

<u>MEETING</u> HENDON AREA COMMITTEE
<u>DATE AND TIME</u> MONDAY 28TH JUNE, 2021 AT 7.00 PM
<u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

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
5.	PUBLIC COMMENTS AND QUESTIONS (IF ANY)	3 - 8

governanceservice@barnet.gov.uk

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Public Comment – Zoë Samuelson

The Scheme hinges on the conversion of Registered Village Green /common land to highway as this is prohibited the scheme cannot be recommended to proceed. The precedent is a proposal at the other end of Milespit Hill and that didn't have the extra level of protection the conservation area affords yet was still refused due to encroachment of common land.

Conservation Area, adding fourteen signs and "at any time" poles will change the aesthetics of the area.

The report recognises the traffic increase, risking families collecting children from primary schools, who walk in the road as no footway.

Public Question - Zoë Samuelson

Dependent upon the removal of common land, Registered Village Green status means, it is not permitted. Increase of vehicles passing at close proximity to listed buildings

What consideration is given to listed buildings long term and the increased risk to young families walking in the road with one-way traffic behind them?

RESPONSE

This is a feasibility proposal to be agreed by the Hendon Area Committee on whether to proceed to a statutory consultation and the implementation of a one-way system will be subject to the outcome of the consultation.

Traffic signs are compulsory in accordance with design standards and regulations if a one-way system is to be implemented.

No signage or posts installation will be required for the introduction of any waiting restrictions/ double yellow lines.

The Council's Planning Mapping system indicates that the proposed traffic signs, posts and minor verge conversion will not be carried out on any common land or the village green.

The proposal will not involve the removal of any trees or affect any listed buildings

The proposed one-way system will also not reduce the width of any existing footway and will reduce conflict of vehicles travelling on the High street, NW7 due to the limited road width with parked vehicles.

Cars and light good vehicles which form the majority of the northbound traffic travelling from Milespit Hill can turn right by the church rather than continue towards High Street which will reduce the amount of northbound traffic travelling via High Street.

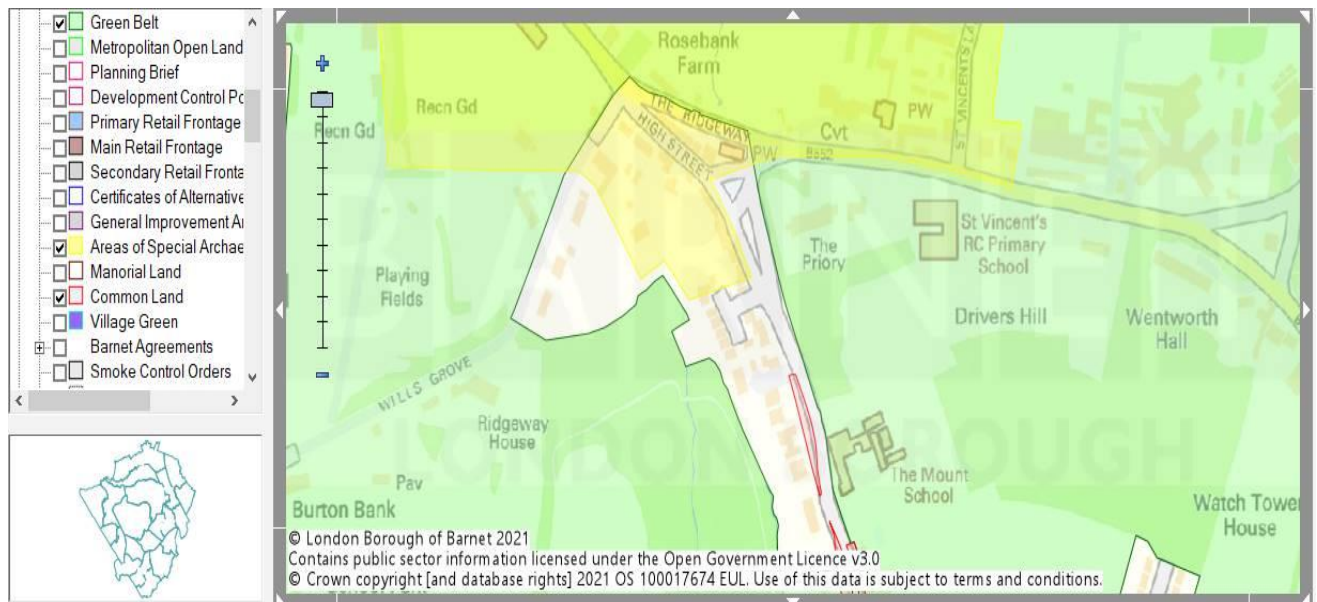
There will be no southbound traffic travelling via High Street if a one-way system is implemented.

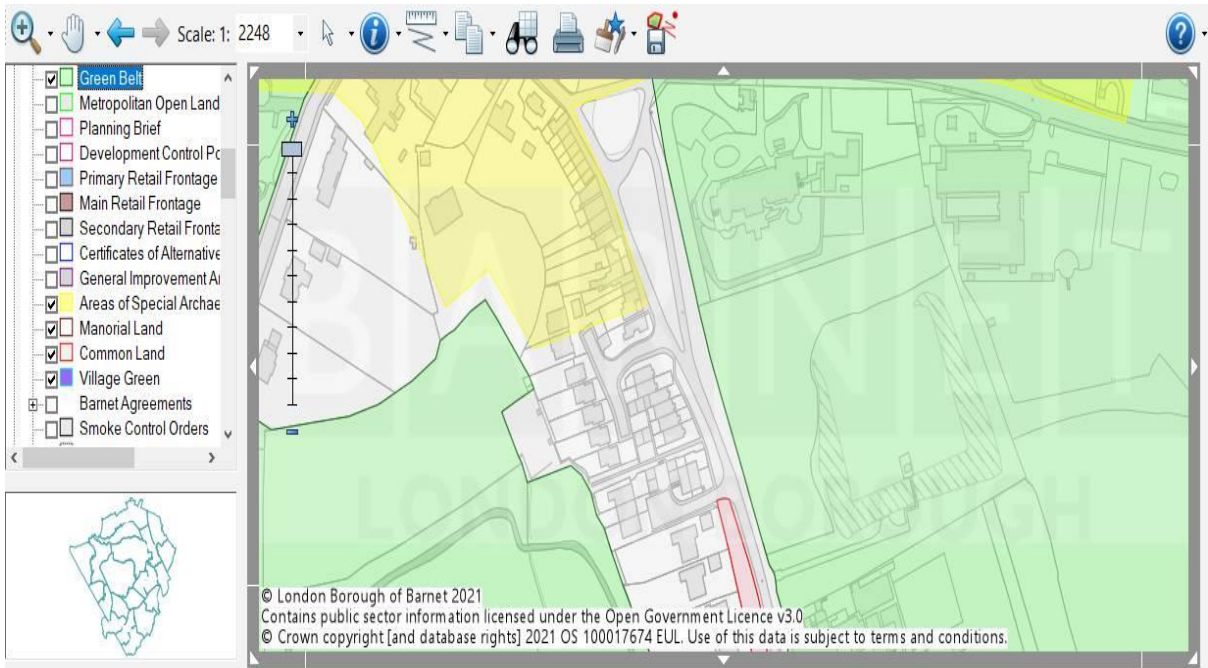
The extent of the site is within 20mph speed limit.

This proposal would also help students from The Mount, Mill Hill International School have better anticipation of traffic travelling in one direction rather than from both directions when walking to Wills Grove or vice versa via The High Street to gain access to their school boarding facility.

CadCorp images – High Street NW7 and part of Milesplit Hill

The area around the pond is not common land or Village Green. The pale yellow below is area of special archaeological importance.





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Re: The proposed alteration to The High Street/Milespit Hill, NW7

Elizabeth Brown

Why does the whole proposed scheme relate only to traffic when there are wider problems to do with parking both for residents, and for short term use, particularly at school drop and pick-up times, as well as the severe parking problems on the Ridgeway that cause extra pressure on the area?

Introducing a one-way system and double yellow lines would remove parking for residents completely.

To solve some problems, I suggest that locals are consulted and other solutions found through a sharing of needs. The proposed plan is like cracking a nut with a sledgehammer, and a one-way system in this Conservation Area will not help anyone.

The request is to undertake a feasibility study which included a traffic survey and tracking of large vehicles which reviewed the viability of the following options

- *One Way system along Milespit Hill between High Street and Hollies End;*
- *High Street and Milespit Hill west side to be for traffic travelling northbound*
- *Milespit east side to be for traffic travelling northbound*
- *Existing pond to act as mini-roundabout*
- *Double yellow lines on main corners and at junctions of Milespit Hill and of high street with The Ridgeway*
- *Outside no.2 Angel Cottage: footway cannot be widened but signs and road markings could help pedestrians and double yellow lines could prevent parking*
- *Signs to restrict HGV driving through High Street and Milespit Hill*

This is a feasibility proposal to be agreed by the Hendon Area Committee on whether to proceed to a statutory consultation and the implementation of a one-way system will be subject to the outcome of the consultation.

During statutory consultation process, all relevant comments and objections will then be considered before deciding on if the proposed changes should be introduced, with or without modification.

The Ridgeway is not within the scope of this feasibility study.

The proposed one-way system is aimed at reducing conflict of vehicles travelling on the High street, NW7 due to the limited road width with parked vehicles.

Double yellow lines are proposed around the bends and at the junction bends to improve visibility, enhance safety and prevent further obstructive parking.

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