

**MEETING**

**HENDON AREA COMMITTEE**

**DATE AND TIME**

**TUESDAY 15TH SEPTEMBER, 2020**

**AT 6.00 PM**

**VENUE**

**VIRTUAL TEAMS MEETING**

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**TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)**

Chairman: Councillor Val Duschinsky

Vice Chairman: Councillor Saira Don

**Councillors**

Councillor Sarah Wardle

Councillor Elliot Simberg

Councillor Nagus Narenthira

Councillor Ammar Naqvi

Councillor Nizza Fluss

**Substitute Members**

Councillor Sara Conway

Councillor Golnar Bokaei

Councillor Mark Shooter

Councillor Linda Freedman

Councillor Zakia Zubairi

Councillor Laithe Jajeh

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 10 September 2020 at 10AM. Requests must be submitted to [governanceservice@barnet.gov.uk](mailto:governanceservice@barnet.gov.uk) and [naomi.kwasa@barnet.gov.uk](mailto:naomi.kwasa@barnet.gov.uk)

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

**Andrew Charlwood – Head of Governance**

Governance Service contact: [governanceservice@barnet.gov.uk](mailto:governanceservice@barnet.gov.uk)

Media Relations Contact: Tristan Garrick 020 8359 2454

**ASSURANCE GROUP**

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## ORDER OF BUSINESS

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3.	Declarations of Members Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Comments and Questions (if any)	
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## Decisions of the Hendon Area Committee

21 January 2020

Members Present:-

AGENDA ITEM 1

Councillor Val Duschinsky (Chairman)

Councillor Saira Don (Vice-Chairman)

Councillor Nagus Narenthira

Councillor Elliot Simberg

Councillor Nizza Fluss

Councillor Ammar Naqvi

Councillor Linda Freedman

Apologies for Absence

Councillor Sarah Wardle

### 1. MINUTES OF THE PREVIOUS MEETING

It was **RESOLVED** that subject to the below corrections, the minutes of the previous meeting of the Hendon Area Committee on 17 September 2019 be agreed as a correct record.

Corrections:

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

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

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

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

There were none.

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

There was none.

### 5. PUBLIC QUESTIONS (IF ANY)

There were none.

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

There were none.

**7. PETITIONS (IF ANY)**

There were none.

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

Officers introduced the Area Committee grants funding report which provided the Committee with an update on the budget allocations for 2019/20.

**RESOLVED that the Committee unanimously agreed the following recommendations:**

- 1) That the Hendon Area Committee notes the amount available for allocation during 2019/20, as set out in paragraph 6.2.1 and in Appendix 1.**
- 2) That the Hendon Area Committee notes the amount of re-allocated underspends & overspends in section 2.1.**

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

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

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

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

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

For	6
Against	0
Abstain	1

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

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

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

Following discussion, the Committee:

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

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

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

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

For	6
Against	1
Abstain	0

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

**10. BELL LANE COMMITTEE REPORT**

This item was withdrawn prior to the meeting.

**11. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT**

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

The meeting finished at 8.00 pm

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## Hendon Area Committee

15 September 2020



<b>Title</b>	<b>Referrals from Hendon Residents' Forum</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Hendon
<b>Status</b>	Public
<b>Enclosures</b>	None.
<b>Officer Contact Details</b>	Naomi Kwasa, Senior Governance Officer <a href="mailto:naomi.kwasa@Barnet.gov.uk">naomi.kwasa@Barnet.gov.uk</a>

### Summary

At the meeting of the Hendon Residents' Forum, 4 March 2020, the issue highlighted in Section 1, Item 1 was referred to the Hendon Area Committee for consideration. At the meeting of the Hendon Residents' Forum, 3 September 2020, the issue highlighted in Section 1, Item 2 was referred to the Hendon Area Committee for consideration.

### Officers Recommendations

1. That the Committee notes the petitions referred by the Hendon Residents' Forum.

## 1. WHY THIS REPORT IS NEEDED

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

Item 1.	Action
<p><b>Petition:</b> Traffic measures at the Quadrant from the northbound A41</p> <p><b>Lead Petitioner:</b> Mr Levy</p> <p><b>Signatures:</b> 25</p> <p>We, the undersigned residents, call on Barnet Council to note the major inconveniences resulting from some aspects of TfL's most recent A41 traffic flow arrangements in Hendon Central, including traffic queues forming both ways on Station Road, highlighted at the Hendon Residents Forum, and rat-running caused by U-turn prohibitions on the A41; also to note that only a comparatively small part of traffic approaching the quadrant on the Burroughs is left turn; therefore call on the Council to lobby TfL to:</p> <ol style="list-style-type: none"> <li>1. greatly increase the time allowed for left turns from Station Road to the A41, while keeping a local surface level crossing over Station Road, considering all creative options for this;</li> <li>2. allow U-turns by traffic turning right at Central Circus from the southbound A41-, since this traffic can now only proceed when not in conflict with other traffic;</li> <li>3. re-allow U-turns by traffic turning right at the quadrant from the northbound A41, while removing the extended green time for left turn traffic from the Burroughs here that would conflict with this;</li> <li>4. for the Council first to seek TfL's and Council Officers' evidence base and modelling behind the changes that point 3. seeks to reverse;</li> <li>5. for the Council also first to consider all other suggestions made to them concerning these junctions since the changes.</li> </ol>	<p>The Hendon Area Committee to note the request.</p>
Item 2.	Action
<p><b>Petition:</b> Speed Indicator Sign for Hendon Wood Lane</p> <p><b>Lead Petitioner:</b> Steven Wilson</p> <p><b>Number of signatures:</b> 27</p> <p>We the undersigned petition the council to Install an electronic speed indicator sign on Hendon Wood Lane, NW7, of the "smiley face" kind. Hendon Wood Lane suffers greatly from being a narrow lane where there is barely enough room for 2 cars to pass safely, the pavements are very narrow and any pedestrians are extremely close to passing traffic. Despite this people regularly drive up and down the lane at speeds well in excess of</p>	<p>The Hendon Area Committee to note the request.</p>

40mph (many cars using the lane have just come off the A1 where the limit is 50-60mph and they don't sufficiently temper their speed). As evidence for this the lane is regularly littered with smashed wing mirrors and car wheel plates where cars passing have been too close to each other and driving much too fast. The residents signing this petition feel strongly that there is a requirement for a sign similar to the ones on adjacent streets Totteridge Lane, Rowley Lane etc, that will remind people that they should slow down and adhere to the speed limit.	
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## **2. REASONS FOR RECOMMENDATIONS**

**2.1** At the above noted meetings of the Hendon Residents' Forum held the petitions highlighted in Section 1 were referred to this Committee for consideration, as permitted by the Council 's Constitution under Article 3 - Residents and Public Participation, which allows the Residents Forum Chairman to determine the outcome of an issue.

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

**3.1** None in the context of this report.

## **4. POST DECISION IMPLEMENTATION**

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

## **5. IMPLICATIONS OF DECISION**

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

5.1.1 N/A.

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

5.2.1 None in the context of this report.

### **5.3 Social Value**

5.3.1 Not applicable in the context of this report.

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

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

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

- Take no action
- Refer the matter to a chief officer to provide a written respond to Lead Petitioner within 20 working days; or
- Instruct an officer to prepare a report for a future meeting of the Committee on the issue(s) raised with a recommended course of action

## **5.5 Risk Management**

5.5.1 None in the context of this report.

## **5.6 Equalities and Diversity**

5.6.1 None in the context of this report.

## **5.7 Corporate Parenting**

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

## **5.8 Consultation and Engagement**

5.8.1 None in the context of this report.

## **5.8 Insight**

5.8.1 None in the context of this report.

## **6. BACKGROUND PAPERS**

**6.1** [Hendon Residents Forum meeting 4 March 2020](#)

**6.2** [Hendon Residents Forum meeting 3 September 2020](#)

**Hendon Area Committee****15 September 2020**

<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>	Hendon, Edgware, Mill Hill, West Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Naomi Kwasa, Senior Governance Officer <a href="mailto:naomi.kwasa@barnet.gov.uk">naomi.kwasa@barnet.gov.uk</a> 020 8359 6147

**Summary**

This report informs the Hendon Area Committee that 11 requests for CIL funding have been submitted. The Committee are requested to consider the information highlighted within this report and make a determination on its desired course of action in accordance with its powers.

**Officers Recommendations**

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

## 1. WHY THIS REPORT IS NEEDED

1.1 5 requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

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

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

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

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

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

6 Title	Mill Hill Town Square
Raised by (Councillor)	Cllr Golnar Bokaei
Ward	Mill Hill

Member Request	To support a project in Mill Hill Town Square led by Mill Hill Library to celebrate and promote the high street, encourage shopping locally and provide a platform for local business, community groups and charities. The cost of setting up and managing these particular events is mainly in personnel with some need for assets and marketing costs.
Funding Required (£)	£7900

7 Title	Speed Survey Request
Raised by (Councillor)	Cllr Alex Prager
Ward	West Hendon
Member Request	Speed survey to be carried out on Shirehall Lane
Funding Required (£)	£2,000

8 Title	Application for Information Noticeboard for Darland's Nature Reserve
Raised by (Councillor)	Cllr John Hart
Ward	Mill Hill
Member Request	To fund a noticeboard at the Mill Hill entrance to the Darland's Nature Reserve, as the number of people walking in this area has dramatically increased during Covid-19. A lot of these individuals are new to the area (having seen the route advertised in Council Barnet First) and the board will have information of the correct routes to follow. Also, and very importantly there will be information explaining that horse-riding, motorbiking or cycling etc are not allowed. Finally, there will be room for information of nature walks, bird and mammal awareness days etc.
Funding Required (£)	£1,600 which includes VAT



9 Title	Speed Survey Request
Raised by (Councillor)	Cllr Sara Conway
Ward	Burnt Oak
Member Request	Request speed survey on The Greenway, and safety review of CPZ bays near 95 The Greenway.
Funding Required (£)	£2000

10 Title	Review safety and speeding on Heybourne Crescent
Raised by (Councillor)	Cllr Nagus Narenthira
Ward	Colindale
Member Request	To review safety and speeding on Heybourne Crescent, including the junction with Lanacre. It is a very regular cut through that residents were told back in 2011 would be a closed road but then it changed not long after. There is speeding and dangerous driving and many near misses.
Funding Required (£)	TBC

11 Title	Speed Survey Request
Raised by (Councillor)	Cllr Ammar Naqvi
Ward	Colindale
Member Request	For a speed survey on Montrose Avenue both at the zebra crossing up to Edgware Road and at the Watling Avenue end.
Funding Required (£)	£2000

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.

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

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

- 3.1 Not applicable; Members of the Council are able to submit applications for non-CIL funding to the Area Committee Budgets via Members' Items. As a result, the Committee are requested to consider the Ward Members request and determine. Therefore, no other recommendation is provided from Officers.

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

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

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

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

- 5.1.1 The funding enables the Area Committee Budgets to contribute to Barnet's 2024 Corporate Plan objective to promote a pleasant, well maintained borough that we protect and invest in, by keeping the borough moving, including improvements to roads and pavements, getting the best of out of our parks by looking after and investing in our greenspaces and investing in community facilities to support a growing population.

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

- 5.2.1 The Committee has an allocated budget for **Barnet Community** Infrastructure Levy (CIL) from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers.
- 5.2.2 The Committee is able to award funding of up to £25,000 per project for CIL **Funding**. Requests for funding must be in line with the Council's priorities which are outlined in the Corporate Plan 2019 – 2024.

##### **5.3 Social Value**

- 5.3.1 Requests for Area Committee budget funding provide an avenue for Members to give consideration to funding requests which may have added social value.

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

- 5.4.1 Council Constitution, Article 7, Section 7.5 Responsibility for Functions details that the Area Committee is responsible for determining the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget being allocated to the Committee being unspent.
- 5.4.2 Council Constitution, Article 2 Members of the Council, Section 2.3 states any Member will be permitted to have one matter only (with no sub items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget relating to their ward. Member's items sponsoring an application to the Area Committee Budget must be submitted 10 clear working days before the meeting. Items received after that time will only be dealt with at the meeting if the Chairman agrees they are urgent.

##### **5.5 Risk Management**

5.5.1 None in the context of this report.

## 5.6 **Equalities and Diversity**

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

## 5.7 **Corporate Parenting**

5.7.1 None in the context of this report.

## 5.8 **Consultation and Engagement**

5.8.1 None in the context of this report.

## 5.8 **Insight**

5.8.2 None in the context of this report.

## 6. **BACKGROUND PAPERS**

6.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets: <http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>

6.2 Review of Area Committees – operations and delegated budgets (24/06/2015): <https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>



**Hendon  
Area Committee  
15<sup>th</sup> September 2020**

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

### Summary

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

### Officers Recommendations

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

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

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

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Not applicable in the context of this report.

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

- 3.1 No alternative options were considered

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Not applicable in the context of this report.

## **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 Not applicable in the context of this report.

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

- 5.2.1 Not applicable in the context of this report.

### **5.3 Social Value**

- 5.3.1 Not applicable in the context of this report.

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

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

### **5.5 Risk Management**

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

### **5.6 Equalities and Diversity**

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

### **5.7 Corporate Parenting**

Not applicable in the context of this report

**5.8 Consultation and Engagement**

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

**5.9 Insight**

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

**6. BACKGROUND PAPERS**

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

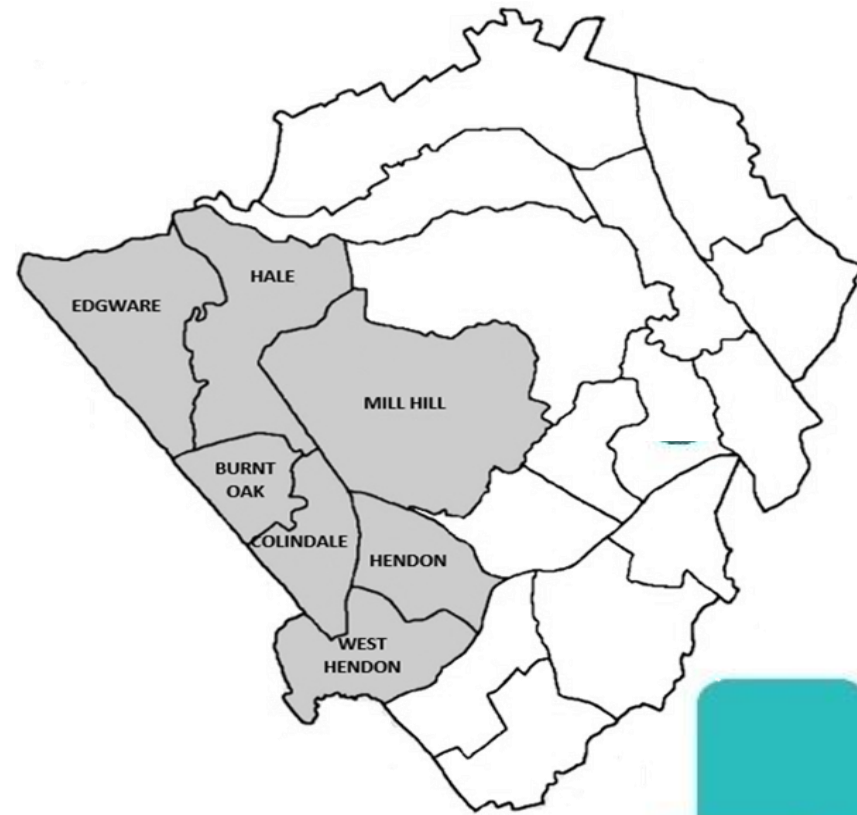
<https://barnet.moderngov.co.uk/documents/g9936/Printed%20minutes%2021st-Jan-2020%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

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# Area Committee

## Hendon



Hendon Area Committee  
Scheme Update by Ward





## Hendon - Schemes In Progress

Year	Ward	Scheme Name	Scheme Type	Scheme Status	Update
2019/20	Edgware	Hillside Gardens - Speed Survey	Speed Survey	In progress	Report back to Sept 2020 Hendon Area Committee.
		Parking - Edgwarebury Lane - Implementation	Parking Feasibility	In progress	Statutory consultation complete. Chief Officer Decision outlining objections is being finalised for submission in early September 2020.
		Watling Ave - Loading Bays	Loading Bay	In progress	Scheme on hold due to Social Distancing scheme. Currently the kerbside space in Watling Ave is bartered off to widen the pedestrian area for social distancing
	Hale	Farm Road & West Way - Signs and Lines	Signs and Markings	In progress	Scheme delayed due to recent lockdown. Design due to be completed by end of September 2020 with implementation currently planned for October 2020.
		Farm Road & West Way - Waiting Restrictions	Waiting Restrictions	In progress	Statutory consultation complete. Chief Officer Decision outlining objections is being finalised for submission in early September 2020.
	Hendon	95 Bell Lane - Feasibility Study	Pedestrian Crossing	On hold	Site meeting held with Ward Councillors. Results of the feasibility and recommendation on the location of the crossing report publish but withdrawn from Jan committee. Scheme currently on hold, awaiting decision on how to proceed. (linked to Bell Lane/Green Lane Implementation)
	Mill Hill	Millway - Implementation	Congestion and Speeding	In progress	Implementation delayed due to lockdown. Works now due to commence on 21 September 2020.
West Hendon	Layfield Crescent - Waiting Restrictions	Waiting Restrictions	In progress	Statutory consultation complete. Chief Officer Decision outlining objections is being finalised for submission in early September 2020.	
2018/19	Burnt Oak	Barnfield Road/Montrose Avenue – Implementation	Pedestrian Crossing	In progress	Road Safety Audit Complete. Implementation package being prepared and dates to be confirmed with contractor
	Edgware	Parking - Goldbeaters Grove	Waiting Restrictions	In progress	Due to parked vehicles the contractor has not completed the works. Officers continue to work with the contractor to get this completed.
	Hale	Parking - Aldridge Avenue	Waiting Restrictions	In progress	Chief Officer Decision Approved. Due to parked vehicles the contractor has not completed the works. Officers continue to work with the contractor to get this completed.
	Mill Hill	Lawrence Street / Holcombe Hill - Feasibility Study	Junction Improvement	On hold	Scheme agreed in principle by September 2019 Area Committee and deferred to 20/21 subject to funding. This will now be reported back to September 2020 Committee.
		Mill Hill Town Square - Information Boards	Information Boards	In progress	Delayed due to lockdown. New quotes have been requested but it's likely that it will still be more than the allocated budget. Once received, it will be brought to the Mill Hill forum to discuss options.
		Parking - The Ridgeway (Belmont Farm)	Waiting Restrictions	In progress	Due to parked vehicles the contractor has not completed the works. Officers continue to work with the contractor to get this completed.
	West Hendon	A41/Station Road - Traffic Signal Feasibility	Traffic Signal Feasibility	On hold	Drawings and scheme details have been produced for TfL, to allow them to carry out the signals design and estimate for this work.





## Hendon - Schemes In Progress

Year	Ward	Scheme Name	Scheme Type	Scheme Status	Update
2017/18	Edgware	Parking - Manor Park Crescent	CPZ - Operational Hours	On hold	Scheme is on hold since the introduction of the nearby Manns Road/Garden City scheme. Discussions to be take place with Councillors to see if there is still a requirement to progress this scheme
	Hendon	Bell Lane / Green Lane - Implementation	Pedestrian Crossing	On hold	Location of Crossing is ongoing. Additional investigation & feasibility study has been undertaken. (linked to 95 Bell Lane Feasibility scheme)
	Mill Hill	Glendor Gardens	Parking Review	In progress	Report back to September 2020 Hendon Area Committee (see Parking Apex Corner/Watford Way below).
Parking - Daws Lane / Poets Corner		CPZ	In progress	Informal Consultation concluded. Outcome of consultation to be reported back to Hendon Area Committee in September 2020.	
2016/17	Colindale	Booth Road, NW9	Traffic & Parking Review	On hold	Scheme to be formally closed as covered by the Colindale CPZ scheme
2015/16	Burnt Oak	Footway Parking - Arundal Gardens	Footway Parking	On hold	Scheme originally on hold to until the completion of the 71 footway parking locations that were being undertaken separately, but is no longer progressing due to funding. The original allocation of £5,000 is still available and will be reviewed for programming in Q3.
	Mill Hill	Parking Apex Corner/Watford Way	Parking Review	In progress	Funding originally approved in 2015/16 and since been returned. 2018/19 committee agreed that the proposal is be redefined with ward councillors. Proposals to be presented back to September 2020 Hendon Area Committee (Incl. Glendor Gardens).





## Hendon Schemes - Completed

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

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





## Hendon Schemes - Completed

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

Year	Ward	Scheme Name	Scheme Type
2019/20	Colindale	Colindale Avenue - Keep Clear	Keep Clear
	Hale	Farm Road - Benches	Benches
	Hendon	Finchley Lane - Zebra Site Meeting	Zebra Crossing
	Mill Hill/ Burnt Oak	Burtonhole - Waiting Restrictions	Waiting Restrictions
	Mill Hill	Limes Ave & Beech Walk NW7 - Ground Stakes	Ground Stakes
	West Hendon	Brent View Road Waiting Restrictions	Waiting Restrictions

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



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## Hendon Area Committee

15 September 2020

	<p style="text-align: right;">AGENDA ITEM 12</p> <p style="text-align: center;"><b>Hendon Area Committee</b></p> <p style="text-align: center;"><b>15 September 2020</b></p>
<p style="text-align: center;"><b>Title</b></p>	<p><b>Deferral Report - Lawrence Street/Holcombe Hill – Feasibility Study</b></p>
<p style="text-align: center;"><b>Report of</b></p>	<p>Head of Governance</p>
<p style="text-align: center;"><b>Wards</b></p>	<p>Mill Hill</p>
<p style="text-align: center;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: center;"><b>Enclosures</b></p>	<p>Appendix 1 – Hendon Area Committee Report, 17 September 2019, Lawrence Street/Holcombe Hill – Feasibility Study</p> <p>Appendix 2 - Drawing no. BC/001610-02-01_FS_100-01 Proposed Layout 1</p> <p>Appendix 3 - Drawing no. BC/001610-02-01_FS_100-02 Proposed Layout 2</p> <p>Appendix 4 – Minutes of the Hendon Area Committee 17 September 2019</p>
<p style="text-align: center;"><b>Officer Contact Details</b></p>	<p>Naomi Kwasa, Senior Governance Officer  <a href="mailto:Naomi.Kwasa@Barnet.gov.uk">Naomi.Kwasa@Barnet.gov.uk</a></p>

### Summary

At the meeting of the Hendon Area Committee on 17 September 2019, the Committee considered a report which detailed the results of a feasibility study carried out to improve safety at the junction of Lawrence Street with Holcombe Hill, NW7, and outlined proposals for consideration to address the concerns at this location. The Committee asked how long the proposed design would remain valid before having to be reviewed. Officers advised the design would remain valid for the next few years.

The Chairman moved a motion to defer the item to the final meeting of the financial year, 17<sup>th</sup>

March 2020, to review funding availability at that time. The Committee unanimously agreed to the motion to defer. The initial report and findings are found in the enclosed appendices.

## **Officers Recommendations**

**That the Hendon Area Committee reconsider the report and enclosures found in the Appendices on the Lawrence Street/Holcombe Hill – Feasibility Study and;**

- 1. Note the review of the improvements on as outlined in this report and the appendices to this report.**
- 2. Agree that the proposal detailed design, as outlined in Appendix 1 - Drawing No. BC/001610-02-01\_FS\_100-01 be progressed.**
- 3. Authorises the Executive Director, Environment to carry out a consultation on the approved proposals.**
- 4. That subject to no objections being received to the consultation, referred to in recommendation 3, authorise the Executive Director, Environment to introduce the approved proposal.**
- 5. Agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Executive Director, Environment will in consultation with the relevant Ward Councillors consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.**
- 6. Agree to allocate the funding of £24,750 for the agreed Option to consult, design and introduce the approved proposals.**



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

- 1.1. At the meeting of the Hendon Area Committee on 17 September 2019, the Committee considered a report which detailed the results of a feasibility study carried out to improve safety at the junction of Lawrence Street with Holcombe Hill, NW7, and outlined proposals for consideration to address the concerns at this location. The Committee asked how long the proposed design would remain valid before having to be reviewed. Officers advised the design would remain valid for the next few years.
- 1.2. The Chairman moved a motion to defer the item to the final meeting of the financial year, 17th March 2020, to review funding availability at that time. The Committee unanimously agreed to the motion to defer, as shown in Appendix 4 – Minutes of the Hendon Area Committee 17 September 2019. Please note there is a typing error within the minutes – the meeting to which the report was deferred should read 17 March 2020, instead of 17 March 2019.
- 1.3. The meeting of the Committee on the 17 March 2020 was subsequently cancelled, along with the following meeting on 24 June 2020, due to lockdown restrictions during the COVID-19 pandemic, and all reports were carried over to the current meeting.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The Committee is asked to reconsider the report and plans in the attached Appendices 1-3, as agreed when the report was deferred at the meeting of the Hendon Area Committee on 17 September 2019.

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

- 3.1 None in the context of this report.

## **4. POST DECISION IMPLEMENTATION**

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

## **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 N/A.

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

- 5.2.1 None in the context of this report.

### **5.3 Social Value**

5.3.1 Not applicable in the context of this report.

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

5.4.1 In accordance with the Council's Constitution, Article 7, the Terms of Reference of the Hendon Area Committee include; 'Responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees'.

#### **5.5 Risk Management**

5.5.1 None in the context of this report.

#### **5.6 Equalities and Diversity**

5.6.1 None in the context of this report.

#### **5.7 Corporate Parenting**

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

#### **5.8 Consultation and Engagement**

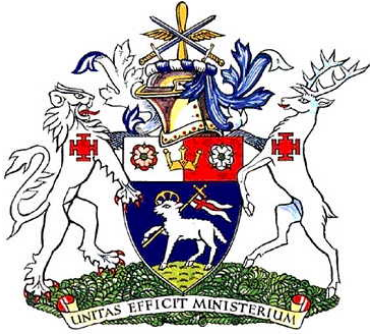
5.8.1 None in the context of this report.

#### **5.8 Insight**

5.8.1 None in the context of this report.

### **6. BACKGROUND PAPERS**

6.1 None.



## Hendon Area Committee

17 September 2019

<b>Title</b>	<b>Lawrence Street/Holcombe Hill – Feasibility Study</b>
<b>Report of</b>	Executive Director, Environment
<b>Wards</b>	Mill Hill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing no. BC/001610-02-01_FS_100-01 Proposed Layout 1 Drawing no. BC/001610-02-01_FS_100-02 Proposed Layout 2
<b>Officer Contact Details</b>	Jamie Blake - Executive Director, Environment <a href="mailto:Jamie.Blake@barnet.gov.uk">Jamie.Blake@barnet.gov.uk</a> E-mail – <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 to improve safety at the junction of Lawrence Street with Holcombe Hill, NW7 and outline proposals for consideration to address the concerns at this location.

## Officers Recommendations

That the Hendon Area Committee:

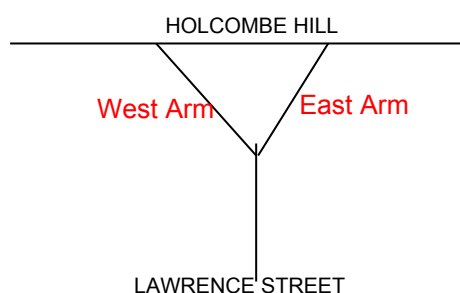
1. Note the review of the improvements on as outlined in this report and the appendices to this report.
2. Agree that the proposal detailed design, as outlined in Appendix 1 - Drawing No. BC/001610-02-01\_FS\_100-01 be progressed.
3. Authorises the Executive Director, Environment to carry out a consultation on the approved proposals.
4. That subject to no objections being received to the consultation, referred to in recommendation 3, authorise the Executive Director, Environment to introduce the approved proposal.
5. Agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Executive Director, Environment will in consultation with the relevant Ward Councillors consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
6. Agree to allocate the funding of £24,750 for the agreed Option to consult, design and introduce the approved proposals.

### 1. WHY THIS REPORT IS NEEDED

- 1.1 Following a Member's Item, on 15 January 2019 the Hendon Area Committee approved funding to carry out a feasibility study at the junction of Lawrence Street/Holcombe Hill following concerns raised about the visibility when vehicles pull out from Lawrence Street into Holcombe Hill.
- 1.2 This report details the results of the above feasibility study and outline proposals for consideration to address the concerns at this location.

### 2. REASONS FOR RECOMMENDATIONS

- 2.1 Lawrence Street is a main route connecting Mill Hill to the A1. It is mainly residential in character and it is a bus route, serving Bus no. 251 from Arnos Grove to Edgware Station. It meets Holcombe Hill with a Y-intersection and vehicles are currently able to use both arms of the intersection to access/exit Lawrence Street into Holcombe Hill. Buses use only the west arm of the intersection and a bus stop is located on the central reservation island.



- 2.2 Visibility at this junction is restricted especially for vehicles coming out from Lawrence Street using the east arm of the junction and wishing to turn right into Holcombe Hill, due to the sharp bend downhill on Holcombe Hill.
- 2.3 A traffic survey was carried out on 2 July 2019 during Peak Hours 7-10am and 12-7pm. Results are summarised on the below table and show a high number of vehicles, with a small percentage of LGV, turning from Lawrence Street right into Holcombe Hill and vice versa using the east arm of the junction:

**Table 1 – Results of traffic survey**

	From Lawrence Street right into Holcombe Hill (East arm)		From Holcombe Hill left into Lawrence street (East Arm)		From Lawrence Street right into Holcombe Hill (West arm)	
	Total	% LGV/OGV	Total	% LGV/OGV	Total	% LGV/OGV
<b>Am Peak (7-10am)</b>	<b>160</b>	6%	<b>109</b>	12%	<b>87</b>	1%
<b>Pm Peak (12-7pm)</b>	<b>149</b>	6%	<b>368</b>	10%	<b>123</b>	9%

- 2.4 In the past 5 years to 30 September 2018, 3 accidents occurred at the junction of Lawrence Street/ Holcombe Hill. It is noted that none of these related to the turning manoeuvre from/into Holcombe Hill.
- 2.5 After considering the above surveys and investigation, it is proposed to close off the east arm of Lawrence Street leading into Holcombe Hill, all traffic will then use the west arm only to turn in/out of Lawrence Street into Holcombe Hill and vice versa. The west arm of the junction will be suitable to take all traffic and turning movements of vehicles were tracked using AutoTrack to make sure they will be possible.
- 2.6 This proposal is shown on attached drawing BC/001610-02-01\_FS\_100-01 and takes into account:
  - A new kerb build-out across Lawrence Street outside The Old Forge;
  - New sign posts with black and white chevrons and advanced warning signs for vehicles travelling westbound downhill on Holcombe Hill;
  - Reshaping the existing central reservation island to ease the left turn manoeuvre into the west arm of Lawrence Street;
  - No-trough road signs on Lawrence Street;
  - Dragon teeth road markings on Holcombe Hill and Highwood Hill near their junction with Lawrence Street.

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

- 3.1 An alternative option could be introducing only metal traffic bollards outside the Old Forge to close the east arm of the junction without any kerb build out. This option would be much cheaper than the above but the bollards could easily be knocked down by vehicles travelling at speed and would only be considered as a temporary solution.
- 3.2 Another alternative option could be to repave the whole of the east arm of the junction to create a pedestrian area, leaving access to The Old Forge only into/out of Lawrence Street. In this case a bus stop lay-by can be included in this area to improve pedestrians' safety and access to public transport and to ease the southbound traffic which at the moment get stuck behind buses stopping at the existing bus stop. This option is drafted on attached drawing BC/001610-02-01\_FS\_100-02 but it will require extensive works and possible relocation of lighting columns and statutory services. It is not recommended at this moment in time as it would require substantial funding which fall out of the Area Committee/CIL funding. However, it is recommended to consider this option on a later stage if extra funding can be secured.

**4. POST DECISION IMPLEMENTATION**

- 4.1 Once the recommendation is approved and subject to funding being approved, detailed design would be undertaken. Ward members and residents living in the area would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

**5. IMPLICATION OF THE 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 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 2 below, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 2 –Cost Estimate**

Activity	Estimated costs
----------	-----------------

Detailed Design (Includes advertising, public consultation, safety audits, TMO etc.)	£ 4,000
Civil works	£18,500
Sub-TOTAL	£ 22,500
Implementation & post implementation fee @ 10%	£ 2,250
<b>GRAND TOTAL</b>	<b>£ 24,750</b>

5.2.2 The estimated cost of installing the recommended proposals is **£24,750** and is requested from the Hendon Area Committee CIL budget. It is considered that the proposals would improve safety in the area and is recommended by officers.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £72k.

### 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 None in relation to 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. A statutory consultation will be undertaken as set out above.

## **5.9. Insight**

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

## **6. BACKGROUND PAPERS**

6.1 HENDON AREA COMMITTEE 15 JANUARY 2019

<https://barnet.moderngov.co.uk/documents/g9531/Printed%20minutes%2015th-Jan-2019%2019.00%20Hendon%20Area%20Committee.pdf?T=1>



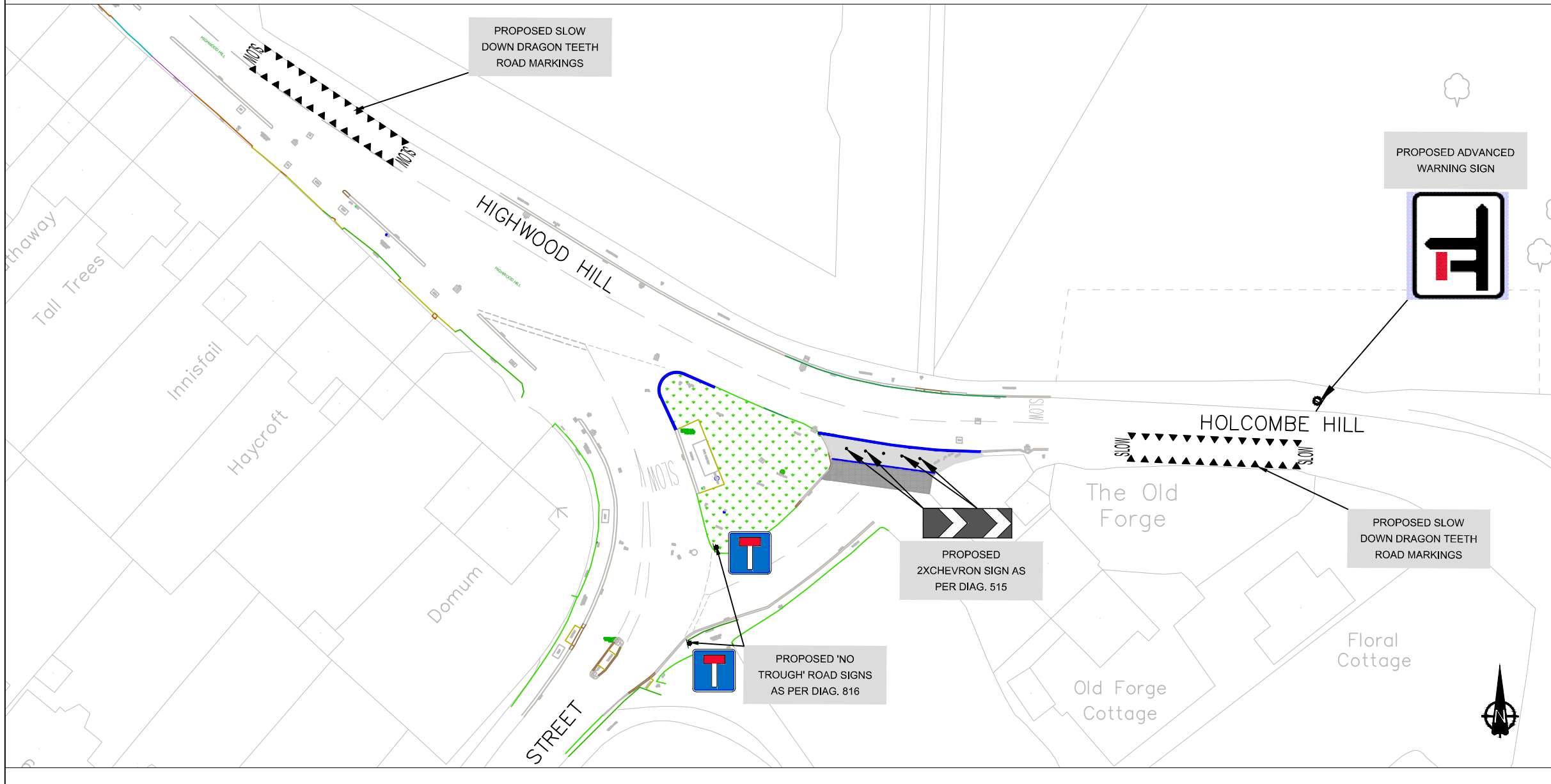


**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2018\_BC/001143-14-03.  
 In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

**NOTES:**

1. All features are to be agreed on site with Supervising Engineer
2. All Road Markings to be in accordance with 'The Traffic Signs Regulations and General Directions' 2016. Road markings shall be in thermoplastic screed with applied solid glass beads
3. Exact location of road markings to be agreed on site with the Site Supervisor
4. All road markings to tie in to existing markings at extremities
5. All traffic signs to be in accordance with the TSRDG 2016. All traffic sign posts to be positioned at the back of the footway unless otherwise noted. A minimum footway width of 1.2m is to be maintained where possible
6. Exact location of signs to be agreed on site with the Site Supervisor to ensure conflict with other items is avoided. any issues that cannot be resolved on site should be reported to the Design Engineer
7. Existing covers to chambers, manholes and gullies to be raised/lowered to suit proposed levels

5. The exact position of all Utilities Apparatus is to be confirmed on site prior the commencement of the works  
 6. Where Street furniture is to be sited adjacent to the kerbline, a minimum offset of 450mm shall be left maintained between near-face of the object and kerb face.



**LEGEND**

- EXISTING GRASS AREA
- PROPOSED FOOTWAY/DBM
- PROPOSED CARRIAGEWAY RESURFACING
- PROPOSED NEW SIGN/POST
- PROPOSED PRECAST CONCRETE KERB
- PROPOSED ROAD MARKINGS

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**REVISION**

Revision Details	Design/Check	Date	Rev.
Initial issue	DP/FR	9/8/19	0

Purpose of issue: **FEASIBILITY**

Client: **BARNET LONDON BOROUGH**

re Scheme Ref. BC/001610-02-01

Scheme title: **LAWRENCE STREET/HOLCOMBE HILL**

Drawing title: **PROPOSALS**

Scale @ A3:NTS

Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 9/8/19	Date: 9/8/19	Date: 9/8/19	Date: 9/8/19

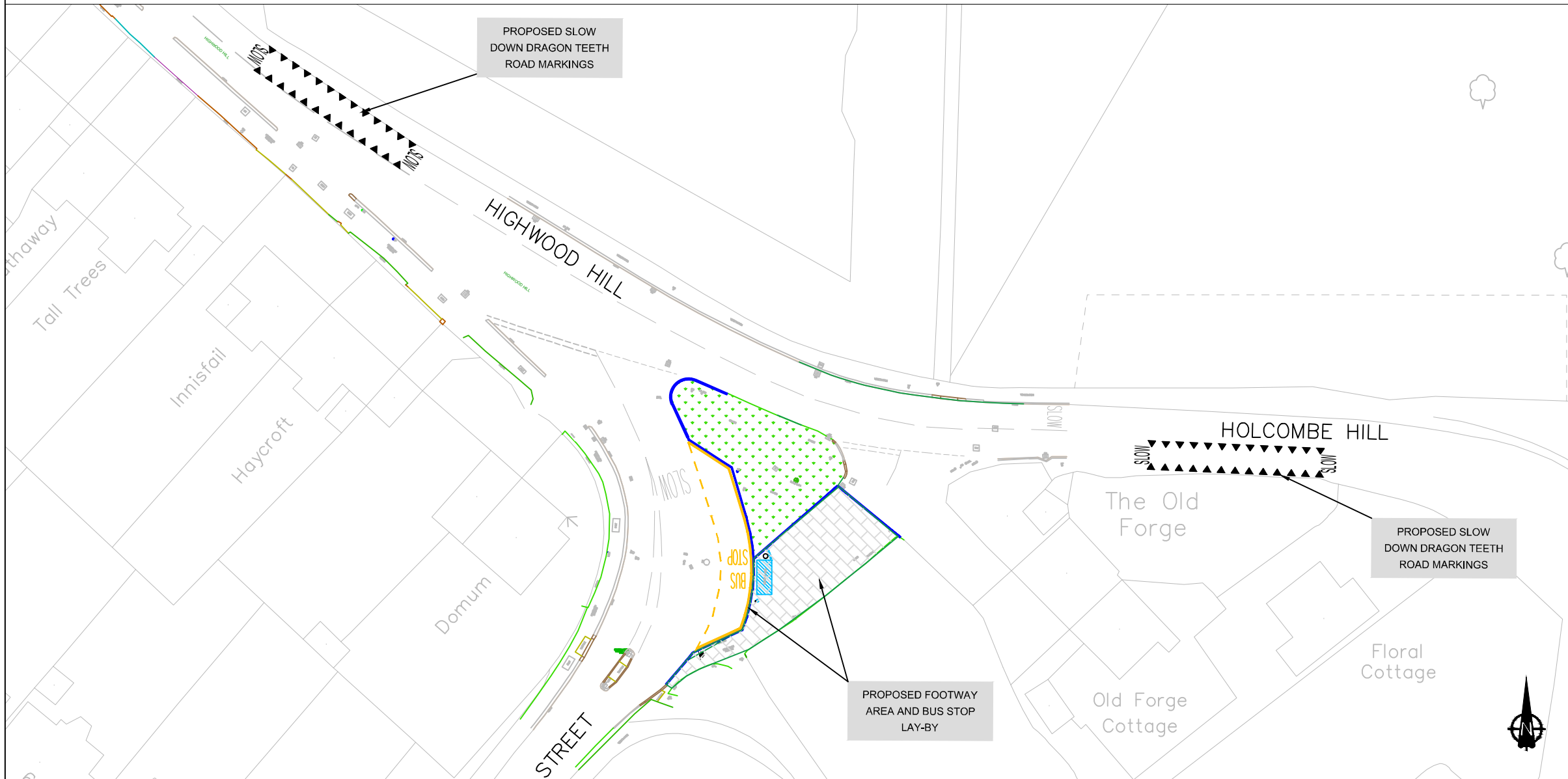


BC/001610-02-01\_FS\_100-01 Rev. 0

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LOCATION MAP NTS



**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. C2018\_BC/001143-14-03. In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

- NOTES:**
1. All features are to be agreed on site with Supervising Engineer
  2. All Road Markings to be in accordance with 'The Traffic Signs Regulations and General Directions' 2016. Road markings shall be in thermoplastic screed with applied solid glass beads
  3. Exact location of road markings to be agreed on site with the Site Supervisor
  4. All road markings to tie in to existing markings at extremities
  5. All traffic signs to be in accordance with the TSRDG 2016. All traffic sign posts to be positioned at the back of the footway unless otherwise noted. A minimum footway width of 1.2m is to be maintained where possible
  6. Exact location of signs to be agreed on site with the Site Supervisor to ensure conflict with other items is avoided. any issues that cannot be resolved on site should be reported to the Design Engineer
  7. Existing covers to chambers, manholes and gullies to be raised/lowered to suit proposed levels
  5. The exact position of all Utilities Apparatus is to be confirmed on site prior the commencement of the works
  6. Where Street furniture is to be sited adjacent to the kerbline, a minimum offset of 450mm shall be left maintained between near-face of the object and kerb face.

**LEGEND**

- EXISTING GRASS AREA
- PROPOSED FOOTWAY/DBM
- PROPOSED POSITION OF BUS STOP SHELTER
- PROPOSED NEW POSITION OF BUS STOP FLAG
- PROPOSED KERB
- PROPOSED YELLOW ROAD MARKINGS

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	DP/FR	9/8/19	0

Purpose of issue  
**DRAFT**

Client:

re Scheme Ref. BC/001610-02-01  
Scheme title

**LAWRENCE STREET/HOLCOMBE HILL**

Drawing title  
**PROPOSED LAYOUT 2**

Scale @ A3:NTS

Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 9/8/19	Date: 9/8/19	Date: 9/8/19	Date: 9/8/19

Traffic and Development  
London Borough of Barnet, 2nd Floor Building 4  
North London Business Park, Oakleigh Road South  
London N11 1NP

BC/001610-02-01\_FS\_100-02  
Rev. **0**

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## Decisions of the Hendon Area Committee

17 September 2019

Members Present:-

Councillor Val Duschinsky (Chairman)

Councillor Saira Don (Vice-Chairman)

Councillor Sarah Wardle

Councillor Nagus Narenthira

Councillor Nizza Fluss

Councillor Ammar Naqvi

Councillor Laithe Jajeh

Apologies for Absence

Councillor Elliot Simberg

### 1. MINUTES OF THE PREVIOUS MEETING

It was **RESOLVED** that subject to the below corrections, the minutes of the previous meeting of the Hendon Area Committee on 26<sup>th</sup> June be agreed as a correct record.

Corrections:

- Agenda item 10 paragraph 1 should read 'turning from Bell Lane into Green Lane' and 'outside the entrance to number 100 Bell Lane' in place of Bell Lane Primary School.

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

Councillor Simberg sent his apologies and was substituted by Councillor Jajeh.

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

None.

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

None.

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

None.

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

**Petition – The Laundry at the top of John's Avenue**

Councillor Fluss introduced the petition relating to the anti-social behaviour and obstruction of the highway being experienced by residents at John's Avenue. Councillor Fluss informed Members that the situation had been ongoing since October 2018 and that residents were finding the disturbances unbearable. Councillor Fluss was concerned about the attitude of the owners towards the residents, she described an incident where a resident had been unable to pass by unloading lorries and felt their complaints to the drivers and staff had been belittled.

Councillor Fluss was also concerned about the potential material change of the use of the premises and had been confused by the response of the planning officer. She explained that enforcement had not taken place, leading to vans and cages now being parking on the pavements, blocking the road. Councillor Fluss expressed concerns that the highways proposals being put forward were not appropriate and that ticketing and enforcement needed to take place as soon as possible, as well as an urgent clean-up of the street.

The lead petitioner, Mr Harris, also addressed the Committee. He explained that the noise and disturbances from the Laundry were being experienced throughout the day, night and weekends. He said that staff and management work on the street, with continuous vans and lorries moving in and out of the street, causing significant noise, disturbance and mess. Mr Harris also said 6-foot-high laundry cages were being left on the streets, which were hazardous to pedestrians and felt the Council had done nothing to address the issue.

Mr Harris said no PCN tickets had been issued to vehicles and no enforcement, despite the road being blocked by vehicles parking in the road and emergency vehicles being unable to gain access.

Mr Harris explained that he had met with senior officers of the Council, who had agreed to consider the matter urgently via issuing a community protection order, however he felt no sufficient action had yet been taken and that the Council had failed to assist the residents.

The Head of Parking and Infrastructure updated the Committee on the actions that had been taken to address the issues so far. He informed the Committee that a multi-agency meeting had taken place on the 29<sup>th</sup> August, with officers from a range of departments including governance, planning, parking, traffic highways and community safety. He said that both the lawfulness of the operation and the consequence of the current activities on residents had been discussed and considered. He said that in terms of the planning issues raised, there did not appear to be any planning misuse issue and therefore the business had a right to operate in this location. However, the disruption being caused to residents and the management of traffic needed to be vetted by the Council.

The Head of Parking and Infrastructure informed members that highways proposals were being put forward to help alleviate the disturbances being experienced on John's Avenue. He stressed that the Council would be taking a measured approach to the issues to meet the needs of both the owner and the residents. All actions proposed would be taken in consultation with Ward Councillors.

Following discussion of the item, the Chairman moved to vote on the three options the Area Committee could consider under its constitutional powers when determining petitions:

The Chairman proposed to refer the matter to a Chief Officer to respond to the Lead Petitioner within 20 working days.

Votes on the proposed action were recorded as follows:

For	6
Against	0
Abstain	1

**RESOLVED that the matter be referred to a Chief Officer to respond to the Lead Petitioner within 20 working days.**

## **7. MEMBER'S ITEMS - APPLICATION FOR COMMUNITY INFRASTRUCTURE LEVY (CIL) FUNDING**

### **1) Councillor Alex Prager - Installation of a Zebra crossing on Finchley Lane A504**

Councillor Prager introduced his Members CIL item. He asked that a feasibility study be carried out to investigate whether installation of a Zebra Crossing in the area was feasible. Officers suggested that a site meeting with Ward councillors be carried out before agreeing to undertake a study and that the item be deferred to the next Hendon Area Committee meeting.

**RESOLVED that the Committee unanimously agreed to defer the item to the next Hendon Area Committee meeting, following a site meeting between Highways Officers and Ward Members.**

### **2) Councillor Sarah Wardle – Vehicle Activate Signs (VAS) on Hillside Gardens to tackle the speeding issues.**

Councillor Wardle introduced her Members CIL item requesting funding for a speed survey to be undertaken in Hillside Gardens to investigate whether VAS was required.

Votes on the request for £2,000 of CIL funding to be used for a speed survey in Hillside Gardens were recorded as follows:

For	6
Against	1
Abstain	0

**RESOLVED that the Committee agreed to allocate £2,000 of CIL funding for a speed survey in Hillside Gardens.**

### **3) Councillor Elliott Simberg - Traffic Improvements at the Junction of Farm Road and West Way Ha8.**

Councillor Jajeh introduced Councillor Simberg's CIL item on his behalf, which requested funding for traffic improvements at the junction of Farm Road and West Way. Signage, road markings and double yellow lines were requested to improve the traffic issues.

**RESOLVED** that the Committee unanimously agreed to allocate £500 of CIL funding for signage and road markings. The Committee also agreed to batch the funding for the yellow lines with the remainder of double yellow lines requested by members at this meeting for a cost of £5,000.

**4) Councillor Laithe Jajeh – Stakes placed on grass verges around the area of Limes Avenue and Beech Walk, NW7**

Councillor Jajeh introduced his members items, which requested stakes be placed on the grass verges around the area of Limes Avenue and Beech Walk, NW7. Councillor Jajeh said that alternative options had been discussed and considered, however stakes were identified as the most appropriate solution.

Officers noted that there could potentially be issues surrounding maintenance of the stakes, however the ones currently in place had not frequently been damaged. The locations of the stakes would be agreed with residents and Ward Councillors. Officers informed members the cost would be £50 per stake and that a maximum of 10 stakes would be required.

**RESOLVED** that the Committee unanimously agreed to allocate £500 of CIL funding for a maximum of 10 stakes at a cost of £50 per stake.

**5) Councillor Lachhya Gurung - Benches for the top of Farm Road and Hale Lane HA8**

Councillor Jajeh introduced Councillor Gurung's CIL item on his behalf, which requested two benches to be placed at the top of Farm Road and Hale Lane at a cost of £816 per bench.

Officers suggested members allocated funding for the installation of one bench first and then monitor the use of this bench. If use of the bench was high, the committee could then allocate funding for another bench at a future committee meeting.

Members agreed that allocating funding for one bench initially was a sensible approach.

Votes on the request for £816 of CIL funding to be used for the installation of one bench at the top of Farm Road and Hale Lane, were recorded as follows:

For	5
Against	0
Abstain	2

**RESOLVED** that the Committee agreed to approve to allocate £816 of CIL funding for a bench at the top of Farm Road and Hale Lane.

**6) Councillor Sara Conway – Loading bays on Watling Avenue.**

Officers suggested that the item be deferred to a future meeting to allow a site visit with Councillor Conway to take place and to investigate if it is possible to install loading bays in the area.

Ward Councillors supported the request and felt the loading bays would make the area safer for young people walking along Watling Avenue.



Following discussions, members suggested that the £3,500 be allocated for loading bays, subject to officers investigating whether installation of loading bays were possible at the site.

**RESOLVED that the Committee unanimously agreed to allocate £3,500 of CIL funding for the installation of a loading bay at Waiting Avenue, subject to officers investigating the feasibility of the location.**

**7) Councillor Val Duschisnky – Double yellow lines at Burtonhole Lane, Mill Hill.**

The Chairman requested double yellow lines be implemented at Burtonhole Lane, Mill Hill.

Officers suggested all the requests for double yellow lines be batch funded together for a cost of £5,000.

**RESOLVED that the Committee unanimously agreed to allocate CIL funding for the implementation of double yellow lines on Burtonhole Lane. The Committee agreed to batch the funding for the yellow lines with the remainder of double yellow lines requested by members at this meeting for a cost of £5,000.**

**8) Councillor Helene Richman – Double yellow lines on Layfield Crescent.**

Councillor Richman's members item requested the implementation of double yellow lines on both sides of the carriageway on Layfield Crescent from where it meets Layfield Road up to the semicircle in the road a numbers 7 and 6. Vehicles are currently being parked on the single yellow lines, blocking access to larger vehicles and blocking access to Layfield Crescent for emergency services.

**RESOLVED that the Committee unanimously agreed to allocate CIL funding for the implementation of double yellow lines on Layfield Crescent. The Committee agreed to batch the funding for the yellow lines with the remainder of double yellow lines requested by members at this meeting for a cost of £5,000.**

**Other items:**

The Chairman requested an update on Councillor Narenthira's members item, which was removed from the agenda as alternative funding has been provided via s106. The members item requested funding for a bay in front of Orion School on Grahame Park Way, to assist parents dropping off their children, without causing traffic issues. Officers advised that the traffic issue could be managed via the implementation of a single yellow line. Officers would also investigate an appropriate area for the coach bay and the zebra crossing.

**8. ELLESMERE AVENUE COMMITTEE REPORT**

Officers introduced the report, which provided details on the findings of the parking survey undertaken in Ellesmere Avenue and neighbouring roads, which the Committee requested be reported back.

Officers informed the Committee that the recommendations, resulting from the parking survey, were for 'at any time' waiting restrictions to be installed at the junction of The Fairway, Westmere Drive and Ellesmere Avenue, NW7.

Members enquired whether future developments in the area would allow for the situation and resolutions to be re-visited, as any progress would be welcomed by both residents and those travelling to the local school. Officers agreed that the situation could be revisited later, if future developments were seen to be further increasing the traffic and parking issues.

Following discussion, the Chairman moved to vote on the recommendations as outlined in the report.

The Committee unanimously approved the recommendations.

**RESOLVED that:**

- 1) That the Committee noted the findings of the parking survey carried out in the area shown in Appendix A – drawing no. BC/001494-03-04.
- 2) That the Committee instruct the Executive Director, Environment to design, in consultation with the Hale Ward Councillors, ‘at any time’ waiting restrictions at the junction of The Fairway, Westmere Drive and Ellesmere Avenue, NW7.
- 3) That the Committee, instruct the Executive Director, Environment to carry out a statutory consultation in respect of the ‘at any time’ waiting restrictions mentioned in 2. above.
- 4) That if no objections are received to the statutory consultation mentioned in 3. above the Committee, instruct the Executive Director, Environment to introduce the ‘at any time’ waiting restrictions; or
- 5) If objections are received to the statutory consultation mentioned in 3. above, the Committee instruct the Executive Director, Environment to consider those objections using the powers delegated unto him, and make a decision on whether the proposed ‘at any time’ restrictions should be introduced or not, and if so, with or without modification.
- 6) That if the Executive Director, Environment makes a decision to introduce waiting restrictions, having considered the objections received, that the Committee instruct the Executive Director, Environment to introduce the agreed measures.
- 7) That the Hendon Area Committee agree to allocate the funding of £3,000 from the Area Committee (CIL) budget for progressing the agreed ‘at any time’ waiting restrictions and introduce the approved measures.

**9. EDGWAREBURY LANE COMMITTEE REPORT**

Officers introduced the report which detailed the preliminary findings of the study undertaken in respect of improving traffic flow along Edgwarebury Lane, between Station Road/Hale Lane and Fairview Way.

Officers informed members that preliminary results suggested the traffic flow situation could be improved through the introduction of more stringent restrictions, such as double yellow lines at certain lengths of Edgwarebury Lane, as well as the potential removal of some parking places with a view to replacing them with double yellow lines. Officers noted that removal of the bays could lead to an increase in the speed of traffic and that VAS might need to be implemented as a result. Officers updated the Committee that these measures would be funded by the s106 agreement.

Following discussion, the Chairman moved to vote on the recommendations as outlined in the report.

The Committee unanimously approved the recommendations.

**RESOLVED that:**

- 1) That the Committee noted the findings of the preliminary study and Officer observations carried out in Edgwarebury Lane.**
- 2) That the Committee instruct the Executive Director, Environment to finalise a design to amend the parking layout in Edgwarebury Lane as described in this report, in consultation with the Edgware Ward Councillors.**
- 3) That the Committee, instruct the Executive Director, Environment to carry out a statutory consultation in respect of the agreed revised parking layout mentioned in 2. Above.**
- 4) That if no objections are received to the statutory consultation mentioned in 3. above the Committee, instruct the Executive Director, Environment to introduce the 'at any time' waiting restrictions; or**
- 5) If objections are received to the statutory consultation mentioned in 3. above, the Committee instruct the Executive Director, Environment to consider those objections using the powers delegated unto him, and make a decision on whether the proposed 'at any time' restrictions should be introduced or not, and if so, with or without modification.**
- 6) That if the Executive Director, Environment makes a decision to introduce waiting restrictions, having considered the objections received, that the Committee instruct the Executive Director, Environment to introduce the agreed measures.**
- 7) That the Hendon Area Committee note that the recommended measures will be funded by the S106 agreement arising from the development at No. 25 Edgwarebury Lane (H/00823/12).**

**10. LAWRENCE STREET/HOLCOMBE HILL - FEASIBILITY STUDY**

The Chairman introduced the report, which had been requested via a Members item at a previous meeting. The report detailed the results of a feasibility study carried out to improve safety at the junction of Lawrence Street with Holcombe Hill, NW7 and outline proposals for consideration to address the concerns at this location.

Members were concerned about the safety issues surrounding the junction, however the proposals put forward by officers required a large amount of funding, despite being the cheapest feasible option available. Officers advised the Committee that they would inform the development team of the proposal, and investigate whether any future s106 funding could be used. However, s106 funding could not be guaranteed as an option.

The Committee asked how the long the proposed design would remain valid before having to be reviewed. Officers advised the design would remain valid for the next few years.

The Chairman moved a motion to defer the item to the final meeting of the financial year, 17<sup>th</sup> March 2019, to review funding availability at that time. The Committee unanimously agreed to the motion to defer.

**RESOLVED** that the Committee unanimously agreed to defer the item to the last Hendon Area Committee meeting of the financial year – 17<sup>th</sup> March 2019.

**11. AREA COMMITTEE GRANTS FUNDING**

Officers introduced the Area Committee grants funding report which provided the Committee with an update on the budget allocations for 2019/20.

**RESOLVED** that the Committee unanimously agreed the following recommendations:

1) That the Hendon Area Committee notes the amount available for allocation during 2019/20, as set out in paragraph 6.2.1 and in Appendix 1.

2) That the Hendon Area Committee notes the amount of re-allocated underspends & overspends in section 2.1.

**12. FORWARD WORK PROGRAMME**

The Committee noted the work programme.

**13. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT**

Officers had noted that the next Hendon Area Committee meeting was not scheduled to take place until 17<sup>th</sup> February and would then be closely followed by a meeting in March 2019. The Chairman suggested an appropriate date in January be found instead.

The governance officer identified the 21<sup>st</sup> January 2019.

**RESOLVED** that the Committee unanimously agreed to move the February 17<sup>th</sup> 2019 meeting to 21<sup>st</sup> January 2019.

The Chairman asked that Members consult with appropriate officers prior to submitting Members CIL request items to governance, to enable officers to investigate the feasibility of the request and the required funding that would be needed.

The meeting finished at 20.51



## Hendon Area Committee

15 September 2020

<b>Title</b>	<b>Proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens NW7</b>
<b>Report of</b>	Executive Director (Environment)
<b>Wards</b>	Mill Hill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A – - Statutory consultation drawing – Drawing No. SCR202/001
<b>Officer Contact Details</b>	Gavin Woolery-Allen – Senior Engineer Highwayscorrespondence@barnet.gov.uk

### Summary

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

### Officers Recommendations

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

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

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

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

## **2. REASONS FOR RECOMMENDATIONS**

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

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

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

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

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

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

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

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

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

- 5.1.1 The on-going discussions and considerations regarding the parking situation in the Watford Way Service Road (Apex Corner) and environs seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic."
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.



5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.

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

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

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

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

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

## 5.3 **Social Value**

5.3.1 None in relation to this report.

## 5.4 **Legal and Constitutional References**

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

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

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

## 5.5 **Risk Management**

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

## 5.6 Equalities and Diversity

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

- (i) Eliminate discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010
- (ii) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (iii) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2. The relevant protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

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

## 5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report

## 5.8 Consultation and Engagement

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

## 5.9 Insight

5.9.1 None in relation to this report.

## 6. BACKGROUND PAPERS

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

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

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

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

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

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

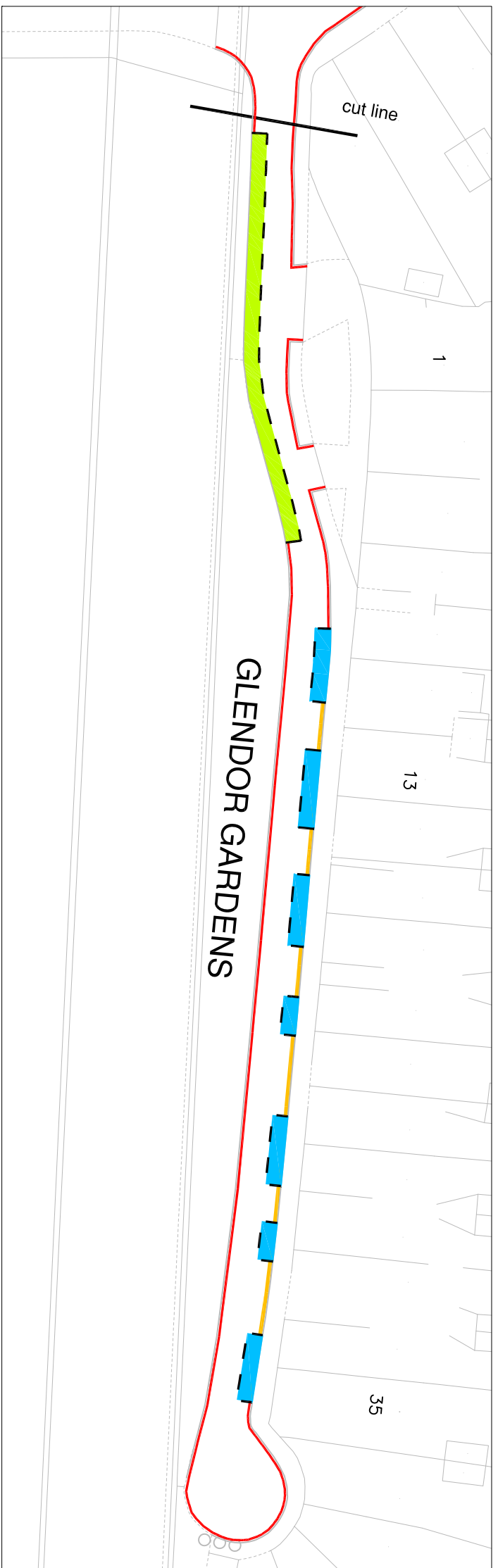
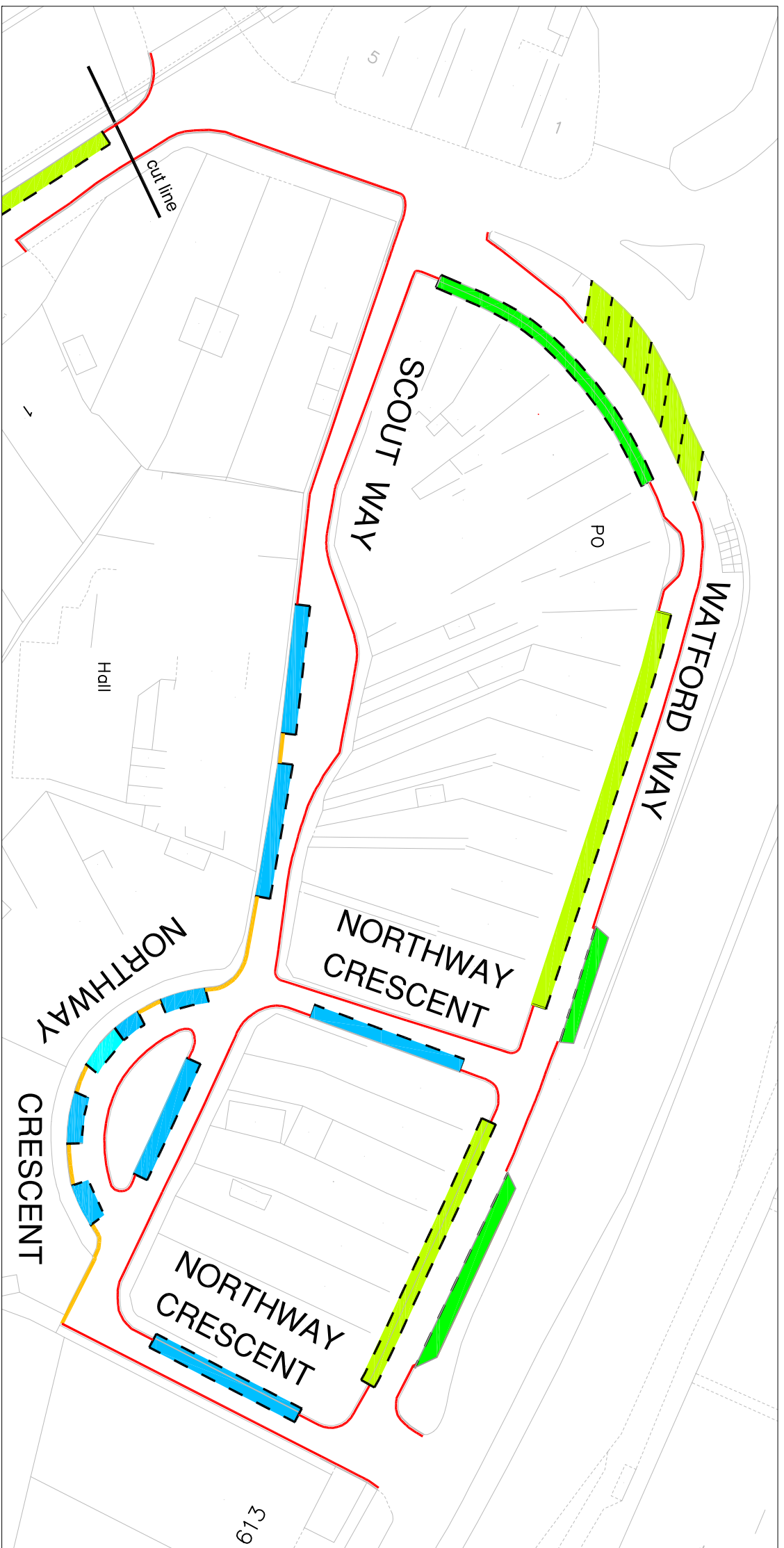
6.4 Hendon Residents Forum. 22nd March 2017, Item 1

<https://barnet.intranet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=8655&Ver=4>

6.5 Hendon Area Committee 27th June 2018, Item 15 Results of the Statutory Consultation – Proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens NW7


<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9529&Ver=4>


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**key**

 Residents Permit Only Bay  
(Mon-Fri, 9am-5pm)

 Residents Permit/ Business  
Permit / Pay By Phone (max  
stay 2hrs - no return 2 hrs)  
Parking Bay (Mon-Fri,  
9am-5pm)

 Pay By Phone Parking Bay  
(Mon-Fri, 9am-5pm, max stay  
2hrs - no return 2 hours)

Proposed Tariff  
Up to 30mins - £0.65  
Up to 1 hour - £1.30  
Up to 2 hours - £2.60

 Monday-Friday, 9am-5pm  
waiting restrictions

 'At any time' waiting  
restrictions

SCHEME:  
APEX CORNER AREA  
CONTROLLED PARKING ZONE

TITLE:  
PROPOSED PARKING LAYOUT

Scales: N.T.S. Date: JAN 2018

Initiated: GWA Drawn: MJ Checked:

DRAWING NO.: SCR202/001

Acad Ref:

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## Hendon Area Committee

15 September 2020

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

### Summary

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

### Officers Recommendations

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

## 1. WHY THIS REPORT IS NEEDED

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

## 2. REASONS FOR RECOMMENDATIONS

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

2.6

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



- 2.7 The numbers of motorists exceeding 35mph (the usual enforceable threshold) were relatively low. At site 1, 4.9% of all vehicles were recorded as exceeding this speed in the northbound direction and less than 1% in the southbound direction. At site 2, approximately 1.2% of vehicles in both directions were recorded at speeds of over 35mph.
- 2.8 The Personal Injury Accident Data<sup>9</sup> held by Transport for London, has been analysed and there have been no recorded personal injury accidents in Hillside Gardens in the last five years. The most recent accident recorded in the road occurred in January 2001.
- 2.9 After consideration of both the speed survey results and the accident records for Hillside Gardens it is not proposed to progress the investigation of any traffic management measures at this time.
- 2.10 Residents who have concerns about speeding may be interested in an initiative introduced by the Police and Transport for London called Community Roadwatch. This gives residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams.

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

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

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

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

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

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

- 5.1.1 The proposals here will particularly help to address the Councils Corporate Plan delivery objectives of “keep the borough moving, including improvements to roads and pavements” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

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

- 5.2.1 Area Committee funding of £2,000 was agreed at the Committee in September 2019 to carry out the speed surveys and data analysis. As no further action is recommended, no additional funding is required.

#### **5.3 Social Value**

- 5.3.1 None in the context of this report.

## 5.4 **Legal and Constitutional References**

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

## 5.5 **Risk Management**

5.5.1 Not applicable in the context of this report.

## 5.6 **Equalities and Diversity**

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

- Eliminate discrimination, harassment victimisation and any other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2 The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.

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

## 5.7 **Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## 5.8 **Consultation and Engagement**

5.8.1 None in relation to this report.

## 5.9 **Insight**

5.9.1 Collision data has been referenced in this report

## 6. **BACKGROUND PAPERS**

6.1 Hendon Area Committee meeting September 2019.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9935&Ver=4>



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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

**NOTES:**

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REVISION			
Revision Details	Design/Check	Date	Rev.

**FOR INFORMATION**



Client: **RE** Scheme Ref: BC/001751-02

**HILLSIDE GARDENS SPEED SURVEY**

**SURVEY SITES**

Drawing title

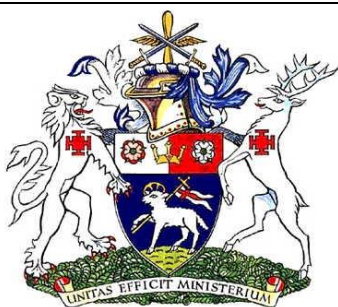
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	VR	VR	DP		
	Date: 27.11.19	Date: 27.11.19	Date: 04.12.19	Date: 04.12.19	

Traffic and Development  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 125th High Road,  
Whetstone, London N20 0EU

BC/001751-02-3300-01

Rev. 0

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## Hendon Area Committee

15 September 2020

<b>Title</b>	<b>Poets Corner – Results of Informal Parking Consultation</b>
<b>Report of</b>	Executive Director, Environment
<b>Wards</b>	Mill Hill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A – Consultation area
<b>Officer Contact Details</b>	Gavin Woolery-Allen – Senior Engineer <a href="mailto:gavin.woolery-allen@barnet.gov.uk">gavin.woolery-allen@barnet.gov.uk</a>

### Summary

This report details the results of informal parking consultation carried out in Poets Corner, Daws Lane and Hammers Lane NW7. The report considers the results and views from the local community and asks the Committee to determine the way forward.

### Recommendations

**That the Hendon Area Committee considers the feedback to the informal consultation undertaken in Birkbeck Road, Byron Road, Marion Road, Milton Road, Shakespeare Road and Tennyson Road, Daws Lane and Hammers Lane, as outlined in this report and :-**

- 1. notes the results of the consultation;**
- 2. agrees not to proceed with a proposed CPZ at this time;**
- 3. instructs the Executive Director, Environment to:**
  - (a) carry out another informal consultation, with the timing of such to be agreed with Ward Councillors; and**
  - (b) report the results of the consultation referred to in (a) above to a future meeting of this Committee**

- 4. Instructs the Executive Director, Environment to:**
- (a) investigate and design the provision of waiting restrictions in the area local to Daws Lane and Poets Corner**
  - (b) obtain agreement with Ward Councillors regarding the designs mentioned in (a) above**
  - (c) subject to the Ward Councillor agreement mentioned in (b) above, carry out a statutory consultation on agreed proposals**
  - (d) obtain agreement with Ward Councillors regarding the timing of the statutory consultation mentioned in (c) above**
  - (e) consider any objections to the statutory consultation outlined in (c) above using his Delegated Powers, and decide whether to introduce the proposals or not, and if so, with or without modification**
  - (f) implement the proposed measures, if any are required following the decision made in accordance with (e) above, with the timing of such agreed with Ward Councillors**

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

- 1.1 This report presents the Committee with the outcome of the informal consultation carried out with the residents and businesses of the roads known as “Poets Corner” (Birkbeck Road, Byron Road, Marion Road, Milton Road, Shakespeare Road and Tennyson Road), as well as Daws Lane and Hammers Lane between 2<sup>nd</sup> December 2019 and 17<sup>th</sup> January 2020, seeking their views on whether they would like a Controlled Parking Zone introduced in their roads.
- 1.2 The report asks the Committee to consider the consultation results and the recommendations and seeks a decision of the Committee on how to proceed.

## **2. REASONS FOR RECOMMENDATIONS**

### **Background**

- 2.1 Part of Daws Lane NW7 (the westernmost end) falls within the Mill Hill ‘E’ Controlled Parking Zone (CPZ) which operates between 11am and 12midday, Mondays to Fridays, and part (the easternmost end) falls outside the CPZ.
- 2.2 A petition signed by 33 residents of Daws Lane NW7, requesting a “resident parking zone for Daws Lane” was reported to the Hendon Residents Forum on 23<sup>rd</sup> January 2018, and having considered the content and the lead petitioner’s verbal representation, the Chairman of the Forum referred the matter to the next available Hendon Area Committee.
- 2.3 Accordingly, the matter was considered by the Hendon Area Committee meeting on 8<sup>th</sup> March 2018 and the Committee approved funding of £5,000 for an informal consultation to be undertaken.



- 2.4 Officers' notes and subsequent discussion with Ward Councillors determined that the consultation should include Hammers Lane and the Poets Corner set of roads, as well as Daws Lane.
- 2.5 This report considers the results of the informal parking consultation carried out.

### **Consultation Process**

- 2.6 An informal consultation was carried out between 2<sup>nd</sup> December 2019 and 17 January 2020 with the residents and businesses in the consultation area agreed by the Ward Councillors as shown in Appendix A.
- 2.7 The informal consultation intentionally coincided with a formal proposal to introduce a charging regime in the nearby free-to-use Daws Lane Car Park, managed by the Council's Greenspaces Section.
- 2.8 The car park is attached to Mill Hill Park, and is used by visitors to the park, and due to its relative close proximity to Mill Hill Town Centre and Mill Hill Railway Station, it is suspected that local workers and commuters also utilise the car park.
- 2.9 521 consultation packs consisting of letters and a plan of the consultation area were hand delivered to properties in Daws Lane (those falling outside of the existing Mill Hill CPZ), Birkbeck Road, Byron Road, Marion Road, Milton Road, Shakespeare Road and Tennyson Road, and Hammers Lane (between Daws Lane and the Chalet Estate properties). The letter asked the recipients to complete an online questionnaire accessed via the Council's Engage Portal. It also gave the opportunity for the recipient to request a paper copy of the questionnaire.
- 2.10 The local Ward Members were sent copies of the consultation documentation prior to consulting the residents and businesses.
- 2.11 The questionnaire asked a range of questions concerning parking in the area. This included whether the respondent would like their road to be included in a CPZ. The questionnaire also asked what operational hours and days if a CPZ were to be introduced.
- 2.12 Respondents were also given the opportunity to make any additional suggestions.
- 2.13 The consultation letter also gave details of the Council's intention to introduce charging into the Daws Lane Car Park.
- 2.14 The deadline of the informal consultation was 17 January 2020.

### **Summary of consultation results**

- 2.15 The consultation resulted in a total of 84 online and paper responses. This represents a response rate of 16%. A road by road summary of the response is shown in Table 1 below.

**Table 1: Summary of consultation response**

Road Name	No. of properties	Response	Response Rate
Birkbeck Road	121	16	13.2%
Byron Road	51	10	19.6%
Daws Lane	61	8	13.1%
Hammers Lane	64	10	15.6%
Marion Road	49	6	12.2%
Milton Road	49	10	20.4%
Shakespeare Road	78	20	25.6%
Tennyson Road	46	4	8.7%
<b>Total</b>	<b>519</b>	<b>84</b>	<b>16.2%</b>

2.16 The questionnaire asked whether the respondent would like their road to be included in a CPZ. In response 58.3% of respondents said they would like a CPZ to be introduced. 33.3% of respondents said they would not like a CPZ, while 8.3% did not know, was not sure or did not respond. The results are summarised in Table 2 below.

**Table 2: Do you wish for your road to be included in a CPZ?**

Road Name	Do you wish for your road to be included in a CPZ?					
	Yes		No		Don't know/Not Sure/No response	
Birkbeck Road	11	68.7%	3	18.8%	2	12.5%
Byron Road	9	90.0%	1	10.0%	0	0.0%
Daws Lane	6	75.0%	1	12.5%	1	12.5%
Hammers Lane	4	40.0%	6	60.0%	0	0.0%
Marion Road	2	33.3%	4	66.7%	0	0.0%
Milton Road	4	40.0%	4	40.0%	2	20.0%
Shakespeare Road	11	55.0%	7	35.0%	2	10.0%
Tennyson Road	2	50.0%	2	50.0%	0	0.0%
<b>Total</b>	<b>49</b>	<b>58.3%</b>	<b>28</b>	<b>33.3%</b>	<b>7</b>	<b>8.3%</b>



2.17 The questionnaire then asked about the respondent's preferred hours of CPZ operation, giving a choice between 11am to 12midday (as this matches the nearby CPZ's operational periods), or "other" while allowing the respondent to offer a suggested operational period. A summary to the response is shown in Table 3 below.

**Table 3: If the CPZ were to be introduced, what hours of operation would you prefer?**

Road Name	If the CPZ were to be introduced, what hours of operation would you prefer?					
	11am to 12midday		Other		Don't know/Not Sure/No response	
Birkbeck Road	7	43.8%	4	25%	5	31.2%
Byron Road	2	20.0%	6	60.0%	2	20.0%
Daws Lane	5	62.5%	2	25.0%	1	12.5%
Hammers Lane	4	40.0%	2	20.0%	4	40.0%
Marion Road	5	83.3%	1	16.7%	0	0.0%
Milton Road	5	50.0%	1	10.0%	4	40.0%
Shakespeare Road	11	55.0%	7	35.0%	2	10.0%
Tennyson Road	1	25.0%	2	50.0%	1	25.0%
<b>Total</b>	<b>40</b>	<b>47.6%</b>	<b>25</b>	<b>29.8%</b>	<b>19</b>	<b>22.6%</b>

2.18 47.6% of respondents preferred the 11am to 12midday option. Where "other" was chosen (29.8%), there appeared to be no real consensus; respondents suggested varying CPZ periods, ranging from alternative one-hour restrictions to school drop-off/pick up periods to 24 hour a day restrictions.

2.19 Similar to the question about operational hours, the questionnaire also asked what the respondents preferred CPZ days of operation were. The questionnaire offered a choice of "Monday to Friday" (as this matches the nearby CPZ's operational periods) or "other", allowing the respondent to offer a suggested operational period. A summary to the response is shown in Table 4 below.

**Table 4: If the CPZ were to be introduced, what hours of operation would you prefer?**

Road Name	If the CPZ were to be introduced, what days of operation would you prefer?					
	Monday to Friday		Other		Don't know/Not Sure/No response	
Birkbeck Road	10	62.5%	1	6.3%	5	31.2%
Byron Road	7	70.0%	2	20.0%	1	10.0%
Daws Lane	6	75.0%	2	25.0%	0	0.0%
Hammers Lane	8	80.0%	0	0.0%	2	20.0%
Marion Road	4	66.7%	2	33.3%	0	0.0%
Milton Road	5	50.0%	1	10.0%	4	40.0%
Shakespeare Road	15	75.0%	3	15.0%	2	10.0%
Tennyson Road	3	75.0%	0	0.0%	1	25.0%
<b>Total</b>	<b>58</b>	<b>69.0%</b>	<b>11</b>	<b>13.1%%</b>	<b>15</b>	<b>17.9%</b>

2.20 69% of respondents preferred the Monday to Friday option, with the other suggested periods ranging from one day a week, to Monday to Saturday, to every day.

2.21 The questionnaire also asked the respondent to make suggestions/comments regarding parking in their road or area. The most prevalent issues appear to be as follows:

- That the school run traffic and parking have a significant impact on traffic/congestion/parking/parking on yellow lines/parking across driveways/request for enforcement (19 mentions)
- Requests for double yellow lines in the area (Milton Road/Birkbeck Road, Milton Road/Hammers Lane, Daws Lane/Wise Lane. Daws Lane near the petrol station and along Wise Lane (9 mentions)
- That any potential charging in the car park would definitely require a CPZ to be introduced in local roads (6 mentions)
- Concern about the associated permit/voucher costs of a CPZ (6 mentions)
- Concern about congestion in the area (3 mentions)

### **Officer Comments and Conclusion**

2.22 The consultation was carried out following initial representations made by residents of Daws Lane wishing for the CPZ which covers part of the road to be extended to incorporate the uncontrolled section of the road.

- 2.23 Subsequent to the Hendon Area Committee deciding that the issue should be investigated by way of an informal consultation, the Council's Greenspaces Team advised that were intending to introduce a charging regime into the Daws Lane Car Park, and from the outset, it was considered important to ensure that the parking situation in local roads were considered as part of that process.
- 2.24 Accordingly, it was agreed that any informal consultation would include the Poets Corner roads, as well as Daws Lane and Hammers Lane, and that any consultation process relating to charging in the car park would run concurrent with the informal parking consultation relating to the on-street situation.
- 2.25 The consultations relating to the Daws Lane car park charging started in late November 2019 and lasted for 3 weeks, whereas the informal parking consultation commenced in early December 2019, and lasted 6 weeks.
- 2.26 It is understood that the Daws Lane Car Park proposals are now on hold, pending further review.
- 2.27 The responses to this consultation generally indicate an overall preference for a CPZ to be introduced.
- 2.28 It is noted that the response rate for the consultation was particularly low, which may indicate a lack of interest in the consultation by the community at this time.
- 2.29 For a consultation of this nature, given the layout of the roads and given the proposal to introduce parking charges in the nearby car park, a higher overall response rate was expected, particularly from the initiating road, Daws Lane, where the overall response was 13%.
- 2.30 Of the respondents, overall support exists for a CPZ, with 58% wanting a CPZ to be introduced in their roads, although notably the respondents in Hammers Lane, Marion Road (not in favour), and Milton Road and Tennyson Road (no clear majority) appear to be not so keen, with Byron Road, Daws Lane and Shakespeare Road respondents favouring a CPZ.
- 2.31 It therefore appears that, when analysing at the feedback on a road by road basis, there is no clear view across the roads on whether a CPZ is needed/wanted.
- 2.32 It is noted that the respondents in favour of a CPZ make up approximately 9% of the population who were originally consulted.
- 2.33 Of those who responded to the questions about preferred hours and days of CPZ operation, it appears that the 11am-12midday restriction was favoured, over and above any other short time period or "all day" choice.
- 2.34 Similarly, Monday to Friday was the favoured choice of CPZ days of operation.
- 2.35 Despite these responses, it appears that the existence of schools in the area – Etz Chaim School on Daws Lane and Goodwyn School on Hammers Lane, are contributing factors on the reported traffic congestion and parking issues in the area.

- 2.36 Associated with the congestion issues, requests for yellow lines have been received in the area, specifically at the Milton Road/Birkbeck Road, Milton Road/Hammers Lane, Daws Lane/Wise Lane junctions, as well as at Daws Lane near the petrol station (which falls within the existing CPZ) and along Wise Lane.
- 2.37 Officers consider that these issues should be investigated, although the provision of mitigating measures, for example, yellow lines, in isolation would reduce available kerbside space further to the detriment of the overall parking opportunity in the area.
- 2.38 In some cases, for example where reports are that parents/carers park on yellow lines and across driveways, this can be followed up by the Parking Enforcement Team, although stopping for reasonable periods to enable boarding and alighting is permitted on yellow lines under the terms of the governing Traffic Management Order.
- 2.39 Regarding a CPZ, Officers are not convinced that the feedback to this informal consultation suggests that a CPZ should be introduced, and therefore recommend that no CPZ is pursued at this time.
- 2.40 However, it is believed that there is scope to consider the situation again in the future at an appropriate time - perhaps if and when the car park charging proposal recommences, as it is still considered that any charging in the Daws Lane car park would displace motorists onto local streets.
- 2.41 In addition, there would appear to be merit in investigating the provision of yellow lines locally to improve safety and traffic flow, in locations outlined in this report, although the timing of any consultation and implementation would be discussed with Ward Councillors beforehand.
- 2.42 Accordingly, it is recommended that the content of this report and the results of the informal consultation be noted, and that the Committee agree the following:
- That another informal consultation relating to a CPZ is undertaken, with the timing of the consultation to be agreed with Ward Councillors
  - That investigations into the provision of yellow lines in the area be progressed, designed and consulted upon, by way of a statutory consultation, with the timing of any implementation, subject to the outcome of the consultation, agreed with Ward Councillors.

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

- 3.1 The Council could consider proposing a CPZ in the relevant area. However, to do so, given the relatively low response, and in some roads with no support for changes to be made it is considered not viable, and would contradict the response from some roads within the local area.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Those previously consulted will be advised of the Council's decision, and the Council's Engage Portal updated.

## **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 The consultation sought to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic."

- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.

- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.

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

- 5.2.1 £5,000 was originally committed in March 2018 from the Hendon Area Committee CIL budget in respect of carrying out a consultation and reporting the results back to this Committee.

- 5.2.2 In order to carry out a subsequent informal consultation, as well as carry out the investigation, design statutory consultation and implementation of yellow lines it is considered that the unused amount of the £5,000 previously committed in addition to an additional £5,000 which can be met from the Area Committee CIL budget, would be required

### **5.3 Social Value**

- 5.3.1 None in relation to this report.

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

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

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

5.4.3 The terms of reference for the Hendon Area Committee under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees consider matters raised at Residents Forums and determine how they are to be taken forward, including whether to request a report for a future meeting, refer to an Officer and/or ward councillors and 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.

## 5.5 Risk Management

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

## 5.6 Equalities and Diversity

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

- (i) Eliminate discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010
- (ii) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (iii) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2. The relevant protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

5.6.3 The proposal is not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group and any person with no access to online facilities can request paper copies of the questionnaires.

## 5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report

## 5.8 Consultation and Engagement

5.8.1 An informal consultation (or a preliminary consultation) has been carried out with the local community.

5.8.2 The acceptance to whether a new CPZ should be introduced relies on the support of the local community. The questions are designed to establish whether there are issues or parking pressures encountered by the community.

5.8.3 Barnet Council's policy is to primarily offer online questionnaires as opposed to paper copy questionnaires, although paper copies are made available upon request.

5.8.4 Letters outlining the details of the consultation and of how to access online questionnaires were distributed to the properties in the consultation area.

5.8.5 The relevant details of the consultation were published on the Council's Engage Portal.

## 5.9 **Insight**

5.9.1 Based on the consultation feedback, officers have made recommendations on whether to proceed with proposing a new CPZ and other measures set out in paragraph 2.42 of this Report.

## 6. **BACKGROUND PAPERS**

6.1 Agenda Item 6 Matters referred from the Hendon Area Residents Forum (if any) - Hendon Area Committee 8<sup>th</sup> March 2018.

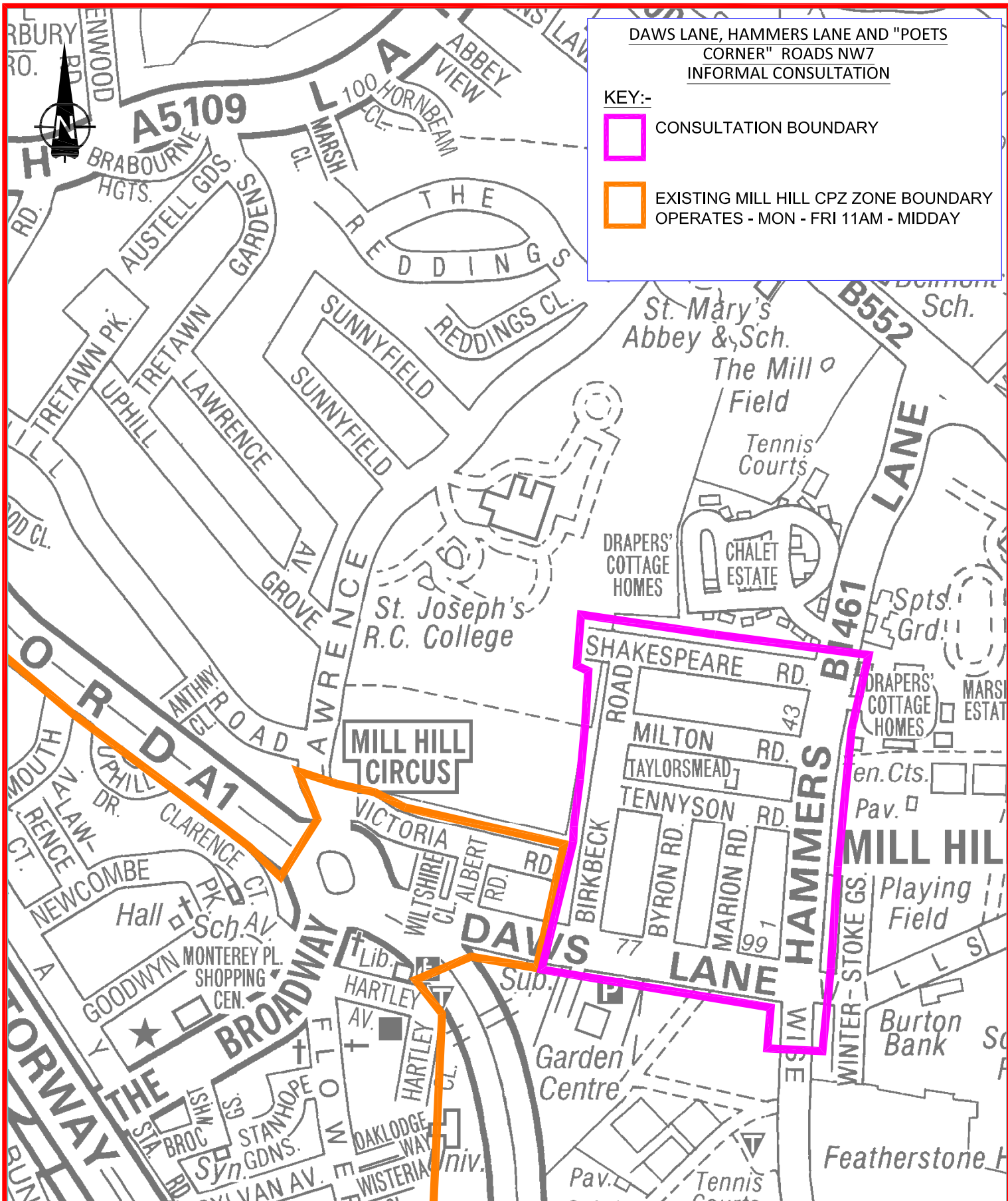
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9325&Ver=4>

6.2 Agenda Item 4 Resident parking zone for Daws Lane, NW7 Mill Hill - Hendon Residents Forum 23<sup>rd</sup> January 2018

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=9264&Ver=4>

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**DAWS LANE, HAMMERS LANE AND "POETS CORNER" ROADS NW7  
INFORMAL CONSULTATION**

**KEY:-**

- CONSULTATION BOUNDARY
- EXISTING MILL HILL CPZ ZONE BOUNDARY OPERATES - MON - FRI 11AM - MIDDAY

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Initiated by GWA	<b>SCHEME:</b> Daws Lane, Hammers Lane and "Poets Corner" roads NW7	Geoff Mee Interim Assistant Director	
Drawn by AO			
Checked by GWA	<b>TITLE:</b> INFORMAL CONSULTATION	London Borough of Barnet 2 Bristol Avenue Colindale London NW9 4EW Tel. 020 8359 2000	<b>DRAWING No.</b>
Date			Scales Not to Scale
27/11/19			Acad. Ref. \PDWD\16141_47.dwg

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