

<u>MEETING</u> FINCHLEY & GOLDERS GREEN AREA COMMITTEE
<u>DATE AND TIME</u> THURSDAY 27TH APRIL, 2017 AT 6.30 PM
<u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	PUBLIC COMMENTS AND QUESTIONS (IF ANY)	3 - 8

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Question Number	Item Number	Raised by	Question Raised	Answer
1	20	Lis Maimaris	On the site walk we had suggested bollards to prevent vehicles mounting the pavements towards the Ballards Lane end of Granville Road. As far as I can see this end of the road has been rather neglected in the safety recommendations. Why is there no suggestion of bollards for the road, and in particular this end of the road where my husband was nearly hit by a mounting and moving van?	During the site visit it was agreed that there are currently a sufficient number of bollards around the junction of Ballards Lane and Granville Road to block vehicles from mounting the kerb around this junction. Adding anymore bollards will only add to street clutter and reduce the already very narrow footway space to mobility impaired users. In addition it is the intention to raise the kerb heights slightly around this location during the footway resurfacing works as previously mentioned. This will retain the footway width while stopping vehicles from mounting the kerb.
2	20	Lis Maimaris	To the add to the above - why were yellow lines not also considered at this end of the road to reduce the narrowness?	The Yellow lines were carefully extended along Granville Road with the aim of giving vehicles space to drop into and overtake one another. Providing vehicles with too much road width could lead to increased vehicle speeds which would be counterproductive. In addition further extension of the yellow lines would lead to loss of parking. A careful balance therefore needs to be maintained. The Yellow lines can always be extended in future as the need arises.
3	20	Lis Maimaris	The 20mh zone. While I can see there have been less accidents than perhaps thought it seems a shame not to use the opportunity of safety and paving improvements to the road to make the whole road a 20mph road. With a hospital on the road I would have thought this would be a priority as in other boroughs, which are more or less all	The on-site observations did not suggest that a 20mph speed limit would in itself make a significant difference to vehicle speeds or safety in the area as issues identified were related to impatience and inappropriate manoeuvres rather than absolute speed.

			<p>20mph on side roads. I can't see that this would cost the council much more than a few additional signs and road markings and it would make residents feel a lot more safe, especially those with young children and older more vulnerable residents.</p>	<p>The report aims to make recommendations that are within the scope of the Area Committee's available implementation budget, which is limited to small scale schemes. The cost of a 20mph Zone would be outside the scope of the Area Committee Budgets.</p> <p>In April 2014 the then Cabinet agreed recommendations that proposed that schools be able to opt-in to provision of a 20mph and other areas be considered on a case by case basis. The review that led to this decision explicitly decided against recommending a borough-wide 20mph areas as some boroughs were implementing. The current review has determined that, despite the presence of the hospital, a 20mph limit is not justified based on the accident history and pedestrian/other traffic movements.</p>
4	20	Lis Maimaris	<p>The paving decision. It has come to attention that some roads have been given paving slabs when on the planning spreadsheet they were listed as having asphalt. Alexandra Grove is one such road that was due to receive asphalt, but has received paving. Please can the committee explain this change in decision for certain roads which are neither High Roads or Conservation Areas. I understand Cllr Cooke has identified other roads also. If there has been a change in policy here, we would very much like Granville Road to be reconsidered for full paving</p>	<p>The decision regarding footway treatments is that Conservation Areas and Town Centres will receive full paving. Footway's that fall outside of these areas are to receive Asphalt with block paving to margin and crossovers. Where a length of footway crosses partially into either a Town Centre or Conservation Area, then we will arrange for this area to be completed with paving up until a sensible crossing or road junction before continuing with asphalt. Cul de sacs will also be completed in paving. Alexandra Grove was completed in Paving as it partially falls within the Moss Hall Conservation area and also leads into Nether Street which had paving. The decision was made that this should be completed in paving.</p>

5	20	Lis Maimaris	I can see on the report that the crossings at Summers Lane / Granville Road / High Road and Ballards Lane and Granville Road will be discussed as part of the Local Implementation Plan and I urge you to consider giving pedestrians here a proper timing in the phasing of lights to cross. While on our site visit we witnessed a woman trying to cross with her baby and having to go very quickly and insecurely across the road. This is a crossing frequently used by children going to Compton and Wren schools as well as residents going to the hospital and leisure complex. Because there is the hospital on the road, proper crossings need to be put in to allow residents to safely cross. Often we see people running across Ballards Lane to get through gaps in traffic.	The comments are noted and will be taken into consideration when considering the junction.
6	11	Deborah Linton	What is the timescale now for Legal Department in dealing with the tenancy issue with this building?	HB Public Law are already considering this case and we expect to be in receipt of the advice within the next few weeks in order to ascertain next steps. In the meantime the building has been secured in order to make the area safe.
7	11	Deborah Linton	The survey enclosed for Item 11 provides an estimated financial cost for the complete structural refurbishment of the building, and the cost for a complete rebuild. Please could we know these costs? Also what are the estimated costs for the demolition of the building?	This information was redacted by virtue of paragraph 5&6 of Schedule 12A of the Local Government Act 1972 as amended.

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Public Comments

Written Comment from Amelia Hill on behalf of Resident of Westbury Road– Agenda Item 21: Westbury Road- Traffic Islands

Residents of Westbury Road are delighted that the feasibility study has recommended Option 1: the provision of informal crossing points on Westbury Road at its junctions with Holden Road and Argyle Road which will include associated dropped kerbs, tactile paving and safety bollards.

We agree that the recommended Option 1 will have the effect of significantly improving safety on the road.

We note, however, that the study found that a 'disbenefit' of Option 1 is a 'possible increase of traffic and bus journey times'. In case the Committee is concerned by this issue, we would like to point out that there are no bus routes along Westbury Rd. We would also like to state our belief that overall journey times for cars will not be significantly increased the crossings: the distance about which Residents are so acutely concerned and which is affected by the crossings, is just 0.1 of a mile.

We're equally delighted that in the absence of any objections to the next stage - the statutory consultation - the Committee will instruct officers to introduce the two crossings.

We wish to thank the Committee for listening to Residents' concerns in this matter.

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