

**MEETING**

**FINCHLEY & GOLDERS GREEN AREA COMMITTEE**

**DATE AND TIME**

**WEDNESDAY 30TH JUNE, 2021**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL**

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

Chairman: Jennifer Grocock,  
Vice Chairman: Rohit Grover

**Councillors**

Dean Cohen	Anne Hutton	Shimon Ryde
Ross Houston	Arjun Mittra	

**Substitute Members**

Melvin Cohen	Eva Greenspan	Alison Moore
Alan Schneiderman	Kath McGuirk	John Marshall
Peter Zinkin		

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 10AM, Friday 25 June. Requests must be submitted to Salar Rida [salar.rida@barnet.gov.uk](mailto:salar.rida@barnet.gov.uk) 020 8359 7113

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

**Andrew Charlwood – Head of Governance**

Governance Services contact: Salar Rida [salar.rida@barnet.gov.uk](mailto:salar.rida@barnet.gov.uk) 020 8359 7113  
Media Relations Contact: Tristan Garrick 020 8359 2454

**ASSURANCE GROUP**

## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	5 - 10
2.	Absence of Members (If any)	
3.	Declaration of Members' Disclosable Pecuniary interests and Other interests (If any)	
4.	Report of the Monitoring Officer (If any)	
5.	Public Comments and Questions (If any)	
6.	Matters referred from the Finchley and Golders Green Area Residents Forum (If any)	
7.	Petitions (if any)	11 - 14
8.	Area Committee Funding - Community Infrastructure Levy update	To Follow
9.	Standard Members' Items (if any)	
10.	Members' Items - Applications for Neighbourhood CIL Area Committee Budget (if any)	15 - 34
11.	Members' Items - Road Safety & Parking Funding Requests (if any)	
12.	Hampstead Way / Meadway, NW11 - Pedestrian Facilities Improvements	35 - 56
13.	Cranbourne Gardens, NW11 - Feasibility Study	57 - 66
14.	Progress update on Area Committee actions from previous meeting	
15.	Forward Work Programme	67 - 70
16.	Any item(s) the Chairman decides are urgent	

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# Decisions of the Finchley & Golders Green Area Committee

8 April 2021

Members Present:-

AGENDA ITEM 1

Councillor Jennifer Grocock (Chairman)  
Councillor Rohit Grover (Vice-Chairman)

Councillor Dean Cohen  
Councillor Shimon Ryde  
Councillor Ross Houston

Councillor Anne Hutton  
Councillor Arjun Mittra

## 1. MINUTES OF LAST MEETING

The Chairman of the Finchley and Golders Green Area Committee, Councillor Jennifer Grocock welcomed all attendees to the virtual meeting.

Subject to the below corrections, it was **RESOLVED** that the minutes of the previous meeting held on 23 February 2021 be agreed as a correct record.

- Page 3 of the minutes under item 8, Members CIL items funding applications – Councillor Rohit Grover’s item should state the location of the Grass Verge and improvement to entrance as Lyttleton Playing Fields.

## 2. ABSENCE OF MEMBERS (IF ANY)

None.

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

Councillor Arjun Mittra and Councillor Anne Hutton declared a non-pecuniary interest in item 7 and item 10 relating to Market Playground by virtue of living close to the playground.

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

None.

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

None.

## 6. PETITIONS (IF ANY)

None.

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

The Chairman introduced the report which sets out the issues and petition referred from the F&GG Residents Forum to the Area Committee.

**1. Petition – Protect and improve Market Place Playground East Finchley, N2.**

The Chairman invited the lead petitioner, Kathy Batten who presented the petition to the Committee. The Committee noted the comments made by the lead petitioner. As the item had been brought by Councillor Moore as a Members CIL funding item, the decision on whether to grant funding for the improvement of the playground was dealt with under item 10 of the agenda.

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

Damien Pantling, Head of Finance, introduced the report and notified the Committee that they had a £41,282.30 balance remaining to spend at this meeting for the 2020/21 financial year. It was explained that the balance considered prior commitments, overspends and underspends of closed schemes from previous years.

The Committee were also asked to note that this report did not include the additional budget for the 2021/22 financial year. It was noted that this report was the last report of the 2020/21 financial year, rather than the first report of the 2021/22 financial year. The reason for this being that the publication fell within the prior year and the final agreed budget for Area Committees was yet to be approved by Policy and Resources Committee. The Area Committee budget was due to be increased above £150,000, as well as there being a separate funding pot for road safety measures. However, exact amounts were due to be agreed by the Policy & Resources Committee in May. The funding for the 2021/22 financial year would be reported to the next meeting of the Committee.

The Chairman moved to vote on the item. The Committee unanimously agreed the officer's recommendations.

**RESOLVED that:**

1. The Committee noted the amount available for allocation during 2020/21, as set out in paragraph 6.2.1 and in Appendix 1.
2. The Committee noted the amount of re-allocated underspends and overspends in section 2.1.

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

None.

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

- a) Councillor Alison Moore – Refurbishment and Improvement of Market Place Playground, N2

Councillor Moore presented the Member's item.

**It was unanimously RESOLVED that the Area Committee agreed to allocate £30,000 of funding for refurbishment and improvement of Market Place Playground, N2, subject to the increased CIL allocation per scheme being ratified by Council. The Committee noted the implications to the Committee's CIL funding budget.**

- b) Councillor Ross Houston – Feasibility study for Gainsborough Road, N12 close to the junction of Nether Street, traffic measures.

Councillor Houston presented the Member's item.

Jackie Staples, Member Liaison Officer, advised that the feasibility study would cost £5,000. She advised that there was already a feasibility study being undertaken for Gainsborough Road and Lodge Lane. If the Committee agreed for this feasibility study to be funded, it could be tagged on as one large study. Results of the study were due to be brought back to the October committee meeting. Councillor Houston agreed that the feasibility study could be undertaken in conjunction with the wider study, as long as this item was investigated as a separate item if required.

**It was unanimously RESOLVED that the Area Committee agreed to allocate £5,000 for a feasibility study to be conducted on Gainsborough Road, N2 and noted the implications to the Committee's CIL funding budget.**

## **11. PROGRESS UPDATE ON AREA COMMITTEE ACTIONS FROM PREVIOUS MEETING**

The Chairman introduced the report which provided an update on all the Highways Schemes agreed at the Area Committee to date.

Councillor Hutton noted that Glenhurst Road should be included under Woodhouse Ward rather than Underhill. Councillor Hutton also asked that Lambert Way waiting restrictions, be reviewed in conjunction with the wider issues being investigated within the area. Jackie Staples, Member Liaison Officer, agreed to take that back to officers as an action and to arrange a ward meeting.

Councillor Dean Cohen noted that an item under the Golders Green Ward, Woodlands Close, stated that the scheme would be implemented at the end of April and he queried if this was realistic. Jackie Staples reported that a meeting would be set up with officers and councillors to update on the scheme.

**It was unanimously RESOLVED:**

- **That the Area Committee noted the completed and in progress schemes as set out in Appendix 1.**

## **12. FINCHLEY & GOLDERS GREEN AREA COMMITTEE LOCAL PRIORITIES**

Andrew Charlwood, Head of Governance, introduced the report, which outlined the need for Area Committees to set local priorities and detailed the local priorities for Finchley and Golders Green Area Committee proposed by the Chairman and Vice-Chairman.

The Head of Governance advised that the agreed priorities would not prevent the Committee from agreeing items not outlined on the list, if they felt it was appropriate and met the legal definition of Community Infrastructure Levy (CIL). It was reported that agreeing priorities would enable the Committee to make better informed decisions about which schemes to approve based on the infrastructure needs of the constituency.

The Committee were informed that any schemes above £25,000 that had been approved by the Committee, were subject to the decision to increase the limit to £30,000 being ratified by the Constitution & General Purposes Committee and Full Council. Members were also advised that anything that would have an ongoing revenue funding implication for the Council, should not be put proposed via Members Items or agreed by the Committee CIL funding should generally speaking be used for capital rather than revenue projects.

It was noted that a review of the priorities would be carried out in six months' time when more insight and data would be available to Members to assist in setting priorities based on the needs of specific wards or constituencies.

Councillor Hutton raised a query around the CIL receipts annual report not currently being available on the website. The Head of Governance advised that an annual CIL report was due to be reported to the Policy & Resources Committee in May, which would include updates on the CIL reform around charging rates and that this should also cover CIL receipts. It was agreed that officers would raise this request with the Assistant Director of Capital Works and the response would be circulated to the Committee.

Members were informed that workshops would be held to introduce them to the new forms and guidance, prior to the June round of Are Committee meetings. Councillor Houston asked that some common worked up examples were presented at the workshop, to assist Members with what information is required for the form. Officers agreed to provided examples during the workshop.

Following discussions, the Chairman moved to the vote.

**It was unanimously RESOLVED:**

- 1. That the Committee approved the CIL funding priorities for the financial year 2021/22, as per the list set out in Appendix A, subject to these being reviewed by the committee in 6 months.**
- 2. That the Committee noted the updated funding request form as set out in Appendix B.**

**13. FORWARD WORK PROGRAMME**

The Committee noted that the review of the CIL priorities would be added to the forward work programme for a future meeting.

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

None.



The meeting finished at 7.09pm

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## Finchley & Golders Green Area Committee

30 June 2021



<b>Title</b>	<b>Petition(s)</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Various
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Salar Rida, Senior Governance Officer <a href="mailto:salar.rida@barnet.gov.uk">salar.rida@barnet.gov.uk</a>

### Summary

This report informs the Finchley & Golders Green Area Committee of the petition(s) received. The Committee is requested to consider the petition and make a determination on its desired course of action in accordance with its powers.

### Officers Recommendations

1. That the Finchley & Golders Green Area Committee note the petition.
2. That the Finchley & Golders Green Area Committee decide whether it wishes to:
  - a) Take no action

- b) Refer the matter to a chief officer to provide a written respond to Lead Petitioner within 20 working days; or
- c) 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

## 1. WHY THIS REPORT IS NEEDED

- 1.1 The following petition containing 2,995 signatures from Barnet residents has been received prior to the deadline for submission of petitions.

**Petition: Improved safety in The Causeway, East Finchley**  
**Lead Petitioner: Ms. A. Roberts**  
**Number of signatures: 2,995**

**Details:**

East Finchley residents would like Barnet Council to improve the lighting and install CCTV in the Causeway, between East Finchley Station and Cedar Drive, to improve safety for the many commuters, residents and school children using the footpath.

The footpath provides a direct route between the station, East End Road and Hampstead Garden Suburb and is heavily used by commuters. It is also used by pupils of Archer Academy throughout the day as they move between their two buildings.

We believe that there are some simple measures that could be taken to improve safety for residents and commuters alike.

## RECOMMENDATIONS

- 1.2 The Committee is requested to make a determination in respect of the petition(s) received in accordance with its powers as set out in the Council's Constitution.

## 2. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 2.1 Not applicable.

### **3. POST DECISION IMPLEMENTATION**

3.1 Post decision implementation depends on the decision taken by the Committee.

### **4. IMPLICATIONS OF DECISION**

#### **4.1 Corporate Priorities and Performance**

4.1.1 n/a

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

4.2.1 n/a

#### **4.3 Social Value**

4.3.1 n/a in the context of this report.

#### **4.4 Legal and Constitutional References**

4.4.1 Council Constitution, Article 7, Section 7.5 Responsibility for Functions details that the Area Committee has responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

4.4.2 Article 3 of the Council's Constitution, section 3.6 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 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

#### **4.5 Risk Management**

4.5.1 None in the context of this report.

#### **4.6 Equalities and Diversity**

4.6.1 n/a in the context of this report.

#### 4.7 **Corporate Parenting**

4.7.1 None in the context of this report.

#### 4.8 **Consultation and Engagement**

4.8.1 n/a in the context of this report.

### 5 **Insight**

5.1.1 n/a in the context of this report.

## 6 **BACKGROUND PAPERS**

6.1 Petition submitted via email to Governance Service, prior to deadline for petitions to the Area Committee.



## Finchley & Golders Green Area Committee

30 June 2021

<b>Title</b>	<b>Members Items – Applications for Neighbourhood Community Infrastructure Levy (NCIL) Funding</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Various within Finchley & Golders Green Constituency
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Salar Rida – Senior Governance Officer <a href="mailto:salar.rida@barnet.gov.uk">salar.rida@barnet.gov.uk</a> / 020 8359 7113

### Summary

This report informs the Finchley & Golders Green Area Committee that the applications listed under section 1 for Neighbourhood CIL funding have been submitted. The Committee are requested to consider the information highlighted within this report and decide on its desired course of action in accordance with its powers.

### Officers Recommendations

1. That the Area Committee consider the requests as highlighted in section 1 of the report.

**2. That the Area Committee decide whether it wishes to:**

- (a) award funding (either fully or partially) and any conditions attached and note the implications to the Committee’s NCIL funding budget;**
- (b) defer the application for funding for further information, giving reasons; or**
- (c) reject the application, giving reasons.**

**1. WHY THIS REPORT IS NEEDED**

1.1 Applications for funding from the Committee’s allocated NCIL budget have been raised. The applications are as follows:

Title	Friends of Finchley Way Open Space – Environmental Improvement
Raised by (Councillor):	Ross Houston
Ward:	West Finchley
Member Request:	To fund shrub and wildflower planting and rustic oak seating in a previously neglected area of Finchley Way Open Space
Funding Requested (£):	£5,596.00
In consultation with (e.g. named Officer):	This application has been discussed with and is supported by both Matthew Gunyon (Greenspaces Service Manager) and Philip Hoare (Assistant Director, Parking and Area Lead Officer). Discussed at a meeting on 8 June 2021 and subsequently.
<ul style="list-style-type: none"> <li>• Is within the parameters outlined in CIL statutory and regulatory definitions</li> <li>• Falls within the CIL Funding Priorities agreed by the relevant Area Committee</li> <li>• Links to priorities in any existing Council policy or strategy and/or whether any insight and intelligence may support the application</li> <li>• The scheme has considered any potential impact on the Council’s Strategic portfolio including those considered for strategic CIL funding</li> <li>• The scheme has no ongoing incremental revenue costs to the Council</li> <li>• That the scheme budget is forecast accurately</li> <li>• That the scheme deliverability has been assessed to ensure it can be resourced and successfully implemented</li> <li>• That the scheme outcomes and benefits have been assessed</li> </ul>	



including benefits for the wider community and/or including those with protected characteristics under the Equalities Act 2010 And Area Lead Officer (Philip Hoare), on (08/06/2021):	
Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):	Document 1 – The Case for Funding Document 2 – Budget (Please see below)

## Document 1 – The case for funding

### Objective

Our objective of this grant is to build on the £2,200 already invested by Barnet in clearing parts of a derelict area of Finchley Way Open Space that had been taken over by bramble and other plants of little value to wildlife. This new grant would provide funding for planting and seating to enable the area to be rejuvenated as a wildlife area and enjoyed by local residents. By replacing the bramble with more diverse and wildlife friendly planting, a wider range of animals, amphibians and reptiles will be encouraged on to the site.

### Introduction

Finchley Way Open Space was the site of Brent Lodge (now demolished) and its gardens which were bequeathed to Finchley Borough Council by Augustus Cooper in his Will of 1939. The Will states that the site should be *'retained always as an open space for the use and enjoyment always of the public'*.

Friends of Finchley Way Open Space (FoFWOS) was established as a Friends group for the site in December 2019 and became a registered charity in December 2020, Registered Charity No. 1192844. There are 130 Friends and the Chair takes an active role in Barnet Green Spaces Network. We have built a strong relationship with Barnet's Greenspaces Team.

All eight trustees plus the other two members of the management committee who are not trustees support this application. Eight of these ten live within five minutes' walk of the site.

The site is in the London Borough of Barnet list of assets as two sites but the whole site is now known as Finchley Way Open Space with the main entrance in Finchley Way, N3 1AG and two smaller entrances in Hamilton Way, N3 1AN. Within the site there are distinct areas, The Orchard, The Copse and The Green Field, as shown on the map below.

The whole site is approximately 6,900 sq. m. (0.69 hectares or 1.7 acres) but as can be seen from the map, it is effectively 'U' shaped as it wraps around Cedar Court on three sides. The Orchard is approximately 53 m x 34 m – 1800 sq. m.



## Benefits

The benefit to the local community is the opening up of a previously derelict and overgrown area as a place for exploration of the natural world and somewhere to sit quietly. The benefit to wildlife would also be considerable.

At the moment the Orchard and Copse can be categorised as degraded W8 Woodland (mixed deciduous and oak/birch woodlands) and an ecology survey in the autumn of 2020 found little wildlife. The public consultation in the autumn of 2020 found strong support for improving the Orchard and Copse for wildlife and managing it as a wildlife area.

The purpose of this grant is to plant a diverse range of shrubs and wildflowers that will attract a wider range of wildlife following Professor James Hitchmough's planting plans.

FoFWOS has already begun the process of making the site more wildlife friendly. Bird and bat boxes, donated by a local resident and CJ Wildlife have been erected and bug hotels, hedgehog houses, log piles for stag beetles, etc. will be added as the project progresses.

The site is open 24/7. The aim is to improve access to the whole site as a community resource. The local primary and nearby nursery schools have been contacted about using the site as a 'forest school' and FoFWOS has received a

positive response, although it has been difficult to take this forward. The site will also support informal family-based learning and provide activities for the nearby scout's group. Indeed, the first open meeting of Friends was keen to add an educational objective to the Vision.




Our start date of December 2019 means that we do not have pre-lockdown figures but observation strongly suggests that during lockdown use of the site has increased. It is now highly valued as a local resource. The Lottery Community Fund has provided money for people counters and a user survey which will take place later this year.

**The application is supported by Matthew Gunyon, Greenspaces Service Manager**

**Consultation**

Through the monthly newsletter FoFWOS keeps Friends up-to-date with developments on the site. FoFWOS also regularly posts up-dates on the West Finchley Residents' Association Facebook group and Next Door West Finchley as well as having its own Facebook open page, Facebook group, You Tube channel and Instagram account. FoFWOS trustees frequently receive very positive feedback from the local residents. The Chair is stopped in the street and congratulated. Input is welcomed by the charity from all local residents and users.

A public consultation was undertaken in the autumn of 2020. There was strong support for having a pocket nature reserve in the Orchard, with no one disagreeing with the idea.

8. The third area is intended to be a pocket nature reserve, as marked on the Masterplan Key. Do you agree or disagree with this plan?			Response Percent	Response Total
1	Strongly agree		60%	46
2	Agree		31%	24
3	Neither agree nor disagree		9%	7
4	Disagree		0%	0
5	Strongly disagree		0%	0
			answered	77

Leaflets were distributed to addresses within 0.4km of the site and the consultation was publicised using social media, mainly local Facebook and Next Door. There

were 77 substantive responses to the on-line consultation survey, plus nine people who commented separately by email. This is just sufficiently large to be able to provide percentages. There is no way of knowing how representative of the local residents are those who responded but we believe that this represents a fairly good level of response for this type of local consultation, especially given the size of the site, just 0.67ha.

### **Links to Barnet's Corporate Plan 2019-2024**

The project will support Barnet's corporate plan by:

- helping to provide a pleasant, well maintained borough by working to get the best out of an open space and improve air quality and wildlife habitat;
- enabling residents live happy, healthy, independent lives by volunteering and encouraging residents to lead an active and healthy lifestyle and maintain their mental wellbeing; and by
- supporting the building of a strong community where people get along well. The charity's work has already reduced anti-social behaviour by increasing the visibility to passers-by of another part of the site. The project will help to build a family friendly borough and is focusing on what the community can do to help themselves and each other. FoFWOS buys from local businesses as far as possible and aims to support traditional craft skills by buying handmade rustic seating.

### **On-going Costs**

There are no on-going costs to the Council. The planting and aftercare will be done by volunteers. FoFWOS has been supported by local residents and local businesses and would expect to be able to fund any additional incidental costs from these sources.

The seating will be green oak which will weather and turn silver-grey over time and need no maintenance.

By choosing wildflowers and native species shrubs and other planting suitable for temperate climates, maintenance will largely be an annual job of pruning, cutting back and tidying. This will be done by volunteers. From time-to-time replacements may be necessary but this will be covered from other funding.

### **Implementation**

There are between 12 and 30 volunteers on site every Sunday morning willing and able to undertake the necessary clearance and planting. Some volunteers are local but through our monthly newsletter, Facebook, Next Door and Barnet Volunteering we now draw volunteers from across the borough, including Ducks Island, Golders Green and Childs Hill.

## Document 2 – Budget

Task	Cost
3 rustic benches (Appendix 1)	Cost from supplier: Bench with arms: £1,000, 2 benches without arms: £650 each, delivery and installation cemented in £250  TOTAL: £2,550.00
Planting (Appendix 2)	Estimated cost £3,046.00
<b>TOTAL</b>	<b>£5,596.00</b>

### Appendix 1 – Rustic benches



### Appendix 2 – Planting

Bulbs £183 <https://www.iparkers.co.uk/csp/parkers/web/viewword.csp>

Shrubs, ferns and perennials £1,113

Wildflower seed £1,000 <https://www.pictorialmeadows.co.uk/product/woodland-edge/>

Compost £750

## Shrubs, ferns and perennials - examples



## Wildflowers - examples



Title	Friends of Victoria Park – Environmental Improvement
Raised by (Councillor):	Danny Rich
Ward:	West Finchley
Member Request:	To fund shrub a tree trail in Victoria Park
Funding Requested (£):	£5,000.00
In consultation with (e.g. named Officer): <ul style="list-style-type: none"> <li>• Is within the parameters outlined in CIL statutory and regulatory definitions</li> <li>• Falls within the CIL Funding Priorities agreed by the relevant Area Committee</li> <li>• Links to priorities in any existing Council policy or strategy and/or whether any insight and intelligence may support the application</li> <li>• The scheme has considered any potential impact on the Council's Strategic portfolio including those considered for strategic CIL funding</li> <li>• The scheme has no ongoing incremental revenue costs to the Council</li> <li>• That the scheme budget is forecast accurately</li> <li>• That the scheme deliverability has been assessed to ensure it can be resourced and successfully implemented</li> <li>• That the scheme outcomes and benefits have been assessed including benefits for the wider community and/or including those with protected characteristics under the Equalities Act 2010</li> </ul> And Area Lead Officer (Philip Hoare), on (08/06/2021):	This application has been discussed with and is supported by both Matthew Gunyon (Greenspaces Service Manager) and Philip Hoare (Assistant Director, Parking and Area Lead Officer). Discussed at a meeting on 8 June 2021 and subsequently.
Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):	Document 1 – The Case for Funding Document 2 – Budget (Please see below)

## Document 1 – The case for funding

### Objective

Our objective of this grant is to develop and install a tree trail with an associated app, in Victoria Park, working with the council's Greenspaces Team.

### Introduction

Victoria Park occupies 7 hectares (17 acres) and is in West Finchley ward in Finchley in the London Borough of Barnet. Much of the park was originally part of Colby's Farm, where Charles Dickens wrote part of *Martin Chuzzlewit*. In 1887 Henry Stephens proposed converting the area to a park to commemorate Queen Victoria's Golden Jubilee, but it was not opened until 1902, a year after Victoria's death. It was the only public park in the former Borough of Finchley until 1914.

The park is mainly grassland, with playgrounds, ornamental gardens, playing fields, six public tennis courts, Finchley Victoria Bowling and Croquet Club, and a cafe open 7 days a week. Victoria Park is fortunate in having an exceptionally diverse range of over 100 different types of trees.

What is exciting for us is that we are moving the Friends Group forward and we have a new Bowling Club that has taken over management of the two bowling greens from the Council/Municipality and is growing nicely.

We have inherited a nice small capital sum that will give us new children's playgrounds, a new café and should stretch to improved/repared walkways.

Friends of Victoria Park was established as a Friends group for the park in June 2018. We have built a strong relationship with Barnet's Greenspaces Team and worked with them to develop the Victoria Park masterplan.

The main aims of the Friends:

- develop a community to protect and look after Victoria Park
- work with the Council on maintenance activities and future improvements in Victoria Park.
- support other stakeholders like the Finchley Farmers Market and the Finchley Victoria Bowling and Croquet Club

The park is a local favourite and features a cafe, tennis courts, two playgrounds, gardens and benches. It is next door to the Finchley Victoria Bowling and Croquet Club.

### Benefits



The purpose of this grant is to develop a tree trail, with an associated cellphone app and appropriate explanatory boards, that will enable visitors to identify any of the over 100 types of trees in our park. This project will help to build a family friendly and community focussed tree trail with the educational purpose of helping increase awareness and knowledge of nature and the variety of local trees. Lockdown has seen increased usage of Victoria Park and the tree trail would be able to be used by local residents, visitors and local schoolchildren and help build appreciation of the diverse range of tree types in our local park.

**The application is supported by Matthew Gunyon, Greenspaces Service Manager.**

### **Links to Barnet's Corporate Plan 2019-2024**

The project will support Barnet's corporate plan by:

- helping to provide a pleasant, well maintained borough by working to get the best out of an open space and improve air quality and wildlife habitat;
- enabling residents live happy, healthy, independent lives by volunteering and encouraging residents to lead an active and healthy lifestyle and maintain their mental wellbeing;
- supporting the building of a strong community where people get along well.

This project will help to build a family friendly and community focussed borough and has an educational purpose in helping increase awareness and knowledge of nature and the variety of local trees.

### **On-going Costs**

There are no on-going costs to the Council. Friends of Victoria Park has been supported by local residents and would expect to be able to fund any additional incidental costs from these sources.

With successful funding the tree trail would be introduced this municipal year.





## Document 2 – Budget

Task	Cost
Supply and installation of a tree trail in Victoria Park, N3	Budget estimate provided by Matthew Gunyon, Greenspaces Service Manager.  TOTAL: £5,000.00
<b>TOTAL</b>	<b>£5,000.00</b>

Title	
Raised by (Councillor):	Rohit Grover
Ward:	Garden Suburb
Member Request:	<p>De-cluttering of street scene on Childs Way NW11 to include:</p> <ul style="list-style-type: none"> <li>• Reduce the number of School Keep Clear signs from 4 to 2 and relocate on lamp columns</li> <li>• Remove one 20&amp;30mph zone sign and post</li> <li>• Remove one "Pedestrian zone" sign</li> <li>• Remove the disused post at the end of Childs Way</li> </ul>
Funding Requested (£):	£1500
<p>In consultation with (e.g. named Officer):</p> <ul style="list-style-type: none"> <li>• Is within the parameters outlined in CIL statutory and regulatory definitions</li> <li>• Falls within the CIL Funding Priorities agreed by the relevant Area Committee</li> <li>• Links to priorities in any existing Council policy or strategy and/or whether any insight and intelligence may support the application</li> <li>• The scheme has considered any potential impact on the Council's Strategic portfolio including those considered for strategic CIL funding</li> <li>• The scheme has no ongoing incremental revenue costs to the Council</li> <li>• That the scheme budget is forecast accurately</li> <li>• That the scheme deliverability has been assessed to ensure it can be resourced and successfully implemented</li> <li>• That the scheme outcomes and benefits have been assessed</li> </ul>	Yes

<p>including benefits for the wider community and/or including those with protected characteristics under the Equalities Act 2010 And Area Lead Officer (NAME), on (DATE):</p>	
<p>Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):</p>	<p>Please see photo below</p>



## RECOMMENDATIONS

- 1.2 The Committee is requested to decide in respect of each application submitted by Ward Members for Neighbourhood CIL Funding, in line with its terms of reference set out in Article 7 of the Council's Constitution.
- 1.3 The Policy & Resources Committee were requested by the Finchley & Golders Green Area Committee in February and October 2020 to review and clarify the current CIL Funding Policy and Eligibility Guidelines.
- 1.4 On 8<sup>th</sup> February 2021, the Policy & Resources Committee discussed a report concerning the CIL funding process. It was agreed that each Area Committee should consider, develop and approve their own CIL funding priorities for each financial year starting in 2021/22. In addition, it was recommended that comprehensive guidance be developed for CIL Area Committee Budget and the Road Safety & Parking Fund to ensure that Members can make informed decisions when receiving applications for funding.
- 1.5 At its meeting on 24<sup>th</sup> May 2021, the Policy and Resources Committee agreed in respect of Area Committees:
  - that each Area Committee be allocated £400,000 of Community Infrastructure Levy (CIL) funding per financial year
  - to remove the funding limit for each individual Area Committee CIL funded project (which will operate within the approved annual budget)
  - the new CIL Funding Application Guidelines and Funding Application Form
- 1.6 The Area Committees have considered and agreed their priorities for CIL funding for 2021- 22 and these can be accessed via the links provided in section 6 under Background papers.
- 1.7 The priorities do not restrict the Area Committees from approving funding requests that are not agreed priorities. The Area Committee could choose to approve something that is not an identified priority providing it meets the legal definition of infrastructure.
- 1.8 The purpose of the priorities is to enable Area Committees to make informed decisions about the requests before them. This will allow each Area Committee to make appropriate decisions on how funding is allocated in line with the specific infrastructure needs of the area.
- 1.9 Community Infrastructure Levy (CIL) is a planning charge that was introduced by the Planning Act 2008 Part II to help deliver infrastructure to support the development in an area. CIL is a standard charge collected from developers on a rate per square metre basis and the funds raised are spent on infrastructure to support the development of an area. Part of CIL funding is allocated to the

Neighbourhood Portion and managed by the three Area Committees for Finchley & Golders Green, Hendon and Chipping Barnet.

- 1.10 For schemes approved by Area Committee for funding above £50,000 these are recognised as more complex to deliver. The relevant Executive Director will ensure the appointment of a senior Council Officer to sponsor the scheme and the coordination of Council services, ensure the appropriate project methodology is adhered to, with the scheme set up for a successful delivery. It is recognised that these schemes may deliver outside of the financial year in which they are approved.

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

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

## **3. POST DECISION IMPLEMENTATION**

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

## **4. IMPLICATIONS OF DECISION**

### **4.1 Corporate Priorities and Performance**

- 4.1.1 The Community Infrastructure Levy funding supports the delivery of the Corporate Plan objectives: A pleasant, well maintained borough that we protect and invest in Getting the best out of our parks and improving air quality by looking after and investing in our greenspaces Investing in community facilities to support a growing population, such as schools and leisure centres.

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

- 4.2.1 Starting in 2021/22, the Area Committee has an allocated budget for Community Infrastructure Levy (CIL) of £400,00 per financial year. This enables the Area Committees to consider funding a larger number of projects with the opportunity to unlock greater community benefits.
- 4.2.2 The Policy & Resources Committee on 24<sup>th</sup> May 2021 agreed to remove the funding limit per scheme and that Area Committees operate within their annual budget. This enables Area Committees to consider using the increased CIL allocation to fund larger projects with the opportunity to unlock significant

community benefits.

#### **4.3 Social Value**

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

#### **4.4 Legal and Constitutional References**

4.4.1 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 subject to sufficient of the budget being allocated to the Committee being unspent.

4.4.2 Council Constitution, Article 2 Members of the Council, Section 2.3 states that a Ward Member will be permitted to have one matter only (with no subitems) on the agenda for an Area Committee where the Member is submitting a request for CIL funding to an Area Committee Budget relating to their Ward. Members' Items for CIL funding 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.

#### **4.5 Risk Management**

4.5.1 None in the context of this report.

#### **4.6 Equalities and Diversity**

4.6.1 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.

#### **4.7 Corporate Parenting**

4.7.1 None in the context of this report.

#### **4.8 Consultation and Engagement**

4.8.1 Members consult with Area Committee Lead Officers at an early stage on CIL Funding applications and where relevant with other departments and services. This will enable as much supporting information as possible to be included with applications to enable committees to make an informed decision. Applications where limited or no consultation has taken place are likely to be deferred or rejected by committees. This information will enable committees to make informed decisions. There is no prescribed format for supporting information, but it is recommended that it is sufficient for the committee to make an informed



decision.


## 5 Insight

- 5.1 The Committee may wish to utilise the CIL funding priorities agreed by the Area Committee as a guide towards determining an application. Officers will work on collating key information to assist Members in reviewing priorities including infrastructure needs by constituency area and insight data.

## 6 BACKGROUND PAPERS

- 6.1 Meeting of the Community Leadership Committee, 24 June 2015, Review of Area Committees – operations and delegated budgets:  
<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>
- 6.2 Policy & Resources Committee, 9 July 2015, 'Delegating a proportion of Community Infrastructure Levy (CIL) income to the Council's Area Committees'  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=8346&Ver=4>
- 6.3 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>
- 6.4 Policy & Resources Committee, 8 February 2021, Review of Community Infrastructure Levy (CIL) Eligibility Criteria and Guidance  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=10200&Ver=4>
- 6.5 Policy & Resources Committee, 24 May 2021, Review of Community Infrastructure Levy (CIL) Eligibility Criteria and Guidance  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=10201&Ver=4>
- 6.6 Chipping Barnet Area Committee - CIL Funding Priorities – 21 April 2021 (item 12):  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=10126&Ver=4>

- 6.7 Finchley & Golders Green Area Committee – CIL Funding Priorities, 8 April 2021 (item 12):  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=10257&Ver=4>
- 6.8 Hendon Area Committee – CIL Funding Priorities, 16 March 2021 (item 14):  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=10250&Ver=4>

	<p style="text-align: center;"><b>Finchley &amp; Golders Green Area Committee</b></p> <p style="text-align: center;"><b>30 June 2021</b></p>	AGENDA ITEM 12
<p style="text-align: center;"><b>Title</b></p>	<p style="text-align: center;"><b>Hampstead Way / Meadway, NW11 – Pedestrian Facilities Improvements</b></p>	
<p style="text-align: center;"><b>Report of</b></p>	<p>Executive Director Environment</p>	
<p style="text-align: center;"><b>Wards</b></p>	<p>Garden Suburb</p>	
<p style="text-align: center;"><b>Status</b></p>	<p>Public</p>	
<p style="text-align: center;"><b>Urgent</b></p>	<p>No</p>	
<p style="text-align: center;"><b>Key</b></p>	<p>No</p>	
<p style="text-align: center;"><b>Enclosures</b></p>	<p>Drawing no: BC001967-06_FS_1100-01 Speed Survey            BC001967-06_FS_1100-02 Pedestrian Survey            BC001967-06_FS_100-01-01 – Option 1            BC001967-06_FS_100-01-02 – Option 1            BC001967-06_FS_100-02-01 – Option 2            BC001967-06_FS_100-02-02 – Option 2</p>	
<p style="text-align: center;"><b>Officer Contact Details</b></p>	<p>Geoff Mee – Executive Director - Environment  <a href="mailto:geoff.mee@barnet.gov.uk">geoff.mee@barnet.gov.uk</a></p>	

## Summary

This report details the results of a speed survey and the proposed pedestrian safety improvements in Hampstead Way and Meadway, Garden Suburb NW11.

## Officers Recommendations

1. That the Finchley & Golders Green Area Committee notes the results of the speed and pedestrians surveys that was undertaken on Hampstead Way and Meadway, Garden Suburb, NW11
2. That the Finchley & Golders Green Area Committee notes the Executive Director's decision to proceed with Option 2 as the preferred option, as shown on Drawings no. BC001967-06\_FS\_100-02-01 and no. BC001967-06\_FS\_100-02-02.

**3. That the Finchley & Golders Green Area Committee notes the Executive Director of Environment agrees a statutory consultation should be carried out for the agreed option 2 and If any objection are received as a result of the statutory consultation the Executive Director for Environment will consider and determine whether the agreed Option should be implemented or not and if so, with or without modification, subject to funding being made available.**

**4. That the Finchley & Golders Green Area Committee notes that the Director of Environment will allocate funding of £30,140 from the road safety and parking budget for the agreed option 2 to consult, design and introduce the approved proposals.**

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

- 1.1 A Members Item submitted to the Finchley & Golders Green Area Committee in October 2020 outlined concerns relating to speeding and pedestrian safety issues around the Hampstead Way junction with Meadway.
- 1.2 Following discussion of the item, the Finchley & Golders Green Area Committee unanimously agreed £5,000 funding to carry out a feasibility study for the provision of pedestrian crossing facilities at the Hampstead Way junction with Meadway.
- 1.3 This report therefore details the investigation carried out to address the above request of provision of pedestrian crossing facilities.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Our investigation concentrates on the feasibility of providing pedestrian crossings in the vicinity of the Hampstead Way junction with Meadway, and is informed by:
  - i) Site Observations
  - ii) Traffic Surveys
  - iii) Collision Data Analysis

### **2.2 Site Observations**

- 2.2.1 Hampstead Way and Meadway are both long roads which run through Garden Suburb, providing connection from the local area to major arterial roads including Finchley Road and North End Road. Consequently, the junction between these roads experiences significant traffic volumes. The junction currently has a mini-roundabout arrangement. Prior to this arrangement being adopted, it appears that priority was given to traffic on Meadway, with the remnants of give way lines / symbols still visible on the Hampstead Way approaches to the junction.
- 2.2.2 Hampstead Way and Meadway junction is situated in Garden Suburb Ward and has a speed limit of 30mph.

- 2.2.3 Henrietta Barnet School, Central Square Minyan and St Jude's Church are located at the north-eastern quarter of the junction, and Hoop Lane Cemetery and Golders Green Crematorium are located at the south-western quarter of the junction.
- 2.2.4 It was observed that many vehicles (westbound and eastbound) do not slow down and give-way when approaching the mini-roundabout on Meadway and simply drive straight through as though they have priority. This is encouraged by the existing roundabout configuration, which does not provide any deflections on the approaches.
- 2.2.5 Many drivers were also observed to have completely disregarded the roundabout's central island. This is most evident with right turns traffic, as drivers simply drive straight over the island rather than following the circulatory arrows around it. The faded state of the central island is likely to encourage this behaviour.
- 2.2.6 There is a 'hail and ride' bus arrangement in place in the area, with 3 bus routes passing through the area. No standard sized TfL buses were observed passing through the junction, though, only smaller mini-bus type vehicles. Several large, privately owned coaches however, were observed making turns through the roundabout. Refuse vehicles were also observed on Meadway.
- 2.2.7 Ward councillors were notified of the proposed traffic and pedestrian survey locations prior to their commencement.

## 2.3 Traffic Surveys

- 2.3.1 A speed survey was conducted on each of the junction's 4 arms from 15 March 2021 for two weeks, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 14-day period. The proposed location was confirmed with Ward Councillors prior to installation, and to confirm they were happy to proceed with the survey during the present COVID-19 restrictions, schools were fully operational, and shops were closed. Therefore, traffic volumes were likely to be lower than usual, but this would have a negligible effect on traffic speeds. If anything, speeds would be above average due to lessened congestion. A plan showing the survey locations is enclosed (BC/001967-06\_FS\_1100-01).
- 2.3.2 The speed survey provides both the average speed and the 85th 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 85th 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).
- 2.3.3 The 85th percentile speed could be characterised as the speed that most motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85th percentile speed is not in excess of the signed

speed limit by 5mph or more. Therefore, for a 30mph road the 85th percentile speed would ideally be less than 35mph.

2.3.4 The average speeds and 85th percentile speeds that were recorded on Hampstead Way and Meadway during the 14-day survey in each direction are summarised as follows:

**Table 1 – Speed Survey Results**

<b>Road</b>	<b>Direction</b>	<b>Average Speed (mph)</b>	<b>85th Percentile Speed (mph)</b>
Hampstead Way North	Northbound	22.6	27.0
	Southbound	20.7	25.6
Hampstead Way South	Northbound	19.5	23.7
	Southbound	20.5	25.1
Meadway West	Westbound	17.5	20.8
	Eastbound	17.0	19.9
Meadway East	Westbound	19.1	23
	Eastbound	20.6	24.1

2.3.5 During the week surveyed, at Hampstead Way (North) site 4.9% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.6% exceeded 35mph (the usual enforceable threshold). In the southbound direction 3.1% exceeded the speed limit and 0.6% exceeded 35mph.

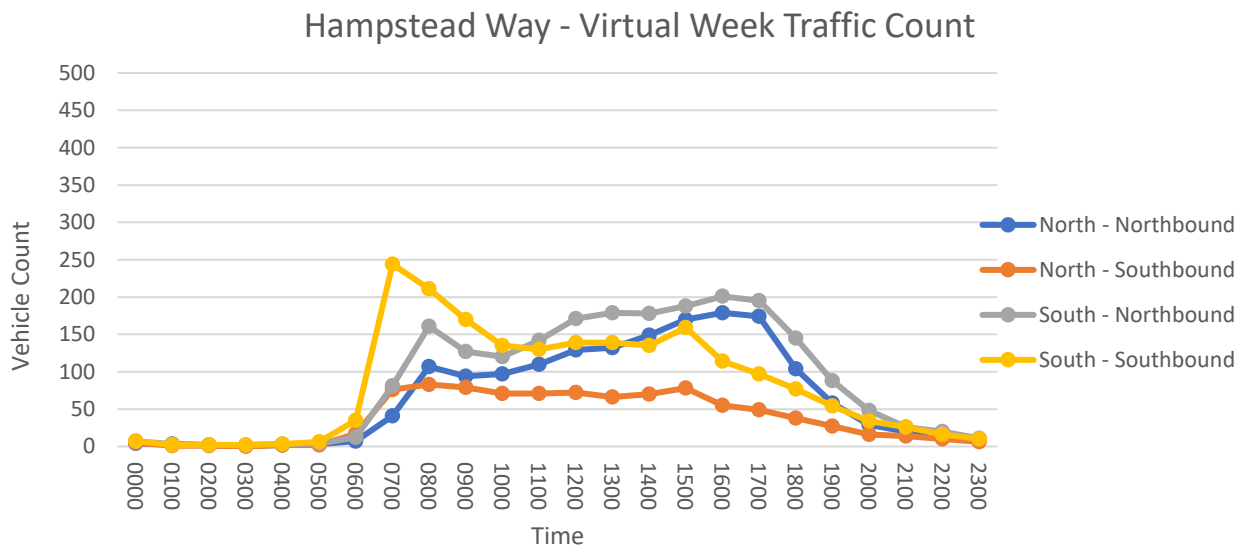
2.3.6 At Hampstead Way (South) site 1.1% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.2% exceeded 35mph (the usual enforceable threshold). In the southbound direction 2.1% exceeded the speed limit and 0.3% exceeded 35mph.

2.3.7 At Meadway(West) site 0.1% of all vehicles travelling westbound were recorded as exceeding the 30mph speed limit and 0.03% exceeded 35mph (the usual enforceable

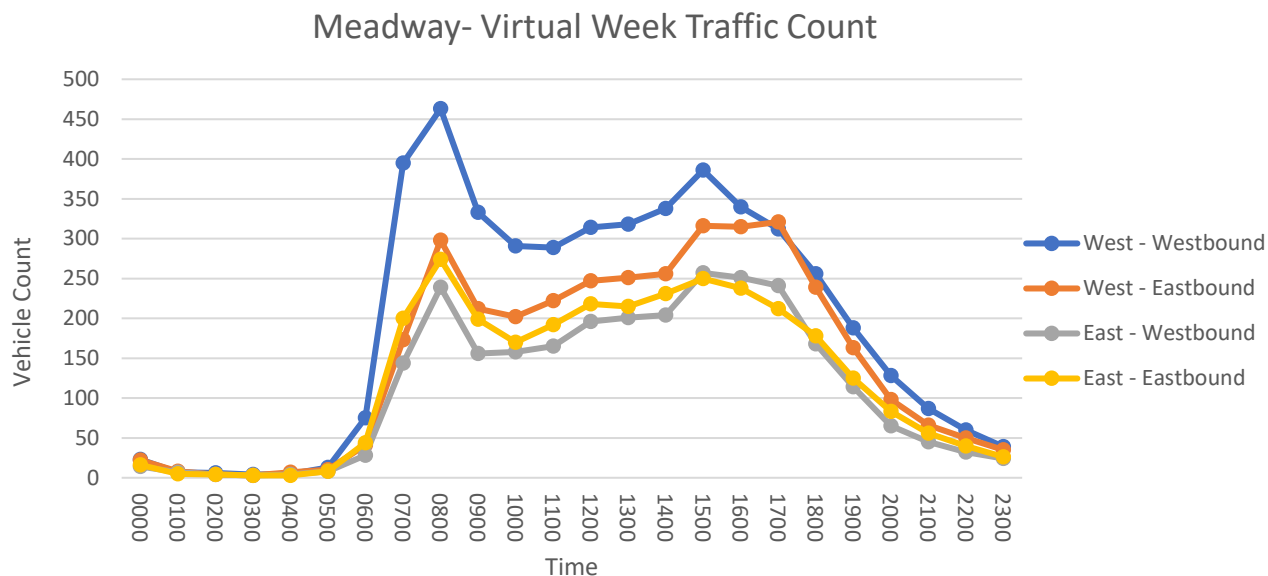
threshold). In the eastbound direction 0.1% exceeded the speed limit and 0.1% exceeded 35mph.

2.3.8 At Meadway (East) site 0.9% of all vehicles travelling westbound were recorded as exceeding the 30mph speed limit and 0.2% exceeded 35mph (the usual enforceable threshold). In the eastbound direction 1.7% exceeded the speed limit and 0.4% exceeded 35mph.

2.3.9 Traffic counts were also taken as part of the speed survey. The counts show that Meadway experienced significantly more traffic than Hampstead Way, and that both road's experience peak traffic volumes in the morning (6-9am) and afternoon (2-5pm). Figures 1 and 2 show the traffic distribution over a typical day on Hampstead Way and Meadway respectively:



**Figure 1**



**Figure 2**

2.3.10 Pedestrian surveys at the site were carried out on the 18th, 20th and 22nd March. These surveys counted the total number of crossings of Hampstead Way and Meadway in the vicinity of the junction between 7am and 7pm. These surveys revealed that each arm of the junction experiences a reasonable number of crossings each day (approx. 100-250), and that pedestrians generally prefer to make their crossing closer to the junction. The results did not show a concentration of crossings occurring at any particular time however, with crossings occurring sporadically over the course of the day. Refer to drawing BC/001967-06\_FS\_1100-02 for a summary of the results.

**2.4 Collisions Data:**

2.4.1 Personal Injury Collision Data from January 2018 to present day was analysed in relation to this location (the most recent data currently available). 3 incidents were recorded within the roundabout. These are summarised below:

**Table 2 – Collisions Data Summary**

Severity	Date	Location	Description
Slight	27-Jun-18	Within Roundabout	Cyclist struck while travelling beside car



Slight	28-Feb-19	Within Roundabout	Car struck by truck making conflicting movement
Slight	30-May-20	Within Roundabout	Motorcycle struck by car making conflicting movement

## 2.5 Feasibility and proposals:

- 2.5.1 The survey results show that a reasonable number of pedestrian crossings are taking place around the junction. It is therefore recommended to provide uncontrolled crossing points on each arm of the junction. Although the crossing points are not in pedestrian desire line, however, the proposed locations are situated as close to the pedestrian desire lines as possible.
- 2.5.2 Central hatching road markings are also proposed on Meadway at the roundabout entrances. This will narrow the road and enhance traffic calming. This will also alter the approach angle of vehicles entering the roundabout and should encourage drivers to follow the intended motion through the roundabout.
- 2.5.3 'Residents permit holders only' parking spaces on Meadway will have to be removed to accommodate the uncontrolled crossings. Road safety audit will be carried in the detailed design phase, and there is a possibility that additional parking spaces will need to be removed to improve visibility.
- 2.5.4 Two options have been developed for the crossings on Meadway. Both options will use build-outs to facilitate crossings and improve inter-visibility between pedestrians and vehicles and to narrow the road near the roundabout entrance, this may discourage the current drivers behave entering the roundabout in a result of slow down and give-way when required. Drainage needs to be improved in proximity to the build-outs and new gullies will be required. Option 1 consists of 2 buildouts at each crossing, while Option 2 proposes a single buildout at each crossing.
- 2.5.5 In terms of pedestrian visibility and distance across carriageway, Option 1 would be beneficial, however Option 2 also address the speeding and pedestrian safety issues with a better cost/benefits analysis.
- 2.5.6 Plans of the proposed measures are shown on drawing nos.:
- BC001967-06\_FS\_100-01-02 – Option 1
  - BC001967-06\_FS\_100-01-01 – Option 1
  - BC001967-06\_FS\_100-02-01 – Option 2
  - BC001967-06\_FS\_100-02-02 – Option 2

2.5.7 Due to spatial constraints, no buildouts can be provided on Hampstead Way. Crossing points will consist solely of dropped kerb and tactile paving.

### 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Given the nature of the junction, the high volume of traffic, and frequent collisions, adopting a signalised arrangement would likely be the most efficient way to address safety concerns. However, the cost for implementing a signalised junction at this location will be approximately of £100,000 and will require active engagement with TfL for the signals modelling and implementation.
- 3.2 An alternative option would be to not install any measures however this would not address the speeding and pedestrian safety issues.

### 4. POST DECISION IMPLEMENTATION

- 4.1 Should the Director of Environment decide to agree with the recommendations in this report, the proposed measures would be implemented and the locations agreed in discussion with Ward Councillors.

### 5. IMPLICATIONS OF DECISION

#### 5.1 Corporate Priorities and Performance

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

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

- 5.2.1 “London Highway Maintenance and Projects Framework North Area” schedule of rates has been used to carry out a preliminary high-level cost estimate for installing the proposed works as shown below in Table 3.

**Table 3 – Cost Estimate**

ACTIVITY	Estimated costs	
	Option 1	Option 2
Detailed Design (Includes Design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£7,000.00	£7,000.00
Build Cost including Street Lighting	£28,600.00	£20,400.00

Civil works	£23,000.00	£15,300.00
Lighting	£2,300.00	£2,300.00
Accruals	£1,500.00	£1,500.00
Site implementation fees	£1,800.00	£1,300.00
<b>Sub-TOTAL</b>	<b>£35,600.00</b>	<b>£27,400.00</b>
<b>Implementation and post implementation Fees @ 10%</b> (site implementation, close down, H&S file, completion certificate, finances, etc.)	<b>£3,560.00</b>	<b>£2,740.00</b>
<b>GRAND TOTAL</b>	<b>£39,160.00</b>	<b>£30,140.00</b>

### 5.3 Legal and Constitutional References

5.3.1 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.

5.3.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

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

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

5.3.5 Statutory consultation (if required) will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

### 5.4 Insight

5.4.1 Not applicable in the context of this report.

### 5.5 Social Value

5.5.1 None in the context of this report.

### 5.6 Risk Management

5.6.1 Not applicable in the context of this report

### 5.7 Equalities and Diversity

- 5.7.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
  - advance equality of opportunity between people from different groups
  - foster good relations between people from different groups
- 5.7.2 The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.
- 5.7.3 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.

## 5.8 **Corporate Parenting**

- 5.8.1 Not applicable in the context of this report.

## 5.9 **Consultation and Engagement**

- 5.9.1 If the scheme is not progressed no consultation will be required.

## 5.10 **Insight**

- 5.10.1 Not applicable in the context of this report.

## 6. **BACKGROUND PAPERS**

- 6.1 Finchley and Golders Green Area Committee October 2020, please refer to item 9: <https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=10255&Ver=4>

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001967-06. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:



SITE 1	Northbound	Southbound
Mean speed	22.6	20.7
85th Percentile speed	27.0	25.6

SITE 2	Eastbound	Westbound
Mean speed	20.6	19.1
85th Percentile speed	24.1	23.0

SITE 3	Northbound	Southbound
Mean speed	19.5	20.5
85th Percentile speed	23.7	25.1

SITE 4	Eastbound	Westbound
Mean speed	17.0	17.5
85th Percentile speed	19.9	20.8

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REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue	LB/SHC	APR 21	0

Purpose of issue

FOR INFORMATION

Client:

Scheme Ref. BC/001967-06

Scheme title  
**HAMPSTEAD WAY J/W MEADWAY**

Drawing title  
**SPEED SURVEY**

Scale @ A3:

Design	Drawn	Checked	Approved
LB	LB	SHC	DP
Date: APR 21	Date: APR 21	Date: APR 21	Date: APR 21

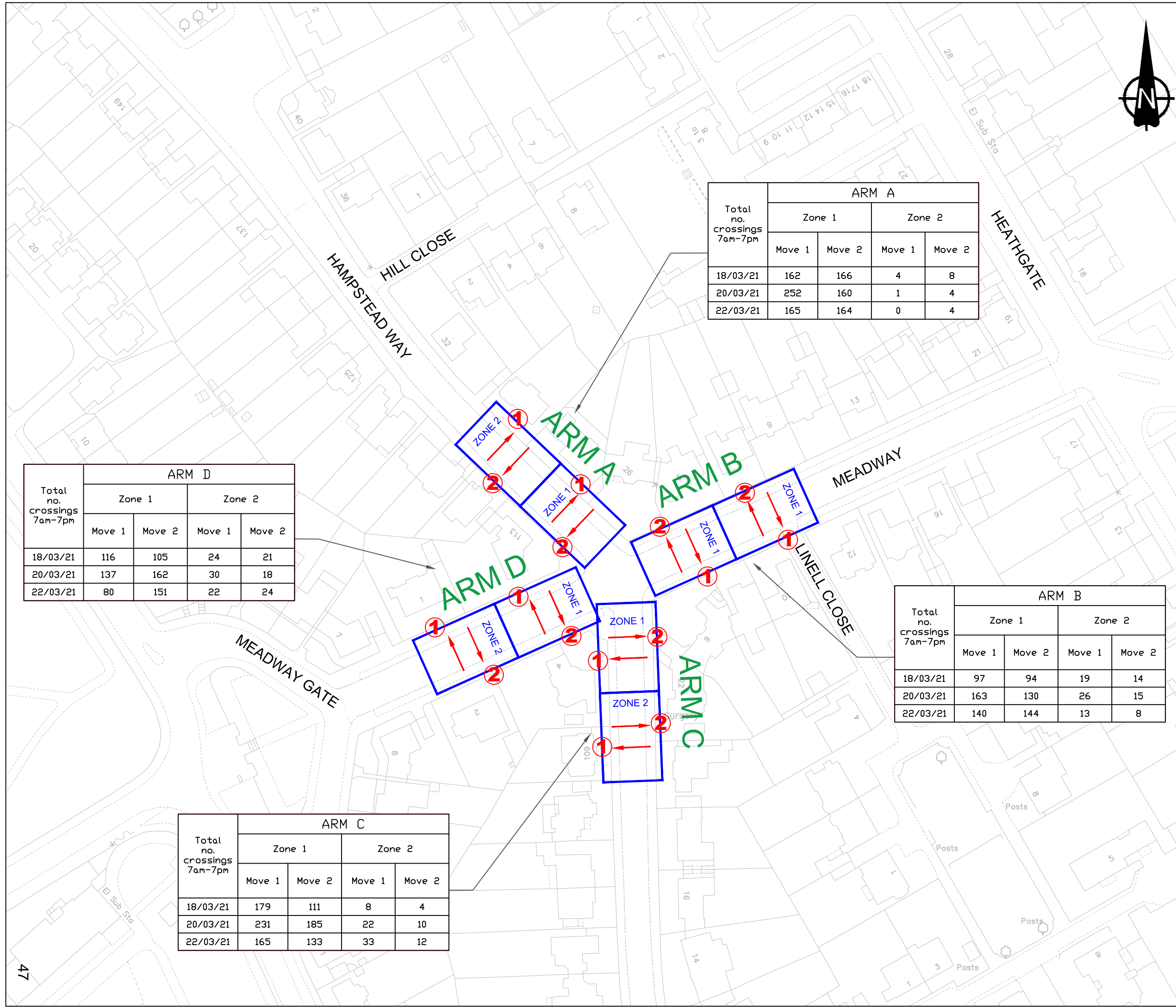
Traffic and Development  
London Borough of Barnet,  
6th Floor Highways, 2 Bristol Avenue,  
Colindale, London NW9 4EW

BC/001967-06\_FS\_1100-01 Rev. 0

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001967-06. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:



Total no. crossings 7am-7pm	ARM A			
	Zone 1		Zone 2	
	Move 1	Move 2	Move 1	Move 2
18/03/21	162	166	4	8
20/03/21	252	160	1	4
22/03/21	165	164	0	4

Total no. crossings 7am-7pm	ARM D			
	Zone 1		Zone 2	
	Move 1	Move 2	Move 1	Move 2
18/03/21	116	105	24	21
20/03/21	137	162	30	18
22/03/21	80	151	22	24

Total no. crossings 7am-7pm	ARM B			
	Zone 1		Zone 2	
	Move 1	Move 2	Move 1	Move 2
18/03/21	97	94	19	14
20/03/21	163	130	26	15
22/03/21	140	144	13	8

Total no. crossings 7am-7pm	ARM C			
	Zone 1		Zone 2	
	Move 1	Move 2	Move 1	Move 2
18/03/21	179	111	8	4
20/03/21	231	185	22	10
22/03/21	165	133	33	12

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REVISION				
Revision Details	Design/Check	Date	Rev.	
Initial issue	LB/SHC	APR 21	0	

Purpose of issue  
**FOR INFORMATION**



Scheme Ref. BC/001967-06  
Scheme title  
**HAMPSTEAD WAY J/W MEADWAY**

Drawing title  
**PEDESTRIAN SURVEY**

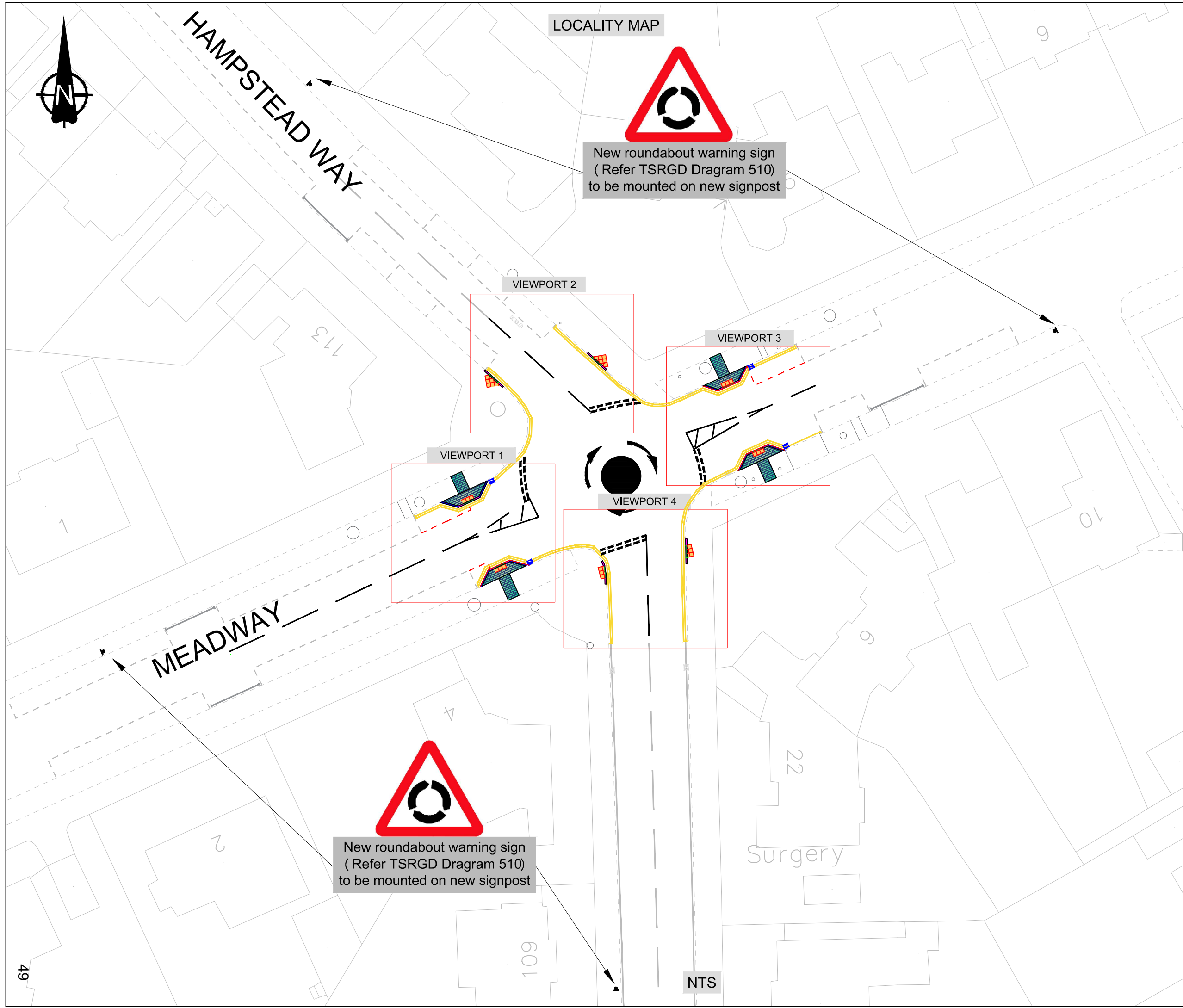
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Design	Drawn	Checked	Approved	
LB	LB	SHC	DP	
Date: APR 21	Date: APR 21	Date: APR 21	Date: APR 21	



BC/001967-06\_FS\_1100-02 0

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LOCALITY MAP



New roundabout warning sign  
( Refer TSRGD Diagram 510)  
to be mounted on new signpost

VIEWPORT 2

VIEWPORT 3

VIEWPORT 1

VIEWPORT 4

HAMPSTEAD WAY

MEADWAY



New roundabout warning sign  
( Refer TSRGD Diagram 510)  
to be mounted on new signpost

NTS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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NOTES:  
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- New granite kerb ( 300 x 150 mm )
- New granite dropped kerb ( 300 x 150 mm )
- New transition kerb
- New footway area paved with block paving ( 200 x 100 x 65mm )
- Provide new 400 X 400 X 65mm deep blister tactile paving buff colour)
- Proposed / Refreshed white road marking
- Proposed / Refreshed yellow road marking
- Existing road marking

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REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue	LB/SHC	JUN 21	0

Purpose of issue  
**FOR INFORMATION**

Client:

Scheme Ref. BC/001411-06  
Scheme title  
**HAMPSTEAD WAY / MEADWAY  
PEDESTRIAN SAFETY IMPROVEMENTS**

Drawing title  
**OPTION 1  
GENERAL ARRANGEMENT - SHEET 1**

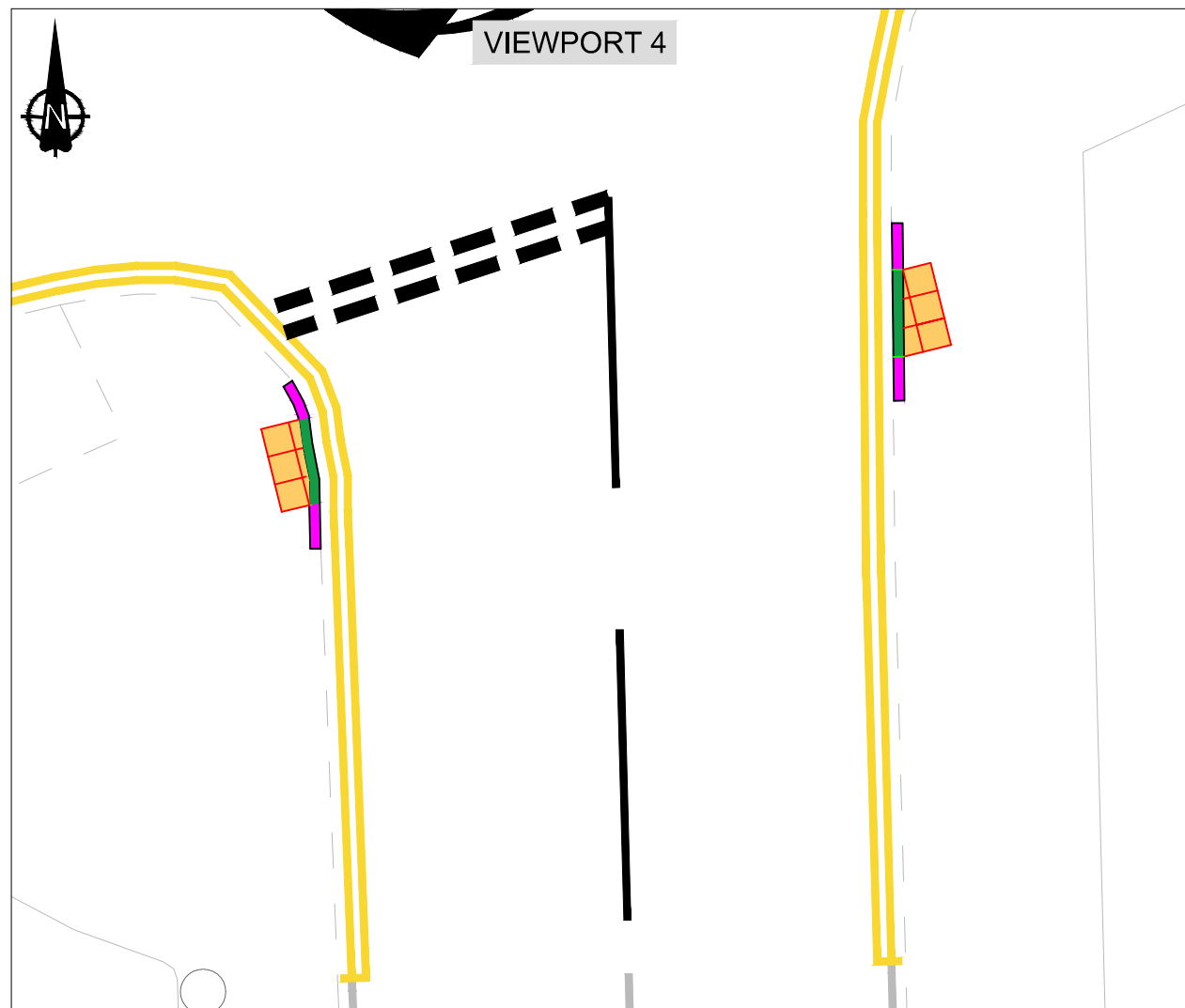
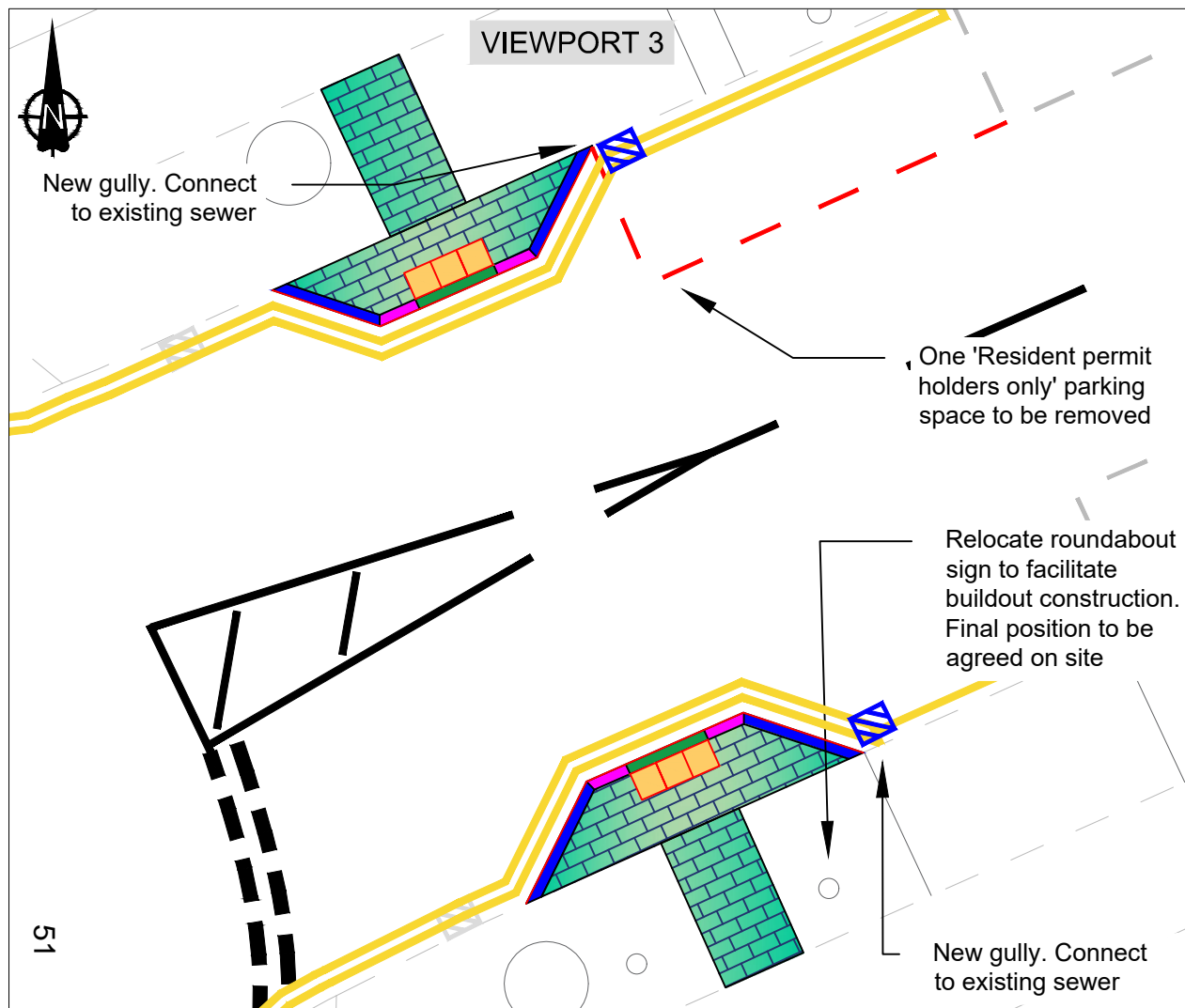
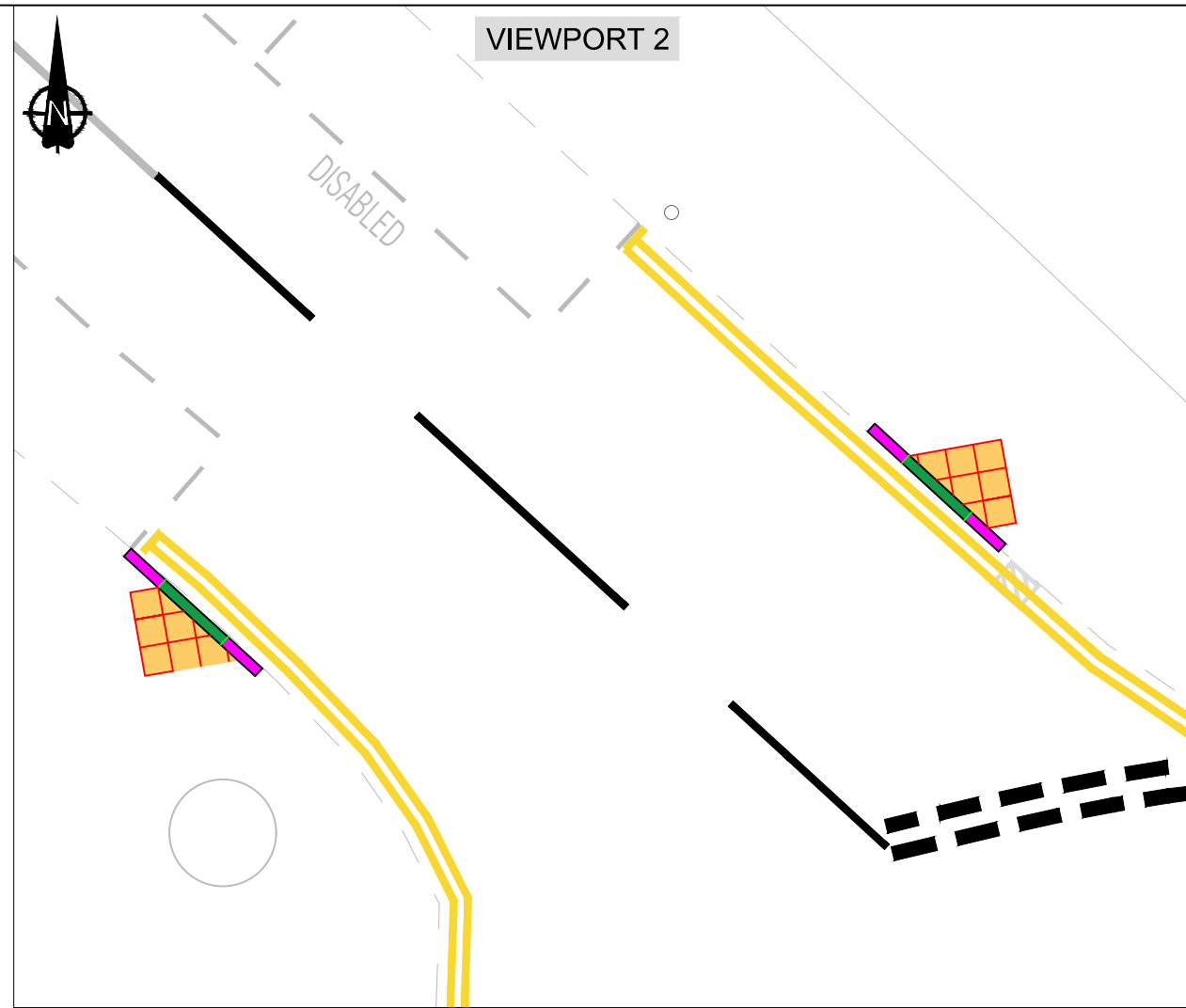
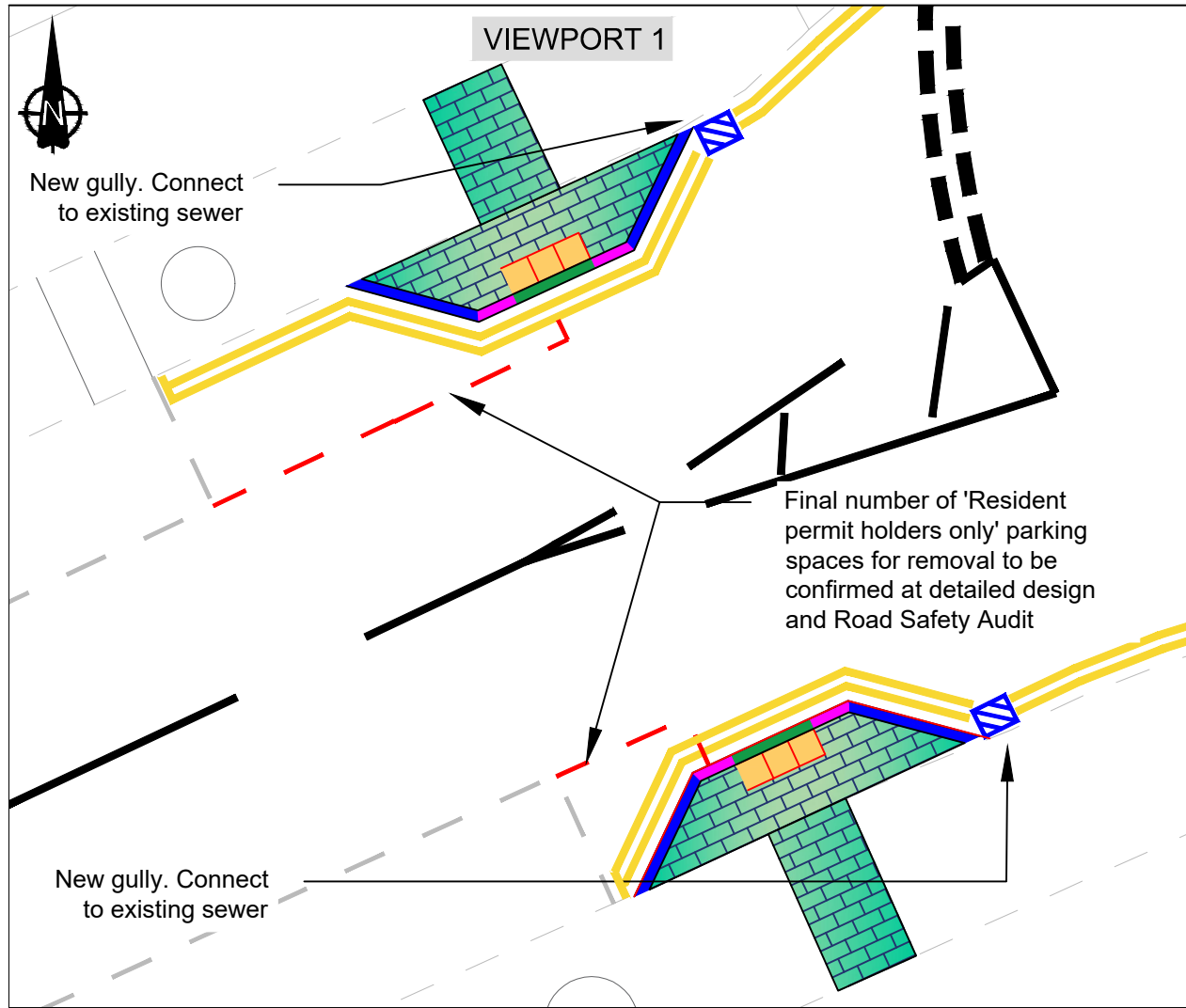
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Design	Drawn	Checked	Approved
LB	LB	SHC	DP
Date: JUN 2021	Date: JUN 2021	Date: JUN 2021	Date: JUN 2021

Traffic and Development  
London Borough of Barnet, Barnet House,  
11th Floor Highways, 1255 High Road,  
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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	LB/SHC	JUN 21	0

Purpose of issue

**FOR INFORMATION**

Client:

**BARNET**  
LONDON BOROUGH

RE Scheme Ref. BC/001411-06

Scheme title  
**HAMPSTEAD WAY / MEADWAY  
PEDESTRIAN SAFETY IMPROVEMENTS**

Drawing title  
**OPTION 1  
GENERAL ARRANGEMENT - SHEET 2**

Scale @ A3: NTS

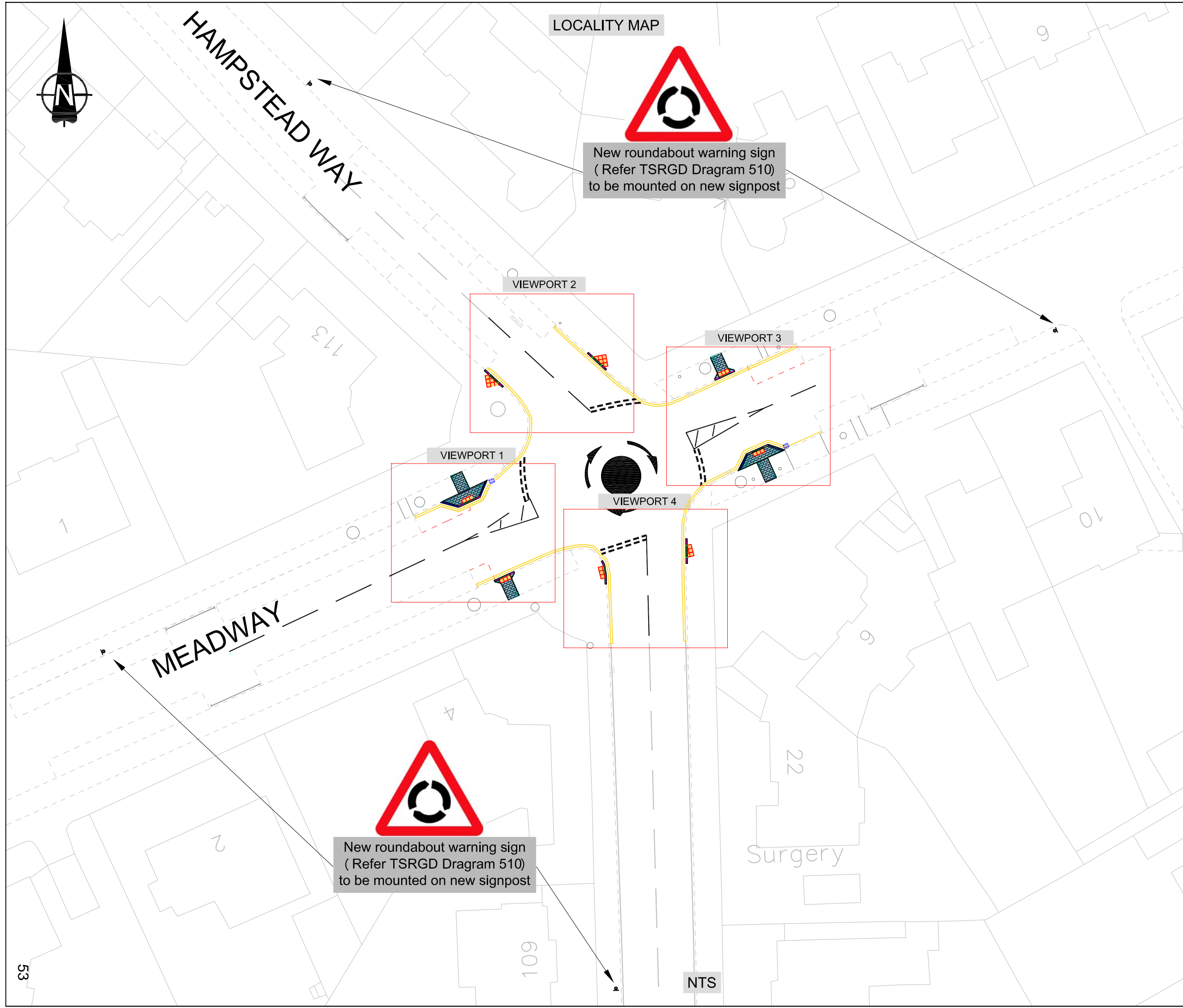
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LB	LB	SHC	DP
Date: JUN 2021	Date: JUN 2021	Date: JUN 2021	Date: JUN 2021

**RE** Traffic and Development  
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11th Floor Highways, 1255 High Road,  
Whetstone, London N20 0EJ

**CAPITA** **BARNET**  
LONDON BOROUGH

BC/001967-06\_FS\_100-01-02 0

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LOCALITY MAP



New roundabout warning sign (Refer TSRGD Diagram 510) to be mounted on new signpost

VIEWPORT 2

VIEWPORT 3

VIEWPORT 1

VIEWPORT 4

HAMPSTEAD WAY

MEADWAY



New roundabout warning sign (Refer TSRGD Diagram 510) to be mounted on new signpost

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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REVISION

Revision Details	Design/Check	Date	Rev.
Initial Issue	LB/SHC	JUN 21	0

Purpose of issue  
**FOR INFORMATION**

Client:



Scheme Ref. BC/001411-06  
Scheme title  
**HAMPSTEAD WAY / MEADWAY  
PEDESTRIAN SAFETY IMPROVEMENTS**

Drawing title  
**OPTION 2  
GENERAL ARRANGEMENT - SHEET 1**

Scale @ A3: NTS

Design	Drawn	Checked	Approved
LB	LB	SHC	DP
Date: JUN 2021	Date: JUN 2021	Date: JUN 2021	Date: JUN 2021

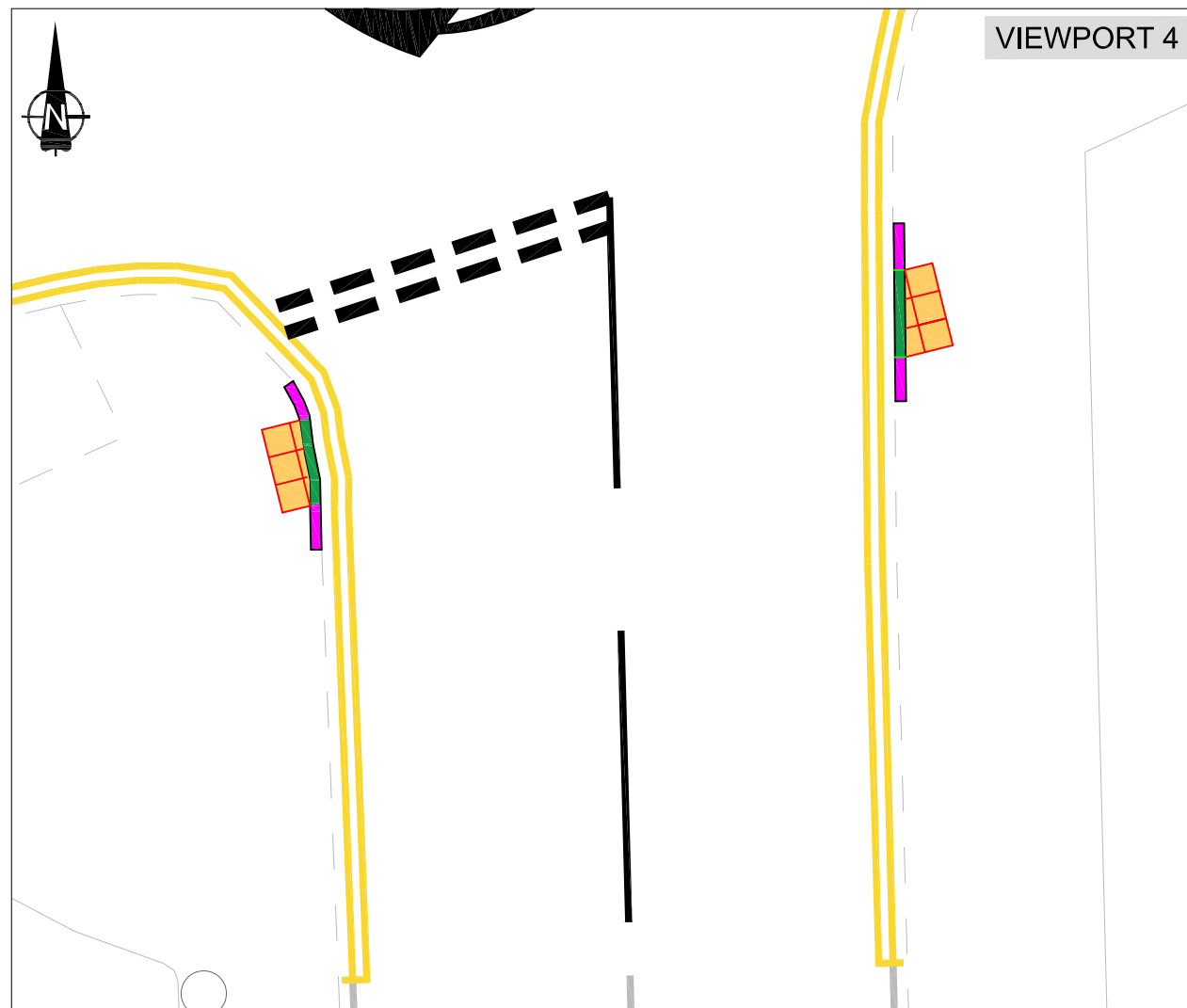
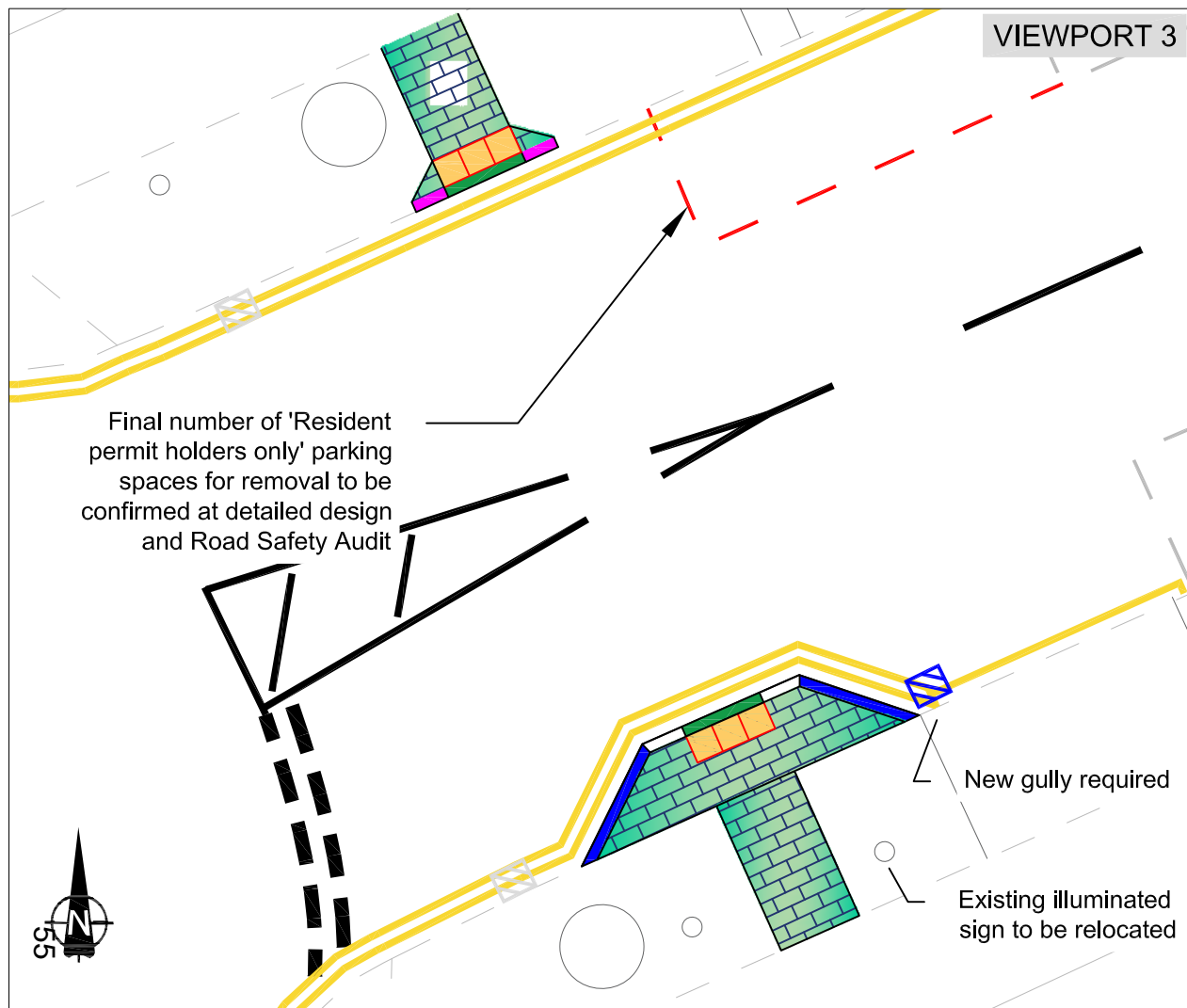
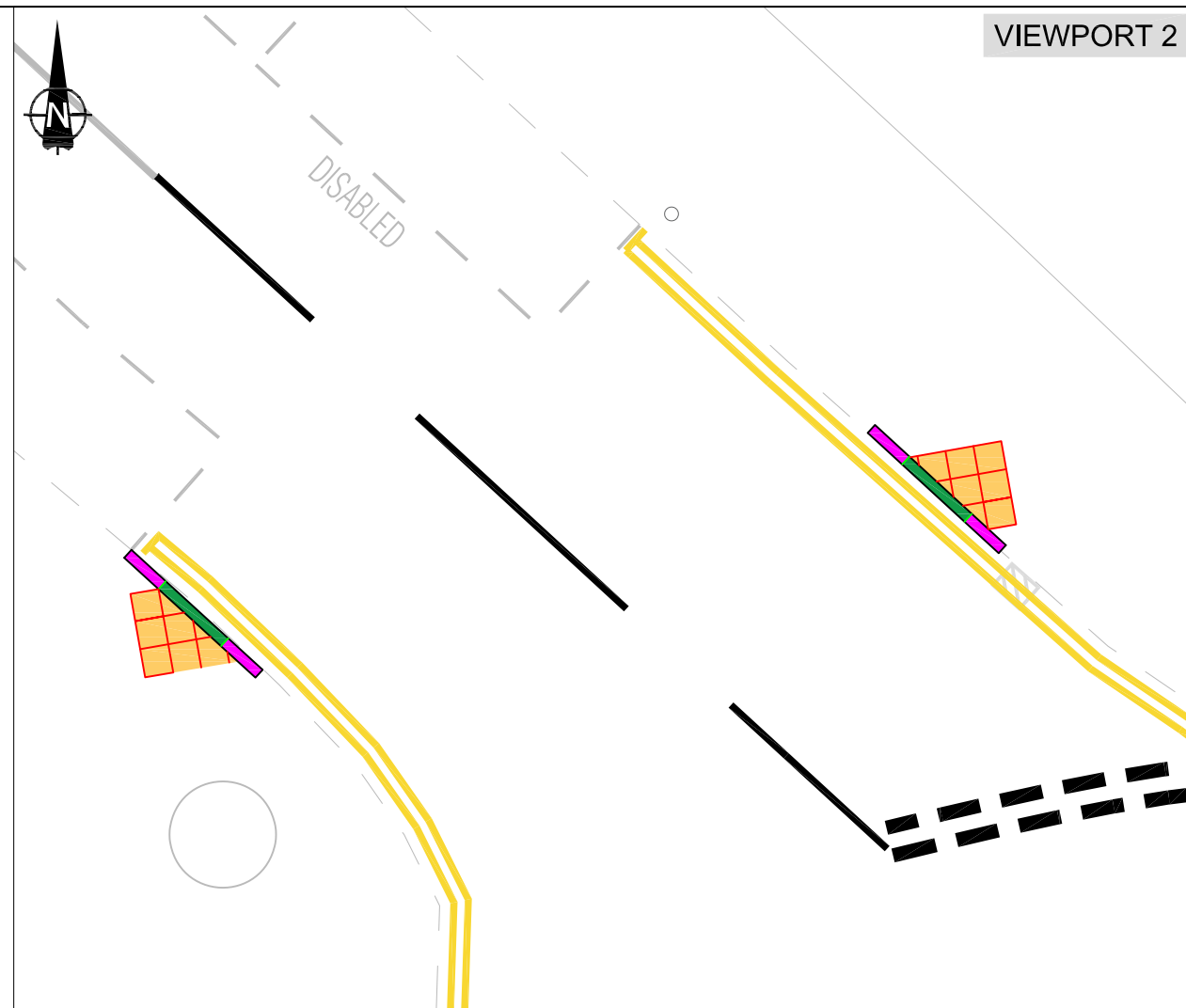
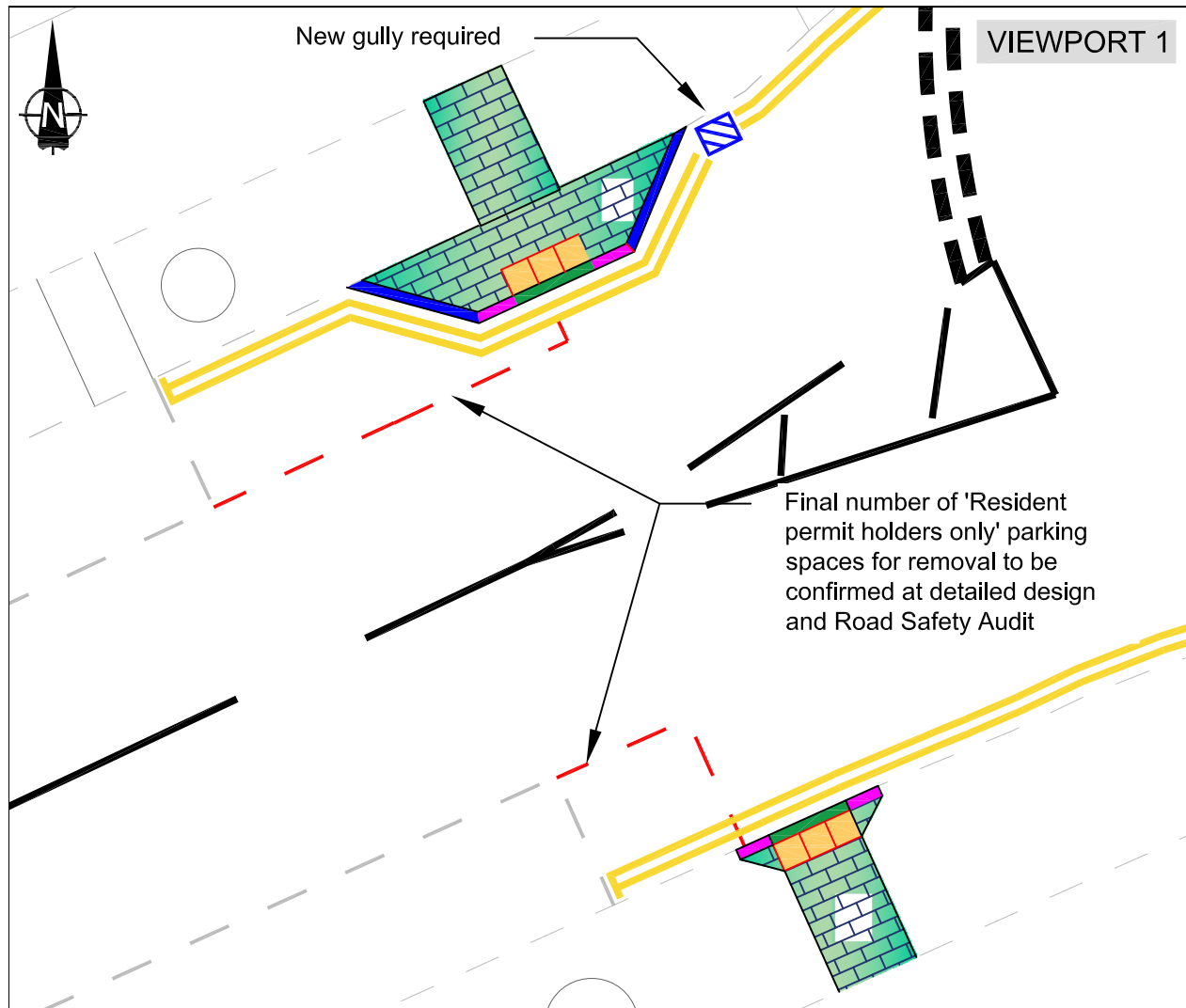


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Purpose of issue

**FOR INFORMATION**

Client:

**BARNET**  
LONDON BOROUGH

Scheme Ref. BC/001411-06

Scheme title  
**HAMPSTEAD WAY / MEADWAY  
 PEDESTRIAN SAFETY IMPROVEMENTS**

Drawing title  
**OPTION 2  
 GENERAL ARRANGEMENT - SHEET 2**

Scale @ A3: NTS

Design	Drawn	Checked	Approved
LB	LB	SHC	DP
Date: JUN 2021	Date: JUN 2021	Date: JUN 2021	Date: JUN 2021

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**CAPITA** **BARNET**  
LONDON BOROUGH

BC/001967-06\_FS\_100-02-02 0

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## Finchley and Golders Green Area Committee

### 30 June 2021

<b>Title</b>	<b>Cranbourne Gardens, NW11 – Feasibility Study</b>
<b>Report of</b>	Executive Director - Environment
<b>Wards</b>	Golders Green
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - Drawing No. BC/001967-11-FS-100- General Arrangement - 01 of 02  Appendix B - Drawing No. BC/001967-11-FS-100- General Arrangement - 02 of 02
<b>Officer Contact Details</b>	Geoff Mee – Executive Director - Environment <a href="mailto:geoff.mee@barnet.gov.uk">geoff.mee@barnet.gov.uk</a>
<b>Summary</b>	
This report details the feasibility study undertaken to improve road safety at the junction of Cranbourne Gardens and Leaside Crescent, NW11	

## **Officers Recommendations**

- |  |
|--|
| <b>1. That the Finchley &amp; Golders Green Area Committee note the details of the feasibility study as outlined in this report.</b>   |
| <b>2. That the Finchley &amp; Golders Green Area Committee notes the Executive Directors decision to proceed with Option 2 as the preferred option.</b>  |
| <b>3. Notes that the Director of Environment has allocated from Road Safety &amp; Parking fund the funding of £13,200 to consult, design and introduce the approved proposals for the agreed Option.</b> |

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

- 1.1 A Member's Item raised by Councillor Dean Cohen at the Finchley and Golders Green Area Committee in February 2020 ("the Committee") outlined concerns raised by a resident, regarding safety at the junction of Cranbourne Gardens and Leaside Crescent, as the road width is wide and difficult to cross.
- 1.2 The Committee agreed to allocate £5,000 to review the feasibility of installing a traffic island on Cranbourne Gardens. This report outlines the results of the agreed feasibility study and outlines proposals for consideration.
- 1.3 Ward councillors were informed on the nature and location of the feasibility study, prior to the commissioning of survey data. No comments were received.

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

#### **Site Observations**

- 2.1 Cranbourne Gardens is a residential road connecting to Bridge Lane in the West and Leaside Crescent in the East. There are single yellow line parking restrictions on Cranbourne Gardens at the junction with Leaside Crescent and the speed limit is 30mph. Also in close proximity is the temple Fortune shopping hub on Finchley Road.
- 2.2 A high demand for on-street parking was observed on both sides of the road, particularly towards Leaside Crescent and Grosvenor Gardens.
- 2.3 The width of Cranbourne Gardens at the junction with Leaside Crescent measures 26.5m and has large corner radii. Vehicles were observed turning at speed into Cranbourne Gardens from Leaside Crescent, which may create conflicts with pedestrians crossing the road.

#### **Personal Injury Accident History**

- 2.4 Accident data for the 60-month period to December 2020 have been analysed for the study area (the most recent data currently available from TFL). According to the data, one

personal injury accident was reported. A slight accident occurred at the Cranbourne Road / Park Way junction in February 2020, but details of the accident are not available.

### **Proposed Layout Improvements**

- 2.5 Two viable options were developed to improve the safety of pedestrians crossing at Cranbourne Gardens at its junction with Leaside Crescent. The proposed options are shown on the plans in Appendix A and set out below
- 2.6 **Option 1**, would include a footway, built-out at both corners of the junction on Cranbourne Gardens to assist pedestrians crossing the road by narrowing the crossing distance from 26m to 15m. The corner radii at the junction will also be tightened to reduce the speed of turning traffic.
- 2.7 **Option 2**, would involve the introduction of a refuge traffic island on Cranbourne Gardens to assist pedestrians crossing the road, reducing crossing widths to approximately 9m for each of the crossing points. As the refuge island narrows the road width, this will inherently reduce the speed of turning traffic.
- 2.8 Officers consider both options to be viable, however on balance recommends the progression of Option 2 for the following reasons:-
- Of the two proposals, option 2 offers the more optimal crossing widths, particularly for vulnerable pedestrians;
  - The proposed traffic refuge island will also inherently reduce vehicle turning speed at the junction; and
  - Option 2 satisfies the committee's request for a traffic Island as outlined in section 1.1

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

- 3.3 The only other option is not to proceed with the proposed improvements, however this will not address the concerns that have been raised by the resident.

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

- 4.1 Should the Committee agree with the recommendations, a statutory consultation on the proposed measures would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2021/22 financial year.

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

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

- 5.1.1 The proposals will help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic", and "Barnet will be amongst the safest places in London" by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active

travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

**5.1.3** The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.1.1 Area Committee funding of £5,000 was agreed at the Finchley and Golders Green Area Committee in February 2020 for the feasibility study.

5.2.2 “London Highway Maintenance and Projects Framework North Area” (LHMPF) schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 1 below, which will need to be refined upon completion of the detail design.

5.2.3 The work will be carried out under the existing PFI (electrical) and LHMPF (non-electrical) term maintenance contractual arrangements.

**Table 1 –Cost Estimate for Option 2**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design ((Includes design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£ 5,000
Build Cost including Street Lighting	£9,000
<b>Sub-TOTAL</b>	<b>£12,000</b>
Implementation and post implementation Fees @ 10%	£1,200
<b>GRAND TOTAL</b>	<b>£13,200</b>

4.1.1 The estimated cost of installing the recommended proposals is **£13,200** and is requested from the Finchley and Golders Green Area Committee CIL budget. It is considered that the proposals would improve safety in the area and is recommended by officers.

**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.

- 5.4.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.3 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 5.4.5 Statutory consultation is to be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

## **5.5 Risk Management**

- 5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.
- 5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, but the risk is assessed as low.
- 5.5.3 A road safety audit subject to funding will be commissioned during detailed design stage.

## **5.6 Equalities and Diversity**

- 5.6.1 2010 Equality Act outlines the provisions of the Public-Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
  - advance equality of opportunity between people from different groups
  - foster good relations between people from different groups
- 5.6.2 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 considered that the decision to agree with the recommendations in this report will not negatively affect protected characteristics under the Equality Act 2010. Furthermore, it is considered that the recommendations will enhance road safety for the young, elderly, and disabled groups.

## **5.7 Corporate Parenting**

- 5.7.1 Not applicable in the context of this report.

## **5.8 Consultation and Engagement**

5.8.1 Consultation on the proposals will be carried out and details of the proposals will also be outlined on the council's website.

## **5.9 Insight**

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

## **6. BACKGROUND PAPERS**







6.1 Finchley and Golders Green Area Committee 2 February 2020, Item 9 (2).

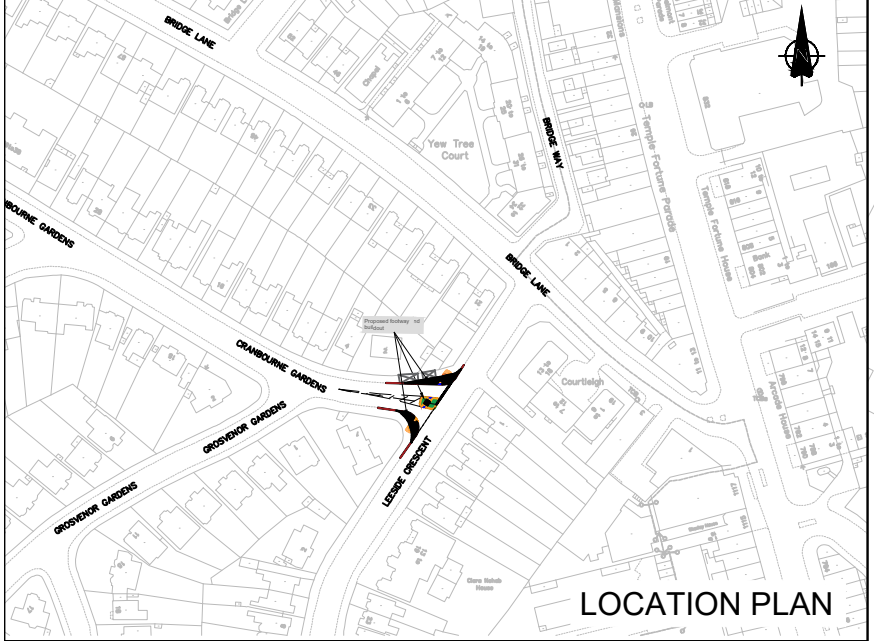
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<https://barnet.moderngov.co.uk/documents/g9959/Printed%20minutes%2003rd-Feb-2020%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION  
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NOTES:  
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- KEY:
-  Existing dropped kerbs
  -  Proposed dropped kerbs
  -  Proposed full height kerbs
  -  Proposed buff tactile paving
  -  Proposed grass verge
  -  Proposed block paving



Proposed footway  
 buildout

CRANBOURNE GARDENS  
 ROSVENOR GARDENS

LEESIDE CRESCENT

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REVISION				
Revision Details		Design/Check	Date	Rev.
Initial issue	EM / DP		May 21	0

Purpose of issue  
**FOR INFORMATION**

Client:  


RE Scheme Ref. BC/001967-11  
 Scheme title  
**CRANBOURNE GARDENS /  
 LEESIDE CRESCENT**

Drawing title  
**FEASIBILITY DESIGN  
 OPTION 1**

Scale @ A3:

Design	Drawn	Checked	Approved
EM	EM	JC	DP
Date: MAY 21	Date: MAY 21	Date: MAY 21	Date: MAY 21



Traffic and Development  
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



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KEY:

-  Existing road markings
-  Existing dropped kerbs
-  Proposed full height kerbs
-  Proposed buff tactile paving
-  Proposed block paving
-  Bollard

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REVISION

Revision Details				Design/Check	Date	Rev.
Initial issue			EM / JC	May 21	0	
Bollards and annotation additions			EM / JC	JUN 21	1	

Purpose of issue

FOR INFORMATION

Client:



RE Scheme Ref. BC/001967-11

Scheme title  
**CRANBOURNE GARDENS / LEESIDE CRESCENT**

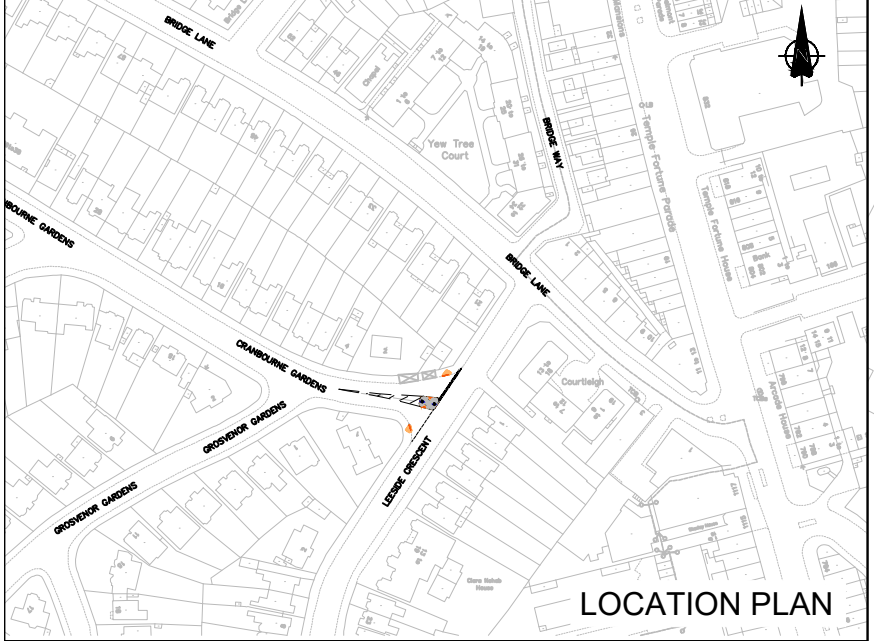
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**FEASIBILITY DESIGN OPTION 1**

Scale @ A3:

Design	Drawn	Checked	Approved
EM	EM	JC	DP
Date: MAY 21	Date: MAY 21	Date: MAY 21	Date: MAY 21



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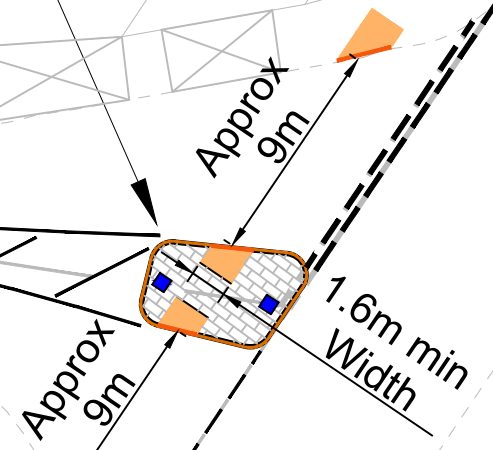
LOCATION PLAN

Proposed traffic island

CRANBOURNE GARDENS

ROSVENOR GARDENS

LEESIDE CRESCENT



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**London Borough of Barnet  
Finchley & Golders Green Area  
Committee Forward Work  
Programme  
2021**

Contact: [salar.rida@barnet.gov.uk](mailto:salar.rida@barnet.gov.uk) - Tel 020 8359 7113

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
30 June 2021			
Matters referred from F&GG Residents Forum	<b>None</b>	Governance, Highways	<b>Non-key</b>
Petition(s)	<b>As per recommendations set out in the report</b>	Governance	<b>Non-key</b>
Area Committee Funding – CIL Update	<b>As per recommendations set out in the report</b>	Head of Finance	<b>Non-key</b>
Members' Neighbourhood CIL Application(s)	<b>As per recommendations set out in the report</b>	Governance	<b>Non-key</b>
Hampstead Way / Meadway - Results of Feasibility Study	<b>As per recommendations set out in the report</b>	Highways	<b>Non-key</b>
Cranbourne Gardens & Leaside Crescent - Results of Feasibility Study	<b>As per recommendations set out in the report</b>	Highways	<b>Non-key</b>
To be allocated			
Wessex Gardens Primary School	<i>LIP Scheme with vertical measures so will need to be reported to the Committee</i>		<b>Non-key</b>
Dangerous local roads - Gainsborough and Holden Road N12 (undergoing feasibility – expected October 2021)	As per minutes of the F&GG Area October 2020 Committee meeting.	Highways	<b>Non-key</b>

<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of (<i>officer</i>)</b>	<b>Issue Type (Non key/Key/Urgent)</b>
Road safety improvements on Long Lane (undergoing feasibility – expect 2021)	As per Cllr Mitra’s Members item reported to the Committee in October 2020.	Highways	<b>Non-key</b>

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