

	<h2>Chipping Barnet Area Committee</h2> <h3>26 October 2016</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Progress update on Area Committee Actions – October 2016</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p><b>Commissioning Director - Environment</b></p>
<p style="text-align: right;"><b>Wards</b></p>	<p>High Barnet, East Barnet, Underhill, Oakleigh, Totteridge, Brunswick Park and Coppetts</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix 1 – Progress update report on actions requested by Chipping Barnet Area Committee</p>
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## Summary

This report provides Chipping Barnet Area Committee with an update on the actions agreed by the Committee, on-going Committee approved schemes and new requests that were approved at the July 2016 Committee.

Appendix 1 of this report provides a summary of the actions requested by the Committee, progress made to date, action required by officers and recommendations to be considered by Chipping Barnet Area Committee.

## **Recommendations**

<b>1. That the Committee notes the update and actions set out in Appendix 1 of this report.</b>
<b>2. In the matter of Oakleigh Park North – Parking Review</b>  i That the Committee note the update provided in this report on the objections received to the proposed Double Yellow Lines on Oakleigh Park North, and having considered the objections and the officer comments, instruct the Commissioning director for Environment to commission officers to proceed with the implementation of the markings with the removal of the Section outside 9-11 Oakleigh Park North.
<b>3. In the matter of Swan Lane – Parking Review</b>  i That the Committee note the update provided in this report on the objections received to the proposed Double Yellow lines on Swan lane, and having considered the objections and the officer comments, instruct the Commissioning Director for Environment to commission officers to proceed with the implementation of the markings as per the original proposal.
<b>4. In the matter of The Ridgeway, N11– Speed Surveys</b>  i That the Committee note the update provided at the meeting regarding the speed data for The Ridgeway, N11 and consider if further investigation is required in the area, subject to funding being approved.

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

- 1.1 This report provides a progress update and recommended actions of the actions requested by the Chipping Barnet Area Committee. These are referenced for the purpose of tracking progress and reporting back to future Committee meetings.

### **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendations provide an update on progress and action following 6 July 2016 Chipping Barnet Area Committee.
- 2.2 Appendix 1 provides a progress update on these progress update on all action/schemes previously approved for progression by the Chipping Barnet Area Committee. It should be noted that not all of these schemes are Area Committee funded but some are funded using alternative funding such as Local Implementation Plan (LIP) funding 2016/17 and/or the 2016/17 Capital allocation for Pavement Work.

**Oakleigh Park North, N20 – Objections to the Double Yellow lines.**

- 2.3 The proposal for double yellow lines was advertised on 23 June 2016 and 8 objections were received during the consultation period.
- 2.4 A summary of the objections is as follows:
- That the proposals are insufficient and do not address the parking issues in the road;
  - That there should be a yellow line on both sides of Oakleigh Park North, one side restricted between 8am and midday and the other restricted between 3pm and 6pm, with an exception for people attending St Andrews surgery;
  - That restrictions between 8am and 6.30pm should apply throughout the entire length of the road;
  - That a restriction should be provided between the Oakleigh Road North junction and No. 17 Oakleigh Park North, on the odd-numbered side, or no restriction be provided at all;
  - That the proposed restrictions near No. 11 will serve no purpose;
  - That the Council should paint white lines across every driveway;
  - Would like a yellow line by the concealed exit of The Hollies.
- 2.5 Other comments were received mentioning the parking problems being caused by Council employees, and some questioning the rationale of the location of a proposed length of yellow line in Oakleigh Park North, with some believing it was not necessary and some feeling that they wished for a yellow line to be provided outside of their house.
- 2.6 Although there was a strong feeling amongst local residents objecting to the proposal, either because they felt it was insufficient, or that they believe the wrong length of road was focussed upon, Officers consider that the proposals still have merit in that it would provide lengths of kerbside space where parking would be deterred in order to enable travelling motorists opportunity to pull up to the kerbside to let an oncoming vehicle past.
- 2.7 Although some residents considered that the entire road should be restricted, there would be no justification for this as although it is acknowledged that Oakleigh Park North does get heavily parked, this does not necessarily mean that no vehicles should be parked on it at all, on both or either side of the road.
- 2.8 An extensive length, or extensive lengths of restriction, could result in displaced parking to neighbouring streets, promotion of speeding motorists along the road and this was considered in the design of the proposed restrictions, where Officers have sought to keep the extent of restrictions to a minimum given the demands on kerbside space.
- 2.9 Having considered the objections received, it is considered that the proposal should be implemented as proposed, with the removal of the section outside Nos. 9-11 Oakleigh Road North. Although given the local feeling from residents of Oakleigh Park North, the effectiveness should be closely monitored with a view to proposing any changes or additions if considered necessary.

2.10 Funding for the implementation of the yellow lines has (and the re-painting of the existing white lines outside the exit from The Hollies) previously been approved and no additional funding is required to implement the double yellow lines.

### **Swan Lane, N20 – Objections to the proposed Double Yellow lines.**

2.11 The statutory consultation for the proposed double yellow lines commenced on 26 May 2016 and one objection was received during the consultation period.

2.12 A summary of the objection is as follows:

- That the proposal would make it more difficult for residents to park in the street during the day;
- That there are commuter/local worker parking issues in the road which need to be addressed through the introduction of resident permit parking.

2.13 Having considered the objection it is acknowledged that the implementation of double yellow lines would reduce the amount of available kerbside space used by motorists to park their vehicles, although it is considered that where the restrictions are proposed to be located are where no vehicle should be parked. In the design of the restrictions, Officers have sought to keep the extent of restrictions to a minimum given the demands on kerbside space.

2.14 The resident's request for residents parking has been noted and this request will be assessed along with all other requests for similar schemes when prioritising future years' work programmes.

2.15 It is therefore recommended that the proposed double yellow lines are implemented as proposed.

2.16 Funding for the implementation of the yellow lines has previously been approved and no additional funding is required to implement the double yellow lines.

### **The Ridgeway, N11 - Speed Survey**

2.17 A Petition regarding traffic issues in The Ridgeway, N11 was discussed at the July Committee. The committee resolved that a traffic survey was to be undertaken in September and the results of the survey a reported back to this Committee in October 2016.

2.18 The week long survey of traffic volumes speeds was undertaken between 10 October to 17 October 2016. At the time of drafting the report the results of the survey had not be made available by the survey company. Therefore, an addendum to this this report will be provided setting out the results for discussion at the meeting on any proposed further action and funding required.

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

- 3.1 Officers have assessed the appropriate actions needed to progress the requests of the Chipping Barnet Area Committee and have set out the appropriate recommendations. There are no alternative options to consider. However, the Committee could decide not to proceed with the recommended options or commission further feasibility studies or detailed design...

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

- 4.1 Following the decision of the committee, actions listed in the progress report (Appendix 1) will be followed up, commissioned and tracked. Reports will be provided to a future Committee where stated. The Commissioning Director for Environment is responsible for maintaining a log of actions arising from area committees and commissioning the works. The Commissioning Director for Environment will ensure that items are progressed to committees for decisions and/or updates as and when required.

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

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

- 5.1.1 The Area Committee Budgets contribute to the objectives as set out in the Council's 2015-2020 Corporate Plan:

*That Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill.*

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

- 5.2.1 The cost implications of the actions requested by the Committee for the individual schemes were agreed at previous Chipping Barnet Area Committees. These will be funded from either the 2016/17 budget for the area committee or the 2016/17 Capital allocation for Pavement Work.
- 5.2.2 The Committee should note that there are possible further cost implications to the council relating to the individual schemes. These costs will be detailed in the proposed update reports or specific scheme reports presented at future Committee meetings for Members to consider and authorise, reject or refer to the Environment Committee.
- 5.2.3 Schemes funded using The LIP funding 'Corridors, Neighbourhoods and Supporting Measures Programmes 2016/17' are detailed in Appendix 1. For the LIP 2016/17 Programme and of the £3,413,000 allocation £1,300,000 has been identified for the following generic areas, Traffic Management and Road Safety Programme (£500,000), School Travel Schemes Programme (£500,000), Parking Review Programme (£100,000) and 20mph Schemes programme (£200,000).

#### **5.3 Social Value**

- 5.3.1 Not relevant to this report

## **5.4 Legal and Constitutional References**

5.4.1 Under the Council's Constitution, 15A Responsibility for Functions, Annex A – the terms of reference of the Area Committees includes to:

- Discharge any functions, within the budget and policy framework agreed by Policy and Resources Committee, of the theme committees that they agree are more properly delegated to a local level including but not limited to local highways and safety schemes;
- Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy and Resources Committee.”
  
- Powers to deal with small public works.

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

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

## **5.5 Risk Management**

5.5.1 If the Council did not carry out due diligence in conducting the proposed approach to interventions requested by the Committee for example consultation and feasibility studies there would be a risk that resources would not be used effectively or that the full cost implications of implementing the actions of the committee are not identified. Therefore the approach recommended in this report mitigates this risk and ensures that the Committee are able to make informed decisions on actions which are supported by an assessment of the works required, full cost implications and realistic time scales for completion. This approach also ensures the management of expectation of members and residents and promotes transparency.

5.5.2 Schemes address issues such as road safety, and would also help to reduce potential accidents. Schemes will also be beneficial in reducing congestion and where traffic is kept moving the emissions from vehicles are reduced, thereby reducing air pollution.

5.5.3 However, schemes also include construction elements with inherent hazards.

## **5.6 Equalities and Diversity**

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals:

- (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act;

- (ii) (ii) to advance equality of opportunity between those with protected characteristics and those without; and
- (iii) (iii) to foster good relations between persons with a relevant protected characteristic and those without.

The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2 Proposed changes associated with the proposals are not expected to disproportionately disadvantage or benefit members of the community.

5.6.3 LB Barnet Council owes a duty of care to all road users and endeavours to ensure a safe environment for vulnerable user groups.

## **5.7 Consultation and Engagement**

5.7.1 Consultation and engagement required for each action is set out in the progress report – Appendix 1.

## **5.8 Insight**

5.8.1 Not relevant to this report.

## **6 BACKGROUND PAPERS**

6.1 The report of 27 January 2015 Environment Committee Highways Planned Maintenance 2015-16.

<https://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>

6.2 Report to Environment Committee, 11 June 2015.

<https://barnet.moderngov.co.uk/documents/s23705/Review%20of%20Area%20Committees%20their%20relationship%20with%20the%20Environment%20Committee.pdf>

6.3 Minutes of previous minutes that are relevant to Appendix 1 can be found here: <http://barnet.moderngov.co.uk/ieListMeetings.aspx?Committeeld=711>

6.4 An update on the review of Area Committee Actions (2015-2016) Report to Chipping Barnet Committee 21 October 2015

<http://barnet.moderngov.co.uk/documents/s26583/An%20update%20on%20the%20review%20of%20Area%20Committee%20Actions%202015-2016.pdf>

6.5 A Progress update on Chipping Barnet Area Progress Report on approved schemes including Budget Update to the Chipping Barnet Area Committee on 13 January 2016.

<http://barnet.moderngov.co.uk/documents/s28649/Progress%20Report%20on%20Approved%20Schemes%20Including%20Budget%20Update.pdf>

6.6 Minutes of the previous meeting of the Chipping Barnet Area Committee, 30 March 2016.

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<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8316&Ver=4>

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6.7 Minutes of the previous meeting of the Chipping Barnet Area Committee, 6 July 2016.

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<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8648&Ver=4>

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