beth Jacob Grammar School for Girls and the majority of the movements were on the western end of Bell Lane;
- The number of pedestrians wishing to cross the road were particularly heavy during the peak hour of 08:00-09:00.

2.12 As part of the feasibility study, a site visit was carried out with the council lighting team and contractors on 13 December 2019, the lighting team confirmed it is feasible to install the zebra crossing opposite Bell Lane Primary School (opposite no.100 Bell Lane) but also confirmed that the crossing can be installed opposite 95b Bell Lane subject to a full lighting design being undertaken.

2.13 Following the site survey, accident analysis and a review of the pedestrian crossing movements, proposals for providing a safe crossing point opposite 95b Bell Lane have been developed which will benefit pedestrians walking along the eastern end of Bell Lane, including pupils on their way to school.

2.14 Also, as part of the feasibility study, there was a site meeting with ward councillors to discuss the proposals.

2.15 At the site meeting on 16 December 2019, the Ward Councillors and the Chair of the Environment Committee were in favour the option of installing the zebra crossing on the eastern end of Bell Lane opposite 95b Bell Lane.

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

3.1 Alternative options were not considered as part of this feasibility study. An additional option outside No. 74 was originally presented to the Hendon Area Committee on 2 May 2017 but not recommended for progression.

3.2 The location that is considered by Officers to be the most appropriate location for the crossing point is opposite Bell Lane Primary School (opposite no.100 Bell Lane) as detailed in the report in Item 10 of the 26 June 2019 Hendon Area Committee meeting. It

is acknowledged that the provision of the zebra crossing at this location may cause an inconvenience to some residents due to the loss of parking. However, it is believed that the improvements to pedestrian road safety such as assisting the high number of school children crossing the road outweigh any dis-benefits.

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

- 4.1 Once a decision is made regarding the location of the crossing, and subject to funding being approved, detailed design of the zebra crossing would be undertaken. Statutory consultation will be carried out if required and ward members and residents living near the crossing location would be notified prior to implementation.

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

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

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

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

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

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

- 5.3 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate for installing a zebra crossing as shown below in Table 3.

**Table 3 – Zebra Crossing Cost Estimate (95b Bell Lane)**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design  (Includes statutory processes, topographical survey procurement, lighting design, STATS searches, advertising, public consultation, safety audits etc.)	£8,000
Build Cost	£20,000

Sub-TOTAL	£28,000
Implementation & post implementation fee @ 10%	£2,810
<b>GRAND TOTAL</b>	<b>£30,810</b>

5.3.1 The high level cost estimate for the zebra crossing outside no.100 is also £30,810 as detailed in paragraph 5.2.1 of the 19 March 2019 Hendon Area Committee Report

5.3.2 The design, consultation and implementation of the recommended crossing will be funded via the TfL LIP funding 2019/20 and 2020/21. Additional funding is not required from the Hendon Area Committee CIL budget.

#### 5.4 **Social Value**

5.4.1 No relevant social value considerations in relation to this work.

#### 5.5 **Legal and Constitutional References**

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

5.5.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.5.3 Article 7 of the Council's Constitution states that Area Committees may (in relation to the areas covered):

- Take responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.
- Determine the allocation of CIL funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget allocated to the committee being unspent.

#### 5.6 **Risk Management**

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

#### 5.7 **Equalities and Diversity**

5.7.1 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 unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010;

- advance equality of opportunity between people from different groups;
- foster good relations between people from different groups.

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

5.7.3 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 Statutory consultation will be carried out on the approved proposal if required.

5.8.2 We acknowledge that an e-petition to object to the zebra crossing outside no.100 Bell Lane ran from 11/12/2018 to 20/12/2018. 192 people signed the e-petition.

5.8.3 In addition, 110 people signed a hard copy of the petition to object to the zebra crossing outside no. 100 Bell Lane to make a total of 302 signatories.

5.8.4 The details of the petition are as follows:

***We the undersigned petition the council to not place a zebra-crossing outside 100 Bell Lane. This e-petition works in conjunction with and is in addition to a petition to be submitted by the 20th December 2018. The main concern is the impact that this proposal will have on the elderly and infirm in their ability to access their homes with ease. The scheme and consequent restrictions such as the removal of 10 parking spaces used on a constant basis will have a devastating effect on residents' families, shoppers, business owners, advice centres and their patrons. The signatories ask the council to seek alternative measures of road calming to keep all pedestrians crossing the road safe.***

*1. The proposed location was not the preferred one by the council. Their first choice was much further up the street and the proposal was defeated on a technicality.*

*2. According to the Council's research the major area of accidents (2010-2016) was with cars crossing from Alexandra Road toward Green Lane. The proposed location will have no impact on that area of concern.*

*3. The research also showed that there have been NO pedestrian accidents on Bell Lane. We believe that the council's attempt to safeguard pedestrians will actually endanger them by the fact that the proposed crossing is extremely close to an unsighted bend on a junction with Green Lane. Drivers from Green Lane will always be looking right for oncoming traffic and rush into Bell Lane at the first opportunity to find themselves almost immediately on top of the proposed crossing. It will only be a matter of time before*

*a motorist, accelerating out of the bend, will not see the crossing in time, causing injuries to schoolchildren, the elderly and other pedestrians.*

*4. Presently, pedestrians and children are attuned to the risks of crossing Bell Lane. The safety risk is worsened for people crossing, since pedestrians and children cross with a high degree of awareness and with the implementation of a zebra-crossing, children will lose that awareness, seeing the zebra as their right of way, putting their lives in danger.*

*5. The emptiness created by the disappearance of any cars parked at any time between 86-102 Bell Lane and on the opposite side, will only encourage motorists to drive faster. As any driving instructor would say, 'parked cars are natural speed calmers'.*

*6. Cars in and out from adjacent driveways will block sight-lines and endanger pedestrians using the crossing.*

*6. The proposal will add enormous pressure on residents in an already congested and competitive area for short term and overnight parking.*

*7. The new parking restrictions would affect ease of access for Dial-A-Ride and hospital drop-offs and pick-ups for residents with mobility issues who would have to park/stop far away from their home destinations.*

*8. We ask Barnet Council to research alternative traffic-calming solutions as with all other schools in the area; measures such as, roundabouts, speed-bumps, speed-limit lights, islands and lollipop stewards which would not disrupt or inconvenience residents, shoppers, businesses and services as would the placing of a zebra-crossing.*

*It is unnecessary to eliminate 10 parking spaces 24 hours a day when there are 175 non-school days in a year and viable alternative solutions as used in every other school in the vicinity.*

## **5.9 Insight**

5.9.1 The proposals have been informed by site, traffic and pedestrian surveys on Bell Lane.

## **6 BACKGROUND PAPERS**

6.1 October 2016 Hendon Area Committee

<https://barnet.moderngov.co.uk/documents/g8657/Printed%20minutes%2026th-Oct-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.2 Link to the petition requesting a Zebra Crossing on Bell Lane

<https://barnet.moderngov.co.uk/documents/s35287/Petitions%20Report.pdf>

6.3 May 2017 Hendon Area Committee

<http://barnet.moderngov.co.uk/documents/g9129/Printed%20minutes%2002nd-May-2017%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.4 January 2019 Hendon Residents Forum

<http://barnet.moderngov.co.uk/documents/s50856/Decisions%20of%20the%20Hendon%20Residents%20Forum.pdf>

6.5 March 2019 Hendon Area Committee - Minutes

<https://barnet.moderngov.co.uk/documents/g9532/Printed%20minutes%2019th-Mar-2019%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

6.6 June 2019 Hendon Area Committee- Minutes

<https://barnet.moderngov.co.uk/documents/s53197/Bell%20Lane%20Report.pdf>

6.7 Link to e-petition objecting to zebra crossing outside no.100 Bell Lane

<https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?id=500000083>

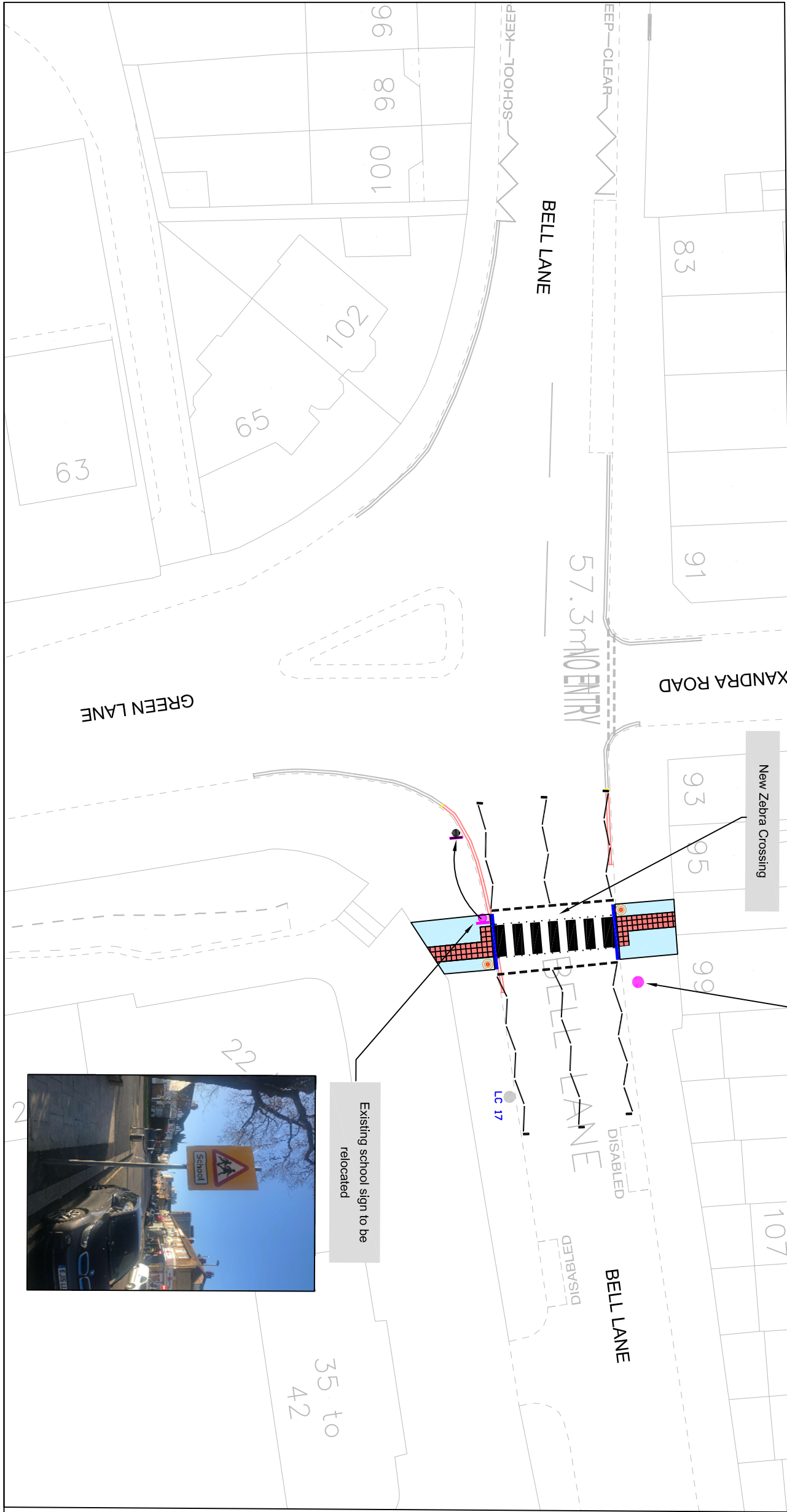
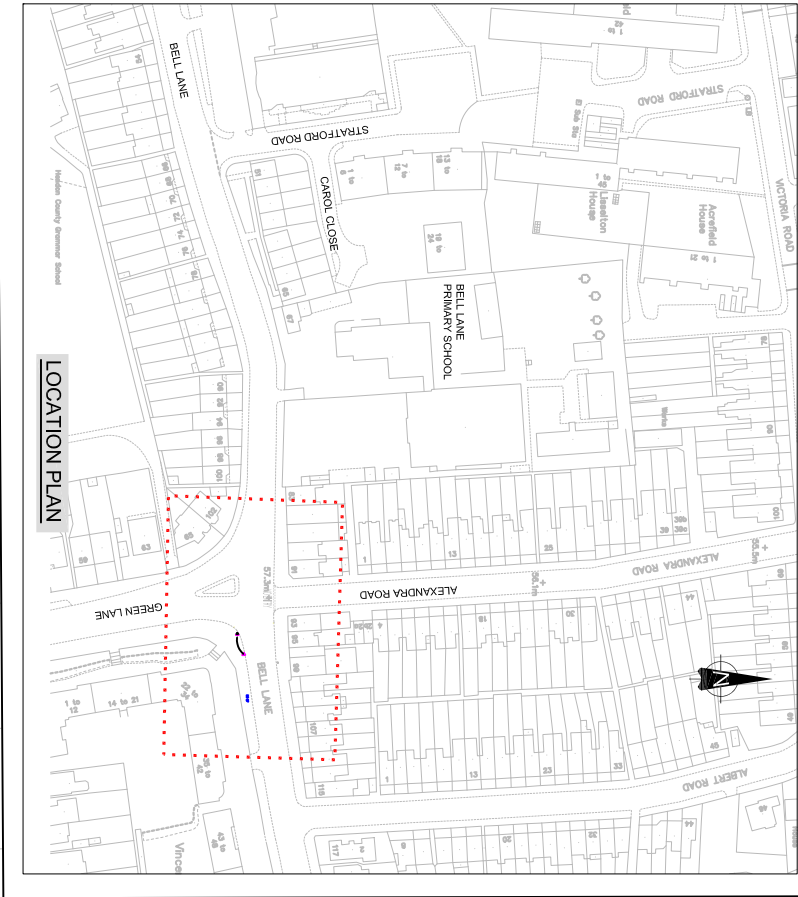
For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref: BC/001031\_08. In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. All dimensions in metres unless otherwise stated.
2. This drawing is to be read in conjunction with all other documents for job ref BC/001031-08.

LEGEND:

- Existing road markings to remain
- Existing road markings to be removed
- New white road markings
- New kerb
- New belisha beacon
- New asphalt footway surface
- New red tactile paving



Client:



Scheme Ref: C2016\_BC/001031\_08

BELL LANE ZEBRA CROSSING  
(OPPOSITE 95B)

Drawing title

GENERAL ARRANGEMENT

Scale @ A3:			
Design	NI	Drawn	NI
Date: NOV 19	Date: NOV 19	Checked	GL
Date: JAN 20	Date: JAN 20	Approved	LW



Traffic and Development  
London Borough of Barnet House,  
11th Floor Highway, 1256 High Road,  
Whetstone, London N20 0EJ

BC/001031\_08-100-01

Rev. 0

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REVISION

Revision Details	Design/Checked	Date	Rev.
Initial Issue			

Purpose of Issue

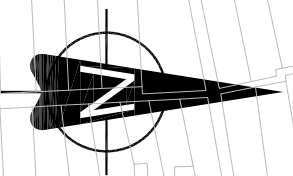
FOR INFORMATION

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- 179 Pedestrians from Bell Lane West to Stratford Road
- 160 Pedestrians from Bell Lane West to Bell Court/Concourse
- 133 Pedestrians from Stratford Road to Bell Lane West
- 119 movements from Stratford Road to Bell Lane School
- 113 movements from Bell Lane West to Bell Lane East
- 80 movements from Bell Lane West to Bell Court/Concourse
- 72 movements from Green Lane North to Stratford Road
- 62 movements from Green Lane North to Bell Lane East
- 57 movements from Green Lane North to Bell Lane West
- 56 movements Bell Lane East to Stratford Road
- 43 movements from Belle Vue Road to Stratford Road
- 36 movements from Bell Lane East to Alexandra Road
- 32 movements from Alexandra Road to Bell Lane School

57 crossing movements opposite 95b  
39 crossing movements at the Bell Lane junction with Green Lane  
147 crossing movements opposite Bell Lane Primary School



For construction, maintenance, cleaning and demolition tasks refer to the relevant method statements and risk assessments related to this task for scheme Ref: C2016\_BC0001031\_08. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

1. There were a total of 2905 individual pedestrian trips, only the top 13 origin/destination and 3 crossing movements are illustrated

FOR INFORMATION

**BARNET**  
LONDON BOROUGH

BELL LANE, NW/4

# PEDESTRIAN TRACKING SURVEY

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

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### **Speed Data Site 1**

Date	Eastbound		Westbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
12/05/19	25.8	20.9	26.1	21.0
13/05/19	24.7	19.9	25.2	20.3
14/05/19	25.1	20.2	25.2	20.2
15/05/19	25.2	20.2	25.2	20.0
16/05/19	24.8	20.0	24.9	19.8
17/05/19	24.8	19.8	24.3	19.3
18/05/19	26.2	21.4	26.4	21.1

### **Speed Data Site 2**

Date	Eastbound		Westbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
12/05/19	28.0	22.3	29.2	23.1
13/05/19	26.8	21.5	29.1	23.0
14/05/19	25.8	20.4	27.6	21.1
15/05/19	26.3	20.9	27.4	21.3
16/05/19	25.8	20.4	27.1	20.8
17/05/19	25.9	20.7	26.6	20.8
18/05/19	28.2	22.7	29.2	23.5

### **Speed Data Site 3**

Date	Eastbound	Westbound
------	-----------	-----------

	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
12/05/19	28.7	23.8	28.9	23.4
13/05/19	27.0	22.0	27.8	22.1
14/05/19	27.1	22.0	27.7	22.0
15/05/19	26.8	21.6	27.3	21.1
16/05/19	27.1	21.9	27.7	22.1
17/05/19	27.0	21.5	27.1	21.5
18/05/19	29.2	24.2	29.3	24.0





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