

**MEETING**

**FINCHLEY & GOLDERS GREEN AREA COMMITTEE**

**DATE AND TIME**

**MONDAY 8TH NOVEMBER, 2021**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ**

**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
Geof Cooke	Kath McGuirk	John Marshall
Peter Zinkin		

In line with the Constitution's Residents and Public Participation 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 Wednesday 3 November at 10AM. 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 - 8
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)	9 - 12
7.	Petitions (if any)	
8.	Area Committee Funding - Community Infrastructure Levy update	13 - 22
9.	Standard Members' Items (if any)	
10.	Members' Items - Area Committee Funding Applications (if any)	23 - 36
11.	Long Lane / Creighton Avenue, N2 - Road Safety Improvements	37 - 62
12.	Woodgrange Avenue - Feasibility Study	63 - 70
13.	Tillingbourne Gardens - Feasibility Study	71 - 82
14.	Scheme Update and Road Safety & Parking budget	To Follow
15.	Any item(s) the Chairman decides are urgent	

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phone, may telephone our minicom number on 020 8203 8942. All of our Committee Rooms also have induction loops.

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# Decisions of the Finchley & Golders Green Area Committee

30 June 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 meeting and noted the Covid-secure measures in place throughout the meeting.

**It was RESOLVED that that the minutes of the previous meeting held on 8 April 2021 be agreed as a correct record.**

## 2. ABSENCE OF MEMBERS (IF ANY)

None.

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

Councillor Ross Houston declared an interest in relation to agenda item 10 (Members' Items Applications for Neighbourhood CIL Area Committee Budget) by virtue of being a trustee of Finchley Way Open Space.

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

None.

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

The Committee noted the comments submitted by Dr Suzanne King in relation to item 10 (Friends of Finchley Way Open Space) and by Brian Pien in relation to item 10 (Friends of Victoria Park) in support of the applications.

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

None.

## **7. PETITIONS (IF ANY)**

The Chairman invited the lead petitioner Ms A. Roberts who spoke about the petition, Improved safety in The Causeway, East Finchley. Ms Roberts spoke about the need to improve safety for residents and commuters using the footpath.

Following discussion, it was **RESOLVED**:

- 1. That the Finchley & Golders Green Area Committee noted the petition.**
- 2. That the Finchley & Golders Green Area Committee decided to refer the matter to a chief officer to provide a written response to Lead Petitioner within 20 working days.**

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

The Committee welcomed the report and noted the correction of the wards referenced in Appendix 1 of the report.

It was **RESOLVED**:

- 1. That the Finchley and Golders Green Area Committee notes the amount available for allocation during 2021/22, as set out in paragraph 6.2 and in the appendices.**
- 2. That the Finchley and Golders Green Area Committee notes the amount or reallocated underspends & overspends in Section 2.1**

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

None.

## **10. MEMBERS' ITEMS - APPLICATIONS FOR NEIGHBOURHOOD CIL AREA COMMITTEE BUDGET (IF ANY)**

- a) Councillor Ross Houston - Friends of Finchley Way Open Space Environmental Improvement

The Chairman welcomed the detailed application. Councillor Houston present the Member's item.

**It was RESOLVED that the Committee having considered the application decided to award the funding fully for £5,596 and noted the implications to the Committee's NCIL funding budget.**

- b) Councillor Danny Rich - Friends of Victoria Park Environmental Improvement

The Chairman welcomed the application and invited Councillor Rich to join the meeting. Councillor Rich presented the Member's item and spoke about the importance of planting trees and education about trees.

**It was RESOLVED that the Committee having considered the application decided to award the funding fully for £5,000 and noted the implications to the Committee's NCIL funding budget.**

- c) Councillor Rohit Grover - De-cluttering of street scene on Childs Way NW11

Councillor Grover presented the Member's item and referred to the photo in the application for illustration of the issue. Phillip Hoare, Assistant Director for Parking and Lead Officer noted that the application is supported from a technical point of view following assessment.

**It was RESOLVED that the Committee having considered the application decided to award the funding fully for £1500 and noted the implications to the Committee's NCIL funding budget.**

**11. MEMBERS' ITEMS - ROAD SAFETY & PARKING FUNDING REQUESTS (IF ANY)**

None.

**12. HAMPSTEAD WAY / MEADWAY, NW11 - PEDESTRIAN FACILITIES IMPROVEMENTS**

The Chairman welcomed Joyce Cheng, Design Manager to present the report. Following approval, the Committee agreed to amend recommendation 3 to include consultation with Ward Members before implementation of the scheme.

**It was therefore RESOLVED:**

- 1. That the Finchley & Golders Green Area Committee noted 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 noted 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 noted 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 following consultation with Ward Members before implementation of the scheme.**
- 4. That the Finchley & Golders Green Area Committee noted 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.

**13. CRANBOURNE GARDENS, NW11 - FEASIBILITY STUDY**

Ms Joyce Cheng presented the report.

**It was RESOLVED:**

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

**14. PROGRESS UPDATE ON AREA COMMITTEE ACTIONS FROM PREVIOUS MEETING**

Phillip Hoare introduced the Scheme Update item which provides an update to the Committee of all Highways schemes agreed at the Finchley & Golders Green Area Committee, to date.

**It was RESOLVED that that the Finchley & Golders Green Area Committee noted the completed and in progress schemes set out in Appendix 1.**

**15. FORWARD WORK PROGRAMME**

The Chairman noted that the item on Road safety improvements on Long Lane is due to be reported to the Committee at its October meeting.

**RESOLVED that the Committee noted the Forward Work Programme.**

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

None.

The meeting finished at 8.15 pm



	<p style="text-align: right;">AGENDA ITEM 6</p> <p style="text-align: center;"><b>Finchley and Golders Green Area Committee</b></p> <p style="text-align: center;"><b>8 November 2021</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Items referred from the Finchley and Golders Green Residents Forum</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Head of Governance</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Wards within Finchley and Golders Green constituency</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>None</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Salar Rida – Senior Governance Officer  <a href="mailto:Salar.Rida@barnet.gov.uk">Salar.Rida@barnet.gov.uk</a>                  020 8359 7113</p>
<p><b>Summary</b></p>	
<p>At the meeting of the Finchley and Golders Green Residents Forum, held on 7 October 2021, the issue(s) and/ petition(s) referred to under section 1.1 were referred to the Finchley and Golders Green Area Committee for consideration.</p>	

<p><b>Recommendations</b></p>	
<ol style="list-style-type: none"> <li>1. That the Finchley and Golders Green Area Committee notes the items referred up from the previous meeting of the Finchley and Golders Green Resident’s Forum.</li> <li>2. That following consideration of the items highlighted at 1.1, the Committee gives instructions in accordance with its powers, outlined at section 5.4.1.</li> </ol>	

## 1. WHY THIS REPORT IS NEEDED

- 1.1 The Council's Constitution permits the referral of petitions and issues to Area Committees. At its meeting on 7 October 2021, the Finchley and Golders Green Resident's Forum referred up the below items to the Area Committee for its consideration.

The items for consideration are as follows:

Item	Details	Action
Petition: Traffic calming measures on Deansway Lead Petitioner: Dr Sharon Sadeh	Mr Hoare reported that the measures suggested could be considered and recommended a feasibility study be carried out, for which a referral to Finchley and Golders Green Area Committee would be required.	The Chairman resolved to refer the matter to Finchley & Golders Green Area Committee.
Petition: Junction between Finchley Road and Hoop Lane pedestrian crossing request Lead Petitioner: Ruth Pavey	Ms Staples commented that a feasibility study had been carried out at this junction. Ms Staples would provide an update on the status of the findings within 20 working days.	The Chairman resolved to refer the petition to the Finchley & Golders Green Area Committee.
Petition: Oak Lane Parking, N2 Lead Petitioner: Ms Eunice Phillips	The Chairman resolved to refer the matter to the Finchley & Golders Green Area Committee.	The Chairman resolved to refer the matter to the Finchley & Golders Green Area Committee.

## 2. REASON FOR REFFERAL

- 2.1 At the meeting of Finchley and Golders Green Residents Forum held on 7 October 2021, the Forum considered the issues highlighted in section 1.1 which were referred to this Committee for consideration.

## 3. REASONS FOR RECOMMENDATIONS

- 3.1 As set out above.

## 4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 N/A

## 5. POST DECISION IMPLEMENTATION

- 5.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Executive Director.

## 6. IMPLICATIONS OF DECISION

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

6.2 None in the context of this report.

### 6.3 **Legal and Constitutional References**

6.3.1 The Council's Resident and Public Participation Rules (Article 3 of the Council's constitution) states that the Area Committee has the following powers in determining petitions:

- Take no action;
- Refer the matter to a chief officer to respond to 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.

6.3.2 Article 7, 7.5 Responsibility for Functions of the council's constitution states that Area Committees can 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.

### 6.4 **Risk Management**

6.5 Not in the context of this report.

### 6.6 **Equalities and Diversity**

6.6.1 Pursuant to the Equality Act 2010 ("the Act"), the council has a legislative duty to have 'due regard' to eliminating unlawful discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; advancing equality of opportunity between those with a protected characteristic and those without; and promoting good relations between those with protected characteristics and those without. The 'protected characteristics' are age, race, disability, gender reassignment, pregnancy, and maternity, religion or belief and sexual orientation. The 'protected characteristics' also include marriage and civil partnership, with regard to eliminating discrimination.

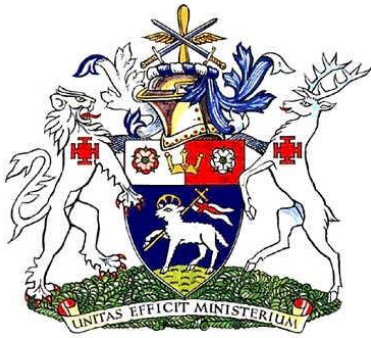
### 6.7 **Consultation and Engagement**

6.8 Not in the context of this report.

## 7. **BACKGROUND PAPERS**

7.1 Finchley and Golders Green Residents Forum meeting 7 October 2021:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=10903&Ver=4>

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## Finchley and Golders Green Area Committee

8<sup>th</sup> November 2021

<b>Title</b>	<b>Area Committee Funding - Community Infrastructure Levy update</b>
<b>Report of</b>	Chairman, Finchley & Golders Green Area Committee
<b>Wards</b>	Childs Hill, East Finchley, Finchley Church End, Garden Suburb, Golders Green, West Finchley & Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No as the report is for noting purposes only
<b>Enclosures</b>	Appendix 1 – Finchley & Golders Green Area Committee– Community Infrastructure Levy (CIL) Budget & Scheme Update
<b>Officer Contact Details</b>	Graeme Clayton – Community Infrastructure Coordinator Capital Delivery, Growth & Corporate Services Contact: <a href="mailto:Graeme.Clayton@barnet.gov.uk">Graeme.Clayton@barnet.gov.uk</a>
<b>Summary</b>	
This report is to update Members of the budget allocations for the Finchley and Golders Green Area Committee, to enable consideration of applications for funding during 2021/22.	

### Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the amount available for allocation during 2021/22, as set out in paragraph 6.2 and in Appendix 1.
2. That the Finchley and Golders Green Area Committee notes the amount or re-allocated underspends & overspends in Section 2.1

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

- 1.1 This report indicates the allocation of part of the Community Infrastructure Levy (“CIL”) to the Finchley and Golders Green Area Committee (Area Committee). This will enable the Area Committee to determine the amounts that can be allocated at this, and future meetings.
- 1.2 On 9th July 2015, the Policy & Resources Committee approved that part of the income from the CIL would be delegated to the Council’s Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated at least 15% of the CIL receipts for their local area. This is to be capped at a total of £100 per dwelling in the constituency area and ring-fenced for spend on infrastructure schemes or anything else that is concerned with addressing the demands that development places on an area. If there is a neighbourhood plan or a neighbourhood order within the constituency area of the Area Committee the allocation will increase to 25% and will not be capped.
- 1.3 On 24<sup>th</sup> May 2021, the Policy & Resources Committee approved an increase in Area Committees’ income allocations to £1.2m or £400k per Area Committee. In addition, Policy & Resources Committee agreed to remove the funding limit on each individual Area Committee CIL funded project along with an additional ringfenced fund of £300k to be used specifically for Road Safety & Parking Fund schemes – with this additional fund being a total to be used across all three committees and spend to be authorised by the Executive Director, Environment
- 1.4 The amounts approved from the CIL reserve were based on estimates from the relevant service department or from the relevant community group, with a view that should the estimate prove to be understated there would be no further call on the Area Committee budgets, without an additional approval. Expenditure exceeding 15% of the original estimate will require an explanation to enable the Area Committee to agree any additional funding.
- 1.5 This report includes an analysis of the actual costs of the works and enables members to compare with the estimate. The net underspend on the CIL funded projects are added to the balance available where applicable.
- 1.6 Detail as to the activity to date of this Area Committee and the balance available are attached at Appendix 1 to this report.

## **2. CIL activity**

- 2.1 The latest position shows expenditure to September 2021. The total amount of underspends from 2015/16–2020/21 are £237,616, whilst the total funded overspends on schemes total £99,229. The net effect is a £138,387 underspend which is added back into the CIL reserve allocation.
- 2.2 The over & underspends from the prior year schemes that are still open will impact on the total Area Committee available balance, until the schemes are certified as complete.

- 2.3 On 24<sup>th</sup> May 2021 Policy & Resources Committee approved to remove the funding limit on each individual scheme of £30,000 which took effect from the Area Committee meeting of the 30<sup>th</sup> June 2021. All CIL funding allocations should be submitted in accordance with the approved CIL funding application guidelines and application form detailed in the Policy & Resources Committee report.

### **3. REASONS FOR RECOMMENDATIONS**

- 3.1 Funding has been allocated to various organisations and/or projects and this will enable the Area Committee to note the amount available for future allocation.

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

- 4.1 No alternative options were considered.

### **5. POST DECISION IMPLEMENTATION**

- 5.1 Decisions can be made by the Area Committee to allocate funding to organisations from the Area Committee general reserves based on member supported applications and from the Area Committee CIL reserve for requests for infrastructure related surveys and works and anything else that is concerned with addressing the demands that development places on the area.

### **6. IMPLICATIONS OF DECISION**

#### **6.1 Corporate Priorities and Performance**

- 6.1.1 The funding enables the Area Committee Budgets to contribute to the Corporate Plan's objective to promote family and community wellbeing and support engaged, cohesive and safe communities, by helping communities access the support they need to become and remain independent and resilient.

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

- 6.2.1 An annual allocation of £400k is made to each Area Committee from 2021/22. The total available shows the committee balance for 2021/22 to be £406,636. This takes into account the amount of over-allocated funds from prior year budgets £84,655, spend allocated for the current financial year £47,096 together with under and overspends relating to previous financial years (£237,616 and £99,229 respectively – net £138,387 underspend).
- 6.2.2 The total amount available to the committee as at the date of this meeting, after considering all of the above items totals £406,636, this is the total amount available for allocation to new schemes.
- 6.2.2 Appendix 1 lists all the schemes that are still outstanding as at the time of publication and shows a detailed breakdown of how the available balance is

derived along with listing the schemes in progress and summarises the headline balance position.

### **6.3 Social Value**

6.3.1 Not applicable to this report

### **6.4 Legal and Constitutional References**

6.4.1 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. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended (“the Regulations”).

6.4.2 On 1<sup>st</sup> September 2019, the Regulations were amended under The Community Infrastructure Levy (Amendment) (England) (No.2) Regulations 2019 (“2019 Regulation”). Part 10A of the 2019 Regulation requires the Council to publish “annual CIL rate summary” and “annual infrastructure funding statements”. These statements replaced previous Regulation 123 lists. The “annual infrastructure funding statement” must include a number of matters listed in the new Schedule 2 including details of how much money has been raised through developer contributions and how it has been spent. Both the “annual rate CIL summary” and the “annual infrastructure funding statement” must be published on the Council’s websites at least once a year.

6.4.3 Section 216(2) of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. i.e. roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreation facilities and open spaces.

6.4.4 CIL cannot be used to fund Affordable Housing and other exemptions are set out in Part 6 of the Regulations.

6.4.5 Additionally, regulation 59-(F)(3) of The Community Infrastructure Levy (Amendment) Regulations 2013 allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

6.4.6 Local Authorities must allocate at least 15% of CIL receipts (in neighbourhoods without a neighbourhood plan and subject to a cap of £100 per household) to spend on priorities that should be agreed with the local community in the area where the development is to take place so as a result of this, 15% of the CIL budget is being allocated to the Finchley & Golders Green Area Committee.

6.4.7 In accordance with Article 7.5 Committees, Forums, Working Groups and Partnerships of the Council’s Constitution, the terms of reference of the Area Committee includes responsibility for all constituency specific matters relating



to the street scene including parking, road safety, transport, allotments, parks and trees, consider constituency specific matters as agreed with the Chairman, consider matters referred from Residents Forums and determine how they are to be taken forward in consultation with the relevant Area Committee Lead Officer and subject to any Community Infrastructure Levy (CIL) funding requirement being agreed by the Committee and to determine the allocation of Community Infrastructure Levy funding within the constituency subject to sufficient of the budget allocated to the committee being unspent.

## **6.5 Risk Management**

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

## **6.6 Equalities and Diversity**

6.6.1.1 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:

6.6.1.2 Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.

6.6.1.3 Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

6.6.1.4 Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

6.6.2 Relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

6.6.3 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 policies and the delivery of services.

## **6.7 Corporate Parenting**

Not applicable in the context of this report.

## **6.8 Consultation and Engagement**

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

## **6.9 Insight**

Not applicable in the context of this report.

## **7. BACKGROUND PAPERS**

Policy & Resources Committee, 9 July 2015

<http://barnet.moderngov.co.uk/documents/s24360/Delegating%20a%20proportion%20of%20Community%20Infrastructure%20Levy%20CIL%20income%20to%20the%20Councils%20Area%20Committe.pdf>

Policy & Resources Committee, 8 February 2021

<https://barnet.moderngov.co.uk/documents/s63172/Review%20of%20Community%20Infrastructure%20Levy%20CIL%20Eligibility%20Criteria%20and%20Guidance.pdf>

Policy & Resources Committee, 24<sup>th</sup> May 2021

<https://barnet.moderngov.co.uk/documents/s64949/Review%20of%20Community%20Infrastructure%20Levy%20CIL%20Allocation%20Eligibility%20Criteria%20and%20Guidance.pdf>

# FINCHLEY & GOLDERS GREEN AREA COMMITTEE



*Community Infrastructure Levy (CIL) – Budget & Scheme Update*

*8<sup>th</sup> November 2021*

## FINCHLEY & GOLDERS GREEN AREA COMMITTEE - CIL BUDGET REVIEW

### Budget Summary

	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022
	£	£	£	£	£	£	£
Annual Budget	150,000	150,000	150,000	150,000	150,000	150,000	400,000
Budget brought forward	-	(19,500)	18,060	(105,685)	(147,785)	(115,169)	(84,655)
CIL 15/16 Adjustment	-	(19,940)	-	-	-	-	-
Budget Allocated	(169,500)	(92,500)	(273,745)	(192,100)	(117,384)	(119,486)	(47,096)
<b>Budget carried forward</b>	<b>(19,500)</b>	<b>18,060</b>	<b>(105,685)</b>	<b>(147,785)</b>	<b>(115,169)</b>	<b>(84,655)</b>	<b>268,249</b>

### Budget Allocation

Ward	2015/2016	2016/2017	2017/2018	2018/2019	2019/2020	2020/2021	2021/2022
	£	£	£	£	£	£	£
Childs Hill	(17,000)	(16,000)	(24,400)	(43,900)	(6,434)	(6,600)	-
East Finchley	(20,000)	-	(20,150)	(41,100)	(40,000)	(44,986)	(30,000)
Finchley Church End	(37,500)	(7,500)	(57,430)	-	(1,000)	(5,000)	-
Garden Suburb	(15,000)	(21,500)	(22,565)	(61,100)	(24,750)	(26,000)	(1,500)
Golders Green	(15,000)	-	(13,000)	(5,000)	(3,000)	(5,000)	-
West Finchley	(49,500)	(16,000)	(59,500)	(10,500)	(16,000)	(22,000)	(15,596)
Woodhouse	(15,500)	(31,500)	(76,700)	(30,500)	(26,200)	(9,900)	-
<b>Budget Allocated</b>	<b>(169,500)</b>	<b>(92,500)</b>	<b>(273,745)</b>	<b>(192,100)</b>	<b>(117,384)</b>	<b>(119,486)</b>	<b>(47,096)</b>

### Budget Available to the Committee

Budget before adjusting for overspends/underspends	268,249
(Overspends) / Underspends	138,387
<b>Total remaining budget available for the Committee to spend in this year</b>	<b>406,636</b>

### Commentary

- The total available budget is £406,636
- The Committee are asked to consider if the scheme for Central Minyan Square is still required. The scheme was approved in 2018 on the basis that the community group fully implement, maintain and provide power for a low level lighting scheme in consideration of neighbouring properties.
- Please note. The report has been updated to include a scheme for East Finchley approved at Area Committee on 08/10/2020 for £19,986 for a scheme at Cherry Tree Wood. The report has been updated to include the scheme.
- The under/overspends figure is being finalised as the Highways invoicing is finalised. The net impact is not expected to be material, and the current impact is a net underspend of £138,387.
- No future overspends should be committed without either prior approval of the Area Committee Chair or the Area Committee.
- Highways schemes funded by CIL which are currently open are tracked for budgeting purposes in this report, and future schemes will form part of the Road Safety and Parking reporting. Highways are preparing final scheme invoices for CIL funded schemes which will provide reporting on spend.

## FINCHLEY & GOLDERS GREEN AREA COMMITTEE - CIL OPEN SCHEME UPDATES (non-Highways)

Ward	Financial Year	Committee Date	Scheme Description	Ward Member	Budget Allocation £	Overspend to approve £	Delivery Service	Commentary	Expected Delivery Date
West Finchley	2021/22	30/06/2021	Friends of Victoria Park – Environmental Improvement	Danny Rich	5,000		Barnet - Greenspaces	September 2021: - No works started. The community group have been contacted to confirm that Barnet Greenspaces Service are delivering this project. A project Manager has been allocated.	Q1 22/23
Garden Suburb	2021/22	30/06/2021	De-cluttering of street scene on Childs Way NW11	Rohit Grover	1,500		Re: Highways	September 2021: Highways team have been asked to confirm a timeline to deliver the scheme	tbc
East Finchley	2021/22	08/04/2021	Refurbishment and improvement of Market Place Playground, N2	Alison Moore	30,000		Barnet - Greenspaces	July 2021: Not started - Awaiting residents to confirm their plans for next steps Sept 2021: No change	Q1 22/23
Garden Suburb	2020/21	23/02/2021	Improvement of the entrance to Lyttleton Playing Fields & Kingsley Way grass verge	Rohit Grover	15,000		Barnet - Greenspaces	Sept 2021: Not started	Q1 22/23
West Finchley	2020/21	23/02/2021	Finchley Way Open Space - improvements	Ross Houston	10,000		Barnet - Greenspaces	July 2021: Fencing works completed, snagging list to be completed Sept 2021: New catches ordered and awaiting installation	Q4 21/22
East Finchley	2020/21	08/10/2020	Cherry Tree Wood - East Finchley (Friends of Cherry Tree Wood)	Alison Moore	19,986		Barnet - Greenspaces	July 2021: - Met with Friends group on 14th July to discuss plans for remaining money, including new benches for tennis courts. September 2021: - Bat monitoring equipment has been ordered. Discussions are taking place about a water fountain and benches for tennis courts. Meeting with friends on 29th Sept.	Q1 22/23
Garden Suburb	2018/19	13/06/2018	Lighting of the Central Square Minyan	John Marshall	5,000		Community Led	The community group have advised that the scheme was never implemented. The Area Committee are asked to consider if this scheme is still required.	On hold

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## Finchley & Golders Green Area Committee

8 November 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 application(s) 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 request(s) 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 application(s) are as follows:

Title	<b><u>Community Grant – Long Lane Pasture Trust</u></b>
Raised by (Councillor):	Cllr Ross Houston
Ward:	West Finchley
Member Request:	Grant Funding to renovate path
Funding Requested (£):	£15,983.12
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> </ul>	<p><b><u>Long Lane Pasture Trust</u></b></p> <p>The aim of this project is to renovate our path from the main gate to the gazebo, and to pave the area under the gazebo.</p> <p>The current path is crumbling away and sunken in places along its length resulting in it being under water in places during very wet weather.</p> <p>The hardstanding under the gazebo has deteriorated in its 17-year existence to the point where it is being blown away in the wind and children take delight skimming the loose stones across the pond.</p> <p>During the summer we have local school classes come to the Pasture to study the wild nature of the place and a</p>



- 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

And Area Lead Officer (NAME), on (DATE):

The scheme has been reviewed by the Lead Officer Phil Hoare (22/10) and CIL Officer Graeme Clayton (22/10)

paved floor would offer some additional place to sit where currently the dusty floor is inhospitable.

We plan to begin the work, if funding is received, with ground clearance, with construction taking place during dry weather through the winter months, to be ready by spring next year.

We are **requesting £15,983.12**, the result of a **tendered quote**.

Another quote for bonded resin was prohibitively expensive and was rejected at a committee meeting in favour of a cheaper and environmentally better paved and compressed gravel solution.

If funding is secured, we can purchase all materials and have them safe and ready on site to enable work to begin whenever the weather is dry.

The improved path and hardstanding will make it easier for pushchairs, prams and wheelchair users to access the Pasture, and for the Pasture to remain open during wet winter weather, where currently we do not open if the main path is sodden.

There will always be a committee member in attendance whenever work is carried out on the path as we do not allow lone working on the Pasture; also, volunteers will do the heavy lifting and moving materials around on site so the workman can concentrate on the skilled job of laying the new path.

We are a two-acre area of mixed Pasture and emerging woodland located in Finchley and we are open to the public every day for most of the year unless the ground is flooded and impassable.

We are always open whatever the weather every Saturday morning to enable a hardy band of healthy volunteers to help maintain the site. Currently we have helpers of all ages as volunteers bring their children. We cut the grass on all the paths, encourage native plants, keep the bramble in check, and manage the trees.

In the summer we have school classes visit, pond-dipping days, butterfly days and volunteer working groups like Barnet GoodGym helping with various tasks.

The Pasture offers an attractive and peaceful setting in Finchley for people to visit. Visitors walk or run around the Pasture on the mown paths and there are areas for picnic and play, and benches to just sit and enjoy the tranquillity. We positively encourage community engagement.

***The main aim of the funding of the hardstanding and renovated path is:***

***To enable more days to open in Winter despite wet weather.***

***Promote a greater use by families with pushchairs and the elderly with a safer all-weather path.***

***Increasing the overall number of visitors to the Pasture.***

In 2014 Long Lane Pasture won a Green Flag award and a London in Bloom award for being 'outstanding' and have successively won these awards each year since due to the dedication of our volunteers in looking after the Pasture.

	<p>Visitors and residents benefit from having this 'jewel of Finchley' to picnic on, pick blackberries exercise, watch birds, butterflies and study a traditional hay meadow.</p> <p>We encourage wildlife and add to our list of birds and butterflies seen each year, and many other creatures and wild-flowers and grasses.</p> <p>We make jams from the various fruit trees on site and sell these at local festivals. Bees are also kept on the Pasture that benefits the pollination of plants on the adjacent allotments.</p> <p>We also produce a calendar each year with photographs of our activities and our wildlife to help raise funds and our profile in the borough.</p> <p><b><i>The main aims of our Trust are:</i></b></p> <ul style="list-style-type: none"> <li>• <b><i>To continue keeping Long Lane Pasture for public recreation and enjoyment.</i></b></li> <li>• <b><i>To create an environmental resource for local schools.</i></b></li> <li>• <b><i>To encourage families and children of all ages to visit and benefit from the site.</i></b></li> <li>• <b><i>To maintain the land by removing litter and invasive plant species.</i></b></li> <li>• <b><i>To restore, enhance and protect the site's wildlife value.</i></b></li> <li>• <b><i>To involve the community and volunteers in management.</i></b></li> <li>• <b><i>To obtain resources to implement the Management Plan.</i></b></li> </ul>
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	<p>The charity is wholly run by volunteers and has no paid staff.</p> <p>The Pasture will be able to be kept open earlier in spring and later in the autumn as we would not have to close during periods of very wet weather.</p> <p>School visits would not have to be cancelled or curtailed if it rains as the path will still be usable and not muddy.</p> <p>We will know how well the Pasture is being used more as there is a people counter installed under the main entrance gate that counts footfall. The government sanctioned exercise allowed during Covid-19 in 2020 increased our visitor numbers by 50%, resulting in more people enquiring about helping.</p> <p>Usually, we recruit volunteers as a result of people coming to the Pasture and wanting to help in some way, ether by donating money or more usually by joining our volunteer sessions every Saturday. The more people that come and enjoy the peacefulness of the Pasture, the more opportunities there are of gaining new eager volunteers.</p>
<p>Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):</p>	<p>The group have provided a completed a grant CIL application form setting out their eligibility for the funding, the nature of the scheme, the funding request and budget and have submitted relevant documentation to demonstrate their constitution and financial controls. They have also agreed to the grant terms and conditions.</p> <p>These documents are confidential and have been reviewed by officers.</p> <p>Officers will conduct a site visit to establish the delivery of the scheme and report back to the committee.</p>

Title	<b><u>Community Grant – The Hope of Childs Hill</u></b>
Raised by (Councillor):	Cllr Shimon Ryde
Ward:	Childs Hill
Member Request:	Grant Funding to purchase e-bikes
Funding Requested (£):	£16,490
In consultation with (e.g. named Officer):	<p><b><u>The Hope of Childs Hill</u></b>  The Hope of Childs Hill was incorporated in 2016 from funding provided by Barnet Council to create transformational change, provide programs to overcome disadvantage and reduce ever increasing poverty gaps amongst local hard-pressed families in Childs Hill. We are a local charity formed by residents living on the Granville Road Estate, delivering a wide range of projects and activities for residents living on the nearby Social Housing estates such as Longberrys, Hermitage and Lisle Court.</p> <p><b><u>The Community Impact</u></b>  We have delivered numerous cycling projects (TfL funded) at Basing Hill Park along with Cycle Confident. (Barnet Council’s school provider)  Barnet Council have acknowledged the impact we have had on persuading many more residents to cycle locally.  Intergenerational-family outdoor cycling increased over 60% since inception of our projects.  We have helped over 2000+ residents of different ages in our community with their health and well-being.</p> <p>Our cycling sessions since</p> <p>2018 – April - August -461 adults and children  2019 – April - August - 577 children and 144 adults  2020 - April - August 183 children 23 adults (Covid)  2021 - April - August 145 children 96 adults (Covid)</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 including benefits for the wider community and/or including those with protected characteristics under the Equalities Act 2010</li> </ul> <p>And Area Lead Officer (NAME), on (DATE):</p> <p>The scheme has only been initially reviewed by CIL Officer Graeme Clayton (22/10) and referred to the Area Committee for discussion</p>	

### **The proposed scheme**

Our container was recently broken into and a number of essential ebikes were stolen which impacts our delivery going forward.

With this misfortune we have identified an opportunity to modernise our fleet and expand our offering by purchasing 10 2<sup>nd</sup> generation ebikes (£16,490) which will enhance the experience of more resident's keen to get out and about with friends.

<https://www.halfords.com/bikes/electric-bikes/>

### **5 Carrera Crossfuse Mens Electric Hybrid Bike - 17", 19", 21" Frames**

**£1,899.00 each**



### **5 Carrera Crossfire E Women's Electric Hybrid Bike 2.0 - 17", 19", 21" Frames**

**£1,399.00 each**



We are approaching the Area Committee to replace the bikes and inclusion of 2 extra bikes to ensure we can continue with the project in the future.

	<p>eBiking is not only a sustainable way to get around town, but also a healthy way to stay physically active.</p> <p>eBiking has pedal-assist features, making it the perfect ride for any level, from novice gliders to expert riders</p> <p>eBikes require less intensity than traditional non-electric bikes, so there's no need to worry about breaking a sweat</p> <p>eBikes have helped to electrify the daily commute of residents while also doing their part for the health and well-being of their communities.</p> <p>During the lockdown eBiking proved to be a Healthy, Socially Distant Activity leading to community health motivation, beneficial for public health.</p>
<p>Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):</p>	<p>This scheme is presented to the Area Committee for consideration.</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>

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## Finchley & Golders Green Area Committee

8 November 2021 AGENDA ITEM 11

<b>Title</b>	<b>Long Lane / Creighton Avenue, N2 – Road Safety Improvements</b>
<b>Report of</b>	Executive Director Environment
<b>Wards</b>	East Finchley Ward
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing no: Appendix A: BC001967-05_FS_100-01-01 Proposal BC001967-05_FS_100-01-02 Proposal BC001967-05_FS_100-01-03 Proposal BC001967-05_FS_100-01-04 Proposal BC001967-05_FS_100-01-05 Proposal Appendix B: BC001967-05_FS_1100-01-01 Speed Survey BC001967-05_FS_1100-01-02 Speed Survey BC001967-05_FS_1100-01-03 Speed Survey Appendix C: BC001967-05_FS_1100-02 Pedestrian Survey Appendix D: BC001967-05_FS_1100-03-01 Parking Survey BC001967-05_FS_1100-03-02 Parking Survey BC001967-05_FS_1100-03-03 Parking Survey BC001967-05_FS_1100-03-04 Parking Survey BC001967-05_FS_1100-03-05 Parking Survey
<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 presents several road safety improvements on Long Lane, East Finchley N2, between Church Lane and Squires Lane. The results of a speed, pedestrian and parking survey are also presented.

### Officers Recommendations

1. That the Finchley & Golders Green Area Committee notes the results of the speed, pedestrian and parking surveys that were undertaken on Long Lane, East Finchley, N2

2. That the Finchley & Golders Green Area Committee notes the Executive Director, Environment will use his delegated authority to proceed with the recommendation to install double yellow lines and 'Watch your speed 30mph limit' signs on Long Lane, as well as double yellow lines on Creighton Avenue.

3. That the Finchley & Golders Green Area Committee notes that the Executive Director, Environment will use his delegated authority to carry out a statutory consultation on the above proposals as shown on Drawing Nos. BC001967-05\_FS\_100-01-01, BC001967-05\_FS\_100-01-02, BC001967-05\_FS\_100-01-03, BC001967-05\_FS\_100-01-04 and BC001967-05\_FS\_100-01-05.

4. If any objections are received as a result of the statutory consultation, the Executive Director, Environment will consider and determine whether the agreed Options should be implemented or not and if so, with or without modification, subject to funding being made available.

5. That the Finchley & Golders Green Area Committee notes that the Executive Director, Environment has allocated funding of £8,250 to consult, design and introduce the approved proposals from the Road Safety and Parking Budget.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 A petition submitted to the Finchley & Golders Green Area Committee in February 2021 outlined concerns relating to speeding, pedestrian and road safety along Long Lane. Concerns were also raised regarding poor visibility at the entrance to no. 270 Creighton Avenue, as well as illegal parking at the nearby Zebra Crossing.
- 1.2 Following discussion of the petition, the Finchley & Golders Green Area Committee unanimously agreed £10,000 funding to carry out a feasibility study into possible road safety improvements and the provision of pedestrian crossing facilities on Long Lane. The study was also to address the visibility issues at Creighton Avenue. Engagement with the fire station service was also requested as part of the study.
- 1.3 This report therefore details the investigation carried out to address the above requests.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 Our investigation concentrates on the feasibility of providing buildouts and double yellow lines, and is informed by:
  - i) Site Observations
  - ii) Traffic Surveys
  - iii) Collision Data Analysis

### 2.2 Site Observations

#### Long Lane

- 2.2.1 Long Lane Long Lane is a residential road which runs through East Finchley, it is situated in the East Finchley ward and has a speed limit of 30mph. Long Lane a

popular route as it provides connection from the local area to the major arterial road A598 Ballards Lane and runs parallel to the A1000, also is in close proximity to the A406.

- 2.2.2 Parking is permitted along both sides of the road for most of its length. Between Church Lane and Font Hills, there is a notable absence of parking restrictions at junctions with side streets. This significantly reduces visibility for motorists wishing to turn onto Long Lane.
- 2.2.3 Between Church Lane and Squires Lane, there are no controlled or uncontrolled pedestrian crossings.

### Creighton Avenue

- 2.2.4 Creighton Avenue is a residential road which runs through East Finchley between the A1000 and Coppetts Road.
- 2.2.5 There is a zebra crossing just west of the entrance to no. 270 Creighton Avenue. The road width abruptly changes halfway along the crossing. This was presumably to facilitate street parking prior to the installation of the zebra crossing. The excessive road width means that white hatch markings are required to prevent parking adjacent to the zig-zag lines which are part of the zebra crossing and to prevent the obstruction of sightlines between pedestrians and drivers. Unfortunately, these hatch markings do little to prevent motorists from parking over them. These parked vehicles obscure visibility of the crossing landings.
- 2.2.6 A single white line has been provided across the entrance to no. 270 Creighton Avenue. However, vehicles were observed to park directly before and after this line, leading to poor visibility for motorists wishing to leave the premise and turn onto Creighton Avenue.
- 2.2.7 There is a crossover on the northern side of Creighton Avenue, within the hatched area of the zebra crossing. This was observed on multiple occasions to be blocked by parked vehicles.

## **2.3 Traffic Speed Surveys**

- 2.3.1 Speed surveys were carried out from 29/04/21 – 06/05/21 and 17/07/21 – 23/07/21, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day periods. The surveys were conducted at 5 sites between Church Lane and Chamberlain Close. A plan showing the survey locations is enclosed (BC/001967-05\_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 Long Lane during the two surveys are summarised as follows:

**Table 1 - 29/04/21 – 06/05/21 Speed Survey Results**

<b>Road</b>	<b>Direction</b>	<b>Average Speed (mph)</b>	<b>85th Percentile Speed (mph)</b>	<b>Total Vehicle Count</b>
Site 1 (Outside no. 169 Long Lane)	Northbound	22.2	27.5	16697
	Southbound	22.1	28.4	11402
Site 2 (Outside no. 225 Long Lane)	Northbound	23.4	28.4	18622
	Southbound	23.1	28.2	10266
Site 3 (Outside no. 320 Long Lane)	Northbound	22.9	28.0	18619
	Southbound	21.4	27.2	9663
Site 4 (Near New Oak Road)	Eastbound	18.9	25.1	8560
	Westbound	19.5	25.6	17512
Site 5 (Near Elmfield Road)	Eastbound	20.2	26.2	6888
	Westbound	21	26.1	12556



**Table 2 - 17/07/21 – 23/07/21 Speed Survey Results**

<b>Road</b>	<b>Direction</b>	<b>Average Speed (mph)</b>	<b>85th Percentile Speed (mph)</b>	<b>Total Vehicle Count</b>
Site 1 (Outside no. 169 Long Lane)	Northbound	22.2	27.5	16791
	Southbound	22.1	28.4	11993
Site 2 (Outside no. 225 Long Lane)	Northbound	23.4	28.4	17193
	Southbound	23.1	28.2	11067
Site 3 (Outside no. 320 Long Lane)	Northbound	22.9	28.0	15863
	Southbound	21.4	27.2	9803
Site 4 (Near New Oak Road)	Eastbound	18.9	25.1	10005
	Westbound	19.5	25.6	16091
Site 5 (Near Elmfield Road)	Eastbound	20.2	26.2	8476
	Westbound	21.0	26.1	13898

## 2.4 Pedestrian Surveys

- 2.4.1 At the October 2020 F&GG Area Committee meeting a Members Item was raised by Councillor Mittra to undertake an investigation of a pedestrian crossing on Long Lane N2, near the junction with Lucas Gardens be undertaken.
- 2.4.2 Pedestrian surveys were carried out on 13/07/21 and 17/07/21. These surveys recorded the number of pedestrians crossing Long Lane at two locations, one just north of Lucas Gardens, and the other just south. A plan showing the survey locations and results is enclosed (BC/001967-05\_FS\_1100-02).
- 2.4.3 It was recorded that the majority of the pedestrian movements were in the vicinity of Manor Cottage Approach, however, the level of pedestrian footfall considers to be low, with 32 recorded pedestrian movements between 12:00 and 18:00 (6 hour period).

**Table 3 – Pedestrian Survey Results Summary**

Date	Time	North of Lucas Gardens		South of Lucas Gardens	
		Total no. crossings		Total no. crossings	
		A → B	B → A	C → D	D → C
13/07/2021	07:00 - 10:00	23	12	6	4
	12:00 - 18:00	32	23	5	4
17/07/2021	07:00 - 10:00	6	3	4	4
	12:00 - 18:00	21	14	11	16

## 2.5 Parking Survey

2.5.1 A parking survey was carried out on Long Lane between Church Lane and Font Hills, examining parking at all the junctions along this section of road. Parked vehicles within the 10m approach of each junction were counted multiple times throughout the day. Plans showing the survey locations and results are enclosed (BC/001967-05\_FS\_1100-03-01 to BC/001967-05\_FS\_1100-03-04). The survey showed a low utilisation of the junction approaches for parking, with most being frequently empty or only partially filled over the course of the day.

## 2.6 Collision Data

2.6.1 Personal Injury Collision Data from January 2018 to present day was analysed in Long Lane between Church Lane and Squires Lane (the most recent data currently available from the TfL CollStats Database). These accidents are summarised below:

**Table 4 – Long Lane Collision Data Summary**

Severity	Date	Location	Description
Slight	8-Jul-20	On Long Lane near New Oak Rd Junction	A cyclist was struck by a vehicle. More details are unavailable.
Slight	23-Jul-20	On Long Lane near A406 Junction	Collision between a goods vehicle and a car. More details are unavailable.
Slight	26-Jun-19	On Long Lane near Abingdon Rd Junction	A motorcyclist was struck by a vehicle. More details are unavailable.
Slight	22-May-19	On Long Lane outside	Collision between two vehicles. More

		Finchley Fire Station entrance.	details are unavailable.
--	--	---------------------------------	--------------------------

2.6.2 Personal Injury Collision Data from January 2018 to present day were also analysed in Creighton Avenue, near the junction with the A1000. 2 incidents were recorded and they are summarised below:

**Table 5 – Creighton Avenue Collision Data Summary**

Severity	Date	Location	Description
Slight	10-Apr-19	On Creighton Avenue near A1000 junction	Vehicle turned from Creighton Avenue onto A1000 and was struck by a motorcycle
Slight	22-Mar-20	On A1000 near Creighton Avenue junction	Vehicle Crossing the A1000 from Park Road to Creighton Avenue was struck by a motorcycle

## 2.7 Feasibility and Proposals

- 2.7.1 The pedestrian survey results show that very few people cross Long Lane near Lucas Gardens. It was also observed that there were generally few pedestrians in the area, regardless of time. Based on the collected data and observations, new pedestrian crossing facilities are not proposed.
- 2.7.2 Although the 85th Percentile Speed recorded were under 30mph, however it is beneficial to install 'Watch your speed 30mph limit' signs on Long Lane to remind drivers of the current 30mph speed limit.
- 2.7.3 To address visibility issues on Long Lane at junctions with side streets, double yellow lines are proposed. These will be installed around bends, extending 10m along each junction arm. Refer to drawings Refer drawings BC/001967-05\_FS\_100-01-01 to BC/001967-05\_FS\_100-01-04.
- 2.7.4 To address visibility issues at no. 270 Creighton Avenue, as well as illegal parking at the nearby Zebra crossing, double yellow lines are proposed in the hatched areas on the eastern side of the zebra crossing to prevent parking. Refer drawing BC/001967-05\_FS\_100-01-05.
- 2.7.5 No physical measures have been proposed, therefore engagement with the fire station on Long Lane was not undertaken. The proposed measures do not pose any restraints to the fire engines when travelling on Long Lane.

### 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option could be to install footway buildouts to replace the hatched areas on the eastern side of the zebra crossing on Creighton Avenue. This would be more costly to install but would physically deter vehicles from parking in these areas.
- 3.2 An alternative option would be to not install any measures however this would not address the concerns raised by residents.

### 4. POST DECISION IMPLEMENTATION

- 4.1 Officers will conduct a statutory consultation on the proposed measures and detailed design of the proposal would be completed.

### 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 7

**Table 7 – Cost Estimate**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£ 6,000
Civil works	£1,500
<b>Sub-TOTAL</b>	£7,500
Implementation and post implementation Fees @ 10%	£750
<b>GRAND TOTAL</b>	<b>£8,250</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 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 None 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 considered that the proposals outlined in this report will not adversely 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 A statutory consultation will be undertaken if the committee approves the recommended proposals.

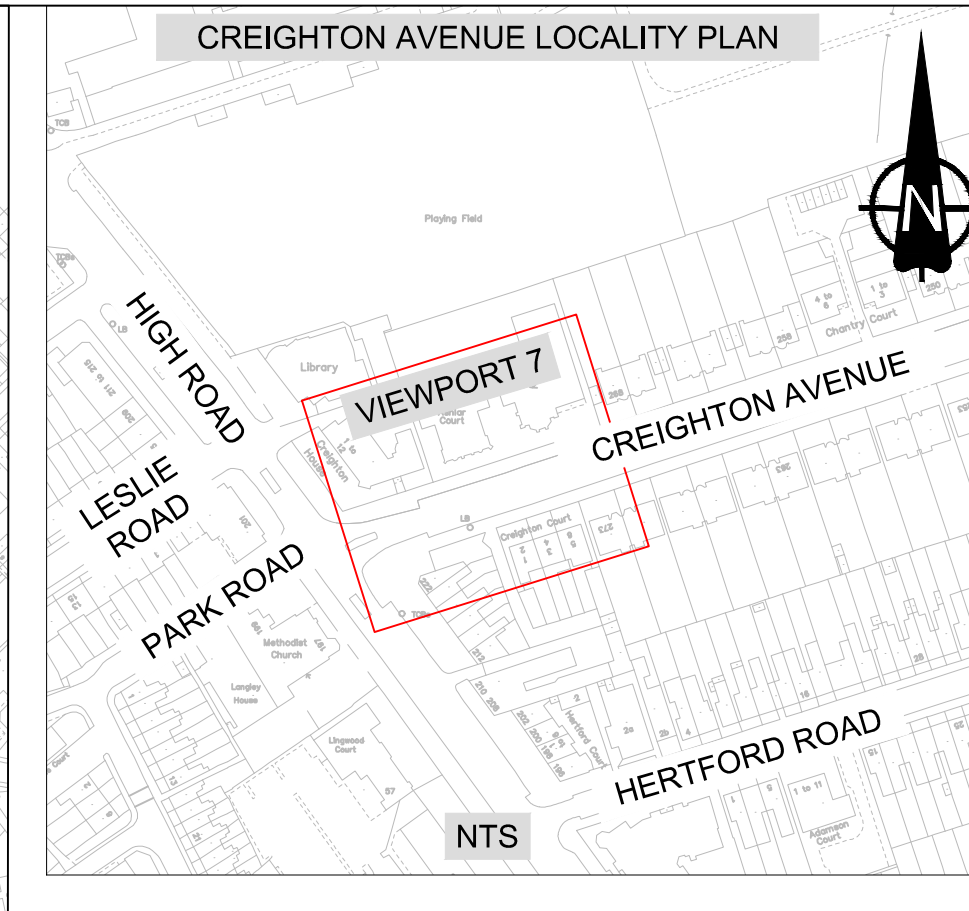
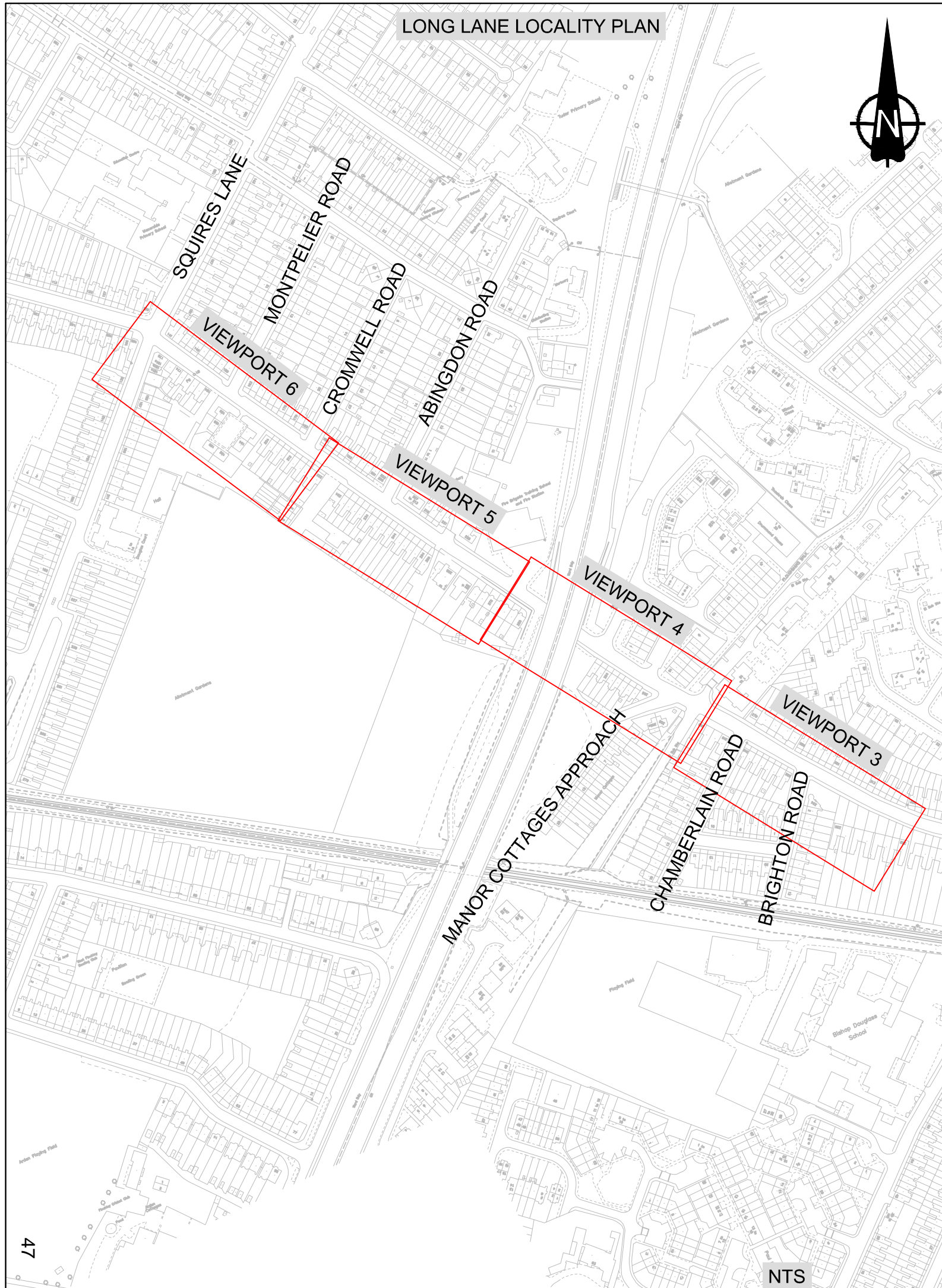
## 6. BACKGROUND PAPERS

6.1 Finchley and Golders Green Area Committee February 2021, please refer to Items 1& 2: <https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=10256&Ver=4>

6.2 Finchley and Golders Green Area Committee October 2020, members Item: <https://barnet.moderngov.co.uk/documents/b35534/Supplement%20-%20Item%208%20Members%20Items%2008th-Oct-2020%2018.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=9>

LONG LANE LOCALITY PLAN

CREIGHTON AVENUE LOCALITY PLAN




**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
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**KEY:**

 Proposed double yellow road markings

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Revision	Details	Design/Check	Date
Initial	Issue		

Purpose of issue: **FOR INFORMATION**

Client: **BARNET LONDON BOROUGH**

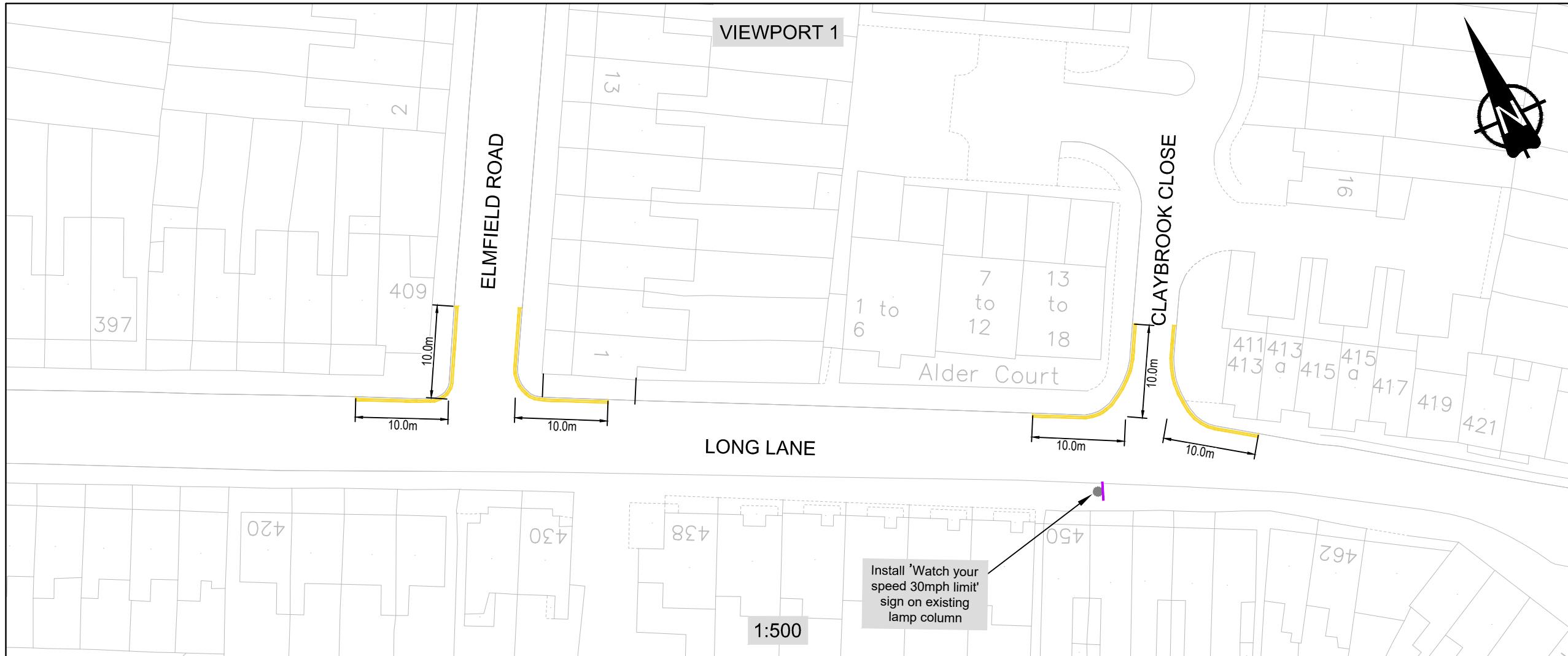
Scheme Ref: **RE**  
 Scheme title: **LONG LANE ROAD SAFETY IMPROVEMENTS**

Drawing title: **OPTION 1 LOCALITY PLAN**

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**KEY:**

- Proposed double yellow road markings
- Proposed 'Watch your speed 30mph limit' sign

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Scheme title

**LONG LANE ROAD SAFETY IMPROVEMENTS**

Drawing title

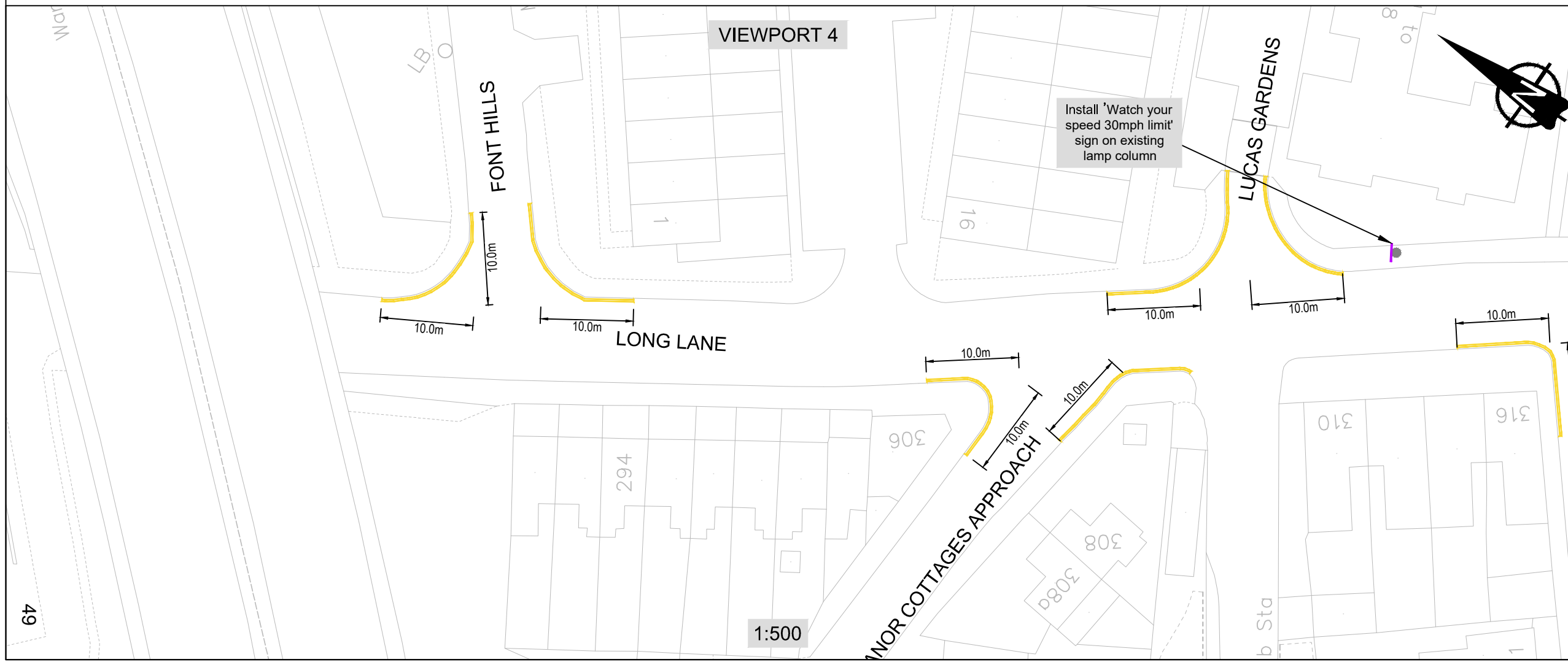
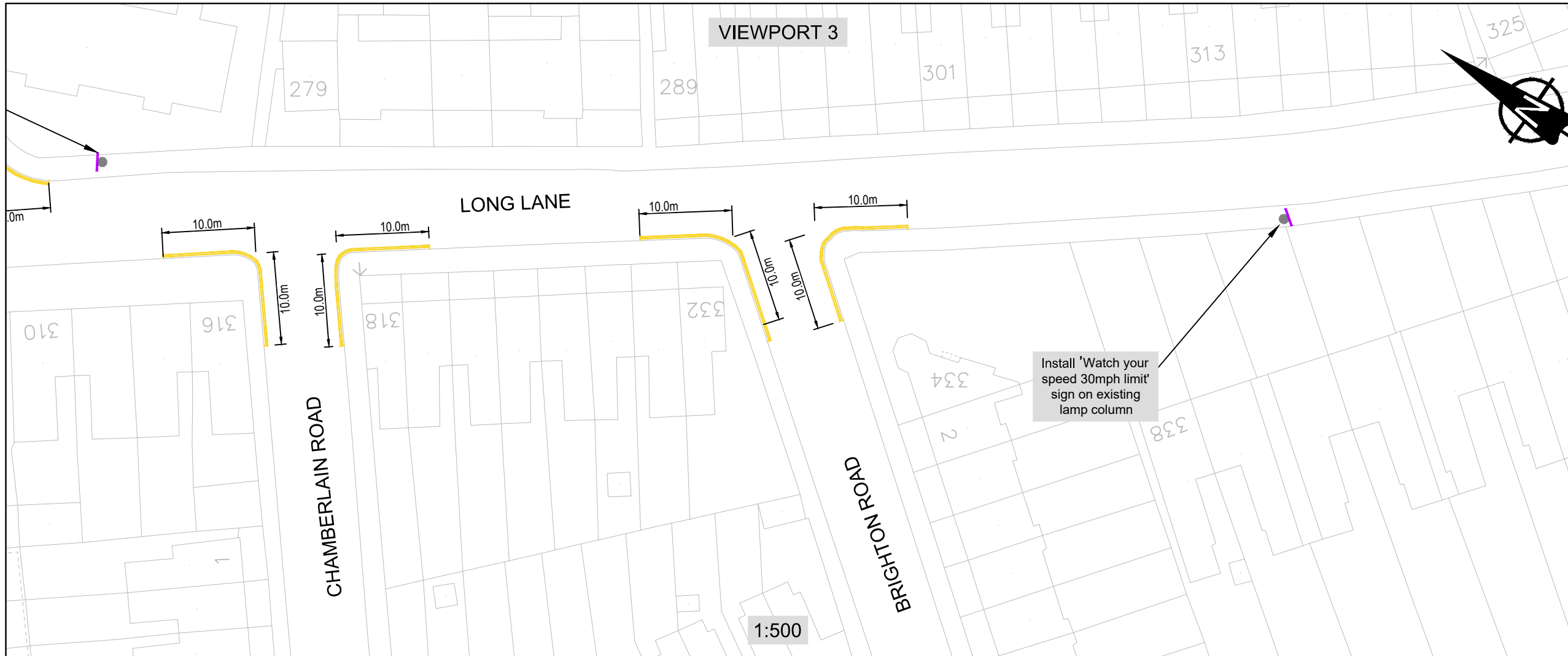
**OPTION 1 GENERAL ARRANGEMENT - SHEET 1**

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Date: OCT 2021	Date: OCT 2021	Date: OCT 2021	Date: OCT 2021

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**KEY:**

- Proposed double yellow road markings
- Proposed 'Watch your speed 30mph limit'

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RE Scheme Ref.

Scheme title

**LONG LANE ROAD SAFETY IMPROVEMENTS**

Drawing title

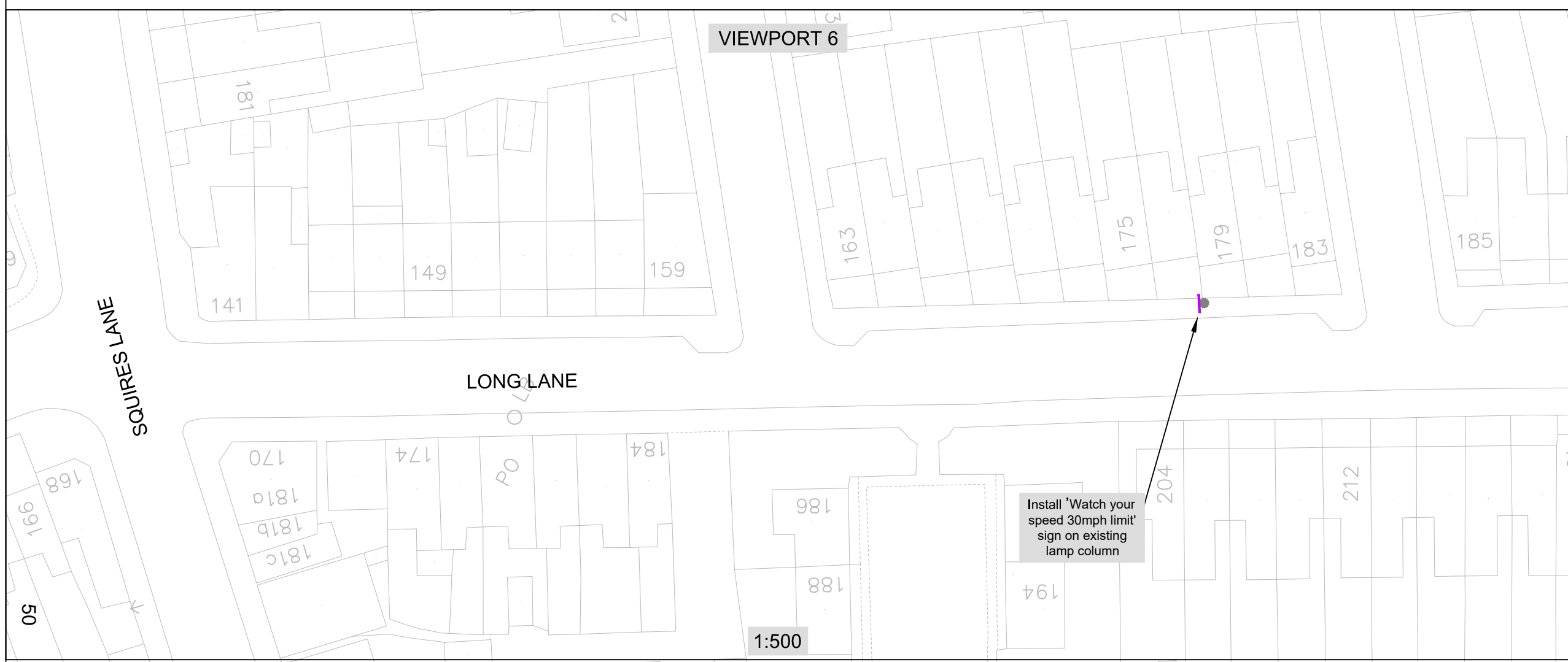
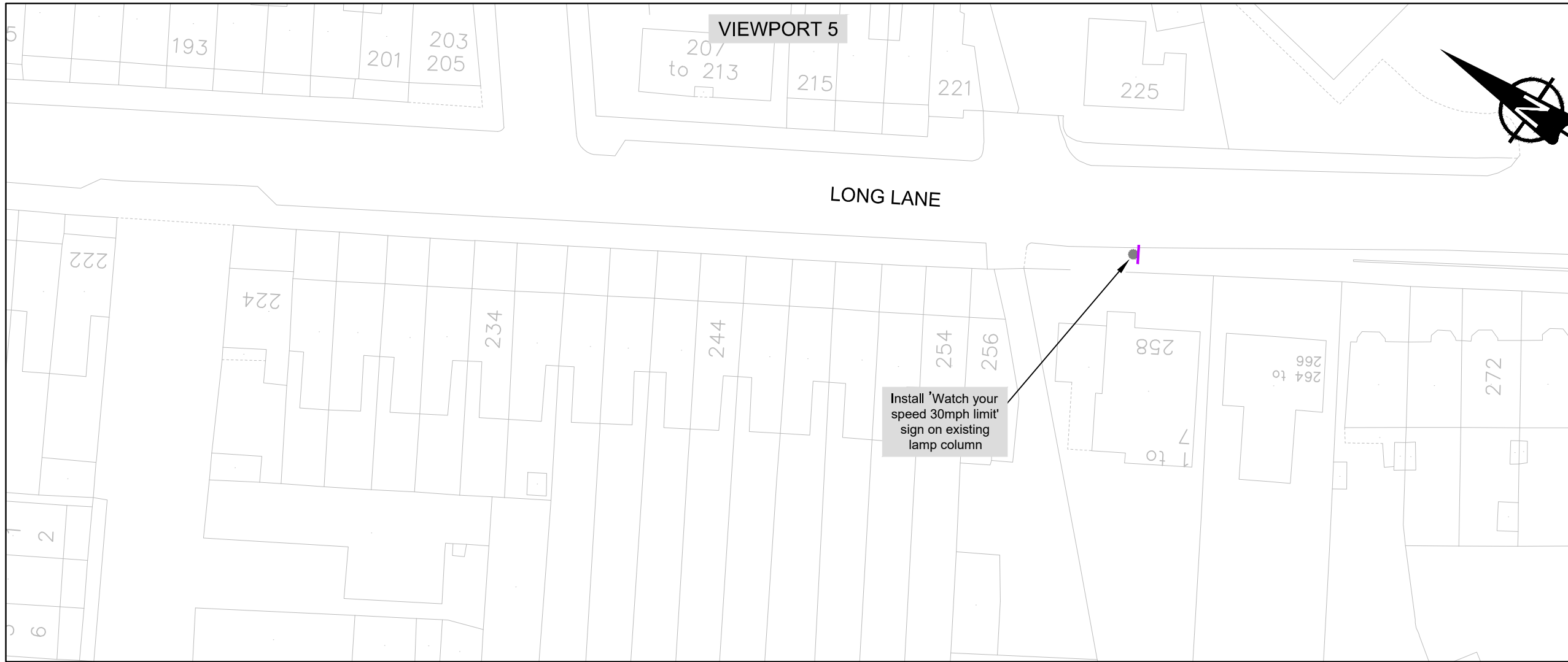
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**KEY:**

- Proposed double yellow road markings
- Proposed 'Watch your speed 30mph limit'

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**RE** Scheme Ref.

Scheme title

**LONG LANE  
ROAD SAFETY IMPROVEMENTS**

Drawing title

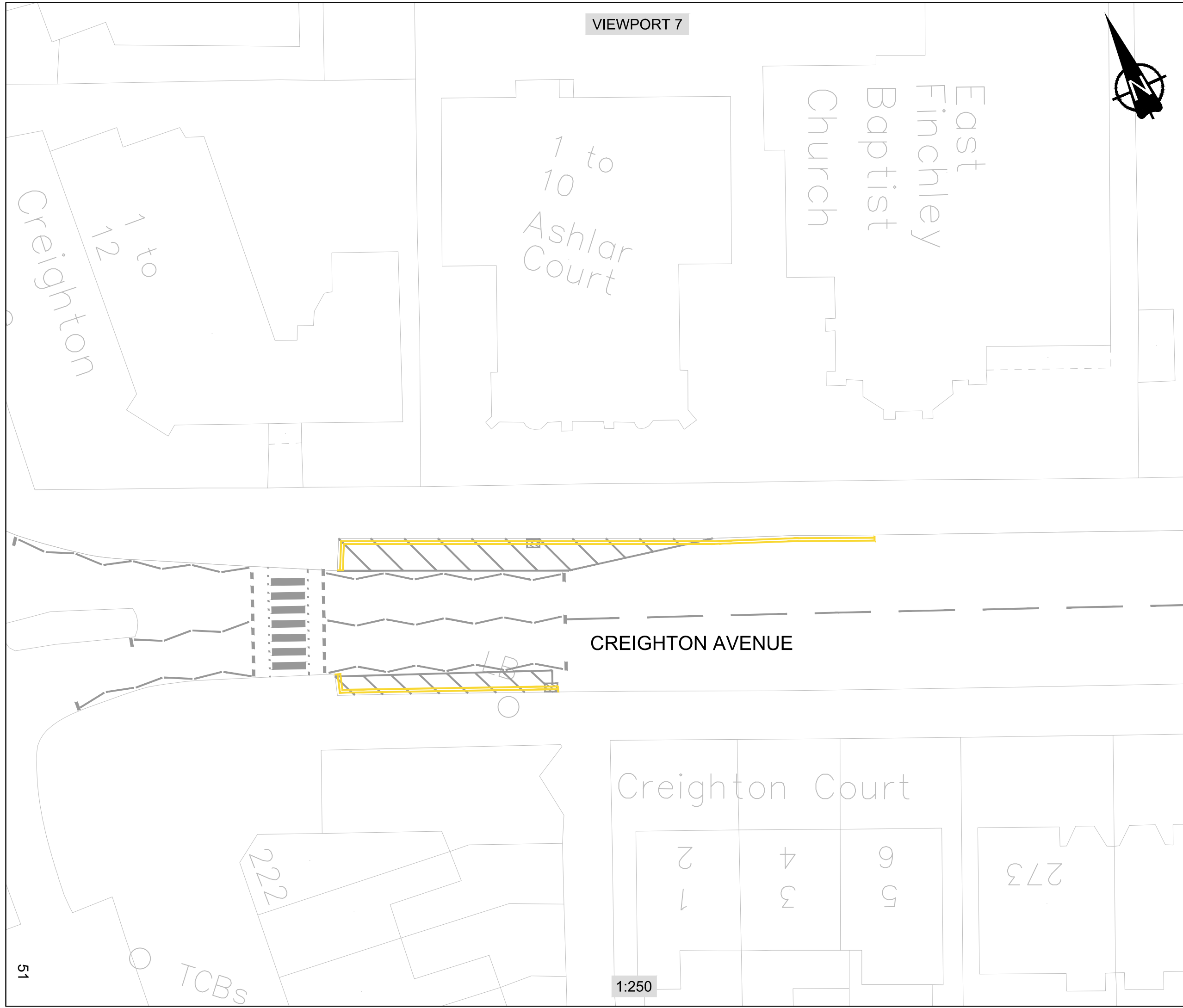
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GENERAL ARRANGEMENT - SHEET 3**

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VIEWPORT 7



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
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**KEY:**

- Proposed double yellow road markings
- Existing road markings

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 Scheme title  
**LONG LANE ROAD SAFETY IMPROVEMENTS**

Drawing title  
**OPTION 1 GENERAL ARRANGEMENT - SHEET 4**

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Date: OCT 2021	Date: OCT 2021	Date: OCT 2021	Date: OCT 2021



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CREIGHTON AVENUE

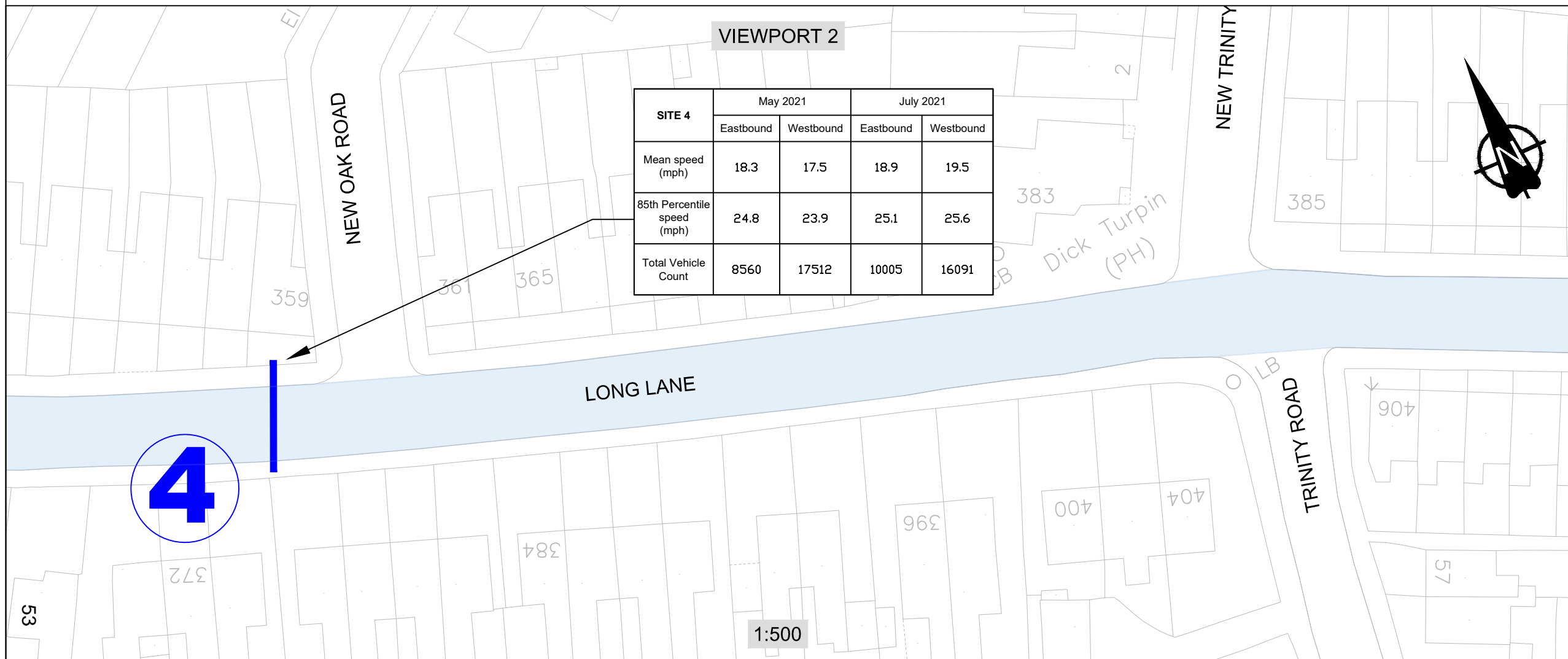
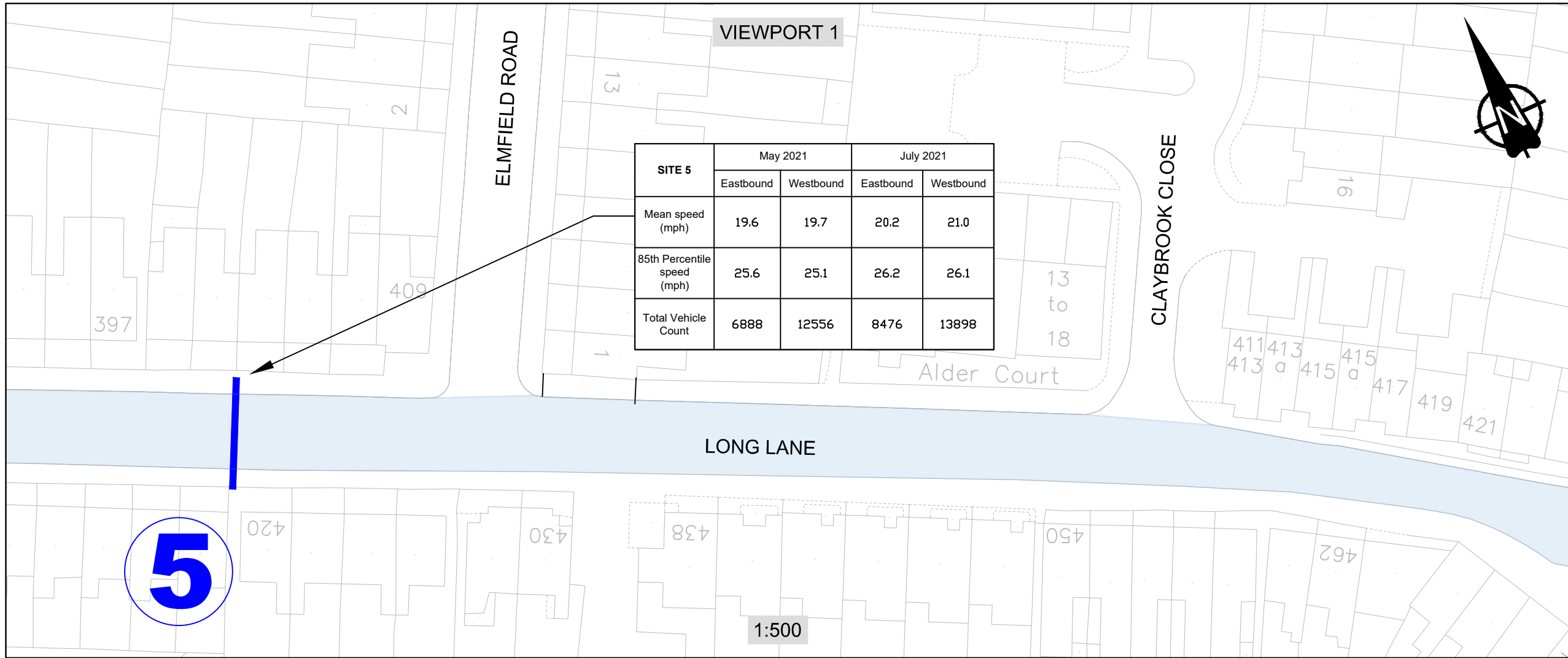
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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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LONDON BOROUGH

RE Scheme Ref.

Scheme title  
**LONG LANE & CREIGHTON AVENUE ROAD SAFETY IMPROVEMENTS**

Drawing title  
**SPEED SURVEY RESULTS - SHEET 1**

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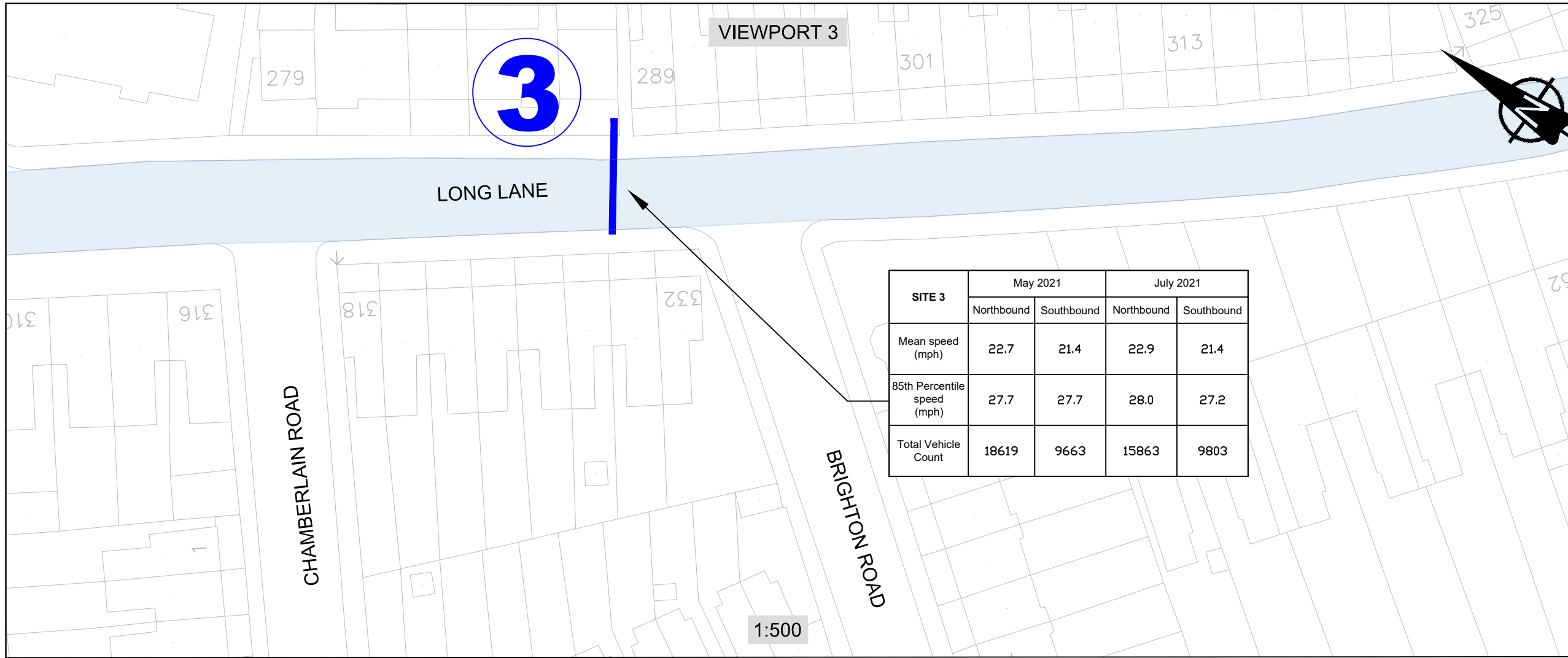
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Date: SEP 2021	Date: SEP 2021	Date: SEP 2021	Date: SEP 2021

**RE** Traffic and Development  
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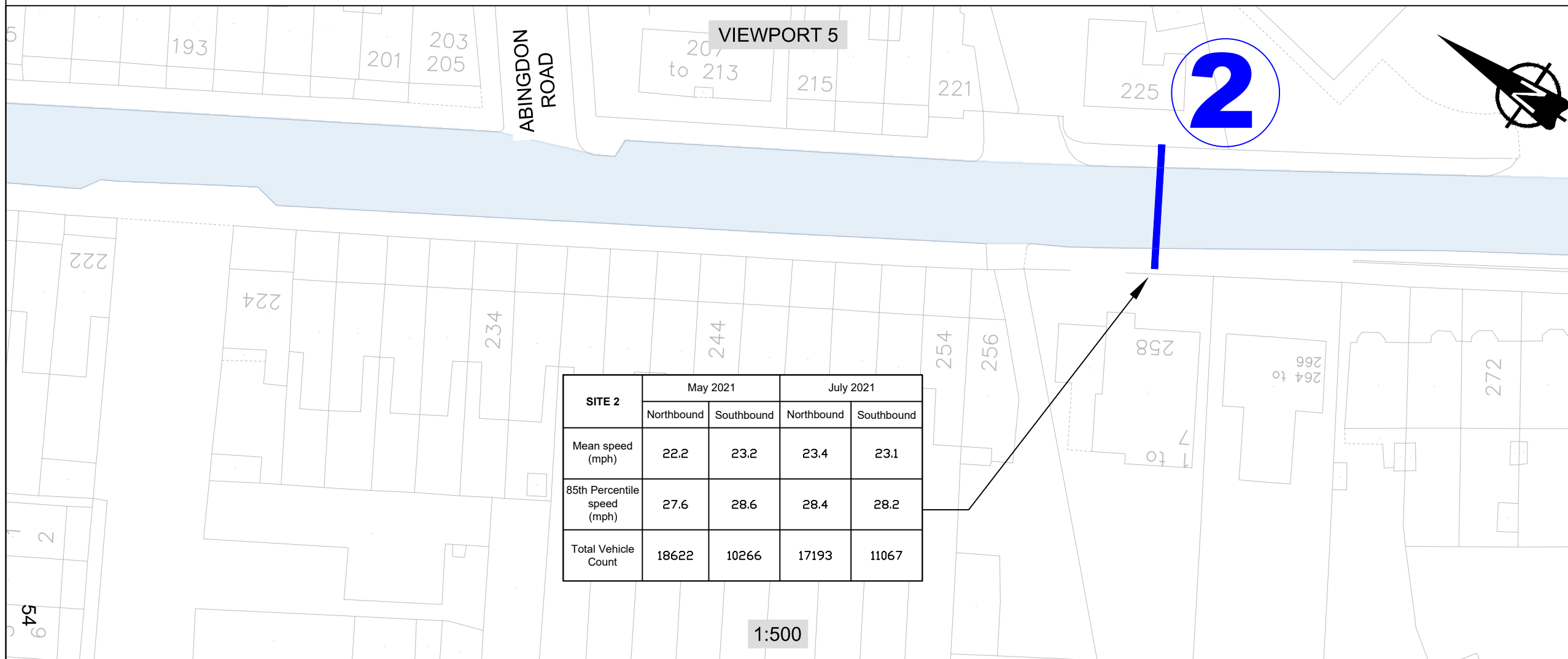
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SITE 3	May 2021		July 2021	
	Northbound	Southbound	Northbound	Southbound
Mean speed (mph)	22.7	21.4	22.9	21.4
85th Percentile speed (mph)	27.7	27.7	28.0	27.2
Total Vehicle Count	18619	9663	15863	9803



SITE 2	May 2021		July 2021	
	Northbound	Southbound	Northbound	Southbound
Mean speed (mph)	22.2	23.2	23.4	23.1
85th Percentile speed (mph)	27.6	28.6	28.4	28.2
Total Vehicle Count	18622	10266	17193	11067

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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**BARNET**  
LONDON BOROUGH

RE Scheme Ref.

Scheme title

**LONG LANE & CREIGHTON AVENUE  
ROAD SAFETY IMPROVEMENTS**

Drawing title

**SPEED SURVEY RESULTS - SHEET 2**

Scale @ A3:

Design	Drawn	Checked	Approved
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Date: SEP 2021	Date: SEP 2021	Date: SEP 2021	Date: SEP 2021



VIEWPORT 6

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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RE Scheme Ref.

Scheme title

LONG LANE & CREIGHTON AVENUE ROAD SAFETY IMPROVEMENTS

Drawing title

SPEED SURVEY RESULTS - SHEET 3

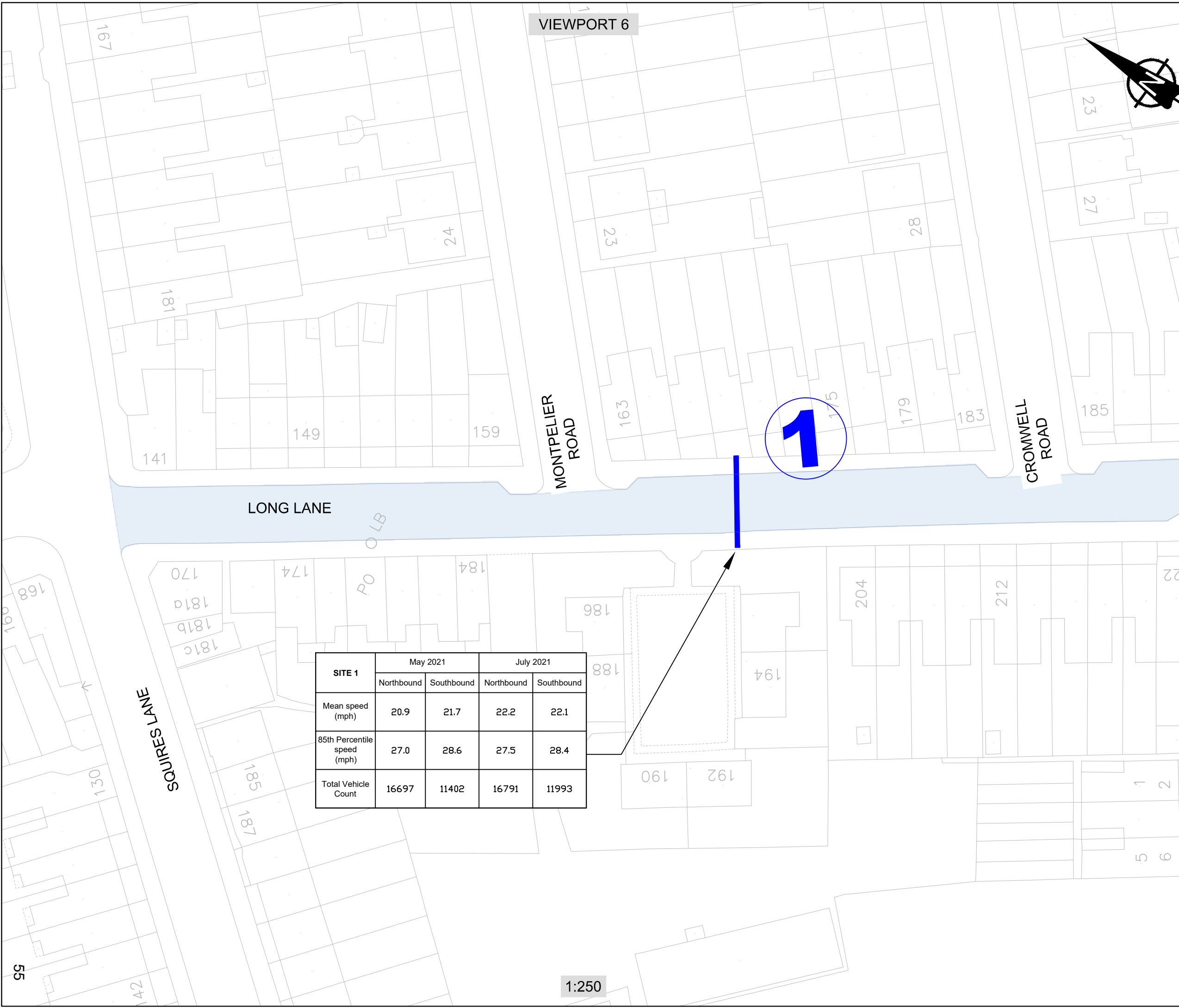
Scale @ A3:

Design	Drawn	Checked	Approved
LB	LB	JC	DP
Date: SEP 2021	Date: SEP 2021	Date: SEP 2021	Date: SEP 2021



BC/001967-05\_FS\_1100-01-03

Rev. 0

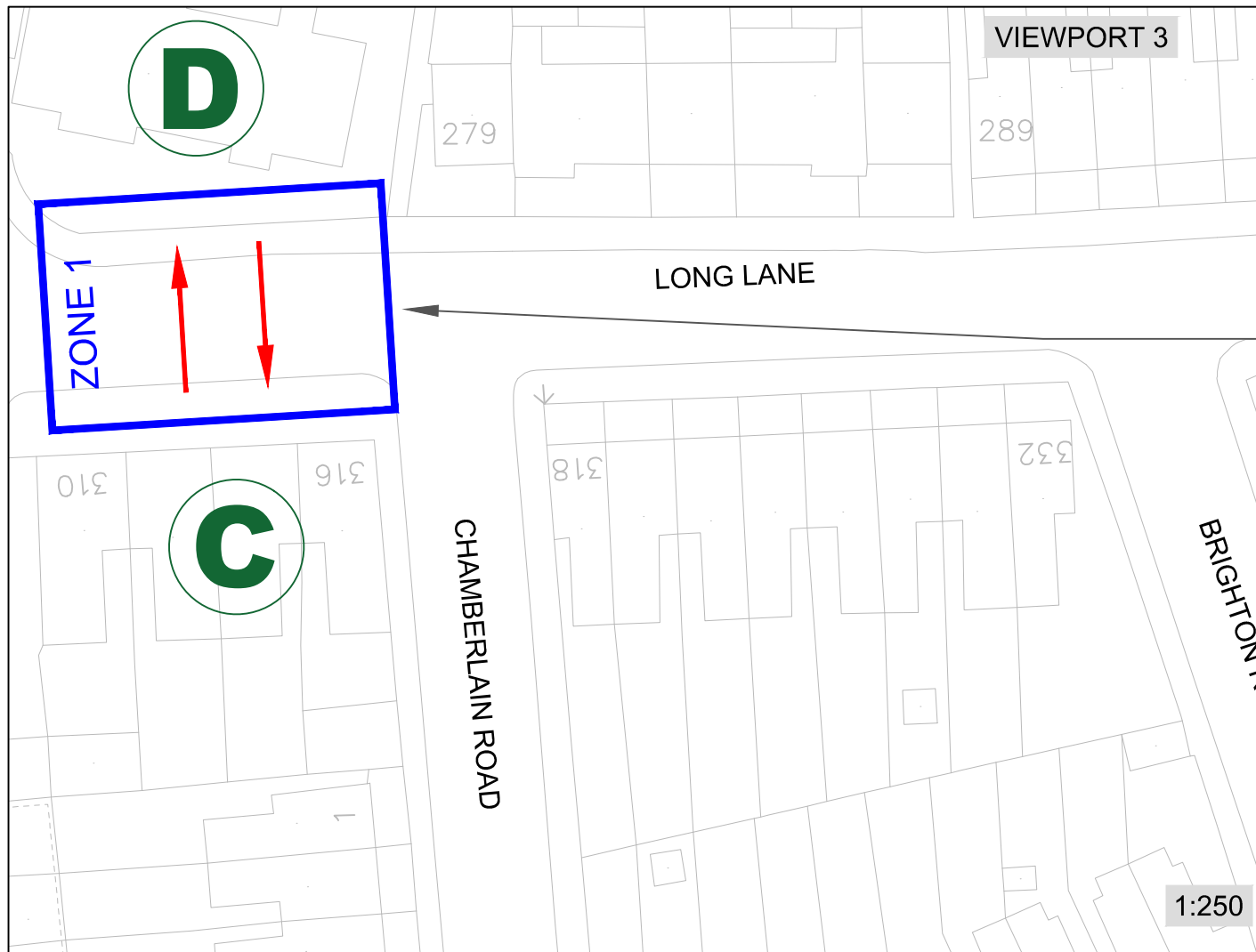


SITE 1	May 2021		July 2021	
	Northbound	Southbound	Northbound	Southbound
Mean speed (mph)	20.9	21.7	22.2	22.1
85th Percentile speed (mph)	27.0	28.6	27.5	28.4
Total Vehicle Count	16697	11402	16791	11993

1:250

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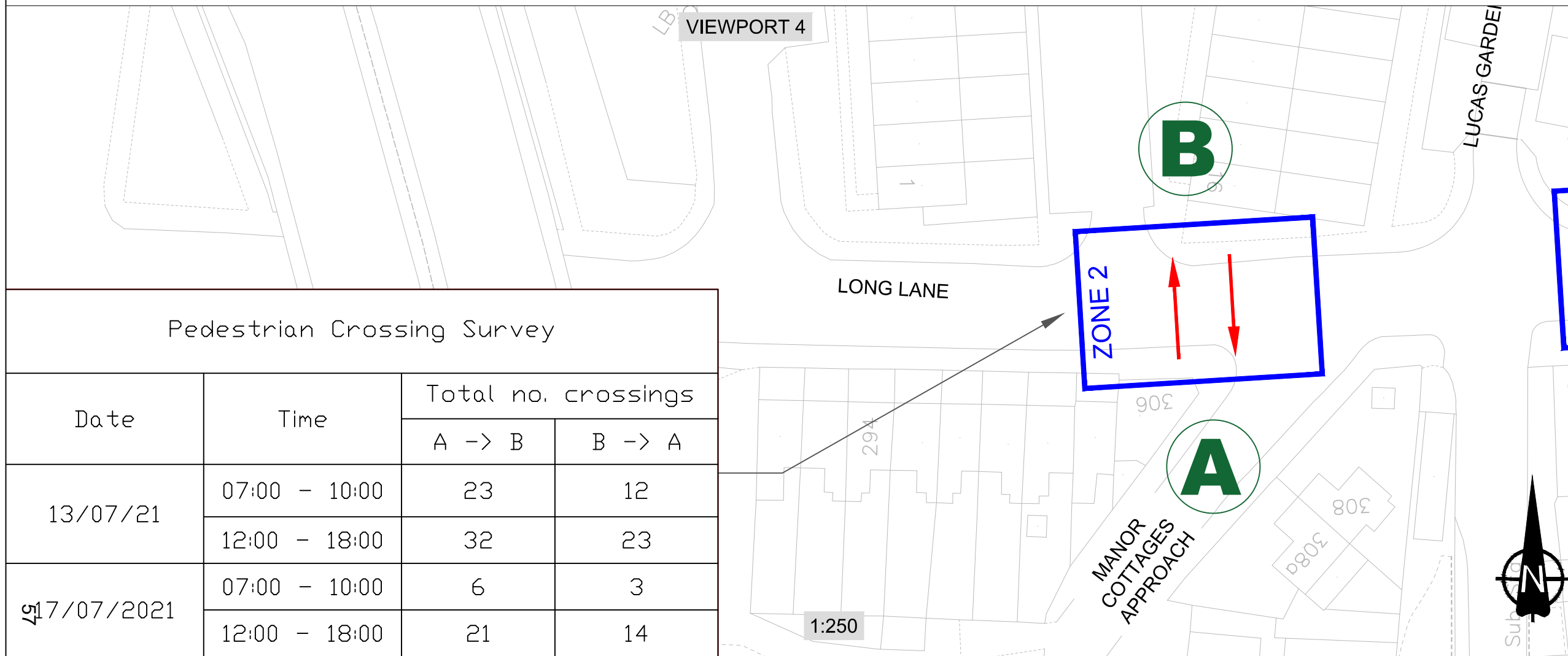


### Pedestrian Crossing Survey

Date	Time	Total no. crossings	
		C → D	D → C
13/07/21	07:00 - 10:00	6	4
	12:00 - 18:00	5	4
17/07/2021	07:00 - 10:00	4	4
	12:00 - 18:00	11	16

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NOTES:



### Pedestrian Crossing Survey

Date	Time	Total no. crossings	
		A → B	B → A
13/07/21	07:00 - 10:00	23	12
	12:00 - 18:00	32	23
17/07/2021	07:00 - 10:00	6	3
	12:00 - 18:00	21	14

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REVISION			
Revision Details	Design/Check	Date	Rev.

Purpose of issue  
**FOR INFORMATION**



Scheme Ref. BC/001967-06  
 Scheme title  
**LONG LANE & CREIGHTON AVENUE ROAD SAFETY IMPROVEMENTS**

Drawing title  
**PEDESTRIAN SURVEY RESULTS**

Scale @ A3:

Design	Drawn	Checked	Approved
LB	LB	JC	DP
Date: SEP 21	Date: SEP 21	Date: SEP 21	Date: SEP 21

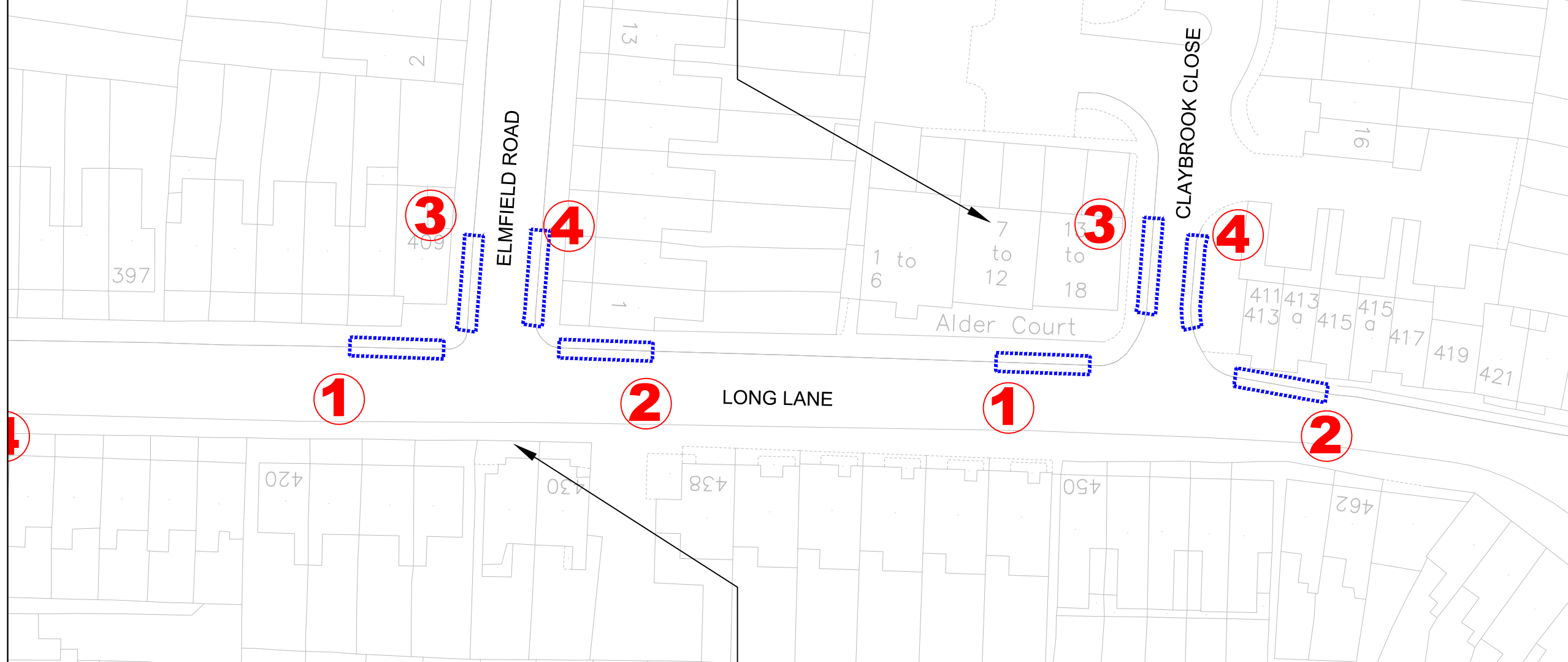


BC/001967-05\_FS\_1100-02 0

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VIEWPORT 1

CLAYBROOK CLOSE												
Parking Location	Time										% Occupied	
	08:02	09:12	02:10	02:44	03:32	03:45	06:08	06:36	07:06	07:35		
1	0	0	0	0	0	0	0	0	0	0	0	0%
2	2	2	2	2	2	2	2	1	1	1	1	85%
3	0	0	1	0	0	0	0	0	0	0	0	5%
4	0	0	1	0	0	0	0	0	0	0	0	5%
5	1	0	1	1	1	1	1	1	0	0	0	35%
6	0	0	0	0	0	0	0	0	0	0	0	0%



ELMFIELD ROAD													
Parking Location	Time												% Occupied
	08:04	09:10	09:20	09:49	02:07	02:42	03:30	03:46	06:06	06:34	07:04	07:32	
1	0.5	0.5	0.5	0.5	1	1	0	0	1	1	1	1	33%
2	1	1	1	1	1	1	1	1	1	1	1	1	50%
3	0	1	1	1	1	1	1	1	1	0	1	1	42%
4	2	1	2	1	0	0.5	0	0	1	1	1	1	44%

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue

**FOR INFORMATION**

Client:

**BARNET**  
LONDON BOROUGH

RE Scheme Ref.

Scheme title

**LONG LANE**

Drawing title

**PARKING SURVEY RESULTS - SHEET 1**

Scale @ A3:

Design	Drawn	Checked	Approved
LB	LB	JC	DP
Date: SEP 2021	Date: SEP 2021	Date: SEP 2021	Date: SEP 2021

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

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

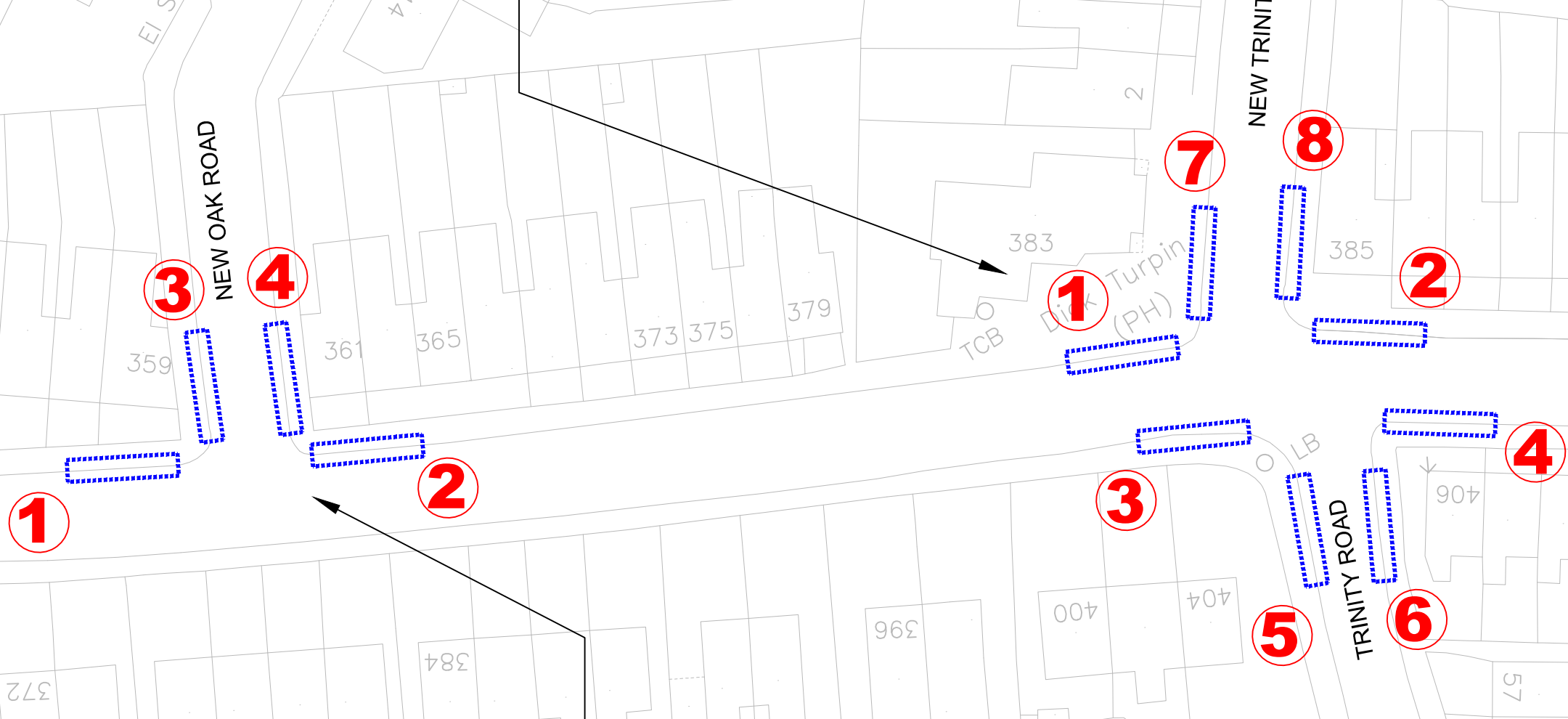
BC/001967-05\_FS\_100-03-01 0

1:500

VIEWPORT 2

TRINITY ROAD / NEW TRINITY ROAD													
Parking Location	Time												% Occupied
	08:04	09:10	09:20	09:49	02:06	02:41	03:27	03:49	06:05	06:31	07:02	07:30	
1	1	1	1	1	1	1	1	1	0	1	1	1	46%
2	1	1	1	0	0	0	1	0	1.5	1.5	1	1.5	40%
3	1.5	1.5	0.5	0	0	0	0	0	0	0	1	1	23%
4	1	1	1	1	0	1	1	1	1	1	1	1	46%
5	1	0	0	0	0	0	0	0	1	1	1	1	21%
6	1	1	0	1	1	1	1	1	1	1	1	1	46%
7	1	1	1	1	1	1	1	1	1	1	1	1	50%
8	1	1	1	1	1	0	1	1	1	1.5	1.5	1.5	52%

NEW OAK ROAD													
Parking Location	Time												% Occupied
	08:23	09:24	09:42	02:21	02:37	03:05	03:53	06:02	06:29	06:59	07:25		
1	1	1	1	1	1	1	1	1	1	1	1	1	50%
2	1	1	1	1	1	1	1	1.5	1.5	1.5	0.5		55%
3	1	1	1	1	1	1	1	1	1	1	1	1	50%
4	1	1	1	1	1	1	1	1	1	1	1	1	50%



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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue

**FOR INFORMATION**

Client:

**BARNET LONDON BOROUGH**

RE Scheme Ref.

Scheme title

**LONG LANE**

Drawing title

**PARKING SURVEY RESULTS - SHEET 2**

Scale @ A3:

Design	Drawn	Checked	Approved
LB	LB	JC	DP
Date: SEP 2021	Date: SEP 2021	Date: SEP 2021	Date: SEP 2021

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

**CAPITA BARNET LONDON BOROUGH**

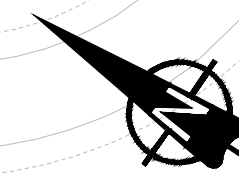
BC/001967-05\_FS\_100-03-02 0

VIEWPORT 3

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

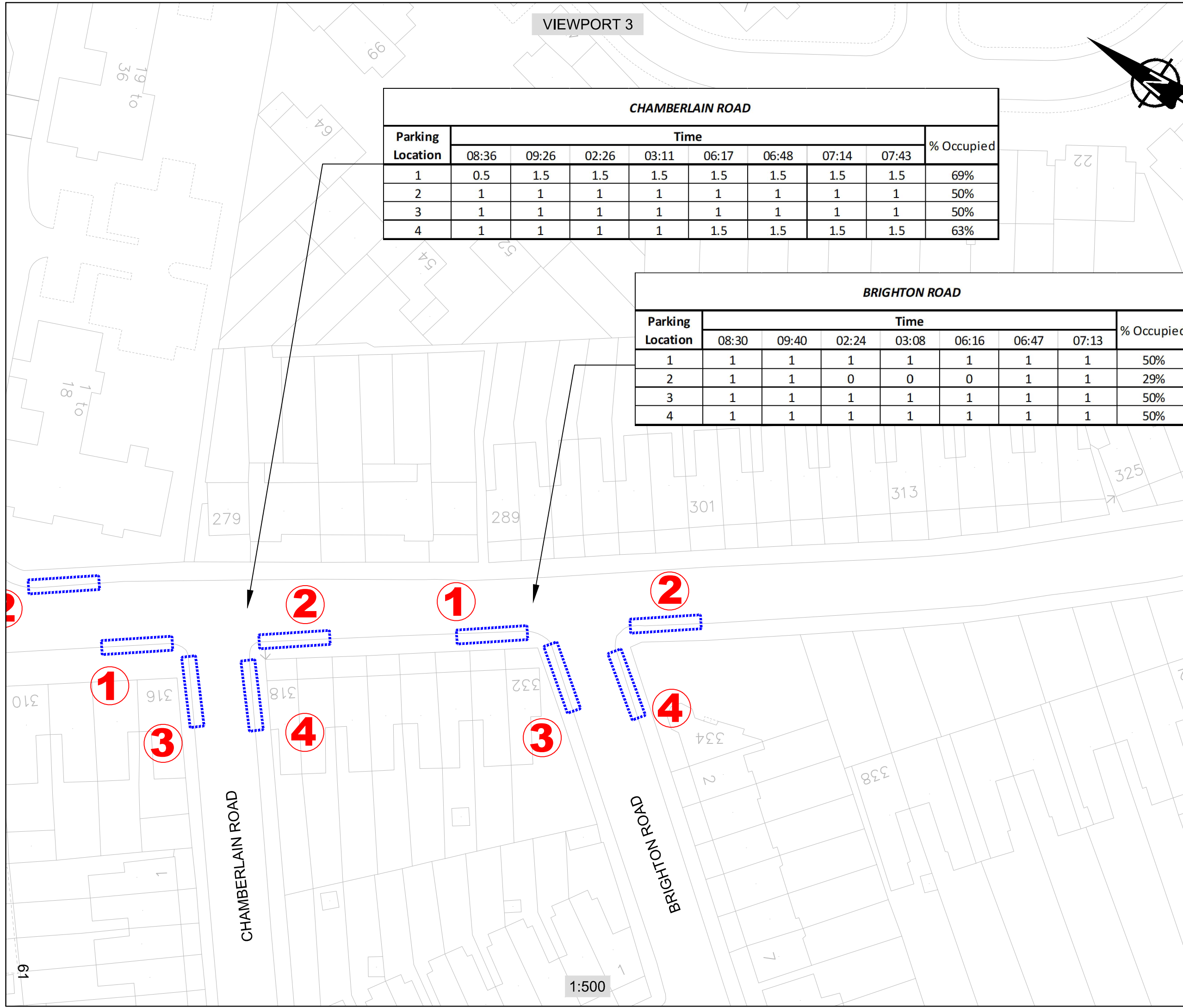
For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/00XXXX.  
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NOTES:



CHAMBERLAIN ROAD									
Parking Location	Time								% Occupied
	08:36	09:26	02:26	03:11	06:17	06:48	07:14	07:43	
1	0.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	69%
2	1	1	1	1	1	1	1	1	50%
3	1	1	1	1	1	1	1	1	50%
4	1	1	1	1	1.5	1.5	1.5	1.5	63%

BRIGHTON ROAD								
Parking Location	Time							% Occupied
	08:30	09:40	02:24	03:08	06:16	06:47	07:13	
1	1	1	1	1	1	1	1	50%
2	1	1	0	0	0	1	1	29%
3	1	1	1	1	1	1	1	50%
4	1	1	1	1	1	1	1	50%



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Purpose of issue  
**FOR INFORMATION**

Client:

RE Scheme Ref.  
 Scheme title

**LONG LANE**

Drawing title  
**PARKING SURVEY RESULTS - SHEET 3**

Scale @ A3:			
Design LB	Drawn LB	Checked JC	Approved DP
Date: SEP 2021	Date: SEP 2021	Date: SEP 2021	Date: SEP 2021

Traffic and Development  
 London Borough of Barnet, Barnet House,  
 11th Floor Highways, 1255 High Road,  
 Whetstone, London N20 0EJ

BC/001967-05\_FS\_100-03-03 0

VIEWPORT 4

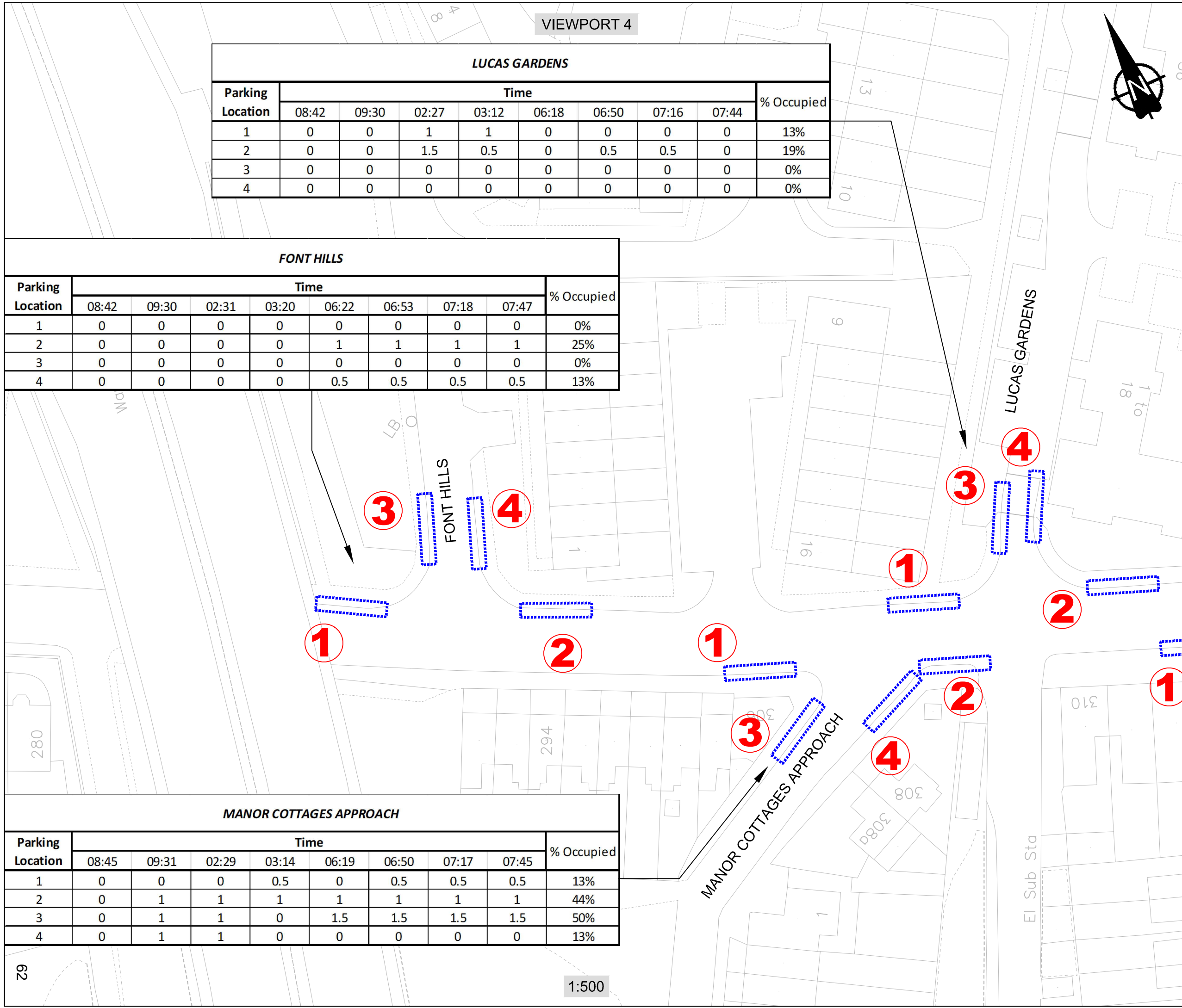
LUCAS GARDENS									
Parking Location	Time								% Occupied
	08:42	09:30	02:27	03:12	06:18	06:50	07:16	07:44	
1	0	0	1	1	0	0	0	0	13%
2	0	0	1.5	0.5	0	0.5	0.5	0	19%
3	0	0	0	0	0	0	0	0	0%
4	0	0	0	0	0	0	0	0	0%

FONT HILLS

Parking Location	Time								% Occupied
	08:42	09:30	02:31	03:20	06:22	06:53	07:18	07:47	
1	0	0	0	0	0	0	0	0	0%
2	0	0	0	0	1	1	1	1	25%
3	0	0	0	0	0	0	0	0	0%
4	0	0	0	0	0.5	0.5	0.5	0.5	13%

MANOR COTTAGES APPROACH

Parking Location	Time								% Occupied
	08:45	09:31	02:29	03:14	06:19	06:50	07:17	07:45	
1	0	0	0	0.5	0	0.5	0.5	0.5	13%
2	0	1	1	1	1	1	1	1	44%
3	0	1	1	0	1.5	1.5	1.5	1.5	50%
4	0	1	1	0	0	0	0	0	13%



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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Initial issue			
Purpose of issue			
<b>FOR INFORMATION</b>			
Client:			
<b>BARNET</b> LONDON BOROUGH			
Scheme Ref.			
<b>LONG LANE</b>			
Drawing title			
<b>PARKING SURVEY RESULTS - SHEET 4</b>			
Scale @ A3:			
Design	Drawn	Checked	Approved
LB	LB	JC	DP
Date: SEP 2021	Date: SEP 2021	Date: SEP 2021	Date: SEP 2021
<b>RE</b>			
Traffic and Development London Borough of Barnet, Barnet House, 11th Floor Highways, 1255 High Road, Whetstone, London N20 0EJ			
<b>CAPITA</b> <b>BARNET</b> LONDON BOROUGH			
BC/001967-05_FS_100-03-04			Rev. 0



## Finchley & Golders Green Area Committee

8 November 2021 AGENDA ITEM 12

<b>Title</b>	<b>Woodgrange Avenue - Feasibility Study</b>
<b>Report of</b>	Executive Director Environment
<b>Wards</b>	East Finchley Ward
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing no: Appendix A: BC001967_01_FS_100-01 Speed Survey locations
<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 a feasibility study carried out in Woodgrange Avenue N12.

### Officers Recommendations

1. That the Finchley & Golders Green Area Committee notes the results of the feasibility study that was undertaken on Woodgrange Avenue N12.
2. That the Finchley & Golders Green Area Committee notes the Executive Directors decision to proceed with the recommendation to install 'Watch your speed 30mph limit' signs on Woodgrange Avenue N12
3. Notes that the Executive Director, Environment has allocated funding of £1,375 to design and introduce the approved proposals from the Road Safety and Parking Budget.

#### 1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item raised by Councillor Geoff Cooke at the Finchley & Golders Green Area Committee on 23<sup>rd</sup> February 2021 outlined the concerns raised by both Ward Members and residents relating to the footway and carriageway conditions and speeding on

Woodgrange Avenue. They would like to consider the extension of a 20mph speed limit on Woodgrange Avenue, between Summers Lane and Woodhouse Road.

- 1.2 Following discussion of the item, the Finchley & Golden Green Committee unanimously agreed to allocate £5,000 of CIL funding to carry out a feasibility study to include a speed survey.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 Woodgrange Avenue is situated in Woodhouse ward and runs North-South between Summers Lane and Woodhouse Road. The speed limit on Woodgrange Avenue is 30mph. It is a residential road with unrestricted parking on both side of the road and runs parallel to the A1000 High Road.
- 2.2 A speed survey was conducted at two sites on Woodgrange Avenue from 24 April 2021 for a week, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. The proposed locations were confirmed with Ward Councillors prior to installation, and to confirm they were happy to proceed with the surveys during the present COVID-19 restrictions. A plan showing the 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 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 in Woodgrange Avenue during the 7-day survey in each direction are summarised in Table 1:

**Table 1 – Speed Survey Results**

Road	Direction	Mean speed (mph)	85 <sup>th</sup> Percentile Speed (mph)
Site 1 (Near no. 36 Woodgrange Avenue)	Northbound	25.3	31.0
	Southbound	22.6	28.6
Site 2 (Near no. 102 Woodgrange Avenue)	Northbound	22.0	26.9
	Southbound	20.6	25.9



- 2.6 At Site 1, during the 7-day survey 4.93% of all vehicles travelling Northbound were recorded as exceeding the 30mph speed limit and 1.18% exceeded 35mph (the usual enforceable threshold). In the Southbound direction 2.37% exceeded the speed limit 30mph and 0.56% exceeded 35mph.
- 2.7 At Site 2, during the 7-day survey 1.47% of all vehicles travelling Northbound were recorded as exceeding the 30mph speed limit and 0.36% exceeded 35mph (the usual enforceable threshold). In the Southbound direction 0.76% exceeded the speed limit 30mph and 0.12% exceeded 35mph.
- 2.8 It is worth noting that this survey was carried out during the national COVID lockdown with schools fully operational and that traffic volumes were likely lower than usual. However, this would have a negligible effect on traffic speeds. If anything, speeds would be above average due to lessened congestion.
- 2.9 The Personal Injury Accident Data between September 2017 and November 2020 have been analysed, these are the most recent data currently available, and they show one recorded personal injury accident in Woodgrange Avenue. The accident is classified as 'slight' and is recorded as occurring between Summers Lane and Woodhouse Road. Unfortunately, we only have limited information about this incident, however it appears to have involved two cars at the Woodhouse Road / Woodgrange Avenue junction and it is not clear whether speeding was a contributory factor.
- 2.10 After considering the speed survey results, in view of the results of the low number of vehicles exceeding the speed limit at both sites and of the accident analysis, it is recommended to install 'Watch your speed 30mph limit' signs on Woodgrange Avenue to remind drivers of the current 30mph speed limit.
- 2.11 The existing 20mph speed restriction in the vicinity of Woodgrange Avenue was intended to improve safety for parents and children gaining access to Summerside Primary, the Wren Academy and The Compton Schools, which Woodgrange Avenue is considered to be outside of the schools' parameter.
- 2.12 Current footway and Carriageway conditions

The overall aim of highways planned maintenance network recovery programme is to bring the network to a better standard within the confines of restricted budget, and utilising an asset management. The potential road and footway candidates for remedial works is informed by a number of factors, utilising results of independent technical surveys which score deterioration based on parameters set out in the United Kingdom Pavement Management System (UKPMS), coupled with network hierarchy score and other value management factors.

Highways planned works 2021/22 maintenance programme was approved at the Environment Committee on 18th January 2021. Unfortunately, following the agreed prioritisation process Woodgrange Avenue was only identified as a reserve scheme as part of 2021/22 highways planned maintenance programme.

We are in process of putting together a compilation of roads to be prioritised for different repair treatments to feature in next year's annual highway planned maintenance programme. Following the prioritisation process, roads and pavements with the highest ranked score in each ward across the borough, will be included in the work programme

and engagement with ward councillors will be completed before presentation to Environment Committee for approval in January 2022.

### 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option would be to not install any measures however this would not address the concerns raised by residents.

### 4. POST DECISION IMPLEMENTATION

- 4.1 Officers will undertake detailed design of the proposal.

### 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 2

**Table 2 – Cost Estimate**

<b>Activity</b>	<b>Estimated costs</b>
Detailed Design (Includes design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£750
Civil works	£500
<b>Sub-TOTAL</b>	£1,250
Implementation and post implementation Fees @ 10%	£125
<b>GRAND TOTAL</b>	<b>£1,375</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 None 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**

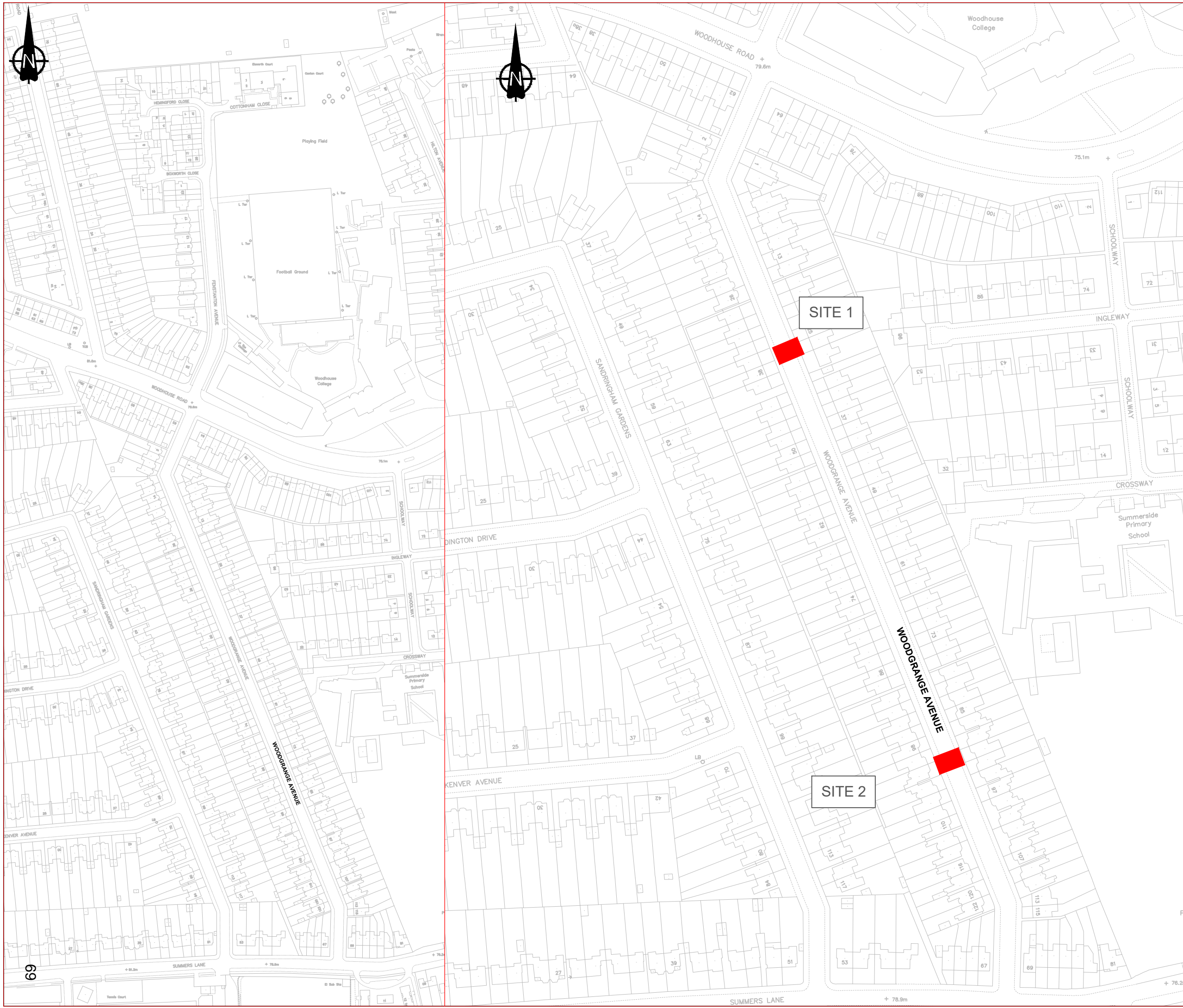
5.8.1 Not applicable in the context of this report.

## 5.9 **Consultation and Engagement**

5.9.1 Not applicable in the context of this report.

## 6. **BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee 23<sup>rd</sup> February 2021, please refer to item 9: <https://barnet.moderngov.co.uk/documents/g10256/Public%20reports%20pack%2023rd-Feb-2021%2018.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=10>



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
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REVISION				
Revision	Details	Design/Check	Date	Rev.
Initial	Issue			

Purpose of issue  
**FOR INFORMATION**

Client:  


Scheme Ref. BC/001967-01-01  
 Scheme title  
**WOODGRANG AVENUE**

Drawing title  
**SPEED SURVEY**

Scale N/S @ A3:


Design	Drawn	Checked	Approved
RK	RK	JC	DP
Date: APRIL 2021	Date: APRIL 2021	Date: APRIL 2021	Date: APRIL 2021

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



BC/001967-01-01 Rev. A

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	<b>Finchley and Golders Green Area Committee</b>  <b>8 November 2021</b>
<b>Title</b>	<b>Tillingbourne Gardens – Feasibility Study</b>
<b>Report of</b>	Executive Director Environment
<b>Wards</b>	Finchley Church End
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – BC/001967-10_FS_100-01
<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 a feasibility study undertaken to address the traffic and safety concerns on Tillingbourne Gardens junction with Regents Park Road, N3.

## Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the detail of the feasibility study as outlined in this report in relation to a traffic island at Tillingbourne Gardens junction with Regents Park Road as shown on drawing no. BC/001967-10\_FS\_100-01.
2. That the Finchley and Golders Green Area Committee notes and agrees the Officers recommended proposal as set out in the report.
3. That the Finchley and Golders Green Area Committee, notes subject to funding of £18,700 being made available from road safety fund, the Executive Director Environment will consider and determine whether the recommended proposal should be implemented or not, with or without modification.

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

- 1.1 Following issues raised by residents exiting Tillingbourne Gardens, Councillor Jennifer Grocock submitted a Members Item to the Finchley and Golders Green Area Committee for potential road safety improvements at Tillingbourne Gardens adjacent to Regents Park Road. The request was to allow officers to undertake necessary investigations and preliminary design work to allow a proposal or proposals to be brought back to the Committee with a better estimate of cost.
- 1.2 Following subsequent discussion of the item, the Finchley and Golders Green Area Committee on 23 February 2021, agreed £5,000 funding to undertake a feasibility study at Tillingbourne Gardens junction with Regents Park Road.
- 1.3 This report details the investigations and proposals to address the request for potential road safety improvements at the above location.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Our investigations concentrate on the feasibility to improve safety at Tillingbourne Gardens junction with Regents Park Road and is informed by:
  - i) Site observations
  - ii) Collision data analysis
  - iii) Traffic and pedestrian survey
- 2.2 A walkabout involving Ward Councillor, Officers and residents was carried out in February 2020 to highlight the issues below and to discuss how to improve the situation of the site. Issues found are as follows:
  - Near miss collision exiting Tillingbourne Gardens into Regents Park Road;
  - Vehicles using hatched area to overtake queues generated for yellow box;
  - Delays exiting Tillingbourne Gardens due to heavy and fast-moving traffic.

### **2.3 Site Observations**

- 2.3.1 Tillingbourne Gardens is situated in Finchley Church End Ward and has a speed limit of 30mph. It has two junctions, where one is linked with Regents Park Road on the west and the other junction is with A406 on the south. It is a single carriageway with street lighting and a section of length with waiting restriction in the form of double yellow lines. There are also 7.5t restriction except for loading and 18t weight restriction except for permit holders on Monday to Friday, midnight to 7am ,9pm to midnight, Saturday midnight to 7am, 1pm to midnight and at any time on Sunday.
- 2.3.2 The road is mainly consisting of residential properties. There is a Holiday Inn Express hotel on Regents Park Road at its junction with Tillingbourne Gardens.
- 2.3.3 A598 Regents Park Road is a principal route connects between Finchley Central and Golders Green.



## 2.4 Collisions Data

2.4.1 As part of the feasibility study, the collision data from TfL database for the last five years up to end of May 2021 (the most recent data available from TfL) was examined and showed no records of any personal injury accident on Tillingbourne Gardens junction with Regents Park Road.


## 2.5 Traffic Turning Count Survey

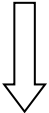

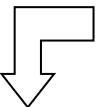
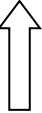

2.5.1 A traffic turning count survey was conducted at Tillingbourne Gardens junction with Regents Park Road on Saturday 17th and Tuesday 20th July 2021 from 6am to 10pm including vehicle category classification. Locations of the traffic turning count survey are shown on Figure 1.



Figure 1 Traffic Turning Count Survey Location Plan

2.5.2 The traffic turning count survey results are shown on the Table 1:

Direction	Date/Period	Vehicles Classification			
		Cars	Light Goods Vehicles (LGV)	Heavy Goods Vehicles (HGV)	Coaches and buses (PSV)
A to B 	Sat, 17 July 2021 (0600-2200)	78	9	3	0
	Tues, 20 July 2021 (0600-2200)	116	14	6	1

Direction	Date/Period	Vehicles Classification			
		Cars	Light Goods Vehicles (LGV)	Heavy Goods Vehicles (HGV)	Coaches and buses (PSV)
A to C 	Sat, 17 July 2021 (0600-2200)	9712	745	124	235
	Tues, 20 July 2021 (0600-2200)	11143	1751	307	288
B to A 	Sat, 17 July 2021 (0600-2200)	77	5	0	0
	Tues, 20 July 2021 (0600-2200)	69	18	4	0
B to C 	Sat, 17 July 2021 (0600-2200)	100	8	0	0
	Tues, 20 July 2021 (0600-2200)	113	13	4	0
C to A 	Sat, 17 July 2021 (0600-2200)	3798	235	43	228
	Tues, 20 July 2021 (0600-2200)	4423	475	71	253
C to B 	Sat, 17 July 2021 (0600-2200)	49	2	0	0
	Tues, 20 July 2021 (0600-2200)	53	6	3	0

2.5.3 Traffic turning left to exit from Tillingbourne Gardens to Regents Park Road is represented as B to C whereas traffic turning right to exit from Tillingbourne Gardens to Regents Park Road is shown as B to A.

2.5.4 The traffic turning count survey result on a weekday showed that there were 113 cars, 8 light goods vehicles and 4 heavy good vehicles turning left exit from Tillingbourne Gardens to Regents Park Road, B to C direction. On average there were 7 cars, less than 1 light and heavy goods vehicle per hour.

2.5.5 The result on a Saturday in the same direction B to C showed 100 cars and 8 light goods vehicles turning left exit to Regents Park Road. On average there were 6 car and less than 1 goods vehicle per hour. No heavy goods vehicle was

recorded on Saturday survey.

2.5.6 The traffic turning count survey result on a weekday for traffic turning right from Tillingbourne Gardens to Regents Park Road, B to A direction showed that there were 69 cars, 18 light goods vehicles and 4 heavy good vehicles. On average there were 4 cars, 1 light and less than 1 heavy goods vehicle per hour.

2.5.7 The result on a Saturday in the same direction B to A showed 77 cars and 5 light goods vehicles turning left exit to Regents Park Road. On average there were 6 car and less than 1 goods vehicle per hour. No heavy goods vehicle was recorded on Saturday survey.

## 2.6 Pedestrian Count Survey

2.6.1 A pedestrian and pedal count survey was also carried out at Tillingbourne Gardens junction with Regents Park Road on Saturday 17th and Tuesday 20th July 2021 from 6am to 10pm. Locations of the pedestrian count survey are shown on Figure 2.



Figure 2: Pedestrian Count Survey Location Plan

2.6.2 The pedestrian and pedal count survey results of each Zone on a weekday, Tuesday and Saturday are summarised on Table 2:

Zone	Crossing Type & Direction	Pedestrian		Pedal Cycle	
		Sat, 17/07/21	Tues, 20/07/21	Sat, 17/07/21	Tues, 20/07/21
Zone 1	<b>Informal Crossing</b>				
	East to West	28	13	0	1
	West to East	18	21	0	0
	<b>Traffic Island</b>				
	East to West	55	43	2	1
	West to East	89	56	0	2
Zone 2	<b>Informal Crossing</b>				
	East to West	26	26	0	0
	West to East	30	38	1	0
Zone 3	<b>Informal Crossing</b>				
	East to West	37	36	0	0
	West to East	106	136	0	1
	<b>Traffic Lights Crossing</b>				
	East to West	125	100	4	9
	West to East	123	107	5	16
Zone 4	<b>Uncontrolled Crossing</b>				
	North to South	199	236	10	7
	South to North	251	174	15	12

Table 2: Pedestrian and Pedal Cycle Count Survey Result

2.6.3 Pedestrians crossing Regents Park Road at Zone 2 on a Saturday were low with an average less than 2 persons per hour on both east and west directions per hour from west to east direction. 1 pedal cycle was recorded crossing at Zone 2 on the west to east direction.

2.6.4 Pedestrians crossing Regents Park Road at Zone 2 on a weekday were low as well with an average 1 person per hour from east to west direction and 2 persons per hour from west to east direction. No pedal cycle was recorded crossing at Zone 2.

## 2.7 Feasibility and Proposals

- 2.7.1 Based on the results of the traffic surveys above, a traffic island is proposed at the hatched road markings of Regents Park Road opposite property no. 60 to address the traffic and safety concerns on Tillingbourne Gardens junction with Regents Park Road. The proposed traffic island is shown on Drawing BC/001967-10\_FS\_100-01.
- 2.7.2 The proposed traffic island is aimed to prevent southbound traffic on Regents Park Road using the hatched road markings area to overtake queue vehicles. It will also improve safety by reducing risk of collision for vehicles travelling northbound and approaching right turn lane entering Tillingbourne Gardens junction; encounter vehicles overtaken queue through the hatched area.
- 2.7.3 The proposed traffic island will be the similar type at Regents Park Road junction with Charter Way and will not require any length of existing parking bay to be reduced.

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

- 3.1 Pedestrian refuge island is not proposed at the location as the survey result showed low pedestrian demand crossing near junction with Tillingbourne Gardens. In addition, it is not recommended in term of safety as the crossing distance is wide with high traffic volume approaching Finchley Road junction with A406 North Circular Road.
- 3.2 Pedestrian or traffic island with built out is not proposed as well due to low pedestrian demand crossing near junction with Tillingbourne Gardens. The cost will be higher with additional civil and drainage works.
- 3.3 An alternative option would be to not install any measure; however, this would not address the traffic and safety concerns on Tillingbourne Gardens junction with Regents Park Road.

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

- 4.1 Following Finchley and Golders Green Area Committee's decision and agreement subject to funding, detailed design of the proposal will be progressed and implementation would follow once any issue has been considered and resolved where possible subject to funding being made available. Ward members and residents/businesses in the vicinity of the site will be informed on the upcoming works.

### **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 "a clean and attractive environment, with 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 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 in Table 4.

**Table 4 Cost Estimation**

<b>Activity</b>	<b>Estimated costs</b>
<b><i>Detailed Design and Consultation</i></b> (Includes statutory processes, design fee, topographical survey, road safety audits etc.)	<b>£6,000</b>
<b><i>Build Cost including Street Lighting</i></b>	<b>£11,000</b>
<b><i>Civil Works</i></b> (traffic island construction, trenching and duct, road markings, traffic management)	<b>£6,000</b>
<b><i>Lighting</i></b>	<b>£1,635</b>
<b><i>Accruals</i></b> (accruals:10 years remaining contract with Bouygues to maintain electrical asset)	<b>£3,365</b>
<b>Sub-TOTAL</b>	<b>£17,000</b>
<b><i>Implementation &amp; post implementation fee (10%)</i></b> (site supervision, checking defect, snagging, remeasure, certify work and quantity on site, H&S file, completion certificate fees and finances)	<b>£1,700</b>
<b>GRAND TOTAL</b>	<b>£18,700</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 with 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 expeditions movement of traffic on their road network. Authorities are required to make arrangements 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.

## **6. ACKGROUND PAPERS**






- 6.1 Finchley and Golders Green Area Committee February 2021, item 9:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=10256&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/001967-10  
 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:**  
 1. All dimensions in metres except where stated otherwise.

- LEGEND:**
-  PROPOSED TRAFFIC ISLAND
  -  PROPOSED KEEP LEFT BOLLARD
  -  PROPOSED BEACON
  -  PROPOSED CHAMBER
  -  PROPOSED DUCT

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial Issue	KY/SHC	Oct21	0

Purpose of issue  
 FOR INFORMATION

Client:  


Scheme Ref. BC/001967-10  
 Scheme title  
 TILLINGBOURNE GARDENS

Drawing title  
 GENERAL ARRANGEMENT

Scale @ A3: AS SHOWN

Design	Drawn	Checked	Approved
KY	KY	SHC	DP
Date: Sept 21	Date: Sept 21	Date: Oct 21	Date: Oct 21



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