

**MEETING**

**FINCHLEY & GOLDERS GREEN AREA COMMITTEE**

**DATE AND TIME**

**TUESDAY 9TH JULY, 2019**

**AT 7.00 PM**

**VENUE**

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

**TO: MEMBERS OF FINCHLEY & GOLDERS GREEN AREA COMMITTEE (Quorum 3)**

Chairman: Cllr Jennifer Grocock  
Vice Chairman: Cllr Rohit Grover

**Councillors**

Cllr Arjun Mitra  
Cllr Dean Cohen

Cllr Shimon Ryde  
Cllr Ross Houston

Cllr Anne Hutton

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is **Thursday 4 July at 10AM**. Requests must be submitted to Faith Mwende 020 8359 4917 [faith.mwende@barnet.gov.uk](mailto:faith.mwende@barnet.gov.uk)

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

**Andrew Charlwood – Head of Governance**

Governance Services contact: Faith Mwende 020 8359 4917 [faith.mwende@barnet.gov.uk](mailto:faith.mwende@barnet.gov.uk)

Media Relations Contact: Gareth Greene 020 8359 7039

**ASSURANCE GROUP**

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## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	5 - 10
2.	Absence of Members (If any)	
3.	Declaration of Members' Disclosable Pecuniary interests and Non Pecuniary interests (If any)	
4.	Report of the Monitoring Officer (If any) None.	
5.	Public Comments and Questions (If any)	
6.	Matters referred from the Finchley and Golders Green Area Residents Forum (If any)	11 - 14
7.	Petitions (if any) None.	
8.	Area Committee Funding - Community Infrastructure Levy update	15 - 22
9.	Members' Items <ul style="list-style-type: none"> <li>• Cllr Dean Cohen</li> <li>• Cllr Arjun Mittra</li> </ul>	23 - 26
10.	Members' Items - Area Committee Funding Applications (if any)	27 - 32
11.	Glenhurst Road - One-Way	33 - 44
12.	West Heath Drive - Speed Survey To follow.	
13.	Hampstead Way - Speed Survey To follow.	
14.	Church Lane/High Road - Feasibility Study	45 - 54
15.	Rosemont Avenue - Feasibility Study To follow	
16.	North Finchley - Legible London	55 - 60

17.	Forward Work Programme	61 - 64
18.	Any item(s) the Chairman decides are urgent	

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# Decisions of the Finchley & Golders Green Area Committee

4 April 2019

Members Present:

AGENDA ITEM 1

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

Councillor Dean Cohen  
Councillor Jennifer Grocock  
Councillor Ross Houston

Councillor Anne Hutton  
Councillor Arjun Mittra

## CHAIRMAN'S INTRODUCTION

The Chairman welcomed everyone to the meeting and explained that the running order had changed.

### 1. MINUTES OF LAST MEETING

Councillor Houston noted that his name was omitted from the minutes under his member's item. The Committee agreed to this correction.

Subject to this correction, the Committee: **RESOLVED that the minutes of the meeting dated 4 February 2019 be agreed as a correct record.**

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

None.

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

Councillor Anne Hutton declared an interest in relation to item 15 as she lives within the 'M' CPZ Zone and holds a resident's permit.

Councillor Arjun Mittra declared an interest in relation to item 10 as an employee of the GLA.

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

None.

### 5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

Kipp Foster made a public comment, on behalf of Mark Foster, in relation to Agenda Item 10 Member's Item – Application for Community Infrastructure Levy (CIL) Funding (by Councillor Arjun Mittra's on Safety around the junction of Church Lane and The High Road).

Colette Symonds made a public comment in relation to Agenda Item 10 Member's Item – Application for Community Infrastructure Levy (CIL) Funding (by Councillor Arjun Mittra's on Safety around the junction of Church Lane and The High Road).

Alison Munday made a public comment in relation to Agenda Item 10 Member's Item – Application for Community Infrastructure Levy (CIL) Funding (by Councillor Arjun Mitra's on Safety around the junction of Church Lane and The High Road).

Alison Munday made a public comment in relation to Agenda Item 10 Member's Item – Application for Community Infrastructure Levy (CIL) Funding (by Councillor Arjun Mitra's on Safety around the junction of Church Lane and The High Road).

Dr Mark Berelowitz made a public comment, on behalf of Carole Barzilay, in relation to Agenda Item 15 East Finchley CPZ Area – Parking Consultation Results

Sonia Bogdanor made a public comment in relation to Agenda Item 15 East Finchley CPZ Area – Parking Consultation Results

Suki Dhanak made a public comment in relation to Agenda Item 15 East Finchley CPZ Area – Parking Consultation Results

Marc Hommel made a public comment in relation to Agenda Item 14 Results of the statutory consultation for the proposed Garden Suburb 'GS' CPZ extension.

Details of the written comments were provided with the agenda papers for the meeting. Oral responses were given to the supplementary questions at the meeting and the audio recording is available online.

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

The Chairman introduced the item which related to a petition referred up from the 6 March Finchley and Golder's Green Residents Forum titled: Parking at Kenwood Close.

Mr Karim Lalani addressed the committee on behalf of Michael Bennett in relation to Parking at Kenwood Close and the issues with the turning circle.

Following comments and questions from Members, agreed for double yellow lines along the turning circle and single yellow lines for 1 hour during the day along Kenwood Close.

The Committee therefore:

**RESOLVED to allocate £2,500 for the single and double Yellow lines along Kenwood Close.**

## **7. PETITIONS (IF ANY)**

Emily Candler the Lead Petitioner, addressed the Committee in relation to the petition titled: Petition: Make our school crossing safer for everyone, which had received over 2000 signature.

Following consideration, the Committee unanimously **RESOLVED: To take the recommendation as agreed under the agenda item 10: Member's Item – Application for Community Infrastructure Levy (CIL) Funding (by Councillor Arjun Mitra's on Safety around the junction of Church Lane and The High Road.**

## **8. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE**

The Chairman introduced the report, which updated Members on the budget allocations for the Finchley and Golders Green Area Committee.

A Member questioned if a neighbourhood plan or a neighbourhood order was within the area, the constituency would receive an extra 25% allocation on top of the £150000. Mr. Cooke undertook to confirm the position at the next meeting.

The Committee unanimously **RESOLVED**:

- 1. To note the amount available for allocation during 2018/19, as set out in paragraph 6.2.1 and in Appendix 1 £0.017m. From 1 April 2019 the 2019/20 £0.150m allocation becomes available for drawdown.**
- 2. To note the amount of reallocated underspends & overspends in Section 2.1**

## **9. MEMBERS' ITEMS (IF ANY)**

Item 1 – Member's Items in the name of Councillor Shimon Ryde - Review CPZ in Elmcroft Avenue NW11- Childs Hill.

Following discussion, the Committee **RESOLVED**:

**To approve funding of £3,000 to undertake an informal consultation of the current hours of operation of the CPZ applicable to Elmcroft Avenue and consider including the relevant adjacent roads.**

Item 2 – Member's Item in the name of Councillor Anne Hutton – Church Path North Finchley – Woodhouse.

Following discussion, the Committee **RESOLVED**:

**To note the concerns and that the street cleansing team would liaise with Councillor Hutton on the concerns raised.**

**RESOLVED that the Committee issue their instructions to officers as set out above and where necessary report back to a future meeting.**

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

Item 1 – Member's Items in the name of Councillor John Marshall - Meadway Gate Roundabout was withdrawn to allow for further consultation with residents.

Item 2 – Member's Item in the name of Councillor Dean Cohen– Fencing at Woodlands Close, NW11.

Following discussion, the Committee **RESOLVED**:

**To approve funding of up to £5000 for wooden posts to be put around the edge of the green at Woodlands Close in liaison with relevant Greenspaces officers to ensure that spacing of the posts allows the lawn mowers appropriate access to the green.**

Item 3 – Member’s Item in the name of Councillor Arjun Mittra– Safety around the junction of Church Lane and The High Road.

Following discussion on this item and in conjunction with item 7, the Committee **RESOLVED:**

- 1. To instruct the road safety and school travel officer to contact the school and present to pupils on road safety.**
- 2. To further discuss with TfL the implementation of the delay between road traffic signals and the pedestrian crossing signals.**
- 3. To allocate £5000 for officers to undertake the necessary feasibility study and bring a report that will detail discussions with TfL and suggested next steps, including interim solutions to make the crossing safer. An update will be brought to the next meeting.**

**RESOLVED** that the Committee issue their instructions to officers as set out above and where necessary report back to a future meeting.

#### **11. THE VALE - SPEED SURVEY RESULTS**

The Chairman introduced the report, which detailed the results of surveys undertaken to address concerns raised by residents regarding traffic flows and speeding issues on The Vale NW11.

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

- 1. To note the results of the speed survey that was undertaken in The Vale, NW11.**
- 2. To install two vehicle activated signs in The Vale at an approximate cost of £10,000 from the F&GG Area Committee CIL funding.**

#### **12. TEMPLE FORTUNE LANE - SPEED SURVEY RESULTS**

The Chairman introduced the report, which detailed the results of surveys undertaken to address concerns raised by residents regarding traffic flows and speeding issues on Temple Fortune NW11.

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

- 1. To note the results of the speed survey that was undertaken in Temple Fortune Lane, NW11.**
- 2. To install vehicle activated signs and road markings in Temple Fortune Lane at an approximate cost of £10,000 from F&GG Area Committee CIL funding.**

#### **13. FRIARY ROAD TRAFFIC MANAGEMENT MEASURES - UPDATE REPORT**

The Chairman introduced the report, which provides an update following the introduction of road safety measures installed to address concerns about the speed of traffic in Friary Road, N12.

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



1. To note the information about traffic speeds recorded from vehicle activated signs recently installed in Friary Road.
2. To note the recommendation that no further action is taken at this time although officers will continue to monitor vehicle speeds in Friary Road.

#### **14. RESULTS OF THE STATUTORY CONSULTATION FOR THE PROPOSED GARDEN SUBURB 'GS' CPZ EXTENSION**

The Chairman introduced the report, that advised the outcome of the statutory consultation undertaken on proposals to extend the Garden Suburb 'GS' Controlled Parking Zone (CPZ) into Erskine Hill, North Square and Temple Fortune Hill.

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

1. Having considered the feedback to the statutory consultation, to instruct the Executive Director, Environment to introduce the extension to the Garden Suburb 'GS' CPZ into Erskine Hill (between North Square and Temple Fortune Hill), North Square and Temple Fortune Hill (between Willifield Way and Erskine Hill) as originally proposed, through the making of the relevant Traffic Management Orders, with the exception of the modification outlined in (a) below, and as shown on the drawing in Appendix C.
  - a. that the proposed 'at any time' waiting restrictions on the north-west side of North Square outside Nos. 4, 5 and 6 North Square should not be introduced.
2. To instruct the Executive Director, Environment to introduce the resident permit parking place on Central Square outside St Jude's Vicarage as originally proposed, through the making of the relevant Traffic Management Orders.
3. To instruct the Executive Director, Environment to prepare a report outlining the feedback to the introduction of the CPZ extension and any other pertinent parking issues, for the Committee's consideration.
4. To allocate the funding in the sum of £11,000 for the recommended actions outlined in 1, 2 and 3 above from this year's CIL Area Committee budget.

#### **15. EAST FINCHLEY CPZ AREA - PARKING CONSULTATION RESULTS**

The Chairman introduced the report, that detailed results of the informal consultation to review the existing East Finchley CPZ in respect of introducing a sub-zone namely The Causeway, Cedar Drive and Edmunds Walk.

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

1. That having considered the feedback to the informal consultation undertaken as set out in this report, to instruct the Executive Director, Environment to design, and carry out a statutory consultation on proposals to remove the roads shown in Appendix A from the East Finchley 'M' Controlled Parking Zone (CPZ) and re-designate those roads in a new CPZ permit code.

2. To instruct the Executive Director, Environment to include the conversion of two parking places in Durham Road N2 to allow holders of the new CPZ permit code to park in.
3. To instruct the Executive Director, Environment to investigate the potential to include additional parking spaces as part of the design referred to in 1. above.
4. To instruct the Executive Director, Environment to report the outcome of the statutory consultation back to a future meeting of this Committee for a decision to be made on whether the proposals should be implemented or not, and if so, with or without modification.
5. To allocate the funding in the sum of £7,000 for the recommended actions outlined in 1, 2, 3 and 4 above from the 2019/20 CIL Area Committee budget.

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

There were none.

The meeting finished at 9.00 pm

	<p><b>AGENDA ITEM 6</b></p> <p><b>Finchley &amp; Golders Green Area Committee</b></p> <p><b>9 July 2019</b></p>
<p><b>Title</b></p>	<p><b>Referrals from Finchley &amp; Golders Green Residents' Forum</b></p>
<p><b>Report of</b></p>	<p>Head of Governance</p>
<p><b>Wards</b></p>	<p>All</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Enclosures</b></p>	<p>None</p>
<p><b>Officer Contact Details</b></p>	<p>Tracy Scollin  <a href="mailto:FandGG.residentsforum@barnet.gov.uk">FandGG.residentsforum@barnet.gov.uk</a></p>

<b>Summary</b>
<p>At the meeting of Finchley &amp; Golders Green Residents' Forum, 6 June 2019 the issues highlighted in section 1 were referred to the Finchley &amp; Golders Green Area Committee for consideration.</p>

<b>Recommendations</b>
<p><b>1. That the Finchley and Golders Green Area Committee consider the issue referred by the Finchley &amp; Golders Green Residents' Forum</b></p>

## 1. WHY THIS REPORT IS NEEDED

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

Item	Action
<p><b>Submitted by: Peter Hale</b> <b>Received: 24 May 2019</b></p> <p><b>Countdown system High Road / Fortis Green</b> Please can you give an update on progress (previous response given F&amp;GG Forum 6/9/18 item 8)</p> <p><b>Officers' response:</b></p> <p>As we advised last year a borough led scheme incorporating a filter signal and pedestrian countdown proposal was shelved, owing to limitations on the funding available especially as traffic modelling would be necessary. The proposal remains one that will be reconsidered for future funding in future, but is not currently being progressed.</p> <p>TfL had indicated that modelling of the junction would not be necessary simply to introduce pedestrian countdown signals. Normally pedestrian signals show a green man as an invitation to cross but then that light goes out, and subsequently shows the red man, although there is still time available to complete crossing. The pedestrian countdown system provides an additional indicator of the time remaining to cross. These can provide greater assurance for pedestrians that they still have time to complete crossing. We asked TfL if they could give us an indication of the costs of introducing pedestrian countdown on its own. They advise that this would be in the region of £15k-£20k or possibly less if it turned out that re-cabing was not necessary.</p> <p>We also do not have a currently funded scheme to address provision of pedestrian countdown signals in isolation.</p> <p>If the Forum consider that this location requires immediate attention, then there is the option of the issue being referred to the Finchley and Golders Green Area Committee, where funding to progress items could be granted.</p>	<p>The Finchley and Golders Green Area Committee give consideration to the request.</p>
<p><b>Submitted by: Theresa Musgrove</b> <b>Received: 29 May 2019</b></p> <p>Bearing in mind the recent tragic local case of a young child killed after running into traffic, what measures does the council intend to take to safeguard children entering Victoria Park from the main Long Lane entrance, once contractors start building flats in the park, on the site the Tory councillors sold for development? The same question of safety will apply after the building work is done, and residents with their cars will be accessing the flats in the park at this already dangerous spot, with children running into the park, expecting to be safe from any such risk.</p> <p><b>Officers' response:</b></p>	<p>The Finchley and Golders Green Area Committee give consideration to the request.</p>

Such an unfortunate accident is tragic.

There are existing refuge islands near the two entrances to the Park on Long Lane to enable people to cross the road safely. Also, as part of the planning permission for the proposed development the council has approved a Construction Management Plan. This includes a requirement to safely manage traffic/pedestrian movements at the proposed site entrance.

The proposed development comprises 6 self-contained flats with 6 car parking spaces. Hence, the number of vehicle movements from the site is expected to be low (2-3 cars during peak hour). In addition, the Council will ensure that the new access meets current visibility and safety standards.

## **2. REASON FOR REFERRAL**

- 2.1 At the meeting of Finchley & Golders Green Residents' Forum held on 6 June 2019 the issue highlighted in section one was referred to this Committee for consideration, as permitted by the constitution.

## **3. REASONS FOR RECOMMENDATIONS**

- 3.1 As set out above.

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

- 4.1 N/A

## **5. POST DECISION IMPLEMENTATION**

N/A

## **6. IMPLICATIONS OF DECISION**

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

- 6.2 Not in the context of this report.

### **6.3 Legal and Constitutional References**

- 6.3.1 Article 3 - Residents and Public Participation, of the Council's Constitution allows the Residents Forum Chairman to determine the outcome of an issue as follows;

- note the issue and take no action
- instruct that an appropriate named officer contact the resident within 20 working days to provide an additional response instruct that Ward Members are notified of the issue.
- decide that the issue be referred to the next meeting of an Area Committee for consideration, subject to the issue being within the terms of reference of an Area Committee

6.4 **Risk Management**

6.5 Not in the context of this report.

6.6 **Equalities and Diversity**

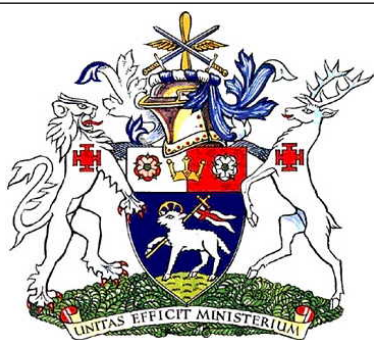
6.7 Not in the context of this report.

6.8 **Consultation and Engagement**

6.9 Not in the context of this report.

7. **BACKGROUND PAPERS**

7.1 None.



## Finchley and Golders Green Area Committee

9<sup>th</sup> July 2019

<b>Title</b>	<b>Area Committee Funding - Community Infrastructure Levy update</b>
<b>Report of</b>	Acting Head of Finance – Projects, Finance
<b>Wards</b>	Childs Hill, East Finchley, Finchley Church End, Garden Suburb, Golders Green, West Finchley, Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Outstanding Schemes to be completed
<b>Officer Contact Details</b>	Gary Hussein, Acting Head of Finance, Finance Contact: Gary.Hussein@barnet.gov.uk

### Summary

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

### Officers Recommendations

1. That the Finchley and Golders Green 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 Finchley and Golders Green Area Committee notes the amount or re-allocated underspends & Overspends in Section 2.1

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

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

## **2 CIL activity**

- 2.1 The latest position shows expenditure to April 2019. The total amount of underspends from 2015 – 2019 are £0.123m, whilst the total funded overspends on schemes total £0.036m.
- 2.2 The over & underspends from the prior year schemes that are still open will impact on the total Area Committee available balance, until the schemes are certified as completed.

## **3. REASONS FOR RECOMMENDATIONS**

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

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



4.1 No alternative options were considered

## **5. POST DECISION IMPLEMENTATION**

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

## **6. IMPLICATIONS OF DECISION**

### **6.1 Corporate Priorities and Performance**

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

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

6.2.1 An annual allocation of £0.150m is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.099m. This takes account of the amount of unallocated funds from prior years, as well as allocations for the current financial year together with under and overspends relating to previous financial years.

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

### **6.3 Social Value**

6.3.1 Not applicable to this report

### **6.4 Legal and Constitutional References**

6.4.1 CIL is a planning charge that was introduced by the Planning Act 2008 Part II to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations").

6.4.2 Section 216(2) of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. I.e. roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreation facilities and open spaces. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

6.4.3 CIL cannot be used to fund Affordable Housing and other exemptions are set out in Part 6 of the Regulations.

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

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

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

#### **6.5 Risk Management**

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

#### **6.6 Equalities and Diversity**

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

#### **6.7 Corporate Parenting**

Not applicable in the context of this report

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

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

#### **6.9 Insight**

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

### **7. BACKGROUND PAPERS**

Policy & Resources Committee, 9 July 2015

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

# Area Committee

## Finchley & Golders Green

Finchley & Golders Green Area Committee  
Funding by Ward





## Finchley & Golders Green 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	<b>-£24,500.00</b>	£15,060.00	<b>-£95,685.00</b>	<b>-£137,785.39</b>
Adjustment for CIL receipts 2015/16		<b>-£19,940.00</b>			

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
Childs Hill	<b>-£17,000.00</b>	<b>-£16,000.00</b>	<b>-£24,400.00</b>	<b>-£43,900.39</b>	
East Finchley	<b>-£20,000.00</b>	£0.00	<b>-£20,150.00</b>	<b>-£41,100.00</b>	
Finchley Church End	<b>-£37,500.00</b>	<b>-£7,500.00</b>	<b>-£57,430.00</b>	£0.00	
Garden Suburb	<b>-£20,000.00</b>	<b>-£21,500.00</b>	<b>-£22,565.00</b>	<b>-£61,100.00</b>	
Golders Green	<b>-£15,000.00</b>	£0.00	£0.00	<b>-£5,000.00</b>	
West Finchley	<b>-£49,500.00</b>	<b>-£16,000.00</b>	<b>-£59,500.00</b>	<b>-£10,500.00</b>	
Woodhouse	<b>-£15,500.00</b>	<b>-£29,500.00</b>	<b>-£76,700.00</b>	<b>-£30,500.00</b>	
	<b>-£174,500.00</b>	<b>-£90,500.00</b>	<b>-£260,745.00</b>	<b>-£192,100.39</b>	£0.00

2015/16 Underspend returned to CIL reserve	£66,823.03
2016/17 Underspend returned to CIL reserve	£14,803.35
2017/18 Underspend returned to CIL reserve	£41,481.69
2018/19 Underspend returned to CIL reserve	£0.00
Overspend Funded	<b>-£36,173.02</b>

<b>New Balance</b>	<b>£99,149.66</b>
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## 2018/19

Name	Ward	Budget Allocation (CIL Reserve)
Central Square Minyan - Lighting	Garden Suburb	-£5,000.00
North Finchley Legible London	Woodhouse/ West Finchley	-£5,000.00
Tarling Road Open Space - Forest School	East Finchley	-£5,000.00
Church Lane - One-Way	East Finchley	-£12,100.00
Hampstead Way - Pedestrian Improvements	Garden Suburb	-£25,000.00
Hampstead Way - Parking Bay		
Glenhurst Road - Implementation	Woodhouse	-£19,000.00
Crewys Road CPZ Review	Childs Hill	-£3,000.00
Temple Fortune Lane - Speeding	Garden Suburb	-£2,000.00
The Vale (Rodboroughh Road) - Speeding	Childs Hill	-£2,000.00
Tarling Road Community Hub	East Finchley	-£12,000.00
Park View Road - CPZ Review	West Finchley	-£3,000.00
Hampstead Way - Gates	Garden Suburb	-£1,600.00
Somerton Road - Implementation	Childs Hill	-£11,000.00
West Heath Drive Speed Survey	Childs Hill	-£2,000.00
Addison Way - Width Restriction	Garden Suburb	-£3,000.00
Rosemont Avenue - Feasibility Study	West Finchley	-£5,000.00
Bench - Bus Stop Litchfield Way	Garden Suburb	-£1,500.00
Hampstead Way - Speed Survey	Garden Suburb	-£2,000.00
Parking - Kenwood Close	Childs Hill	-£2,500.00
Elmcroft Avenue - CPZ Review - informal	Childs Hill	-£3,000.00
Woodlands Close - Bollards	Golders Green	-£5,000.00
Church Lane/High Road, N2 - Feasibility	East Finchley	-£5,000.00
The Vale (Rodborough) - Speeding - VAS	Childs Hill	-£10,000.00
Temple Fortune Lane - VAS	Garden Suburb	-£10,000.00





## Finchley & Golders Green Schemes In Progress (2/2)

### 2018/19 (cont.)

Name	Ward	Budget Allocation (CIL Reserve)
CPZ extention into Erskine Hill, North Square, Temple Fortune Hill; Introduction of resident parking on Central Square outside St. Jude's Vicarge	Garden Suburb	<b>-£11,000.00</b>
Carry out a consultation to re-design the East Finchley 'M' CPZ; Conversion of parking places in Durham Road N2; Investtigation of potential additional parking places	East Finchley	<b>-£7,000.00</b>

### 2017/18

Name	Ward	Budget Allocation (CIL Reserve)
The Diggers -construction of compost bins	Childs Hill	<b>-£5,600.00</b>
Leslie Road/Leopold Road - Implementation	East Finchley	<b>-£12,650.00</b>
CPZ Erskin Hill North Square	Garden Suburb	<b>-£7,500.00</b>
East Finchley CPZ	East Finchley	<b>-£2,500.00</b>
Parking Hodford Road Parking Hervey Close	Childs Hill/West Finchley	<b>-£2,000.00</b>

### 2016/17

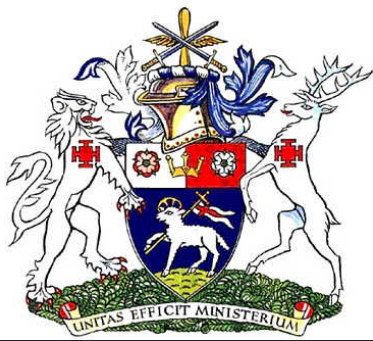
Name	Ward	Budget Allocation (CIL Reserve)
Parking Frairy Road/Valley Road	Woodhouse	<b>-£4,000.00</b>
Buxted Ashurst - Feasibility	Woodhouse	<b>-£5,000.00</b>

### 2015/16

Name	Ward	Budget Allocation (CIL Reserve)
Parking Friary Road/Frairy Way	Woodhouse	<b>-£5,000.00</b>
Parking CPZ Cherry Tree Wood	East Finchley	<b>-£10,000.00</b>
Parking Temple Fortune (Oakfield Road)	Garden Suburb/Golders Green	<b>-£10,000.00</b>



AGENDA ITEM 9



## Finchley & Golders Green Area Committee

9 July 2019

<b>Title</b>	<b>Member's Items</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Golders Green, East Finchley
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	
<b>Officer Contact Details</b>	Faith Mwende, Governance Officer Faith.mwende@barnet.gov.uk

### Summary

The report informs the Finchley & Golders Green Committee of Member's Item and requests instructions from the Committee.

### Recommendations

1. That the Finchley & Golders Green Committee's instructions are requested to the items 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 considered the following matter:

<b>Cllr Dean Cohen</b>	<b>Junction at Portsdown Ave and Templars Ave – Golders Green</b>  For the Committee to consider what improvements can be made to the junction Portsdown Avenue and Templars Avenue where there has been numerous vehicular accidents
<b>Cllr Arjun Mittra</b>	<b>East End Road – East Finchley</b>  Members of the council will share my shock at the news of a fatal accident on East End Road in East Finchley, involving a three-year old. There was a fatal collision earlier this year, and a serious accident in February.  I therefore request officers to draw up plans for a ward wide 20 mph zone for East Finchley, in consultation with ward councillors. These plans should be brought back to committee to consider the costs of work and implementation, as well as the design details.

## 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 13 March 2019 and 25 March 2019.

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## Finchley and Golders Green Area Committee

**9 July 2019**

<b>Title</b>	<b>Member’s Item – Application for Community Infrastructure Levy (CIL) Funding</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Childs Hill, Garden Suburb
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Faith Mwende <a href="mailto:faith.mwende@barnet.gov.uk">faith.mwende@barnet.gov.uk</a>

### Summary

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

### Recommendations

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

## 1. WHY THIS REPORT IS NEEDED

1.1 The following requests for funding from the Committee's allocated CIL budget have been raised:

Title	Improvements requested for Greenfield Gardens NW2
Raised by (Councillor)	Anne Clarke
Ward	Childs Hill
Area Committee	Finchley and Golders Green
Member Request	<p>I would like the committee to consider funding the following improvements to Greenfield Gardens NW2:</p> <ul style="list-style-type: none"> <li>- the feasibility of converting the 8 business parking bays in Greenfield Gardens in NW2 to resident parking bays, with one bay to be a bicycle hangar. As far as I am aware, no businesses are linked to these business bays and residents would like the extra parking spaces.</li> </ul>
Funding Required (£)	Officers to confirm required funding

Title	Northway Gardens
Raised by (Councillor)	Rohit Grover
Ward	Garden Suburb
Area Committee	Finchley and Golders Green
Member Request	<ul style="list-style-type: none"> <li>- planting attractive Trees and Shrubs for year round interest. Quoted approved cost c£4300.</li> <li>- Urgent repairs to a major foot bridge over the Mutton Brook, currently slippery and unsafe. Quoted cost by Barnet approved contractor £4000.</li> <li>-</li> <li>- Lay down some 12,000 litres of wood chip, compost and grit to nourish the neglected soil and stop Weeds and Tree seedlings. c£712 (incl VAT).</li> </ul>

	- To install two new Benches and 8 new Rubbish Bins in a neglected area. c£1100
Funding Required (£)	£10,612

## 2. REASONS FOR RECOMMENDATIONS

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

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

3.1 Not applicable.

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

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

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

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

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

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

#### **5.2 Social Value**

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

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

5.3.1 Council Constitution, Article 7 contains the responsibilities of the Area Committees, which includes to: "Determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent."

#### **5.4 Risk Management**

5.4.1 None in the context of this report.

#### **5.5 Equalities and Diversity**

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

#### **5.6 Consultation and Engagement**

5.6.1 None in the context of this report.

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

5.7.1. Not applicable in the context of this report

#### **5.8. Insight**

5.8.1. None in context of this report.

## **6. BACKGROUND PAPERS**

- 6.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets: <http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>
- 6.2 Review of Area Committees – operations and delegated budgets (24 June 2015): <https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>

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**Finchley and Golders Green  
Area Committee**

**9 July 2019**

<b>Title</b>	<b>Glenhurst Road, N12- One Way</b>
<b>Report of</b>	Executive Director - Environment
<b>Wards</b>	Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<u>Drawings</u> BC/001348-02-100-01 BC/001348-02-100-02
<b>Officer Contact Details</b>	Jamie Blake – Executive Director - Environment <a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a>

**Summary**

This report details the results of a feasibility study investigating alternative measures to reduce the reported traffic problems on Glenhurst Road, N12 including the introduction of a one-way system in a northbound direction from the junction with Friern Park to the junction with Torrington Park.

## **Recommendations**

- 1. That the Finchley and Golders Green Area Committee note the review of the one-way system as outlined in this report and the appendices to this report and depicted on drawings BC/001348-02-100-01 & BC/001348-02-100-02 attached as an Appendix.**
- 2. Having considered both options that the Finchley and Golders Green Area Committee approve the Officer preferred Option 2, to be progressed to detailed design, as outlined in drawing BC/001348-02-100-02.**
- 3. That the Finchley and Golders Green Area Committee give instruction to the Executive Director - Environment to carry out a statutory consultation.**
- 4. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the statutory consultation, referred to in recommendation 2, the Executive Director - Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.**
- 5. That the Finchley and Golders Green Committee agree to allocate the funding of (£15,400) from this year's Community Infrastructure Levy (CIL) Area Committee budget to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the proposal.**

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

- 1.1 Statutory consultation was carried out in June 2018 on proposals to improve road safety on Glenhurst Road including installing a priority give way system. As part of the statutory consultation process, the proposals were advertised on notices and published in the local press and London Gazette.
- 1.2 During the consultation period, Ward Councillors and Residents requested a site meeting to discuss the proposals. At the meeting on 13<sup>th</sup> September 2018, residents raised concerns that they considered that the priority give-way system would not improve the current driver behaviour on Glenhurst Road or reduce the speed of vehicles.
- 1.3 The consensus of the meeting and in discussion with Councillor Hutton was that the proposed priority give way system should not be progressed. The residents were in favour of a one-way operation (and confirmed at the meeting they would be in favour of the one-way in a northbound direction from Friern Park to Torrington Park). Officers raised concerns that a one-way operation may impact on other roads in the vicinity and result in increased speeds on Glenhurst Road therefore additional traffic calming measures are likely to be required.
- 1.4 It should be noted that Ward Councillors raised concerns related to the one-way because traffic is likely to be diverted to Ashurst Road, however the road is currently being investigated for improvements as part of the proposed 'Quietways' programme.

- 1.5 Following the meeting, and with local member support, the Finchley and Golders Green Committee discussed the results of the Statutory Consultation on the priority give way measure and the alternative request for an option of introducing a one-way system during the Committee Meeting on the 4 Feb 2019.
- 1.6 Following discussion of the item, the committee therefore resolved:
- a. To note the results of the formal consultation as set out in this report.
  - b. To agree that no further action will be taken to progress the priority give-way system on Glenhurst Road.
  - c. To agree to progress an alternative feasibility Study on an option for One-way working on Glenhurst Road.
  - d. To note the feasibility study in recommendation 3 can be funded with the existing funding allocated to the scheme.
  - e. That the results of the feasibility study will be reported back to the Finchley and Golders Green Area Committee for consideration.
- 1.7 This report is therefore required to investigate the feasibility of introducing a one-way traffic system with a view to addressing the issues of vehicle conflicts which often result in 'stand-off' situations on Glenhurst Road.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 This approach is informed by i) site observations, and ii) vehicle and speed survey data.
- 2.2 As part of this feasibility study, the personal injury data was analysed investigating 5 years of accident data to 31 October 2016. This is the latest data that was available from the police and the 2016 data is provisional and subject to change. According to the data, there were no personal injury accidents in the last 5 years.
- 2.3 Glenhurst Road is currently subject to a 30mph speed limit and does not serve any bus routes. A traffic speed survey was conducted from 7<sup>th</sup> May to 13<sup>th</sup> May on the northern end of Glenhurst Road (Site 1) and on Southern end of Glenhurst Road (Site 2).

The figures in tables 1 & 2 indicate the 24 hour mean and 85<sup>th</sup> percentile (free flow) speeds for each day at both locations.

**Table 1 – Speed Data (Site 1)**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
07/05/2018	20.7	17.8	19.9	16.6

08/05/2018	20.4	17.4	20.4	16.9
09/05/2018	20.6	17.0	20.4	17.1
10/05/2018	20.5	17.2	20.2	16.8
11/05/2018	20.3	17.1	20.8	17.2
12/05/2018	20.3	17.1	20.0	16.4
13/05/2018	20.5	17.2	20.5	16.8

**Table 2 – Speed Data (Site 2)**

Date	Northbound		Southbound	
	85 <sup>th</sup> Percentile Speed	Mean Speed	85 <sup>th</sup> Percentile Speed	Mean Speed
07/05/2018	23.8	19.7	25.0	20.6
08/05/2018	24.0	20.0	25.9	21.5
09/05/2018	23.9	19.9	26.1	21.9
10/05/2018	23.8	19.9	25.4	21.3
11/05/2018	23.7	19.6	25.6	20.8
12/05/2018	23.5	19.7	25.0	20.9
13/05/2018	23.4	19.6	25.0	20.7

2.4 Following the site survey, accident analysis and a review of the vehicle movements, proposals to address traffic problems on Glenhurst Road have been developed, which are summarised in table 3 below:

**Table 3 Design Options**

Option	Summary	Advantages	Disadvantages
1	One-way in a northbound direction from the junction with Friern Park to the junction with Torrington Park.	Reduced vehicle traffic will improve the 'stand-off' situations currently witnessed on Glenhurst Road.	Journey times may increase for residents of Glenhurst Road.  Vehicle speeds may increase.  Some traffic may transfer onto alternative routes potentially causing a problem elsewhere.

2	One-way in a northbound direction from the junction with Friern Park to the junction with Torrington Park including speed cushions (set of two)	<p>Reduced vehicle traffic will improve the 'stand-off' situations currently witnessed on Glenhurst Road</p> <p>Speed cushions will ensure low speeds are maintained and can reduce the volume of through traffic</p> <p>More effective than horizontal traffic calming measures</p> <p>Emergency vehicles can travel faster over cushions than speed humps or tables</p>	<p>Journey times may increase for residents of Glenhurst Road</p> <p>Although minimal, speed cushions can generate noise and vibration</p> <p>Some traffic may transfer onto alternative routes potentially causing a problem elsewhere.</p>
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2.5 The above options have been reviewed on site by officers and Option 2 which is detailed on drawing BC/001348-02-100-02 is the preferred option to address the concerns on Glenhurst Road.

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

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

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

2.7 The introduction of the 'One-Way' system on Glenhurst Road would assist in improving safety for pedestrians and will reduce the number of vehicles using this road. However, there is potential for displacement of traffic which may lead to 'rat running' through other residential streets in the area.

2.8 Option 1 which is detailed on drawing BC/001348-02-100-01 is not recommended as without vertical measures speeds are likely to increase on Glenhurst Road.

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

- 3.1 Additional options were originally presented to the June 2018 Finchley and Golders Green Area Committee but not recommended for progression.
- 3.2 The only other Option at this stage is not to proceed with the proposed improvements; however, this will not address the original concerns raised by residents on Glenhurst Road.

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

- 4.1 Not applicable in the context of this report

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

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

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.
- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.
- 5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

- 5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate for the proposals as shown below in Table 4, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 4 –Cost Estimate Option 1**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes statutory processes, advertising, public consultation, safety audits etc.)	£4 000
Build Cost	£8 500
Sub-TOTAL	£12 500
Implementation & post implementation fee @ 10%	£ 1 250
<b>GRAND TOTAL</b>	<b>£13 750</b>

**Table 5 –Cost Estimate Option 2**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes statutory processes, advertising, public consultation, safety audits etc.)	£4 000
Build Cost	£10 000
Sub-TOTAL	£14 000
Implementation & post implementation fee @ 10%	£ 1 400
<b>GRAND TOTAL</b>	<b>£15 400</b>

5.2.2 The estimated cost of installing the recommended Option 2 is £15,400 and is requested from the Area Committee budget.

5.2.3 An annual allocation of £150k is made to each Area Committee. The Finchley and Golders Green Area Committee balance is £0.099m.

### 5.3 Social Value

5.3.1 As procurement is via existing term or framework agreements, there are no relevant social value considerations in relation to this work.

### 5.4 Legal and Constitutional References

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

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

## **5.5 Risk Management**

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

## **5.6 Equalities and Diversity**

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

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- Advance equality of opportunity between people from different groups
- Foster good relations between people from different groups.

## **5.7. Corporate Parenting**

5.7.1. Not applicable in the context of this report.

## **5.8. Consultation and Engagement**

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

## **5.9. Insight**

5.9.1. The proposals were informed through speed data and on-site observations of the issues on Glenhurst Road.

## **6. BACKGROUND PAPERS**

6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 12 NOV 2017

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

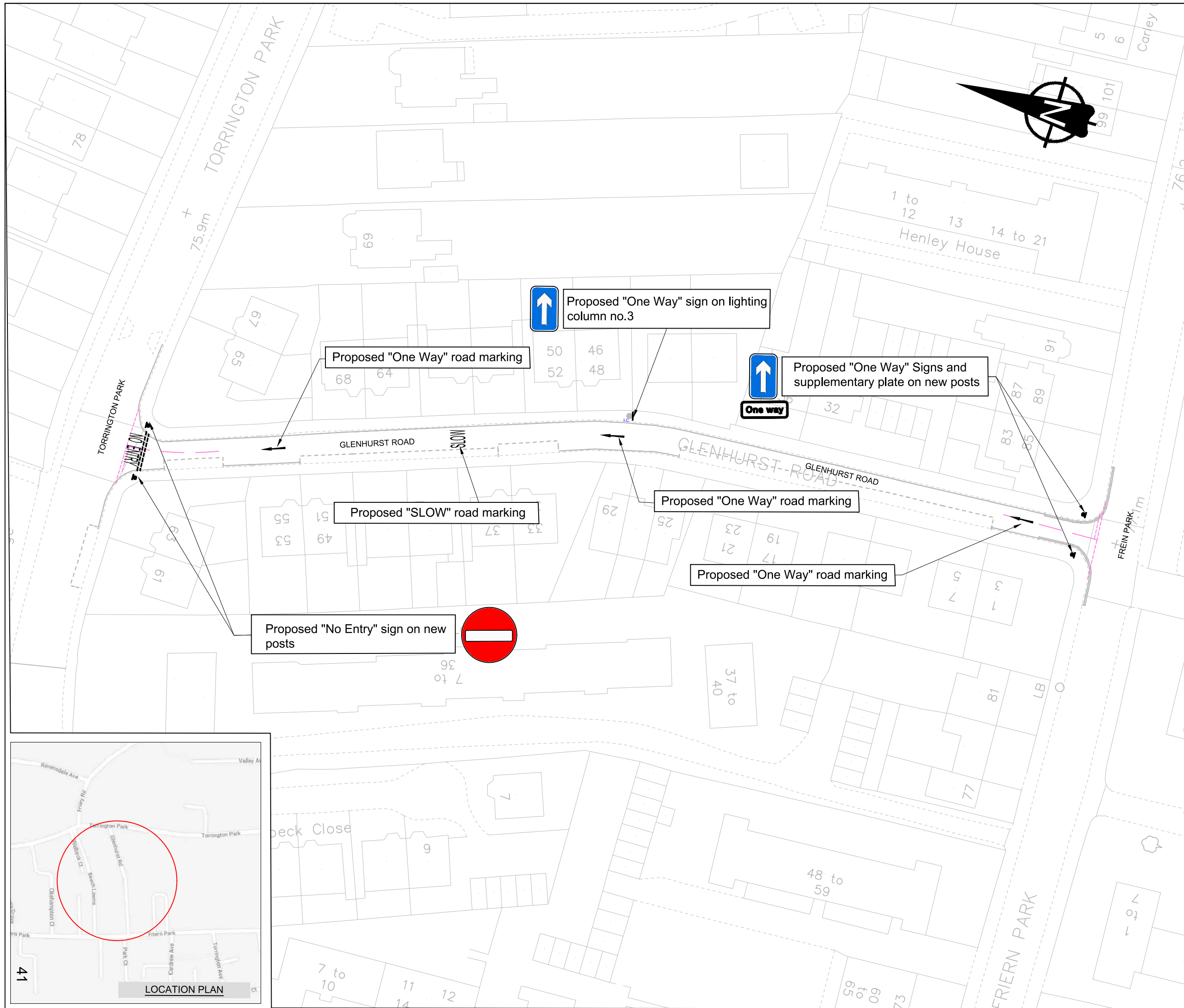
6.2 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 13 JUN 2018

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

6.3 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 04 JAN 2019

<http://barnet.moderngov.co.uk/documents/s50868/Glenhurst%20Road%20Committee%20Report%20Results.pdf>





**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/001348-01.  
 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:**  
 1. All dimensions in metres except where stated otherwise

**LEGEND:**  
 — Existing road markings  
 — New white road markings  
 — Existing road markings to be removed

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue  
**FOR INFORMATION**

Client:

Scheme Ref. BC/001348-02  
 Scheme title  
**GLENHURST ROAD PROPOSED ONE WAY**

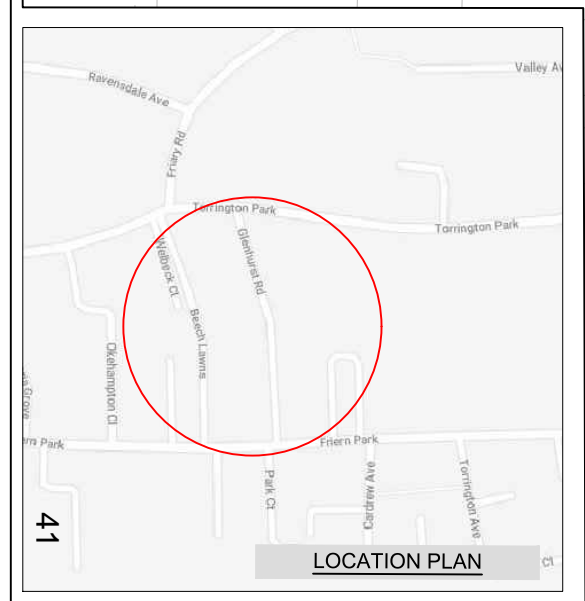
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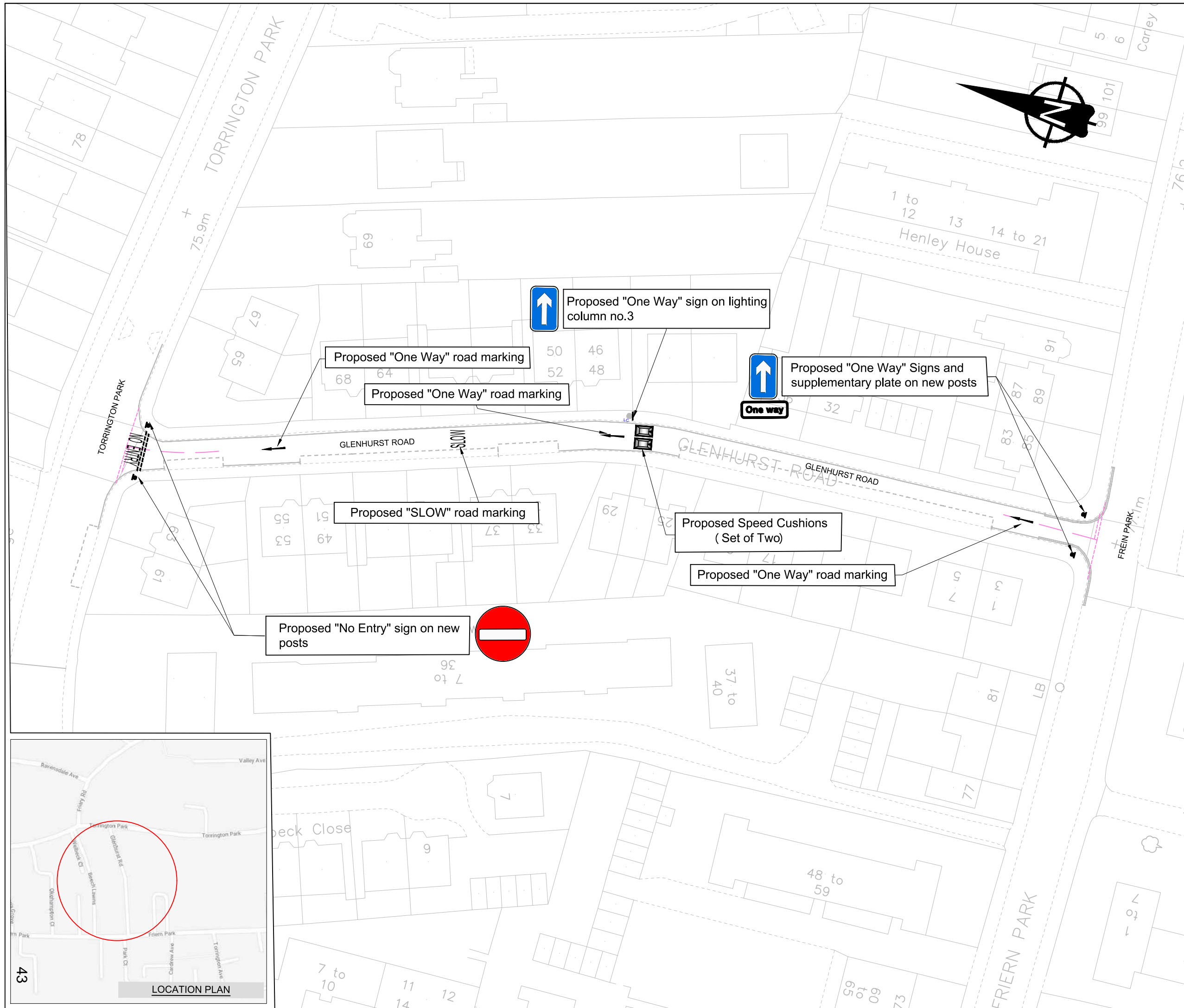
Design	Drawn	Checked	Approved
NI	NI	FR	GL
Date: 03.05.19	Date: 03.05.19	Date: 06.06.19	Date: 06.06.19

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

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**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/001348-02.  
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**NOTES:**  
 1. All dimensions in metres except where stated otherwise

**LEGEND:**  
 — Existing road markings  
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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue  
**FOR INFORMATION**

Client:

Scheme Ref. BC/001348-02  
 Scheme title  
**GLENHURST ROAD PROPOSED ONE WAY**

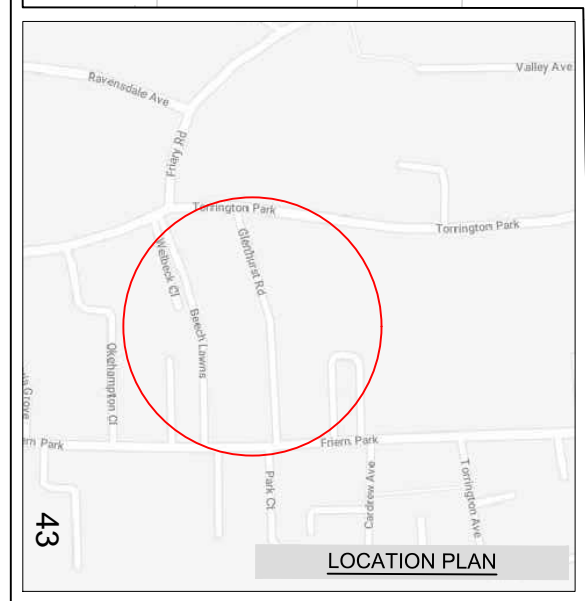
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Design	Drawn	Checked	Approved
NI	NI	FR	GL
Date: 03.05.19	Date: 03.05.19	Date: 06.06.19	Date: 06.06.19

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

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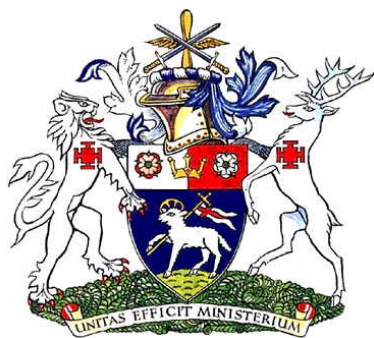
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# Finchley and Golders Green

AGENDA ITEM 14

## Area Committee

9 July 2019



**Title**

**Church Lane /High Road - Feasibility Study**

**Report of**

Executive Director, Environment

**Wards**

East Finchley

**Status**

Public

**Urgent**

No

**Key**

No

**Enclosures**

None

**Officer Contact Details**

Jamie Blake – Executive Director, Environment  
Email – [Highways.Correspondence@barnet.gov.uk](mailto:Highways.Correspondence@barnet.gov.uk)

### Summary

This report details the outcome of Transport for London (TfL) finding on the signal timings of the existing pelican crossing and outline the next step to improve safety around the signalised crossing by Martin Primary School. The report outlines other initiatives to be progressed with Martin Primary School. The report also outlines the next steps for a feasibility study for the request for the junction of A1000 with Church Lane to be signalised.

### Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the comments and outcomes of Transport for London (TfL) on existing traffic signal at A1000 High Road by Martin Primary School.

2. That the interim measures to improve the safety of the site which are estimated at £24,000 to be confirmed by Finchley and Golders Green Area Committee and detailed design and consultation to be carried out.
3. That the Finchley and Golders Green Area Committee delegates authority to the Executive Director, Environment to carry out a Consultation on the improvements in recommendation 2.
4. That the Finchley and Golders Green Area Committee agree that if any objections are received because of the consultation, referred to in recommendation 2, the Executive Director, Environment will consider these objections and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
5. That the Finchley and Golders Green Area Committee notes the initial investigation into the signalisation of Church Lane junction with A1000, and the requirement for Transport Feasibility Study of the junction and the subsequent TfL Model Auditing Process (MAP) may be required subject to the outcome of the Transport Feasibility Study.
6. That the Finchley and Golders Green Area Committee notes that Road Safety Education Officer will engage with School Travel Advisor of Martin Primary to offer several proposals as set up in Paragraphs 2.20 to 2.25 of the report which is to take place in the Autumn Term.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 During the Finchley and Golders Green Area Committee Meeting on 4 April 2019 the matter of safety around the junction of Church Lane and the High Road was referred up by a Ward Councillor Arjun Mittra. The issued raised was as follows

*'I request the Committee to seek a report from officers on safety around the junction of Church Lane and The High Road in East Finchley. In February there was a serious collision at the traffic lights outside Martin Primary School, where a car failed to stop at red lights and hit a father and child. This junction is known to be dangerous, and local residents alongside school parents are working on a petition.*

*I request the Committee to commission a report on potential solutions, such as three way filter light, or any other system officers recommend and bring it back to next committee'.*

*A petition which was started by a group of parents and East Finchley residents has been submitted requesting to improve safety at the crossing and surrounding junctions on High Road, East Finchley and outside Martin Primary School.*

- 1.2 Following discussion on the item, Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:

*a) To instruct the road safety and school travel officer to contact the school and present to pupils on road safety.*

*b) To further discuss with TfL the implementation of the delay between road traffic signals and the pedestrian crossing signals.*

*c) To allocate £5,000 for officers to undertake the necessary feasibility study and bring a report that will detail discussions with TfL and suggested next steps, including interim solutions to make the crossing safer. An update will be brought to the next meeting.*

*RESOLVED: that the Committee issue their instructions to officers as set out above and where necessary report back to a future meeting.*

- 1.3 Prior to the decision Officers noted concerns over the timescales of reporting a full feasibility study on a signalise junction for Church Lane/A1000 to the next Committee, including the requirement to engage with TfL.
- 1.4 Councillors Moore and Mittra met borough and TfL officers at the crossing location on 1 April 2019, and expressed their concerns regarding the crossing and junction. The TfL officer agreed to find out whether TfL colleagues could adjust the signal timings to increase the time between the signals changing to red for traffic and changing to green for pedestrians, and offered TfL road safety education support if needed. Visibility to the signals was noted to be generally adequate, although some potential for signs to be obscured by parked vehicles or trees was noted. Other traffic management approaches including previous consideration of signalling the junction were also discussed.

## **2. REASONS FOR RECOMMENDATIONS**

### **Alterations to the Signal Timings**

- 2.1 Transport for London (TfL) has been contacted to investigate whether the all red time between the signals turning red for traffic and green for pedestrians can be increased.
- 2.2 The current traffic signal timings were checked and are running to the designed timings. The time between the signals turning red and green for pedestrians is governed by national standards. The traffic signal timings at A1000 High Road by Martin Primary School meet national standards.
- 2.3 The timings for when the traffic signals are changing from vehicle phase to pedestrian phase is dictated by the Department for Transport and is made up of two distinct parts.
- 2.4 The time when signals are amber for vehicles and red for pedestrians is a mandatory 3 seconds and cannot be adjusted.
- 2.5 The time when signals are red for both vehicles and pedestrians is adjustable between 1 to 3 seconds depending on site conditions.
- 2.6 The controller of A1000 High Road by Martin Primary School traffic signal has equipment that detects vehicles and will run 3 seconds if it still detects vehicles when it changes to give pedestrians the green man to cross. If no vehicles are detected when the crossing changes, it will run two seconds.
- 2.7 In view the site by Martin Primary School, the timings in the controller will be adjusted so that period when signals are red for both vehicles and pedestrians always runs 3 seconds whether vehicles are detected or not.

- 2.8 When implemented, the time separating vehicle green and pedestrian green when changing from vehicles to pedestrians will consistently be 6 seconds.
- 2.9 It is not possible to increase of these timings further as these are dictated by the Department for Transport and compliance to the signals should be enforced by the local police.
- 2.10 Officers can advise that TfL have attended the site and made the alterations to the Traffic Signals timings on 21 June 2019.

### **Personal Injury Accident information**

- 2.11 There were 4 personal injury accidents over 5 years to 31 December 2018 (the most recent data currently available to TfL) are shown on the table below.

Accident Date	Severity	Road Surface	Light Condition	Pedestrian Injury	Description
Sat, 11/10/2014	Slight	Dry	Light	No	Motorcycle swerved to avoid accident causing rider to fall
Mon, 19/01/2015	Slight	Dry	Light	No	Vehicle 2 hit rear of vehicle 1
Sun, 25/01/2015	Slight	Wet	Light	No	Vehicle 3 hit rear of Vehicle 2, pushing it into rear of Vehicle 1
Wed, 27/06/2018	Slight	Dry	Dark	No	Pedal cyclist involved. Not known how collision occurred.

- 2.12 Data for the serious accident that happened in February 2019 is not yet currently available.

### **Improvements in the vicinity of the existing Pelican Crossing**

- 2.13 Interim measures at the vicinity of the existing Pelican Crossing have been investigated including repaint existing pelican, zebra, double yellow lines and junction road markings, checking existing street lighting and Vehicle Activated Signs (VAS) are providing adequate lighting level and meeting current standard and if require upgrading or replacement, proposed waiting restriction at Plain Tree Walk to prevent parked vehicles blocking sightline and improve safety, upgrade traffic signal signs on yellow backing board traffic signs. This investigation will also include pedestrian and speed surveys to inform the feasibility studies, as well as topographical surveys.



## 2.14 Cost Estimation for interim measures

Description	Cost
Consultation and TMO	£4,000
Detailed Design for Interim Measures	£7,500
Construction Cost	£10,000
Implementation, supervision and post implementation cost	£2,500
<b>Total</b>	<b>£24,000</b>

- 2.15 An additional measure which would be considered beneficial is carriageway resurfacing plus high friction treatment at the approaches to the crossing, with an estimated cost between £40,000 to £65,000 depending on extend of works agreed to progress. However, the resurfacing is outside the budget of the Area Committee.

### **Feasibility Study to Signalise Church Lane junction with A1000.**

- 2.16 In order to further investigate the signalisation of the Church Lane junction with the A1000 a full Feasibility Study including modelling of the junction will be required. The cost of modelling the junction has been estimated at approximately £20,000. The processes include review historical information, site visit, carried out topographical, traffic and pedestrian surveys and review surveys, develop outline layout options, swept path analysis and layout plans, collision analysis, request statutory undertaker's information, Road Safety Audit Stage 1 (RSA1), design update to incorporate Road Safety Audit Stage 1 recommendations.
- 2.17 Following the feasibility study there may be a further requirement to carry out TfL Model Auditing Process (MAP) which is required by them for Traffic signalised junctions. There is an additional cost if approximately £20,000 for this process and this cost excludes the detailed design and construction costs. The MAP Process involving TfL takes approximately 9 – 18 months. TfL Model Auditing Process (MAP) consists of 6 Stages as below:
- MAP Stage 1 : Scheme and Network Scope Meeting
  - MAP Stage 2 : Calibrated Traffic Modelling Base Model Submission
  - MAP Stage 3 : Validated Traffic Modelling Base Model Submission
  - MAP Stage 4 : Traffic Modelling Proposed Models Checkpoint Meeting
  - MAP Stage 5 : Traffic Modelling Proposed Models Submission
  - MAP Stage 6 : Submission of Scheme Impact Assessment Report
- 2.18 Further discussion regarding the potential of funding the for the signalisation will be required and if approved timescales confirmed with TfL.

- 2.19 It should be noted that due to the limited width of the footway on one side of Church Lane which is too narrow for traffic signal installation there may be an additional requirement to Compulsory Purchase (CPO) a section of land in this location.

### **Road Safety Contact with Martin Primary School**

- 2.20 Road safety education workshops will be offered to every year group from nursery to Year 6, each one designed. For example, one of our key messages for our nursery, reception and Year 1 children is 'Holding Hands' as this is the main cause of killed or seriously injured young children involved in road traffic collisions to deliver key road safety messages relevant and engaging for that age group. Our Year 4 practical pedestrian training programme is a three part workshop where children are taken outside to be taught the road safety skills they need as they prepare to become independent travellers.
- 2.21 We also offer road safety resources to support our education programme:
- a road safety toolkit for Key Stage 1 children consisting of road layouts, role play tabards and street furniture to give children a chance to practice road safety in a safe environment;
  - 'Walk About Talk About' – a free DVD resource aimed at younger children and their carers on crossing safely;
  - We also have leaflets on a number of different themes available to distribute, for example 'Pelican Crossings – a guide for road users'.
- 2.22 In addition, our School Travel Advisors also delivers a Junior Travel Ambassador (JTA) scheme. This scheme encourages peer-to-peer engagement and the School Travel Advisor will give the school resources and guidance needed to promote safer, active and independent travel within the school community. This is aimed to be a fun and engaging way to spread important messages and build skills for life.
- 2.23 It is proposed that four pupils will be appointed 2 from Year 5 and 2 from Year 6 and will work with the allocated School Travel Advisor to deliver ready made road safety assemblies that identifies safer crossing points and description of various crossings and how to use them. There is also an interactive session that the School Travel Advisor will deliver that asks the children to point out the hazards from the picture.
- 2.24 The assembly will then be about safety outside the school and enforcing the messages about holding hands, looking everywhere whilst crossing and about the Junior Travel Ambassador's and what their role is.
- 2.25 A competition will then be launched for the whole school to take part in designing a road safety poster that will then be used around the school to promote the messages from the assembly during the assembly road safety facts will be given out the winning poster must include at least 3 facts. This will be offered to the school from September 2019.

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

- 3.1** The current recommendation is for the interim measures to be progressed. The alternative options of the resurfacing with the high friction surface and the feasibility of the Study for the signalisation required additional funding.
- 3.2** An alternative option would be not to take any action but monitor the site, however this would not address the concerns raised by the school, residents and Ward Councillors.

## **4 POST DECISION IMPLEMENTATION**

- 4.1** Following the Finchley and Golders Green Area Committee's agreement, consultation on the interim measures to be carried out and detailed design of the proposal to be progressed subject to the outcome of the consultation. Engagement with the school will also take place with the Road Safety Education Officer and the School Travel Advisor from September 2019.

## **5 IMPLICATIONS OF DECISION**

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

- 5.1.1** The proposals will help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.
- 5.1.2** Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

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

- 5.2.1** An annual allocation of £150k is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.099m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.
- 5.2.2** The estimated implementation costs of the preferred option for the interim measures is £24,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Area Committee (CIL) budget.
- 5.2.3** The work will be carried out under the existing PFI (electrical) and LoHAC (non-electrical) term maintenance contractual arrangements.
- 5.2.4** Additional funding for the resurfacing with High Friction surfacing and the Feasibility study for the signalisation for the Church is currently outside the scope of the Area Committee CIL budget.

5.2.5 TfL have completed to works to amend the timings of the existing Traffic Signals at no additional cost to the Council.

### **5.3 Social Value**

5.3.1 As procurement is via existing term of framework agreements, there are no relevant social value considerations in relation to this work.

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

5.4.1 The terms of reference of the Area Committees under Article 7 of the Council's Constitution and under Article 7.5 includes responsibility to discharge the functions for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.4.2 Road Traffic Regulation Act 1984 provides powers to local authority to regulate or restrict traffic on roads in the interest of safety.

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

### **5.5 Risk Management**

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

5.5.2 There would be construction risk associated with introducing the scheme would require management throughout the detailed design, implementation and construction work.

### **5.6 Equalities and Diversity**

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

- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advance equality of opportunity between people from different groups
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- The broader purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services

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

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

## **5.7 Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## **5.8 Consultation and Engagement**

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

## **5.9 Insight**

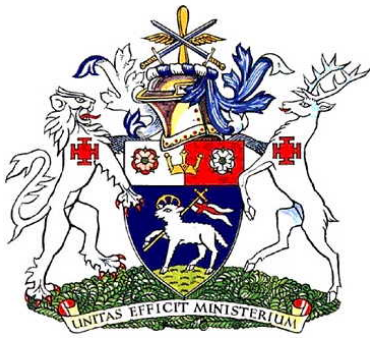
5.9.1 The proposals developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

## **6 BACKGROUND PAPERS**

6.1 Finchley and Golders Green 4 April 2019.

<http://barnet.moderngov.co.uk/documents/s51979/Members%20Item%20Application%20for%20CIL%20Funding.pdf>

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## Finchley and Golders Green Area Committee

**9 July 2019**

<b>Title</b>	<b>North Finchley Legible London</b>
<b>Report of</b>	Executive Director, Environment
<b>Wards</b>	Woodhouse, West Finchley and Totteridge
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	BC/001495-02-01_3300-01 - Pedestrians survey
<b>Officer Contact Details</b>	Jamie Blake - Executive Director, Environment <a href="mailto:Jamie.Blake@barnet.gov.uk">Jamie.Blake@barnet.gov.uk</a> Email – <a href="mailto:Highways_Correspondence@barnet.gov.uk">Highways Correspondence@barnet.gov.uk</a>

### Summary

This report details the results of a feasibility study carried out in North Finchley to introduce new way finder signs as per Transport for London (TfL) Legible London Standard.

### Officers Recommendations

1. That the Finchley and Golders Green Area Committee note the review of the improvements as outlined in this report and the appendices to this report.
2. That the Finchley and Golders Green Area Committee agree to allocate the funding of £23,000 for the agreed Option to design and introduce the approved proposals for new way finder signs as per TfL Legible London Standard.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 Legible London is a citywide wayfinding system for London, operated by Transport for London (TfL) to help both residents and visitors walk to their destination quickly and easily and to encourage walking, reduce street clutter and improve links to businesses and local attractions.
- 1.2 The signs offer a consistent experience and information about distances between areas. They are also integrated with other transport modes so, for example, when people are leaving the Tube they can quickly identify the route to their destination.
- 1.3 A Legible London Scheme is in the process of being introduced in Cricklewood and this would be in the first to be implemented within the borough, with the intention that in conjunction with TfL the initiative would continue to be rolled out borough wide.
- 1.4 A Member's Item was raised at the Finchley and Golders Green Area Committee on 13 June 2018 by Councillor Geof Cooke to investigate the possibility of introducing new Legible London Signage for pedestrians around North Finchley.
- 1.5 The Finchley and Golders Green Area Committee approved the allocation of £5,000 funding to carry out a feasibility study and to report the results back to a future Area Committee meeting.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 There is a core range of Legible London signs to suit the surrounding streetscape and users' information needs (<http://content.tfl.gov.uk/legible-london-product-range.pdf>):
  - **Monoliths:** wider signs that include detailed directional information and a large walking map illustrating a five-minute walk and 15-minute walk in any direction;
  - **Miniliths and midiliths:** taller, narrower signs which offer a detailed information on the local area but more useful where footway paving width is limited;
  - **Interlith Totems:** tall signs that combine detailed direction information, walking map and illuminated beacon on top to be used at transport interchanges;
  - **Finger Posts:** more traditional signs pointing the way to places of interest.
- 2.2 During a site visit officers and councillors engaged with TfL to confirm types of signs and to identify the most suitable locations for them and the destinations to be included on each sign. These were confirmed with the Woodhouse Ward Councillors:
  - **High Road outside no. 738 (Poundland):** A monolith displaying a localised Legible London map of the area with various points of interest highlighted.
  - **Ballards Lane j/w Nether Street outside Arts Depot:** A monolith displaying a localised Legible London map of the area with various points of interest highlighted
  - **Outside West Finchley Underground station and Woodside Park Underground Station:** A finger post giving direction to 'Arts Depot', 'Tally Ho Corner', 'North Finchley Bus Station'



- **Outside North Finchley Bus Station:** One finger post giving direction to 'West Finchley underground Station', Woodside Park Underground Station', 'Finchley Memorial Hospital', 'Finchley Lido'

2.3 The finger posts and monolith signs will be designed in conjunction with TfL and on confirmation of the funding will be built and implemented.

2.4 A pedestrians' survey was carried out in the area to confirm the preferred location agreed on site. Results of the survey are shown on attached drawing no. BC/001495-02-01\_3300\_01.

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

3.1 Another alternative option would be to not install any measures however this would not address the scope of the Member's Item.

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

4.1 Should the Committee agree with the recommendations in this report, the above proposed measures would be implemented as agreed with Ward Councillors.

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

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

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

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

5.2.1 The estimated cost of installing the recommended proposals is £23,000 and is requested from the F&GG Area Committee budget. It is considered that the proposals will be beneficial to pedestrians in the area and is recommended by officers.

5.2.2 An annual allocation of £150k is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.099m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.

#### **5.3 Social Value**

5.3.1 None in the context of this report.

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

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

## 5.5 Risk Management

5.5.1 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 broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

## 5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

## 5.8 Consultation and Engagement

5.8.1 The implementation of the Way finding signs does not require statutory, the location of the signs has been agreed in discussion with the Woodhouse Ward Councillors.

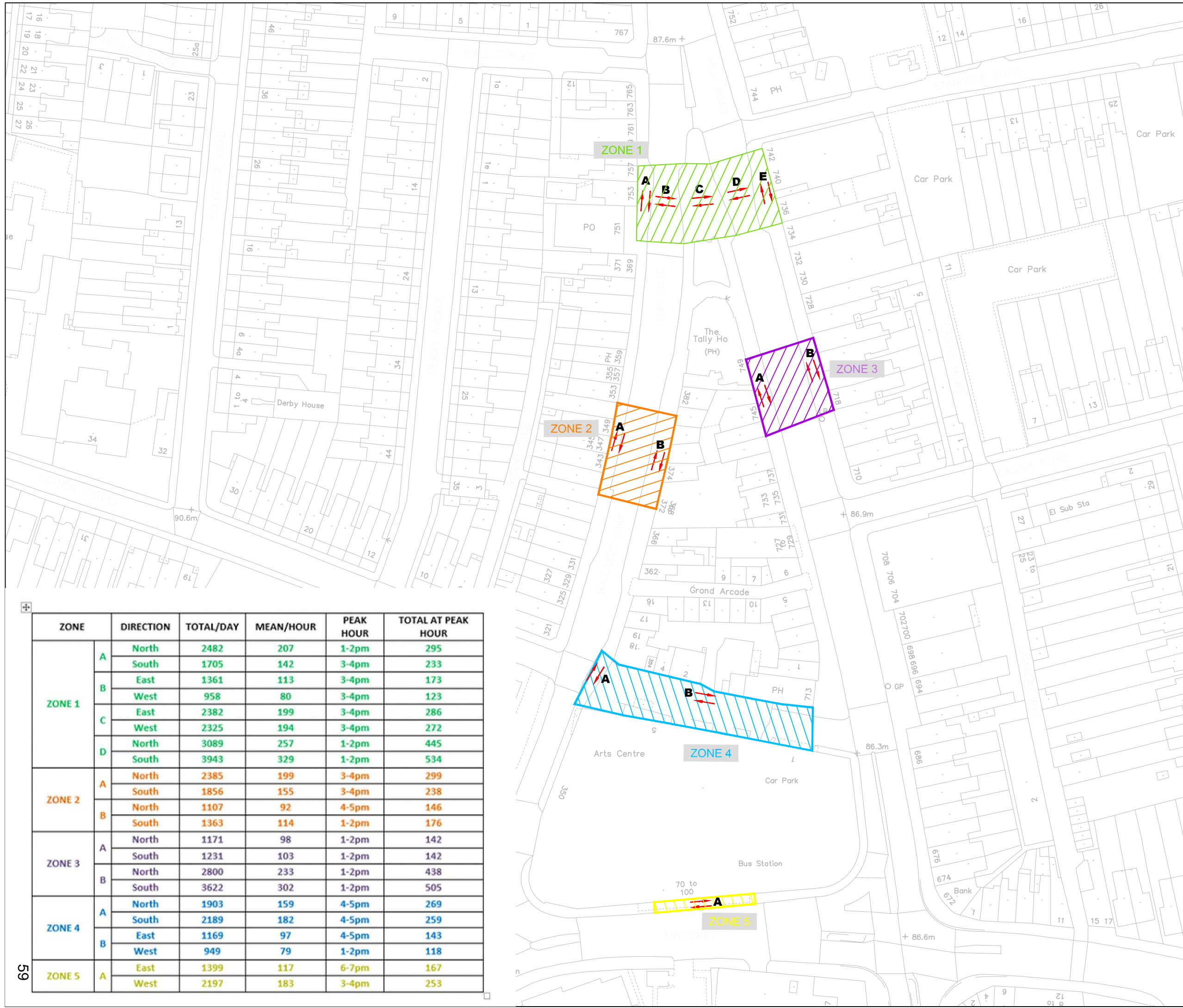
## 5.9 Insight

5.9.1 Not applicable in the context of this report.

## 6. BACKGROUND PAPERS

6.1 Finchley and Golders Green Area Committee 13 June 2018

<https://barnet.intranet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9524&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/00xxx\_yy.  
 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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ZONE	DIRECTION	TOTAL/DAY	MEAN/HOUR	PEAK HOUR	TOTAL AT PEAK HOUR	
ZONE 1	A	North	2482	207	1-2pm	295
		South	1705	142	3-4pm	233
	B	East	1361	113	3-4pm	173
		West	958	80	3-4pm	123
	C	East	2382	199	3-4pm	286
		West	2325	194	3-4pm	272
	D	North	3089	257	1-2pm	445
		South	3943	329	1-2pm	534
ZONE 2	A	North	2385	199	3-4pm	299
		South	1856	155	3-4pm	238
	B	North	1107	92	4-5pm	146
		South	1363	114	1-2pm	176
ZONE 3	A	North	1171	98	1-2pm	142
		South	1231	103	1-2pm	142
	B	North	2800	233	1-2pm	438
		South	3622	302	1-2pm	505
ZONE 4	A	North	1903	159	4-5pm	269
		South	2189	182	4-5pm	259
	B	East	1169	97	4-5pm	143
		West	949	79	1-2pm	118
ZONE 5	A	East	1399	117	6-7pm	167
	A	West	2197	183	3-4pm	253

REVISION				
Revision Details	Design/Check	Date	Rev.	
Initial issue				

Purpose of issue  
**FOR INFORMATION**



Scheme Ref. BC/001495-02-01  
 Scheme title

**North Finchley - Legible London**

Drawing title  
**Pedestrians Survey**

Scale @ A3: NTS			
Design DP	Drawn DP	Checked FR	Approved GL
Date: 30/01/2019	Date: 30/01/2019	Date: 30/01/2019	Date: 30/01/2019



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**London Borough of Barnet  
Finchley & Golders Green Area  
Committee Forward Work  
Programme  
April 2019 - December 2019**

Contact: [tracy.scollin@barnet.gov.uk](mailto:tracy.scollin@barnet.gov.uk) Tel 020 8359 2315

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
<b>To be allocated</b>			
Crewys Road			<b>Non-key</b>
Finchley Central CPZ Review			<b>Non-key</b>
<b>9 July 2019</b>			
Glenhurst Road - One-Way			<b>Non-key</b>
West Heath Drive - Speed Survey			<b>Non-key</b>
Hampstead Way - Speed Survey			<b>Non-key</b>
Church Lane/High Road - feasibility study			<b>Non-key</b>
Rosemont Avenue - feasibility study			<b>Non-key</b>
North Finchley 'Legible London'			<b>Non-key</b>
<b>4 April 2019</b>			

<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of (<i>officer</i>)</b>	<b>Issue Type (Non key/Key/Urgent)</b>
The Vale - Speed Survey Results	Committee to receive a report on The Vale - Speed Survey Results		<b>Non-key</b>
Temple Fortune Lane - Speed Survey Results	Committee to receive a report on Temple Fortune Lane - Speed Survey Results.		<b>Non-key</b>
Friary Road Traffic Management Measures - update report	Committee to receive a report on Friary Road Traffic Management Measures.		<b>Non-key</b>
Results of the statutory consultation for the proposed Garden Suburb 'GS' CPZ extension	Committee to receive a report on the results of the statutory consultation for the proposed Garden Suburb 'GS' CPZ extension.		<b>Non-key</b>
East Finchley CPZ Area - Parking Consultation Results	Committee to receive a report on East Finchley CPZ Area - Parking Consultation Results.		<b>Non-key</b>

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