

<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 MARCH, 2020</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 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 or written 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 12 March 2020 at 10AM. Requests must be submitted to governanceservice@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: governanceservice@barnet.gov.uk
Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

Please consider the environment before printing. The average Print Cost for this Committee has reduced by £17.53 per meeting, due to paperlight working.

Two paper copies of the agenda only will be available at the meeting for members of the public. If needed, attendees are requested to print any specific agenda report(s). Committee Agendas are available here: barnet.moderngov.co.uk/uuCoverPage.aspx?bcr=1

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the Previous Meeting	5 - 8
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)	9 - 22
7.	Petitions (if any)	
8.	Area Committee Funding - Community Infrastructure Levy update	23 - 32
9.	Area Committee - Highways Scheme Update	33 - 42
10.	Members' Items (if any)	43 - 46
11.	Members Items' - Area Committee Funding Applications (if any)	47 - 52
12.	Hillside Gardens Speed Survey	53 - 58
13.	Proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens NW7	59 - 68
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 governanceservice@barnet.gov.uk. 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.

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Decisions of the Hendon Area Committee

21 January 2020

Members Present:-

AGENDA ITEM 1

Councillor Val Duschinsky (Chairman)

Councillor Saira Don (Vice-Chairman)

Councillor Nagus Narenthira

Councillor Elliot Simberg

Councillor Nizza Fluss

Councillor Ammar Naqvi

Councillor Linda Freedman

Apologies for Absence

Councillor Sarah Wardle

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 17 September 2019 be agreed as a correct record.

Corrections:

- Agenda item 1 paragraph 2 should read 'turning from Green Lane into Bell Lane' and 'outside the entrance to number 100 Bell Lane' in place of Bell Lane Primary School.
- Agenda item 7 on page 5, should read "Councillor Val Duschinsky".

2. ABSENCE OF MEMBERS (IF ANY)

Apologies were received from Councillor Sarah Wardle who was substituted by Councillor Linda Freedman.

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

There were none.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

There was none.

5. PUBLIC QUESTIONS (IF ANY)

There were none.

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

There were none.

7. PETITIONS (IF ANY)

There were none.

8. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

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.

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

The CIL application by Councillor Brian Gordon was withdrawn prior to the meeting.

1. Councillor Sara Conway – Measures to address ongoing litter issues around Burnt Oak tube station

Councillor Sara Conway introduced her CIL application for Litter bins with ashtrays for the area around Burnt Oak tube station and nearby key bus stops. The request also included anti-sticker coating for lamp posts and street furniture to prevent recurrence of recent major problems and removal of stickers.

Following discussion, the Committee voted and the votes were recorded as follows:

For	6
Against	0
Abstain	1

RESOLVED that the Committee agreed the £11500 for the bins and anti-sticker coating in the Watling area.

2. Councillor Val Duschinsky - Litter bins on the long path behind Parkside and Wise Lane car park

Councillor Val Duschinsky introduced her CIL application for the supply and installation of two new large sentinel litter bins and eight standard litter bins. One Sentinel bin would replace the existing dual recycling bin by the café and another installed by the old crazy golf area. The eight standard litter bins would be dotted around the park to help with the litter issue, in addition to the ongoing replacement programme of the original litter bins.

Following discussion, the Committee:

RESOLVED to unanimously agreed to allocate £5100 for the bins on the long path behind Parkside and Wise Lane Car Park.

3. Cllr Simberg feasibility for a £5000 for pedestrian improvements.

Councillor Elliot Simberg introduced his CIL application for a feasibility study for pedestrian improvements outside 228 Hale Lane Edgware in the vicinity of Lubavitch nursery.

Following discussion, the Committee voted and the votes were recorded as follows:

For	6
Against	1
Abstain	0

RESOLVED that the Committee agreed to allocate £5000 for a feasibility study for pedestrian improvements outside 228 Hale Lane Edgware in the vicinity of Lubavitch nursery.

10. BELL LANE COMMITTEE REPORT

This item was withdrawn prior to the meeting.

11. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT


The Chairman requested for an item to the March meeting detailing the current status of all agreed and upcoming schemes.

The meeting finished at 8.00 pm

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Hendon Area Committee

17 March 2020

	
Title	Referrals from Hendon Residents' Forum
Report of	Head of Governance
Wards	Hendon
Status	Public
Enclosures	Appendix 1 – Petition and letter from TfL
Officer Contact Details	Faith Mwende, Senior Governance Officer Faith.Mwende@Barnet.gov.uk

Summary

At the meeting of Hendon Residents' Forum, 4 March 2020, the issue highlighted in section 1 was referred to the Hendon Area Committee for consideration.

Officers Recommendations

1. That the Committee consider the petition referred by the Hendon Residents' Forum.

1. WHY THIS REPORT IS NEEDED

1.1. The Council's Constitution permits the referral of issues to Area Committees:

Item	Action
<p>Issue: Traffic measures at the Quadrant from the northbound A41</p> <p>Lead Petitioner: Mr Levy</p> <p>Signatures: 25</p> <p>Details:</p> <p>We, the undersigned residents, call on Barnet Council to note the major inconveniences resulting from some aspects of TfL's most recent A41 traffic flow arrangements in Hendon Central, including traffic queues forming both ways on Station Road, highlighted at the Hendon Residents Forum, and rat-running caused by U-turn prohibitions on the A41; also to note that only a comparatively small part of traffic approaching the quadrant on the Burroughs is left turn; therefore call on the Council to lobby TfL to:</p> <ol style="list-style-type: none">1. greatly increase the time allowed for left turns from Station Road to the A41, while keeping a local surface level crossing over Station Road, considering all creative options for this;2. allow U-turns by traffic turning right at Central Circus from the southbound A41-, since this traffic can now only proceed when not in conflict with other traffic;3. re-allow U-turns by traffic turning right at the quadrant from the northbound A41, while removing the extended green time for left turn traffic from the Burroughs here that would conflict with this;4. for the Council first to seek TfL's and Council Officers' evidence base and modelling behind the changes that point 3. seeks to reverse;5. for the Council also first to consider all other suggestions made to them concerning these junctions since the changes.	<p>The Hendon Area Committee give consideration to the request.</p>

2. REASONS FOR RECOMMENDATIONS

2.1 At the meeting of Hendon Residents' Forum held on 04 March 2020 the petition highlighted in section one was referred to this Committee for consideration, as permitted by the constitution under Article 3 - Residents and Public Participation, of the Council's Constitution which allows the Residents Forum Chairman to determine the outcome of an issue.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 None in the context of this report.

4. POST DECISION IMPLEMENTATION

4.1 Post decision implementation depends on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 N/A.

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 Not applicable in the context of this report.

5.4 Legal and Constitutional References

5.4.1 In accordance with the Council's Constitution, Article 3 Residents and Public Participation states that where the petition relates to the functions and responsibilities of an Area Committee it will be reported to the relevant Area Committee. The Lead Petitioner will be given five minutes to present the petition to the committee.

Following the presentation, the Chairman and Committee Members will have an opportunity to ask the Lead Petitioner questions. After the debate the Committee will decide to:

- Take no action
- Refer the matter to a chief officer to provide a written respond to Lead Petitioner within 20 working days; or
- 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

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

5.6.1 None in the context of this report.

5.7 Corporate Parenting

5.7.1 None identified in the context of this report, any potential implications will be detailed

within substantive reports.

5.8 Consultation and Engagement

5.8.1 None in the context of this report.

5.8 Insight

5.8.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

PETITION TO BARNET COUNCIL

We, the undersigned residents, call on Barnet Council to note the major inconveniences resulting from some aspects of TfL's most recent A41 traffic flow arrangements in Hendon Central, including traffic queues forming both ways on Station Road, highlighted at the Hendon Residents Forum, and rat-running caused by U-turn prohibitions on the A41; also to note that only a comparatively small part of traffic approaching the Quadrant on the Burroughs is left turn; therefore call on the Council to lobby TfL to:

1. greatly increase the time allowed for left turns from Station Road to the A41, while keeping a local surface level crossing over Station Road, considering all creative options for this;
2. allow U-turns by traffic turning right at Central Circus from the southbound A41, since this traffic can now only proceed when not in conflict with other traffic;
3. re-allow U-turns by traffic turning right at the Quadrant from the northbound A41, while removing the extended green time for left turn traffic from the Burroughs here that would conflict with this;
4. for the Council first to seek TfL's and Council Officers' evidence base and modelling behind the changes that point 3. seeks to reverse;
5. for the Council also first to consider all other suggestions made to them concerning these junctions since the changes.

Name / signed

Address

Mr James Levy ^{LEVY}	39 Golden Gardens, NW11 9BS
Mohammed Mahin	99 Station Road, NW4 4NT
Rakeya Mahin	99 Station Road, NW4 4NT
Michael Shpolberg	117 Station Road NW4 4NL
Dave Cohen ^{COHEN}	129 Station Road NW4 4NL
John Nygate	139 Station Rd NW4 4NJ
Eytana Shenkin ^{SHENKIN}	133 Station Rd NW4 4NJ
Emily Lewis	133 Station Rd NW4 4NJ
Laura Roberts	133 Station Road NW4 4NJ
Konrad Lekinski ^{LEKINSKI}	145 Station Road
Ms. Fenton ^{FENTON}	164 Station Rd NW4 4SP
Paul Kelly	152 Station Rd NW4 4SP
Chloe Northrop ^{NORTHROP}	146 Station Rd
MARTHA SAKKAS	138 STATION RD
Fraser Sakkas	138 STATION RD
Terry Saunders	138 STATION RD
GEORGE SAKKAS	138 STATION RD

PETITION TO BARNET COUNCIL

We, the undersigned residents, call on Barnet Council to note the major inconveniences resulting from some aspects of TfL's most recent A41 traffic flow arrangements in Hendon Central, including traffic queues forming both ways on Station Road, highlighted at the Hendon Residents Forum, and rat-running caused by U-turn prohibitions on the A41; also to note that only a comparatively small part of traffic approaching the Quadrant on the Burroughs is left turn; therefore call on the Council to lobby TfL to:

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4. for the Council first to seek TfL's and Council Officers' evidence base and modelling behind the changes that point 3. seeks to reverse;
5. for the Council also first to consider all other suggestions made to them concerning these junctions since the changes.

Name / signed

Address

S. VERER: Petunia Pet.

FLAT 1, 132 STATION ROAD, NW4 3DN

E.H. Peter

11 12 13 14

DA WEBER WEBBER

120 station Rd NW

R. SINGH

114 STATION RD NW 4 35N

J. SINGH *AK*

114 STATION RD NW 35N

E. SINGH

114 STATION RD NW 4 35N

M. Holmes

157 STATION R A NW 4 4444

Mrs. M. H. Holmes. *M. H. Holmes*

157 STATION RD New York

TfL did not account for displaced U-turn traffic

J Levy <jameslevy99@hotmail.com>

Wed 23/10/2019 13:24

To: Tavares, Cris <Cris.Tavares@Barnet.gov.uk>; cllr.s.don@barnet.gov.uk <cllr.s.don@barnet.gov.uk>; Finn, Cllr Anthony <Cllr.A.Finn@barnet.gov.uk>

Hi,

FYI from my recent FOI request to TfL.

They admit that they did not model the U-turn traffic around Hendon War Memorial, or the effects of displacing it, before banning this U-turn.

They confirm this U-turn was banned in 2015 so as not to conflict with lengthening the green signal time for left turn traffic from The Burroughs. They also confirm that the latter traffic flow is small in proportion to the combined other traffic exiting The Burroughs.

The petition I collected called for, among other things, reversing this pair of changes.

When I used to drive frequently in Hendon Central and make the said U-turn, when permitted, during daytime I often noticed one or two cars ahead of me or behind me making this same manoeuvre. It was not a negligible flow at all.

Kind regards,

James

From: FOI <Fol@tfl.gov.uk>

Sent: 21 October 2019 17:30

To: 'jameslevy99@hotmail.com' <jameslevy99@hotmail.com>

Subject: FOI Request

Dear Mr Levy

TfL Ref: 2013-1920

Thank you for your request received by us on 24 September 2019 asking for information about traffic modelling following your previous request for information (reference: 1142-1920).

Your request has been considered in accordance with the requirements of the Freedom of Information Act and our information access policy. I can confirm that we hold some of the information you require. You asked for the following:

1. The answer you give states the no U-turn signs were erected in October 2014, yet Google images from May 2015 clearly show that neither of two no U-turn signs had been fixed to the signals by then, can you explain this?
<https://www.google.com/maps/@51.5857104,-0.2308789,3a,15y,358.37h,91.88t/data=!3m7!1e1!3m5!1s4YrylVOhfDtqJexgCPN6NQ!2e0!5s20150501T000000!7i13312!8i6656>

We apologise for the incorrect information regarding the date that the banned u-turn signs were erected. We will answer your questions as best as we can from the information that is available to us. The paperwork we initially reviewed suggested it was October 2014, however, further investigations indicate that these signs were added when the new traffic signal timings were implemented on street, which was on 30 May 2015.

2. The magnitude of the changes to saturation clearly shows they result mostly from other changes than the ones I raised in my question. What modelling, if any, was done to specifically compare options:

(i) Make all the changes implemented by May 2015

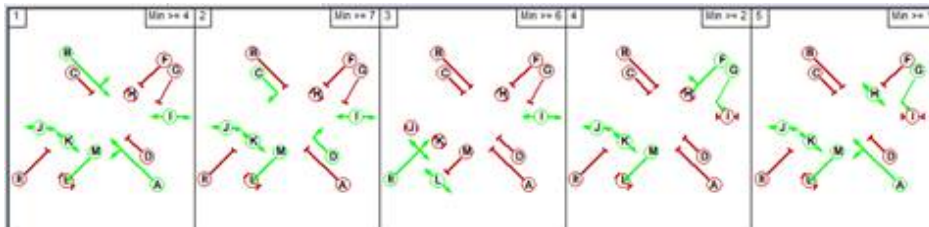
versus

(ii) Make most of the changes implemented by May 2015, BUT do not permit flow G during stage 3 (the 'extended left turn' from the Burroughs), and maintain the U-turn from northbound A41 to southbound A41? With or without keeping the vehicle movements in the sequence they follow in the pre-2015 Method of Control, so that flow G remains unbroken between stages.

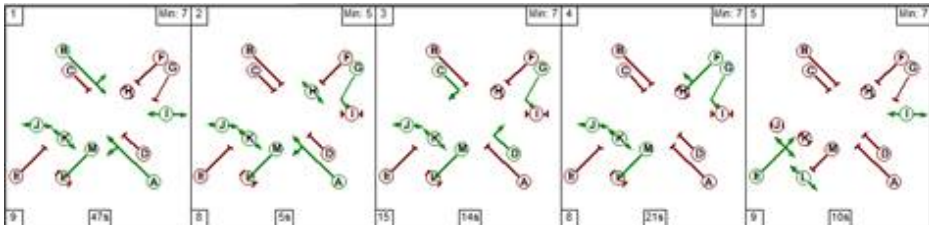
and if so, how do the results compare?

Modelling was carried out that tested the 'original' Method of Control (MoC – this is a term we use to describe the traffic signal stages and phases which operate at a junction without Phase G in what became Stage Three. We have referred to them as MoC A (Original), and MoC B (Present-day), and we have compiled the results from the models below:

MoC A



MoC B



Link	MoC A	MoC B	Difference
Watford Way S/B	86.8%	91.4%	4.6%
The Burroughs	84.3%	88.2%	3.9%
The Burroughs Left Turn	31.8%	15.4%	-16.4%
Watford Way N/B	63.7%	58.9%	-4.8%
Station Road	87.2%	87.2%	0.0%
Link	MoC A	MoC B	Difference
Watford Way S/B	85.2%	92.1%	6.9%
The Burroughs	87.2%	87.2%	0.0%
The Burroughs Left Turn	36.1%	18.7%	-17.4%
Watford Way N/B	90.1%	90.1%	0.0%
Station Road	89.8%	85.1%	-4.7%

This data shows the degree of saturation in percentage terms. Saturation is a measure of demand versus capacity used in junction traffic modelling to ensure that timings are balanced effectively according to demand from all users.

3. In the model, what is the assumed ratio of traffic in flow G to that in flow F?

In the morning peak hour, Phase F has more than four times the number of PCU (Passenger Car Units) as Phase G. In the evening peak hour, Phase F has more than 3 times the number of PCU's as Phase G. For reference, a car has a PCU value of 1; a bus or HGV has a value of around 2 PCU's. 3

4. When modelling the full May 2015 implemented option, what assumptions were made re the behaviour of the displaced U-turn traffic, which would have U-turned from northbound to southbound but must now take alternative route, and quantities? E.g. mean of 1.9 vehicles displaced per traffic signal cycle at busy times, 30% of those displaced might enter the Burroughs and U-turn there then proceed to southbound A41, 20% enter the Burroughs and detour via Wykeham Road, 20% enter Station Road and U-turn there, 10% change to making right turn from northbound A41 at Central Circus, being locally destined, 20% divert down Rundell or Neeld Crescent then east along Vivian Avenue, being from local start point.

The u-turn movement was not modelled in the pre-2014 base scenario. Therefore no assumptions were made as to where these vehicles would be displaced to, or the impacts of any displacement. There is no documented reason as to why this movement was not modelled, so our assumption, based on extensive experience is that the numbers of vehicles making this turn were very low.

5. How were the consequences of these displaced movements presented/summarised? E.g. were they reflected in terms of increased junction saturation on the Burroughs and Station Road resulting from those U-turning there, and junction saturation displaced from this junction to Central Circus A41 northbound resulting from those displaced to turning right there?

6. Were the increased journey times and emissions from the mostly longer displaced movements also quantified and presented as a consequence?

As the u-turn was not included in the original 2014 base model, the displace movement's consequences were not summarised.

Journey time and emission changes as a result of the U-turn ban were not modelled. Such a modelling assessment would not be undertaken for this type of small scheme. The purpose of this change was to remove instances where vehicles were blocking back over junctions on the A41, in addition to improving journey times on the A41.

If this is not the information you are looking for, or if you are unable to access it for any reason, please do not hesitate to contact me.

Please see the attached information sheet for details of your right to appeal as well as information on copyright and what to do if you would like to re-use any of the information we have disclosed.

Yours sincerely

Jasmine Howard
FOI Case Officer
Information Governance
Transport For London

From: J Levy
Sent: 24 September 2019 08:09
To: FOI
Subject: Attn. Jasmine Howard, your ref: FOI-1142-1920

Dear Jasmine Howard,

Thank you very much for your response of 19 September.

It is certainly informative, but doesn't go quite into the level of detail I was seeking. I am seeking further detail as follows:

1. The answer you give states the no U-turn signs were erected in October 2014, yet Google images from May 2015 clearly show that neither of two no U-turn signs had been fixed to the signals by then, can you explain this?

<https://www.google.com/maps/@51.5857104,-0.2308789,3a,15y,358.37h,91.88t/data=!3m7!1e1!3m5!1s4YrylVOhfDtqJexgCPN6NQ!2e0!5s20150501T000000!7i13312!8i6656>

2. The magnitude of the changes to saturation clearly shows they result mostly from other changes than the ones I raised in my question. What modelling, if any, was done to specifically compare options:

(i) Make all the changes implemented by May 2015

versus

(ii) Make most of the changes implemented by May 2015, BUT do not permit flow G during stage 3 (the 'extended left turn' from the Burroughs), and maintain the U-turn from northbound A41 to southbound A41? With or without keeping the vehicle movements in the sequence they follow in the pre-2015 Method of Control, so that flow G remains unbroken between stages.

and if so, how do the results compare?

3. In the model, what is the assumed ratio of traffic in flow G to that in flow F?

4. When modelling the full May 2015 implemented option, what assumptions were made re the behaviour of the displaced U-turn traffic, which would have U-turned from northbound to southbound but must now take alternative route, and quantities? E.g. mean of 1.9 vehicles displaced per traffic signal cycle at busy times, 30% of those displaced might enter the Burroughs and U-turn there then proceed to southbound A41, 20% enter the Burroughs and detour via Wykeham Road, 20% enter Station Road and U-turn there, 10% change to making right turn from northbound A41 at Central Circus, being locally destined, 20% divert down Rundell or Neeld Crescent then east along Vivian Avenue, being from local start point.

5. How were the consequences of these displaced movements presented/summarised? E.g. were they reflected in terms of increased junction saturation on the Burroughs and Station Road resulting from those U-turning there, and junction saturation displaced from this junction to Central Circus A41 northbound resulting from those displaced to turning right there?

6. Were the increased journey times and emissions from the mostly longer displaced movements also quantified and presented as a consequence?

Kind regards,

James Levy

From: FOI
Sent: 19 September 2019 10:34
To: 'jameslevy99@hotmail.com'
Subject: FOI request -

Dear Mr Levy,

Our ref: FOI-1142-1920

Thank you for your request received on 9 July 2019 asking for information about changes to traffic signalling.

Your request has been considered in accordance with the requirements of the Environmental Information Regulations and our Information Access Policy. I can confirm we do hold the information you requested. You asked:

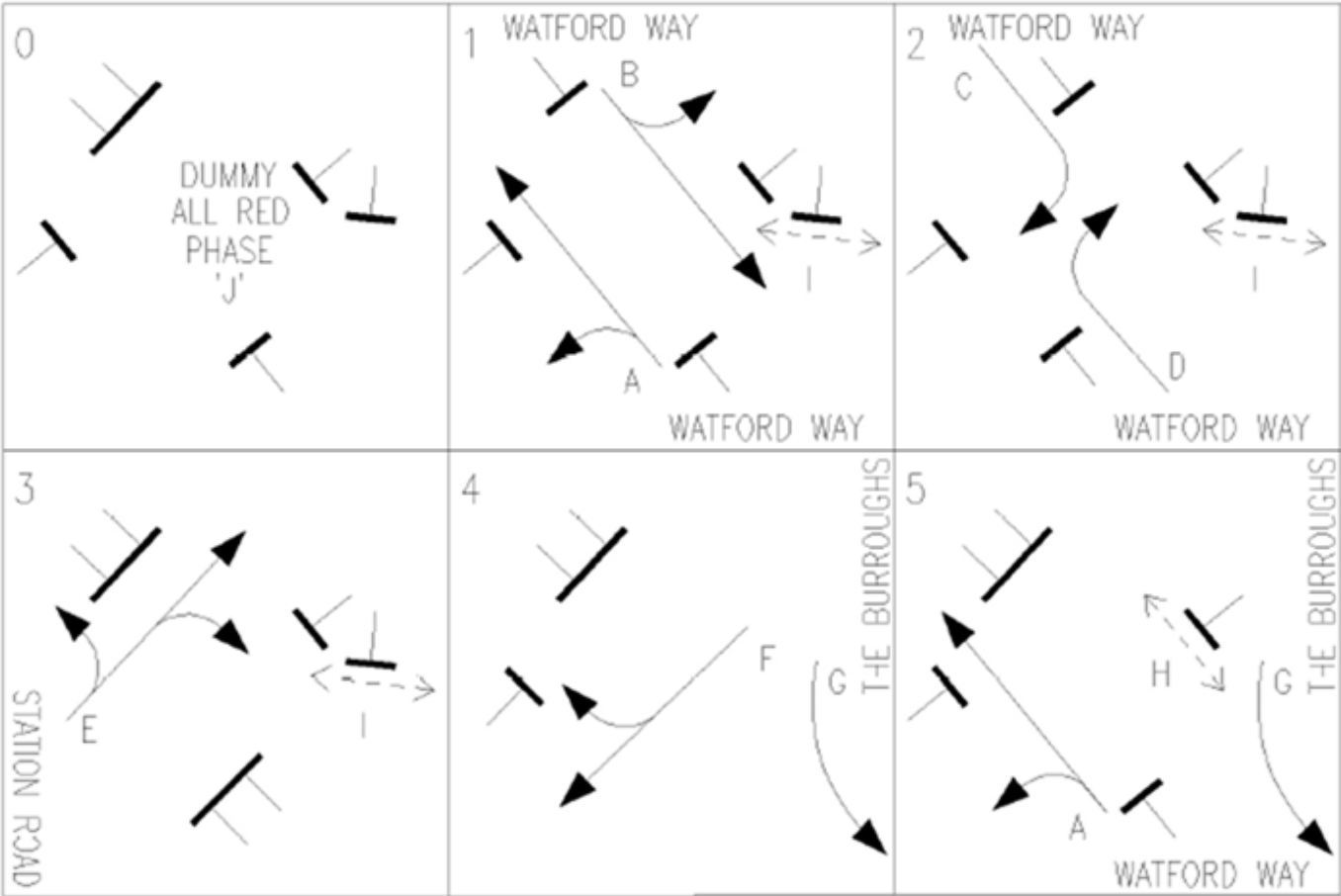
Dates and justification for prohibiting U-turns from northbound A41 to southbound at The Burroughs

At some point in mid-2015 a U-turn prohibition was introduced on right turn traffic from the northbound A41 at The Burroughs, to forbid such traffic U-turning to the southbound A41. Apparently at the same time, the green signal phase for left turn traffic from The Burroughs to the A41 was extended to start earlier. The two changes appeared to be connected. I am seeking (i) the dates of the two changes; (ii) all the information that was factored into the decision to prohibit this particular U-turn. In particular I wish to know if any modelling was carried out and if so, what data was involved and a summary of the model.

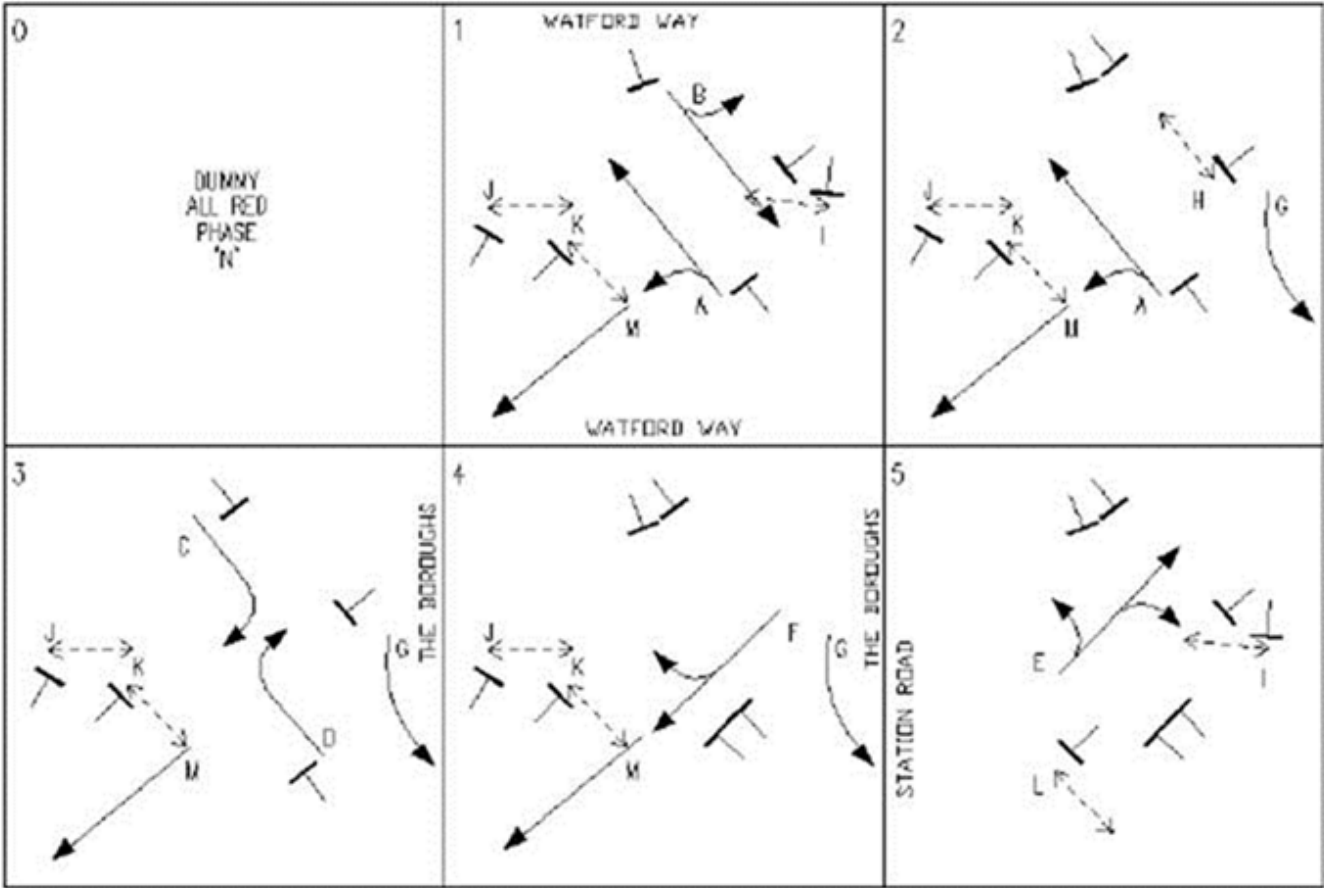
Changes to the traffic signals at this junction were implemented in both October 2014 and May 2015. These changes were delivered as part of a scheme to increase junction capacity. This included extending the right turn lane on the southbound approach of A41 Watford Way and the addition of new pedestrian facilities across Station Road. This resulted in the left turn out of Station Road being signalised. Furthermore, the operation of the signals at the Burroughs was altered so the left turn could receive a green signal at the same time as the northbound right turn from the A41. These changes were implemented in May 2015.

To facilitate running The Burroughs left turn movement in this new traffic stage, a traffic order was required to ban the U-turn movement whilst travelling northbound on the A41. This was necessary due to potential for conflict between u-turning traffic and left turning vehicles exiting The Burroughs. The traffic order was signed in September 2014 (<https://www.thegazette.co.uk/notice/2201400>) with signs banning the U-turn erected at the junction in October 2014. Traffic modelling was carried out to assess the capacity impacts of this scheme, the results of which are included below. These were used to justify the scheme being implemented. The traffic modelling results indicate changes in Degree of Saturation (DOS), which is the way we quantify how a junction can cope in clearing queuing traffic through each phase of signals. For this junction the results show that DOS improves for all movements in the morning peak period, and on the heaviest movement (A41 Watford Way) in both directions in the evening peak period. There is an increase in DOS for The Burroughs and Station Road, but the proposed DOS is still under 100%, which is our preference when we make changes of this nature.

Methods of Control before May 2015:



Current Method of Control, implemented May 2015:



AM

Link	Base DOS	Proposed DOS	% Difference
Watford Way S/B	99.7%	86.8%	-12.9%
The Burroughs	92.4%	88.2%	-4.2%
Watford Way N/B	59.3%	58.9%	-0.4%
Station Road	87.8%	87.2%	-0.6%

PM

Link	Base DOS	Proposed DOS	% Difference
Watford Way S/B	99.1%	91.5%	-7.6%
The Burroughs	62.8%	87.2%	24.4%
Watford Way N/B	95.9%	90.1%	-5.8%
Station Road	76.9%	85.1%	8.2%

If this is not the information you are looking for, please do not hesitate to contact me.

Please see the attached information sheet for details of your right to appeal.

Yours sincerely,

Jasmine Howard

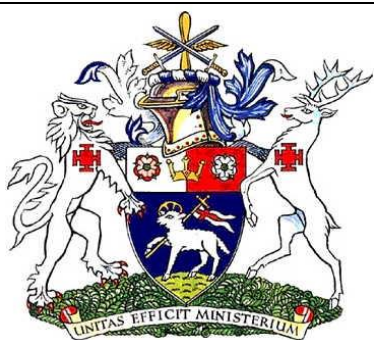
**FOI Case Officer
General Counsel
Transport for London**

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**Hendon
Area Committee
17th March 2020**

Title	Area Committee Funding - Community Infrastructure Levy update
Report of	Head of Finance – Corporate Services and Assurance, 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	Jo Lesbirel, Head of Finance – Corporate Services and Assurance, Finance Contact: Jo.Lesbirel@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 of re-allocated underspends & Overspends in Section 2.1

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of part of the Community Infrastructure 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 will not be 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 January 2020. 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, the Planning Department with Re confirmed 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 which 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 £0.019m. This takes in to account the amount of unallocated funds from previous years, as well as funds 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.

On 1st September 2019, the Regulations were amended under The Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019 ("2019 Regulation"). Part 10A of the 2019 Regulation requires the Council to publish "annual CIL rate summary" and "annual infrastructure funding statements". These statements will replace existing Regulation 123 lists. The "annual infrastructure funding statement" must 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. Both the "annual rate CIL summary" and the "annual infrastructure funding statement" 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 7.5 para 5 (Committees, Forums, Working Groups and Partnerships) of Barnet's Constitution, the 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

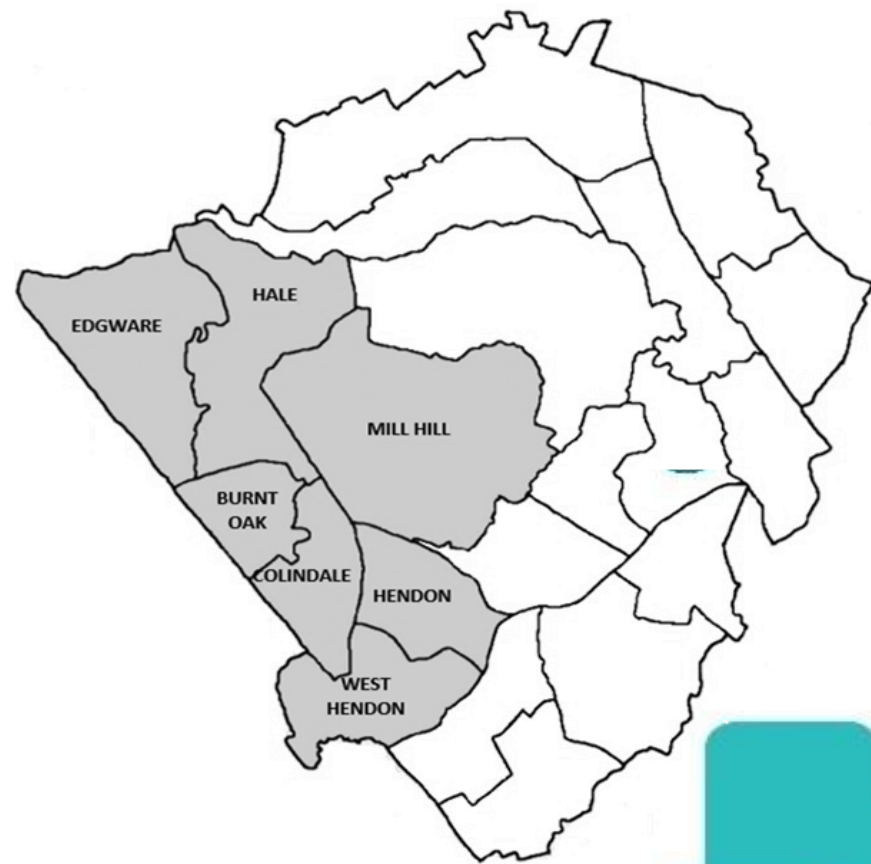
Policy & Resources Committee, 9 July 2015

<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	-£11,482.67
Mill Hill	-£67,500.00	-£47,000.00	-£54,500.00	-£50,350.00	-£51,866.67
Burnt Oak	£0.00	-£1,000.00	-£5,500.00	-£53,700.00	-£15,000.00
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	-£118,136.00

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	-£40,057.12

New Balance	£19,207.52
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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
Burnt Oak tube station - the bins and anti-sticker coating in the Watling area	Burnt Oak	-£11,500.00
Parkside and Wise Lane Car Park - Bins	Mill Hill	-£5,100.00
228 Hale Lane Edgware in the vicinity of Lubavitch nursery - feasibility study for pedestrian improvements	Hale	-£5,000.00





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
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





**Hendon
Area Committee
17th March 2020**

Title	Area Committee – Highways Scheme Update
Report of	Executive Director - Environment
Wards	Burnt Oak, Colindale, Edgware, Hale, Hendon, Mill Hill and West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Hendon Area Committee Scheme Update
Officer Contact Details	Geoff Mee – Interim Executive Director, Environment Geoff.Mee@barnet.gov.uk

Summary

This report is to update Committee of all Highways schemes agreed at Hendon Area Committee, to date.

Officers Recommendations

1. That the Hendon Area Committee notes the completed and in progress schemes set out in Appendix 1.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides a current status on all schemes approved by the Hendon Area committee to date.
- 1.2 On 21st January 2020, the Chairman requested a report detailing the current status of all agreed schemes.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Not applicable in the context of this report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 No alternative options were considered

4. POST DECISION IMPLEMENTATION

- 4.1 Not applicable in the context of this report.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Not applicable in the context of this report.

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

- 5.2.1 Not applicable in the context of this report.

5.3 Social Value

- 5.3.1 Not applicable in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 Article 7 of the Council's Constitution states that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees".

5.5 Risk Management

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

5.6 Equalities and Diversity

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

5.7 Corporate Parenting

Not applicable in the context of this report

5.8 Consultation and Engagement

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

5.9 Insight

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

6. BACKGROUND PAPERS

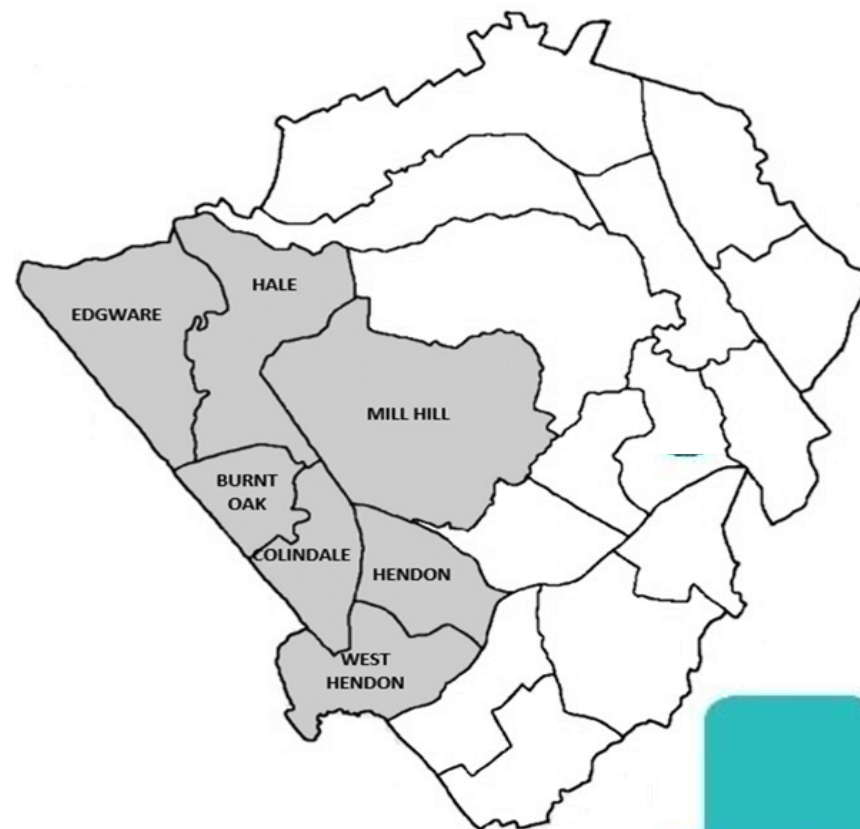
Hendon Area Committee, 21 January 2020 (item 11).

<https://barnet.moderngov.co.uk/documents/g9936/Printed%20minutes%2021st-Jan-2020%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

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Area Committee

Hendon



Hendon Area Committee
Highways Scheme Update by Ward





Hendon Highways Schemes - In Progress

Year	Ward	Scheme Name	Scheme Type	Scheme Status	Update
2019/20	Edgware	Hillside Gardens - Speed Survey	Speed Survey	In progress	Report back to March 2020 Hendon Area Committee.
		Parking - Edgwarebury Lane - Implementation	Parking Feasibility	In progress	Design plan to be issued to Ward Councillors in March 2020
		Watling Ave - Loading Bays	Loading Bay	In progress	Site meeting with Ward Councillors to be arranged.
	Hale	Farm Road - Benches	Benches	In progress	Implementation scheduled for March 2020.
		Farm Road & West Way - Signs and Lines	Signs and Markings	In progress	Signage and white lines to be implemented March 2020.
		Farm Road & West Way - Waiting Restrictions	Waiting Restrictions	In progress	Statutory consultation expected March 2020.
		Hale Lane Zebra Crossing - Feasibility	Pedestrian Crossing	In progress	Meeting with Councilors to take place prior to starting Feasibility. Scheuled early March 20
	Hendon	95 Bell Lane - Feasibility Study	Pedestrian Crossing	On hold	Site meeting held with Ward Councillors. Results of the feasibility and recommendation on the location of the crossing report publish but withdrawn from Jan committee. Scheme currently on
	Mill Hill	Limes Ave & Beech Walk NW7 - Ground Stakes	Ground Stakes	In progress	Implementation scheduled March 2020.
		Millway - Implementation	Congestion and Speeding	In progress	Implementation to take place in March 2020. Awaiting date from contractor for VAS sign implementation.
	Mill Hill/ Burnt Oak	Burtonhole - Waiting Restrictions	Waiting Restrictions	In progress	Statutory consultation expected to commence March 2020.
	West Hendon	Brent View Road Waiting Restrictions	Waiting Restrictions	In progress	Chief Officer Decision outlining objections to Statutory Consultation to be finalised February 2020, and implemented March 2020.
		Layfield Crescent - Waiting Restrictions	Waiting Restrictions	In progress	Statutory consultation expected to commence March 2020.
2018/19	Burnt Oak	Barnfield Road/Montrose Avenue – Implementation	Pedestrian Crossing	In progress	Design completed. Road Safety Audit approval required before implementation can begin.
	Edgware	Parking - Goldbeaters Grove	Waiting Restrictions	In progress	Due to parked vehicles the contractor has not completed the works. Officers continue to work with the contractor to get this completed. Expected completion March 2020
	Hale	Parking - Aldridge Avenue	Waiting Restrictions	In progress	Chief Officer Decision outlining objections to Statutory Consultation to be finalised February 2020, and signed-off in March 2020.
	Hendon	Parking - Brent Street - Danescroft	Waiting Restrictions	In progress	Implementation scheduled March 2020
	Mill Hill	Hartley Avenue Ambulance Bay	Ambulance Bay	In progress	Chief Officer Decision outlining objections to Statutory Consultation to be finalised March 2020.
		Lawrence Street / Holcombe Hill - Feasibility Study	Junction Improvement	On hold	Scheme agreed in principle by September 2019 Area Committee. Report deferred subject to funding.





Hendon Highways Schemes - In Progress

Year	Ward	Scheme Name	Scheme Type	Scheme Status	Update
2018/19	Mill Hill	Mill Hill Town Square - Information Boards	Information Boards	In progress	costs exceed value approved by committee. Alternative board to be sourced within budget.
		Parking - Bunns Lane Bridge	Waiting Restrictions	In progress	Implementation of DYL's December 19 linked to Bunn's Lane Junction Improvement Scheme. Statutory Consultation to commence March 2020 for amendment to bay layout in remaining section
		Parking - The Ridgeway (Belmont Farm)	Waiting Restrictions	In progress	Chief Officer Decision outlining objections to Statutory Consultation to be finalised February 2020, and signed-off in March 2020.
	West Hendon	A41/Station Road - Traffic Signal Feasibility	Traffic Signal Feasibility	On hold	Petition being raised at the March 2020 committee which refers to this scheme and also asks for wider and potentially conflicting changes at the junction. Review to be undertaken pending the outcome at committee.
		Parking - Shirehall Lane Parking Bay	Waiting Restrictions	In progress	Objections received. Chief Officer Decision to be finalised and implementation scheduled March 2020.
2017/18	Edgware	Parking - Manor Park Crescent	CPZ - Operational Hours	On hold	Scheme is on hold since the introduction of the nearby Manns Road/Garden City scheme. Discussions to be take place with Councillors to see if there is still a requirement to progress this scheme
	Hendon	Bell Lane / Green Lane - Implementation	Pedestrian Crossing	On hold	Location of Crossing is ongoing. Additional investigation & feasibility study has been undertaken. (linked to 95 Bell Lane Feasibility scheme)
	Mill Hill	Glendor Gardens	Parking Review	In progress	Report back to March 20 Hendon Area Committee (linked to Parking Apex Corner/Watford Way).
		Parking - Daws Lane / Poets Corner	CPZ	In progress	Informal Consultation concluded. Outcome of consultation to be reported back to Hendon Area Committee in June 2020.
2016/17	Colindale	Booth Road, NW9	Traffic & Parking Review	On hold	Scheme put on hold due to the nearby Colindale CPZ scheme. Impact of the Colindale scheme will likely indicate that this scheme is no longer be required. Discussions to progress this scheme, to take place to once Colindale CPZ review is fully complete.
2015/16	Burnt Oak	Footway Parking - Arundal Gardens	Footway Parking	On hold	Scheme originally on hold to until the completion of the 71 footway parking locations that was being undertaken separately but is currently not progressing due to funding. Original allocation of £5,000 is still available and the programming of this scheme will be reviewed in Q1 20/21.
	Mill Hill	Parking Apex Corner/Watford Way	Parking Review	In progress	Funding originally approved in 2015/16 and since been returned. 2018/19 committee agreed that the proposal is be redefined with ward councillors. Proposals to be presented back to March 2020 Hendon Area Committee (Incl. Glendor Gardens).





Hendon Highways Schemes - Completed to Date

Year	Ward	Scheme Name	Scheme Type
2015/16	Burnt Oak	Southbourne Avenue	Footway Parking
	Edgware	Edgwarebury Lane	Pedestrian Refuge
	Hale	Ped Crossing Hale Lane (Implementation)	Pedestrian Crossing
	Mill Hill	Ped Crossing Bunns Lane (Implementation)	Pedestrian Crossing
		Ped Crossing Bunns Lane (Mathilda Marks)	Pedestrian Crossing
		Traffic Abercorn Road	Traffic Scheme
		Traffic Devonshire Road/Pursley Road (Feasibility)	Traffic Calming
		Traffic Devonshire Road/Pursley Road (Implementation)	Traffic Calming
		Traffic Pursley Road/Bunns Lane	Junction Improvement
	West Hendon	Business Bays - Cheyne Walk	Business Bays
		Parking Shirehall Lane	Waiting Restrictions
		Parking Shirehall Lane	Pedestrian Crossing
		Signage West Hendon	Signage

Year	Ward	Scheme Name	Scheme Type
2016/17	Colindale	Colindeep Lane, NW9 - feasibility	Pedestrian Crossing
		Parking Colin Close, NW9	Waiting Restrictions
	Edgware	Parking Garden City - Feasibility	CPZ - Operational Hours
		Parking Green Lane/Oakleigh Gardens	Waiting Restrictions
	Hale	Deansbrook Road, NW7 - YL's	Signage
		Lubavitch of Edgware Kindergarten, 230 Hale Lane	Signs and Keep Clear Marking
		Parking Beechwood Grove / Hale Grove Gardens, NW7	Waiting Restrictions
	Hendon	Pursley Rd/Bunns Lane/Page St - Feasibility	Traffic Scheme
		Bell Lane / Green Lane, NW4 - Feasibility	Pedestrian Crossing
		Brent Green Feasibility (Study Speeding and pedestrian improvements)	Traffic Scheme
		Greyhound Hill - Zebra Crossing - Feasibility	Pedestrian Crossing
		Parking Sydney Grove / Heriot Road, NW4 Feasibility	Waiting Restrictions
	Mill Hill	Langstone Way - Request for a Zebra Crossing	Pedestrian Improvement
		Salcombe Gardens	





Hendon Highways Schemes - Completed to Date

Year	Ward	Scheme Name	Scheme Type
2017/18	Burnt Oak	Barnfield Road/Montrose Avenue – Feasibility	Pedestrian Crossing
		Gaskarth Road - Feasibility	One Way
	Edgware	Broadfields Ave - Feasibility	Pedestrian Crossing
		Parking Garden City - Implementation	CPZ - Operational Hours
		Parking Orchard Drive	Waiting Restrictions
	Hale	Ellesmere Avenue - Feasibility	Traffic Management Scheme
		Westmere Drive – Assess parking capacity	Parking Review
	Hendon	Greyhound Hill - Implementation	Pedestrian Crossing
	Mill Hill	Devonshire Road - Feasibility	Traffic Calming
		Flower Lane Pedestrian Improvements - Feasibility	Pedestrian Improvements
		Langstone Way - Implementation	Pedestrian Improvement

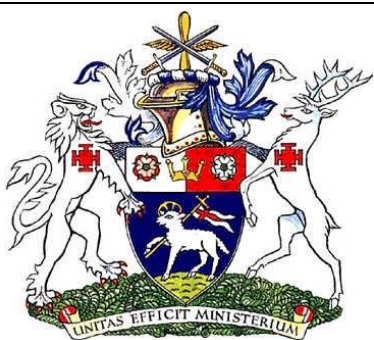
Year	Ward	Scheme Name	Scheme Type
2018/19	Burnt Oak	Watling Ave Alley Gates - Implementation	Gates
		Gaskarth Road – Implementation	One Way
	Colindale	Parking Orchard Gate	Waiting Restrictions
	Edgware	Parking - Edgwarebury Lane - Feasibility	Traffic Flow
	Hale	Westmere Drive Surveys - Speeding & Parking	Surveys
		Ellesmere Avenue - implementation	No Entry
	Mill Hill	Devonshire Road - Implementation	Traffic Calming
		Flower Lane Pedestrian Implementation	Pedestrian Improvements
		Millway - Feasibility Study	Congestion and Speeding
		Parking - Holcombe Hill	Waiting Restrictions
	West Hendon	West Hendon Speeding - Surveys	Surveys

Year	Ward	Scheme Name	Scheme Type
2019/20	Colindale	Colindale Avenue - Keep Clear	Keep Clear
	Hendon	Finchley Lane - Zebra Site Meeting	Zebra Crossing



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AGENDA ITEM 10



Hendon Area Committee

17 March 2020

Title	Member's Items
Report of	Head of Governance
Wards	Colindale
Status	Public
Enclosures	None
Officer Contact Details	Faith Mwende, Senior Governance Officer Faith.mwende@barnet.gov.uk

Summary

The report informs the Hendon Area Committee of Member's Item and requests instructions from the Committee.

Recommendations

1. That the Hendon Area Committee's instructions are requested to the item submitted by Members of the Committee highlighted at Section 1.1

1. WHY THIS REPORT IS NEEDED

- 1.1 The following Members Items have been received and the Committee is asked to consider the following matter:

Cllr Nagus Narenthira	Colindeep Lane traffic management This road is a bus route for bus 324. I have received complaints from residents who live or drive along this road that buses struggle to pass through this road due to parked cars. There should be an acceptable solution to this problem. Can the officers do a feasibility study and come up with a practical solution to this problem.
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2. REASONS FOR RECOMMENDATIONS

- 2.1 No recommendations have been made. The Committee is therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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 Members' Items provide a process for Members to request officer reports for discussion within a committee setting at a future meeting.

5.4 Legal and Constitutional References

- 5.4.1 The Council's Constitution, Article 2, Members of the Council, Section 2.3 states A Member (including Members appointed as substitutes by Council) will be

permitted to have one matter only (with no sub-items) on the agenda for a meeting of a Committee or Sub-Committee on which s/he serves. The matter must be relevant to the terms of reference of the Committee. This rule does not apply to the Licensing, Planning and Urgency Committees. The referral of a motion from Full Council to a Committee will not count as a Member's item for the purpose of this rule.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

5.6.1 Members' Items 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 Consultation and Engagement

5.7.1 None in the context of this report.

5.8 Insight

The process for receiving a Member's Item is set out in the Council's Constitution, as outlined in section 5.4 of this report. Members will be requested to consider the item and determine any further action that they may wish in relation to the issues highlighted within the Member's Item.

6. BACKGROUND PAPERS

6.1 Email to Governance on 5 March 2020.

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Hendon Area Committee

17 March 2020

Title	Member's Item – Application for Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	Hendon, Edgware, Mill Hill, West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Faith Mwende, Senior Governance Officer faith.mwende@barnet.gov.uk 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 5 requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

1 Title	Refurbishment of playground at Barnet Hill Academy
Raised by (Councillor)	Saira Don
Ward	West Hendon
Member Request	I request funding for the refurbishment of the playground at Barnet Hill Academy which was previously used as the car park to Barnet College before becoming the children's playground. The funds are needed to help improve the outdoor and public facing spaces by adding greenery and play areas to the estate. The itemised quotes attached cover the cost of these hoped for improvements and I request the amount to pay for them with a few hundred pounds more as contingency. The image below shows the poor natural surroundings both internally and externally of the current playground. Living and learning adjacent to the M1 is not helpful and so improving the natural environment through shrubbery, seeded roofs, planters and a well-being garden will all help the students, environment and community space within the educational context. The current state of the playground has an impact on the children's ability to learn and develop.
Funding Required (£)	£19,000

2 Title	Feasibility study for traffic management on High Street NW7
Raised by (Councillor)	Val Duschinsky
Ward	Mill Hill
Member Request	<p>To undertake a feasibility study which would include a traffic survey and tracking of large vehicles (e.g. refuse vehicles) which might affect the green area including looking at:</p> <ul style="list-style-type: none"> • One-way system along Milespit Hill between High Street and Hollies End: • High Street and Milespit Hill west side to be for traffic travelling northbound • Milespit east side to be for traffic travelling southbound • Existing pond to act as mini-roundabout • Double yellow lines on main corners and at junctions of Milespit Hill and of High Street with The Ridgeway • Outside no. 2 Angel Cottage: footway cannot be widen but signs and road markings could help pedestrians and double yellow lines could prevent parking • Signs to restrict HGV to drive through High Street and Milespit Hill
Funding Required (£)	£5000

3 Title	Benches for Brookside Walk Play Area
Raised by (Councillor)	Nizza Fluss
Ward	Hendon
Member Request	There is not enough seating space in this park for parents to observe their children. Right now adults are sitting on the ground. Can we get four benches, preferably with backs, for this play area.
Funding Required (£)	£4000

4 Title	Creating a play area at Glen Gardens
Raised by (Councillor)	Linda Freedman
Ward	Edgware
Member Request	<p>Installation of a play area including landscaping as follows:</p> <ul style="list-style-type: none"> • X3 Benches installed - £3,800 • X3 Picnic Benches installed - £6,000 • Concrete Table Tennis Table and Base - £11,000 • Thermographic painted games/shapes on the ground - £3,000
Funding Required (£)	£23,800

5 Title	Double Yellow Lines Junction of Ashcombe Gardens and Glendale
Raised by (Councillor)	Sarah Wardle
Ward	Edgware
Member Request	For double yellow lines to be painted at the junction of Ashcombe Gardens and Glendale Avenue due to problems with visibility and people parking on pavements at the junction.
Funding Required (£)	£3000

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 relating to their ward. 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

17 March 2020

Title	Hillside Gardens Speed Survey
Report of	Executive Director - Environment
Wards	Edgware
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001751-02-3300-01 Speed Survey Location Plan
Officer Contact Details	Geoff Mee – Interim Executive Director, Environment Geoff.Mee@barnet.gov.uk

Summary

This report details the results of speed surveys carried out in Hillside Gardens, HA8.

Officers Recommendations

1. That the Hendon Area Committee notes the results of the speed surveys that were undertaken in Hillside Gardens, HA8.
2. That the Hendon Area Committee notes the recommendation that, based on the results of the aforementioned surveys, no further action is taken at this time in Hillside Gardens, HA8.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was raised by Councillor Sarah Wardle at the Hendon Area Committee ("Committee") in September 2019 requesting the installation of vehicle activated signs ("VAS") in Hillside Gardens HA8, in response to concerns raised about speeding.
- 1.2 The Committee agreed to allocate funding to carry out a speed survey in Hillside Gardens, HA8 to establish the need for VAS or any other measures, with the results to be reported back to the Area Committee.
- 1.3 This report summaries the outcome of the speed surveys undertaken.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Hillside Gardens is situated in Edgware Ward between Green Lane to the north and Purcells Avenue to the south. The road currently has a 30mph speed limit.
- 2.2 Speed surveys were initially conducted at two sites in Hillside Gardens from 17 December 2019 for one week, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. Unfortunately, the data collected for Site 1 was incomplete as the survey equipment was damaged during the survey period. The survey for this site was therefore repeated during the week commencing 7 January 2020 in order to obtain a full week's data. A plan showing the speed survey locations is enclosed.
- 2.3 The speed survey provides both the average speed and the 85th percentile speed, the two figures generally referred to when reporting speed data. The average speed quoted is the mean speed of all vehicles using the road and the 85th percentile speed is the speed at which 85 per cent of vehicles travel at or below along a road or street (under free flow conditions).
- 2.4 The 85th percentile speed could be characterised as the speed that the majority of motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85th percentile speed is not in excess of the signed speed limit by 5mph or more.
- 2.5 The average speeds and 85th percentile speeds that were recorded during the 7-day survey in each direction are summarised as follows:

2.6

Location	Survey Date	Direction	Average speed (mph)	85 th Percentile Speed (mph)
Hillside Gardens Site 1	07/01/20 – 13/01/20 inclusive	Northbound	25.0	30.7
		Southbound	22.4	27.1
Hillside Gardens Site 2	17/12/19 – 23/12/19 inclusive	Northbound	20.8	26.2
		Southbound	21.8	27.4

- 2.7 The numbers of motorists exceeding 35mph (the usual enforceable threshold) were relatively low. At site 1, 4.9% of all vehicles were recorded as exceeding this speed in the northbound direction and less than 1% in the southbound direction. At site 2, approximately 1.2% of vehicles in both directions were recorded at speeds of over 35mph.
- 2.8 The Personal Injury Accident Data⁹ held by Transport for London, has been analysed and there have been no recorded personal injury accidents in Hillside Gardens in the last five years. The most recent accident recorded in the road occurred in January 2001.
- 2.9 After consideration of both the speed survey results and the accident records for Hillside Gardens it is not proposed to progress the investigation of any traffic management measures at this time.
- 2.10 Residents who have concerns about speeding may be interested in an initiative introduced by the Police and Transport for London called Community Roadwatch. This gives residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options are not being considered at this time following speed survey and accident investigation analysis.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here will particularly help to address the Councils Corporate Plan delivery objectives of “keep the borough moving, including improvements to roads and pavements” 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 Area Committee funding of £2,000 was agreed at the Committee in September 2019 to carry out the speed surveys and data analysis. As no further action is recommended, no additional funding is required.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 Article 7 of the Council's Constitution states that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees".

5.5 Risk Management

- 5.5.1 Not applicable in the context of 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 Proposal is not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group.

5.7 Corporate Parenting

- 5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

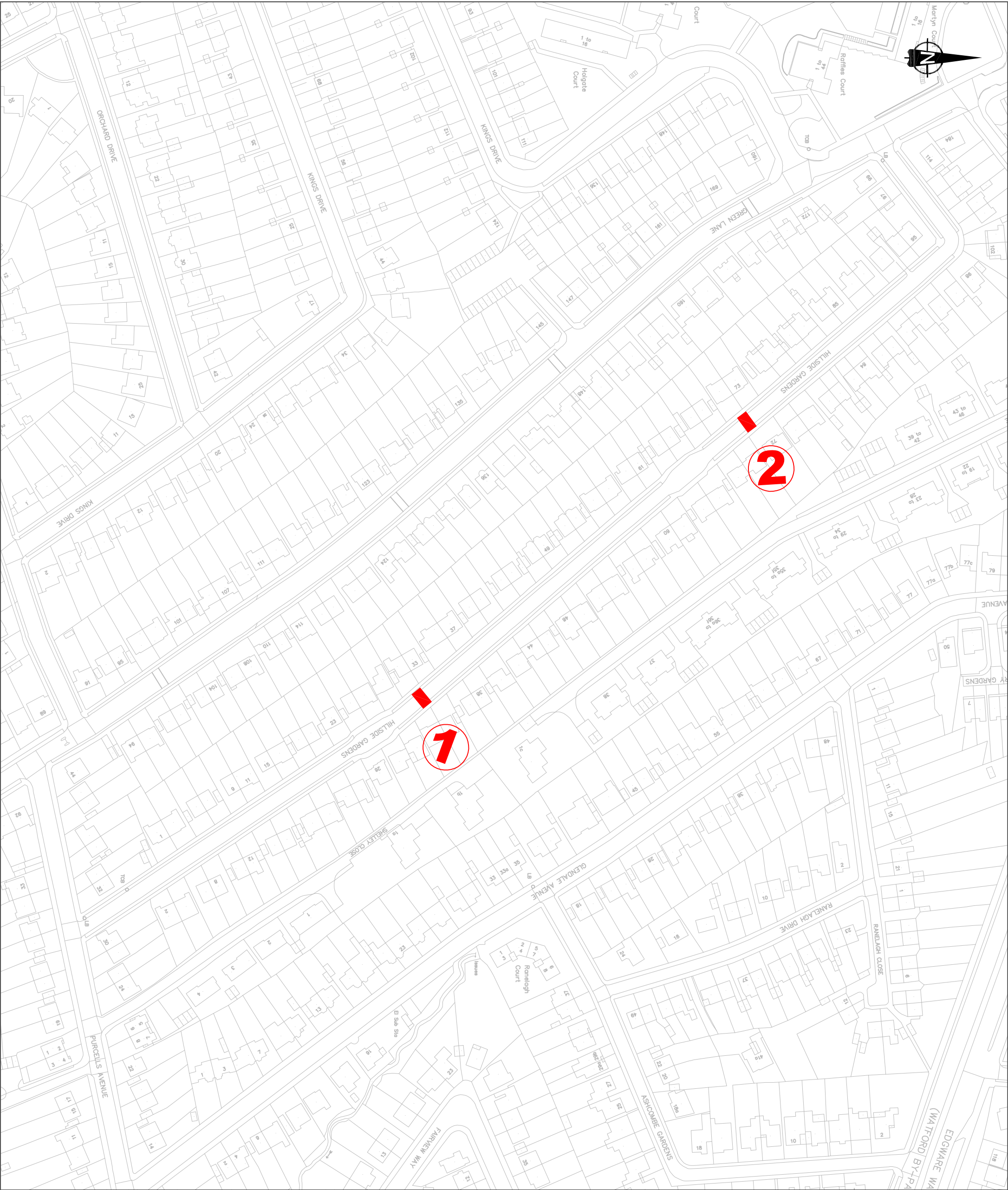
- 5.8.1 None in relation to this report.

5.9 Insight

- 5.9.1 Collision data has been referenced in this report

6. BACKGROUND PAPERS

- 6.1 Hendon Area Committee meeting September 2019.
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9935&Ver=4>



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk, refer to the relevant method statements and risk assessments related to this task for scheme Ref: BC/001751-02. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

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REVISION			
Initial Issue	Revision Details	Design/Check	Date

FOR INFORMATION

Client:



Re Scheme Ref: BC/001751-02

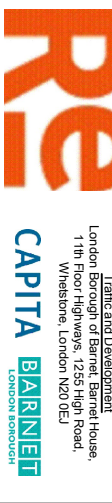
Scheme title

HILLSIDE GARDENS SPEED SURVEY

Drawing title

SURVEY SITES

Scale @ A3:			
Design	VR	Drawn	VR
Date: 27.11.19	Date: 27.11.19	Checked	DP
		Date: 04.12.19	
		Approved	LW
		Date: 04.12.19	



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Rev:

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Hendon Area Committee

17 March 2020

Title

Proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens NW7

Report of

Interim Executive Director (Environment)

Wards

Mill Hill

Status

Public

Urgent

No

Key

No

Enclosures

Appendix A – - Statutory consultation drawing – Drawing No. SCR202/001

Officer Contact Details

Gavin Woolery-Allen – Senior Engineer
Highwayscorrespondence@barnet.gov.uk

Summary

This report summarises the engagement that took place between Officers, Ward Councillors and the local community in respect of a proposed Controlled Parking Zone (CPZ) in Watford Way Service Road/Northway Crescent/Scout Way and Glendor Gardens and asks the Committee to determine whether any additional work should take place on the scheme.

Officers Recommendations

1. That the Hendon Area Committee note the summary of the engagement with the Mill Hill Ward Councillors and members of the local community, and Officers' comments with regard to the issue of whether there is scope to refine the design of the CPZ proposal in Watford Way Service Road/Northway Crescent/Scout Way and Glendor Gardens.

2. That the Hendon Area Committee, having noted the contents of this report, decide whether to instruct the Interim Executive Director (Environment) to:
 - (a) take no further action at this time, but to report back to this Committee as soon as practical, if any relevant matters arise from the affected streets in the future; or
 - (b) engage with the Ward Councillors with respect to finalising a revised design of a Controlled Parking Zone (CPZ) for Watford Way Service Road, Northway Crescent, Scout Way and Glendor Gardens, prior to carrying out a statutory consultation on the proposed revised CPZ; and
 - (c) consider the outcome of the statutory consultation referred to in (b) above, using his Delegated Powers in order to make a decision on whether the proposals should be implemented or not, and if so, with or without modification
- 3 That, should the Committee decide to proceed with recommendation 2(b) it agrees to allocate the additional funding of £2,500 in respect of revising the CPZ design and carrying out a statutory consultation in respect of a CPZ in Watford Way Service Road, Northway Crescent, Scout Way and Glendor Gardens.
4. That, should the Committee decide to proceed with recommendation 2(b) and subject to the decision of the Interim Executive Director (Environment) in recommendation 2(c), it agrees to allocate the additional funding of £7,700 for the purposes of introducing the CPZ or relevant parking measures.

1. WHY THIS REPORT IS NEEDED

- 1.1 The 27th June 2018 Hendon Area Committee, considered a report entitled “Results of the Statutory Consultation – Proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens NW7”, which summarised the feedback to the statutory consultation on a proposed CPZ in the affected roads, which took place in January/February 2018/19.
- 1.2 The Committee determined that, having considered the feedback to the statutory consultation and the objections received, that Officers should engage with the Mill Hill Ward Councillors and the community with a view to establishing whether there is scope to refine the design of the proposal in Watford Way Service Road/Northway Crescent/Scout Way and to report the outcome back to the Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Following the decision of the Committee, Officers met with two of the Mill Hill Ward Councillors, as well as representatives of local businesses, employees of the nursery on Scout Way, and resident representatives.

- 2.2 It should be noted that the concerns about the impact that the proposed CPZ would have on the nursery and businesses, made up most of the representations received about the consultation.
- 2.3 In addition, there were concerns and suggestions made by residents of Glendor Gardens, by way of a petition objecting to aspects of the proposal (eg: permit costs and design features) during the consultation period.
- 2.4 At the meeting, which took place on-site on 4th October 2018, the business, nursery and resident representatives reiterated the view that the proposals were considered to be overly restrictive and were seen to, if implemented, limit the movement and parking opportunity of local community motorists, whether residents, businesses, business users, nursery staff or nursery users (parents of children attending the nursery).
- 2.5 The proposed CPZ was comprised of general Monday to Friday 9am to 5pm restrictions, with combinations of short stay (2 hour) pay by phone parking and shared-use resident permit/business permit/pay by phone fronting the businesses on the Apex Corner Service Road and at the top of Glendor Gardens, and resident permit parking places in Scout Way, Northway Crescent and Glendor Gardens.
- 2.6 Where parking places were not proposed, single or double yellow lines were proposed, to prohibit waiting (parking) during either the proposed CPZ periods, or at all times.
- 2.7 A drawing of the CPZ proposed in January/February 2018 is shown in Appendix A.
- 2.8 Having considered the concerns, Officers consider that in theory, tweaks could be made to the initially proposed CPZ design which could alleviate some of the concerns raised during the statutory consultation period, such as:
- a reduction of the resident parking restrictions in Scout Way and Northway Crescent, so to alleviate the problems in picking up and dropping off by the nursery (for example a 10-11am and 2-3pm restriction)
 - a reduction of the pay by phone/business parking restrictions in Apex Corner Service Road/Glendor Gardens so to minimise the impact on business patronage (for example a 10am to 2pm restriction)
 - the introduction of a free period of parking as part of the pay by phone arrangements to assist in patronage (for example a free 30 minutes)
 - the conversion of the proposed pay by phone/resident permit/business permit bay in Glendor Gardens to a resident permit bay and reducing its length
 - the introduction of additional resident permit bays outside Nos. 5 and 7 Glendor Gardens, and opposite No. 37 Glendor Gardens
 - the introduction of “at any time” waiting restrictions opposite Nos. 3 and 5 Glendor Gardens
 - the conversion of the proposed “at any time” waiting restrictions in the turning head of Glendor Gardens to Monday to Friday 9am to 5pm waiting restrictions.
- 2.9 The introduction/amendment of these measures would improve the free movement of motorists to park in the affected roads, such as business users, nursery users and businesses etc. However, Officers are wary that the relaxation of restrictions may result in a CPZ as not being or less necessary/essential, in this area.

- 2.10 Officers are mindful that, since the consultation and the subsequent meeting as referred to in this report, the community has been relatively quiet in respect of requesting or chasing for action to be taken, and this may be an indication that the area has settled down in terms of parking, or perhaps the demands on kerbside space in the area is now not as great as when the parking issue was initially raised.
- 2.11 Consequently, there is a risk that progressing a new CPZ proposal albeit with the modifications as outlined in paragraph 2.8 could disrupt the community feeling and create unnecessary tension in the area.
- 2.12 As a result, given that the issue appears to have settled down, Officers are minded to recommend that no further action take place on this issue for the time being, although Officers should be asked to report to the Committee, if the issue is raised locally again with any prominence, as soon as feasible.
- 2.13 However, if the Committee feels that further action should be taken, then they could instruct Officers to liaise with the Mill Hill Ward Councillors to finalise the design of the CPZ, and carry out a statutory consultation on a revised layout.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Having considered the feedback to the statutory consultation referred to, and having noted the content of the on-site meeting between Officers, Councillors and business, nursery and resident representatives, Officers consider that the Committee could decide to either progress a CPZ proposal or not progress a CPZ proposal, for the reasons as set out in this report.

4. POST DECISION IMPLEMENTATION

- 4.1 Depending on the Committee's decision, Officers will either finalise a design in discussion with Ward Councillors, prior to carrying out a consultation, in accordance with all statutory requirements, on a revised CPZ for the relevant roads, or will, if the Committee decide that no further action should be taken at this time, oblige to report back to the Committee if any relevant matters arise at the location in the future.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The on-going discussions and considerations regarding the parking situation in the Watford Way Service Road (Apex Corner) and environs 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.

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

5.2.1 £22,500 was originally committed from the Area Committee CIL budget (£20,000 in respect of Apex Corner – agreed at the October 2015 Hendon Area Committee, and £2,500 in respect of Glendor Gardens – agreed at the May 2017 Hendon Area Committee) which has not been spent, due to the usage of Local Implementation Plan (LIP) funding to progress the matter to date.

5.2.2 Accordingly, the unspent £20,000 was offered back to the Area Committee CIL budget.

5.2.3 LIP funding is no longer available, and therefore, subject to the Committee's decision and approval for a statutory consultation to take place as per one of the options moving forward as set out in this report, it is envisaged that an approximate £2,500 additional funding over and above the remainder of the £2,500 already allocated for Glendor Gardens, would be required to carry out a statutory consultation and report back the outcome to this Committee.

5.2.4 Furthermore, the outcome of any statutory consultation will be determined by the Interim Executive Director (Environment) under the powers Delegated unto him under the Council's Constitution. If the Interim Executive Director (Environment) decides that a CPZ or relevant parking measure should be introduced, a further £7,700 is sought from the Committee Area Committee CIL budget, with a view to offering the Committee back the funding, should a decision be made to not progress with any measures.

5.3 **Social Value**

5.3.1 None in relation to this report.

5.4 **Legal and Constitutional References**

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

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

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

5.5 **Risk Management**

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

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 outlines the provisions of the public-sector equalities duty which requires public bodies to have due regard to the need to:

- (i) Eliminate discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010
- (ii) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (iii) 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: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

5.6.3 The proposal is not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group.

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, and subsequent on-site meeting has taken place as set out above, and this report outlines the considerations of the engagement.

5.9 Insight

5.9.1 None in relation to this report.

6. BACKGROUND PAPERS

6.1 Hendon Residents Forum. 22nd October 2014, Item 3

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=7901&Ver=4>

6.2 Hendon Area Committee 22nd October 2014, Item 7 Matters referred from the Hendon Area Residents Forum

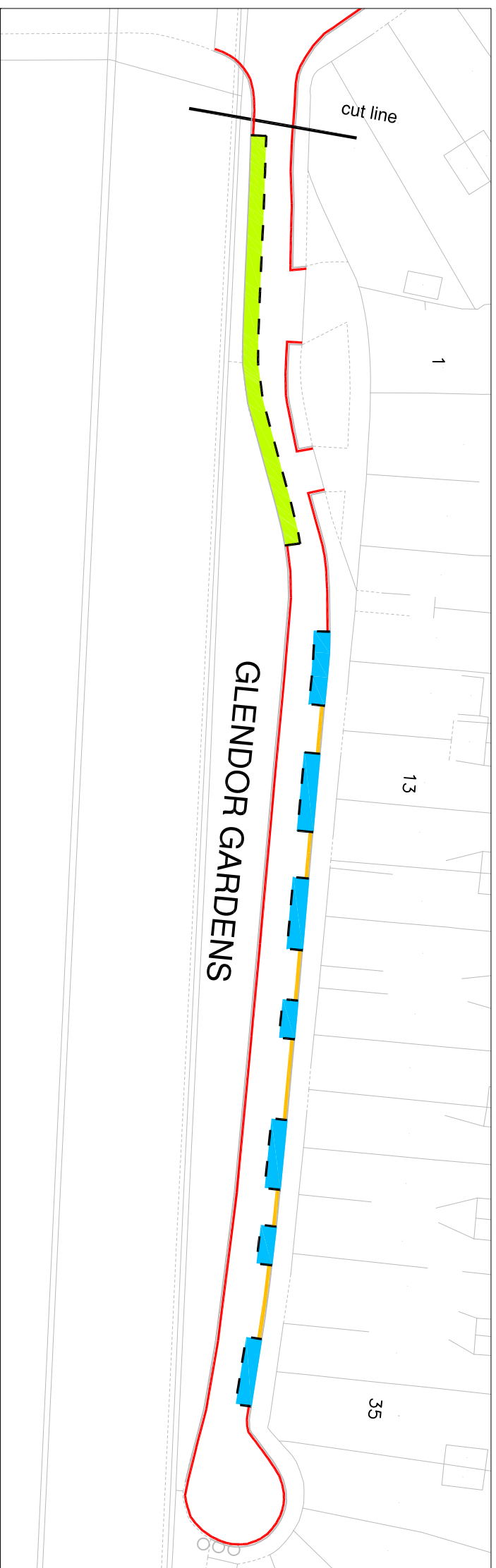
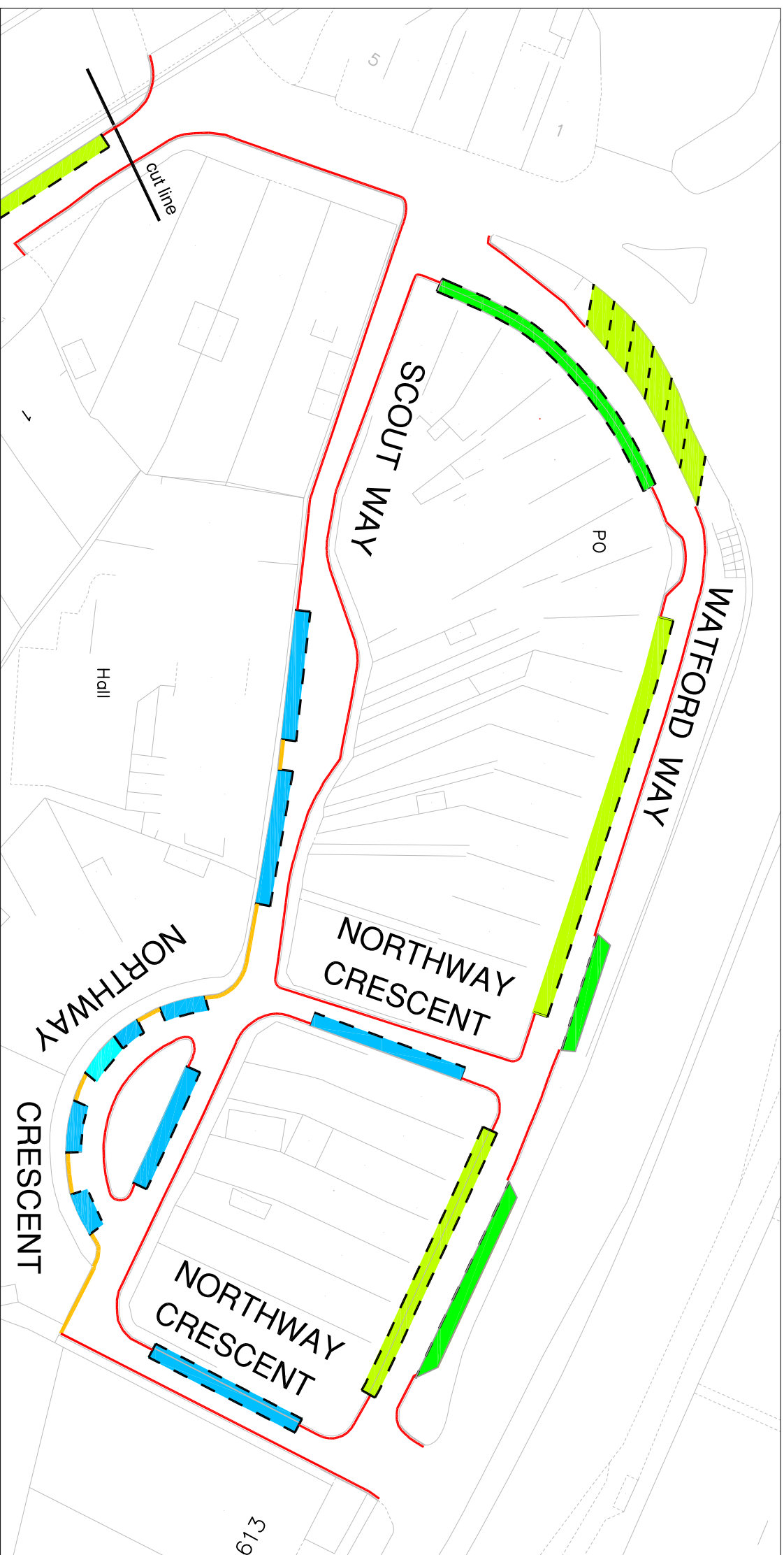
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8058&Ver=4>

6.3 Hendon Area Committee 6th July 2016 Item 12 Outcome of parking investigations - Watford Way (Apex Corner) Slip Road NW7






<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8660&Ver=4>

- 6.4 Hendon Residents Forum. 22nd March 2017, Item 1
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=8655&Ver=4>
- 6.5 Hendon Area Committee 27th June 2018, Item 15 Results of the Statutory Consultation – Proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens NW7
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9529&Ver=4>

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key

- | | |
|---|--|
|  | Residents Permit Only Bay
(Mon-Fri, 9am-5pm) |
|  | Residents Permit/ Business Permit / Pay By Phone (max stay 2hrs - no return 2 hrs)
Parking Bay (Mon-Fri, 9am-5pm) |
|  | Pay By Phone Parking Bay
(Mon-Fri, 9am-5pm, max stay 2hrs - no return 2 hours) |
| | <u>Proposed Tariff</u>
Up to 30mins - £0.65
Up to 1 hour - £1.30
Up to 2 hours - £2.60 |
|  | Monday-Friday, 9am-5pm
waiting restrictions |
|  | 'At any time' waiting
restrictions |

SCHEME:

APEX CORNER AREA
CONTROLLED PARKING ZONE

TITLE:

PROPOSED PARKING LAYOUT

Scale:	N.T.S.	Date:	JAN 2018
Initiated:	GWA	Drawn:	MJ
DRAWING NO.:			
SCR202/001			

Acad Ref.

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