

**MEETING**

**HENDON AREA COMMITTEE**

**DATE AND TIME**

**WEDNESDAY 21ST OCTOBER, 2015**

**AT 7.00 PM**

**OR AT THE CONCLUSION OF THE CHIPPING BARNET RESIDENTS' FORUM BY  
8.30PM, WHICHEVER IS EARLIER)**

**VENUE**

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

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

Chairman: Brian Gordon

Vice Chairman: Val Duschinsky

Councillors

Maureen Braun

Tom Davey

Dr Devra Kay

Nagus Narenthira

Charlie O-Macauley

Substitute Members

Ammar Naqvi

Sury Khatri

Mark Shooter

Zakia Zubairi

Hugh Rayner

Adam Langleben

Joan Scannell

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

Andrew Charlwood – Head of Governance

Governance Service contact:

Paul Frost

[Paul.frost@barnet.gov.uk](mailto:Paul.frost@barnet.gov.uk)

Media Relations contact: Sue Cocker 020 8359 7039

**ASSURANCE GROUP**

## ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	1 - 4
2.	Declarations of Members Disclosable Pecuniary Interests and Non-Pecuniary Interests	
3.	Report of the Monitoring Officer (if any)	
4.	Members' Items (if any)	
5.	Public Questions and Comments (if any)	
6.	Matters referred from the Hendon Area Residents Forum (If any)	N/A
7.	Members Item - Councillor Val Duschinsky	5 - 8
8.	An update on the review of Area Committee Actions (2015-2016)	9 - 30
9.	Hendon Area Insight and Evidence Review	31 - 82
10.	Outcome of the Traffic and Parking Review on Broadfields Avenue, south of the A41 Edgware Way	83 - 94
11.	Southbourne Avenue	95 - 100
12.	Wykeham Road	101 - 110
13.	Devonshire Road Traffic Management Scheme	111 - 118
14.	Silkstream Road Traffic Management Scheme	119 - 126
15.	West Hendon Highway Issues	To Follow
16.	Any Other Items that the Chairman Decides are Urgent	

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## Decisions of the Hendon Area Committee

2 July 2015

Members Present:-

AGENDA ITEM 1

Councillor Brian Gordon (Chairman)  
Councillor Val Duschinsky (Vice-Chairman)

Councillor Maureen Braun      Councillor Nagus Narenthira  
Councillor Tom Davey      Councillor Charlie O-Macauley

Apologies for Absence

Councillor Dr Devra Kay

### 1. MINUTES OF THE PREVIOUS MEETING

The minutes of the meeting held on 12 February 2015, were agreed as a correct record and signed by the Chairman.

### 2. ABSENCE OF MEMBERS

Apologies were received from Councillor Devra Kay.

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

Councillor Tom Davey declared that he lived in the street referred to in his Members Item (agenda item 6 refers).

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

There was not a report.

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

None.

### 6. REVIEW OF AREA COMMITTEE OPERATIONS AND DELEGATED BUDGETS

The Committee received the Officers report and addendum to the report. The addendum contained an additional item (RE15, Town Centre Tweaks – fully funded) to be added to appendix B at page 57 of the agenda.

### RESOLVED

<b>1. That the findings and the recommendations to improve Area Committee and Residents' Forum operations be noted;</b>
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<b>2. That the proposed relationship with the Council's Theme Committees, particularly the Environment Committee, and the implications for the Area</b>
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Committees, including the need to coordinate with the deadlines for external funding cycles be noted;
3. That the Committee notes and supports the proposals to delegate additional resources to Area Committees to meet need and resolve issues in their local areas, including a proportion of income from the Community Infrastructure Levy (if agreed by Policy & Resources Committee on 9 July 2015).
4. That the list attached at Appendix B be approved, subject to the addition of RE15, as detailed in the addendum, as an accurate record of the outstanding historic issues raised as of 12 June 2015, and the estimated total cost of the works be noted;
5. the draft guidance produced in response to the instruction from Environment Committee and attached at Appendix D, be noted;
6. the backlog issues listed at Appendix B, for which outstanding costs are more than £25,000 and which are neither closed nor fully funded (i.e. excluding RE9, RE20 and RE38, whose costs are estimated at £25,000 or less), to be considered by Environment Committee for funding at their meeting on 15 July, be noted;
7. That the Committee refers issues RE9, RE20 and RE38 onto their work programme for consideration at their October meeting – as these have estimated costs of £25,000 or less – when additional resources from CIL may be available to fund them (subject to agreement by Policy & Resources Committee on 9 July to allocate a proportion of CIL to Area Committees).
8. That the Committee follows the approach set out in this report (in paragraphs 1.18-1.28) when considering other issues on its agenda, as well as any issues which are referred on to the Committee from the July 2 Residents' Forum.
9. That the Committee approves the transfer of £17,000 of its current budget for 2015/16 to the Corporate Grants programme budget, to be allocated through, and using, the existing and established Corporate Grants application process.

**FOR: 4**

**AGAINST: 0**

**ABSTAINED: 2**

## **7. MEMBERS' ITEMS (IF ANY)**

The Committee received an item from Councillor Tom Davey, relating to crossing points between Mathilda Marks (Hale Lane), Bunns Lane and towards Woodcroft Park.

**RESOLVED** that it be agreed to carry out a feasibility study costing up to a maximum of £15,000 to be funded from the CIL element of Hendon Area Committee's budget, subject to Policy and Resources decision on 9 July 2015,

regarding the delegation of CIL funding to Area Committees. If not, to be funded from the Hendon Area Committee's existing budget.

**8. MATTERS REFERRED FROM THE HENDON AREA RESIDENTS FORUM (IF ANY)**

None.

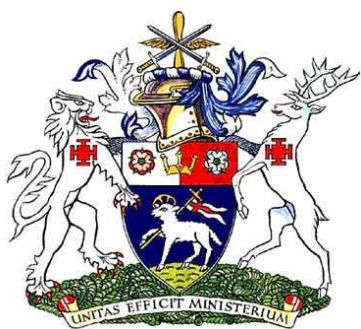
**9. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT**

None.

The meeting finished at Time Not Specified

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AGENDA ITEM 7



## Hendon Area Committee

21 October 2015

<b>Title</b>	<b>Member's Item – Road Safety in Abercorn Road – Councillor Val Duschinsky</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Mill Hill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Paul Frost, Governance Team Leader Email: <a href="mailto:paul.frost@barnet.gov.uk">paul.frost@barnet.gov.uk</a> Tel: 020 8359 2205

### Summary

The report informs the Hendon Area Committee of a Member's Item and requests instructions from the Hendon Area Committee.

### Recommendations

1. That the Hendon Area Committee instructions in relation to this Member's item are requested.

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

1.1 Councillor Val Duschinsky has requested that the Hendon Area Committee consider a Member's Item in relating to Road Safety Abercorn Road

1.2 Councillor Val Duschinsky notes her following concerns:

- High traffic volumes in Abercorn Road
- Inappropriate / excessive speeding
- A number of collisions reported at Abercorn Road junction with Dollis Road and Firth Lane
- Restricted visibility exiting Abercorn Road at its junction with Dollis road, particularly for right turners
- Vegetation obstructing sight line at the junction of Abercorn Road / Firth Lane
- Vehicle losing control on the bend in Firth Road near Abercorn Road.
- Large vehicles using Abercorn Road as a rat-run.

## **2. REASONS FOR RECOMMENDATIONS**

2.1 No recommendations have been made. The Hendon Area Committee are therefore requested to give consideration and provide instruction.

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

3.1 Not applicable.

## **4. POST DECISION IMPLEMENTATION**

4.1 Post decision implementation will depend on the decision taken by the Committee.

## **5. IMPLICATIONS OF DECISION**

5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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

5.2.1 None in the context of this report.

### **5.3 Social Value**

5.3.1 Members Item's provide an avenue for Members to request Officer reports for discussion within a Committee setting at a future meeting.

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

5.4.1 The Council's Constitution Meeting Procedure Rules (section 6) states that a

Member, including appointed substitute Members of a Committee may have one item only on an agenda that he/she serves. Members items must be within the term of reference of the decision making body which will consider the item.

## **5.5 Risk Management**

5.5.1 None in the context of this report.

## **5.6 Equalities and Diversity**

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

## **5.7 Consultation and Engagement**

5.7.1 None in the context of this report.

## **5.8 Insight**

5.9 The process for receiving a Member's Item is set out in the Council's Constitution, as outlined in section 5.4 of this report. Members will be requested to consider the item and determine any further action that they may wish in relation to the issues highlighted within the Member's Item.

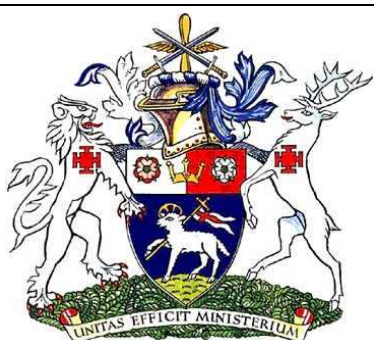
# **6. BACKGROUND PAPERS**

6.1 Email to the Governance Service on 1 October 2015.

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AGENDA ITEM 8



## Hendon Area Committee

### 21 October 2015

<b>Title</b>	<b>An update on the review of Area Committee Actions (2015-2016)</b>
<b>Report of</b>	Commissioning Director - Environment
<b>Wards</b>	Edgware, Hendon, West Hendon, Mill Hill, Hale, Colindale, Burnt Oak
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Progress update report on actions requested by Hendon Area Committee Appendix 2 – Committee Work Programme
<b>Officer Contact Details</b>	Mario Lecordier – Strategic Lead, Transport and Highways <a href="mailto:Mario.lecorder@barnet.gov.uk">Mario.lecorder@barnet.gov.uk</a> Tel: 020 83595258  Richard Chalmers – Associate Director (Highways) Email: <a href="mailto:Richard.chalmers@facpita.co.uk">Richard.chalmers@facpita.co.uk</a> Tel: 07713 787346

## Summary

This report provides Hendon Area Committee with an update of a review conducted on actions and matters raised at previous area committee meetings.

Appendix 1 of this report provides a summary of the actions requested by the Committee, progress made to date, action required by officers and recommendations to be considered by Hendon Area Committee.

The Committee Work Programme (Appendix 2) has also been refreshed and takes into account the items and updates officers will report back on at future meetings as detailed in the review.

## **Recommendations**

- 1. That the Committee notes the update and actions set out in Appendix 1 of this report.**
- 2. That the Committee notes, comment and agree the work plan attached as Appendix 2 of this report.**
- 3. In the matter of additional business parking bays in Cheyne Walk, NW4 and enforcement of existing ones.**
  - i. That the Committee notes the update in Appendix 1 of this report.**
  - ii. That the Committee agrees the expenditure of £5,000 for the provision of additional business bays in Cheyne Walk and the making of the necessary Traffic Management Orders.**
- 4. In the matter of installing a pedestrian refuge in Edgwarebury Lane (requested by Cllr Brian Gordon):**
  - i. That the Committee notes the update in Appendix 1 of this report.**
  - ii. That the Committee agrees the expenditure of £15,000 for the provision of a pedestrian refuge in Edgwarebury Lane to be constructed in January 2016.**
- 5. In the matter of issues highlighted in West Hendon being addressed by road layout changes in Cool Oak Lane junction, Kingsbury Road junction and gyratory signage**
  - i. That the Committee notes the update in Appendix 1 of this report.**
  - ii. The Committee notes that the feasibility study was undertaken and no improvements were identified that could be implemented in advance of the major changes that will be made to the junction as part of the West Hendon Regeneration and will be reported to the 21<sup>st</sup> October 2015 Hendon Area Committee**
  - iii. That the Committee agrees expenditure of £5,000 for signage.**
- 6. In the matter of parking issues in Watford Way, Apex Corner:**
  - i. That the Committee notes the update in Appendix 1 of this report.**
  - ii. That the Committee agrees the expenditure of £20,000 to undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.**
- 7. In the matter of addressing the lack of crossing point between Mathilda Marks (Hale Lane), Bunns Lane and towards Woodcraft Park:**
  - i. That the Committee notes the update in Appendix 1 of this report.**

<p>ii. That the Committee notes that the outcome of the feasibility study (estimated at £15,000) agreed at the July Committee meeting will be reported to the March 2016 Area Committee meeting.</p>
<p><b>8. In the matter of footway parking in Arundel Gardens</b></p> <p>i. That the committee notes the update in Appendix 1 of this report</p> <p>ii. That the Committee agrees the expenditure of £2,000 to undertake a feasibility study and note that a report of the outcome of the study will be provided to the March 2016 Area Committee meeting.</p>
<p><b>9. In the matter of the request for a Zebra Crossing in in Shirehall Lane</b></p> <p>i. That the committee notes the update in Appendix 1 of this report</p> <p>ii. That the Committee agrees the expenditure of £5,000 to undertake a feasibility study and note that a report of the outcome of the study will be provided to the January 2016 Area Committee meeting.</p>
<p><b>10. That the Committee notes the Work Programme outlined in Appendix 2 of the report and further notes that this Committee will have a standing Work Programme Item on every future agenda.</b></p>

## 1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides a progress update, recommended action and cost implications of the actions requested by the Hendon Area Committee during 2015-2016. Officers are seeking Committee approval of costs from the committee's delegated budget and capital budget in order to deliver on the actions requested.
- 1.2 The outcomes relating to the requests of the Committee detailed in this report are set out in Table 1 below. These are referenced for the purpose of tracking progress and reporting back to future Committee meetings.

Table 1: Outcomes the Area Committee requests are seeking

<b>Reference Number</b>	<b>Outcome</b>
HAC001/2015	Additional Business parking bays in Cheyne Walk, NW4 and enforcement of existing ones.
HAC002/2015	Pedestrian refuge installed in Edgwarebury Lane.
HAC003/2015	'Issues' highlighted in West Hendon to be responded to by considering road Layout changes to be considered in Cool Oak Lane junction, Kingsbury Road junction and gyratory signage as part of the proposed regeneration work in the area
HAC004/2015	Parking 'issues' in Watford Way/Apex Corner are addressed.

HAC005/2015	Issue of lack of crossing points between Mathilda Marks (Hale Lane), Bunns Lane and towards Woodcraft Park are addressed.
HAC006/2015	Consideration for footway Parking in Arundel Gardens.
HAC007/2015	Shirehall Lane – request for Zebra Crossing – Consideration of alternative measures.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 A revised process for allocating Area Committee Budgets for 2015/16 and subsequent years was approved by the Policy & Resources Committee, Environment Committee and the three area committees during June and July 2015. In addition, it was agreed that the Capital allocation for Pavement work in the 2015/16 Capital Programme would be reallocated to the implementation of all the measures identified from the backlog work arising from the Area Committees.

## 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Officers have assessed the appropriate actions needed to progress the requests of the Hendon Area Committee and have set out the appropriate recommendations. There are no alternative options to consider. However, the Committee could decide not to proceed with the recommended options.

## 4. POST DECISION IMPLEMENTATION

- 4.1 Following the decision of the committee actions listed in the progress report (Appendix 1) will be followed up, commissioned and tracked. Reports will be provided to a future Committee where stated. The Commissioning Director for Environment is responsible for maintaining a log of actions arising from area committees and will ensure that items are progressed to committees for decisions and/or updates as and when required.

## 5. IMPLICATIONS OF DECISION

### 5.1 Corporate Priorities and Performance

- 5.1.1 The Area Committee Budgets contribute to the 2015-2020 Corporate Plan:

*That Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill.*

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

- 5.2.3 Table 2 sets out the cost implications of the actions requested by the committee. These will be funded from the 2015/16 budget allocation for the Area Committee or the 2015/16 Capital allocation for Pavement Work.

Table 2: Initial cost implications of actions requested by Hendon Area

Committee

<b>Recommendation</b>	<b>Action requested by Committee</b>	<b>Cost related to recommendation</b>
HAC001/2015 That the Committee agree the expenditure of £5,000 for the provision of additional business bays in Cheyne Walk and the making of the necessary Traffic Management Orders.	Additional Business parking bays in Cheyne Walk, NW4 and enforcement of existing ones.	£5,000
HAC002/2015 That the Committee agree the expenditure of £15,000 for the provision of a pedestrian refuge in Edgwarebury Lane to be constructed in January 2016.	Pedestrian refuge installed in Edgwarebury Lane.	£15,000
HAC003/2015 That the Committee agree expenditure of £5,000 for signage.	'Issues' highlighted in West Hendon to be responded to by considering road Layout changes to be considered in Cool Oak Lane junction, Kingsbury Road junction and gyratory signage as part of the proposed regeneration work in the area	£5,000
HAC004/2015 That the Committee agree the expenditure of £20,000 to undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.	Parking 'issues' in Watford Way/Apex Corner are addressed.	£20,000
HAC005/2015 That the Committee notes that the outcome of the feasibility study (estimated at £15,000) agreed at the July Committee meeting will be reported to the March 2016 Area Committee meeting.	Issue of lack of crossing points between Mathilda Marks (Hale Lane), Bunns Lane and towards Woodcraft Park are addressed.	£15,000
HAC006/2015 That the Committee agree	Consideration for footway Parking in Arundel Gardens.	£5,000

the expenditure of £5,000 to undertake a feasibility study and report the outcome of the study to the January 2016 Area Committee meeting		
HAC007/2015 That the Committee agree the expenditure of £5,000 to undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting	Shirehall Lane – request for yellow lines	£5,000
<b>TOTAL</b>		<b>£70,000</b>

5.2.4 The committee should note that there are possible further cost implications to the council relating the actions listed in table 2 above. These costs will be detailed in the proposed update reports presented at future Committee meetings for Members to consider and authorise, reject or refer to the Environment Committee.

**Available Area Committee budgets:**

	<i>Base budget 2015/16</i>	<i>Unallocated funds from 2014/15</i>	<i>CIL income</i>	<i>Allocation through Corporate Grants programme</i>	<i>Total 2015/16 allocation through Committees</i>
<u>Hendon</u>	<u>£100,000</u>	<u>£26,103</u>	<u>£150,000</u>	<u>-£17,000</u>	<u>£259,103</u>

### 5.3 Social Value

5.3.1 Not relevant to this report

### 5.4 Legal and Constitutional References

- 5.4.1 Under the Council's Constitution, Responsibility for Functions, Annex A – the terms of reference of the Area Committees includes to:
- Discharge any functions, within the budget and policy framework agreed by Policy and Resources Committee, of the theme committees that they agree are more properly delegated to a local level;
  - Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy and Resources Committee."

## **5.5 Risk Management**

- 5.5.1 If the Council did not carry out due diligence in conducting the proposed approach to interventions requested by the Committee for example consultation and feasibility studies there would be a risk that resources would not be used effectively or that the full cost implications of implementing the actions of the committee are not identified. Therefore the approach recommended in this report mitigates this risk and ensures that the Committee are able to make informed decisions on actions which are supported by an assessment of the works required, full cost implications and realistic time scales for completion. This approach also ensures the management of expectation of members and residents and promotes transparency.

## **5.6 Equalities and Diversity**

- 5.6.1 The proposed schemes are not expected to disproportionately disadvantage or benefit individual members of the community. The due diligence carried out by officers for the actions requested by the area Committee will enable the Council to comply with the Public Sector Equality Duty placed on it under Section 149 of the Equality Act 2010; specifically to:

- Check that proposed interventions are inclusive and consider any equality implications they may raise
- Identify any equality considerations relevant to the broader allocation of resources more effectively
- Gain a more comprehensive understanding of the needs of different groups in the community through the additional insight gained by reviewing the actions proposed

## **5.7 Consultation and Engagement**

- 5.7.1 Consultation and engagement required for each action is set out in the progress report – appendix 1.

## **5.8 Insight**

- 5.8.1 Not relevant to this report.

## **6. BACKGROUND PAPERS**

- 6.1 Report to Environment Committee, 11 June 2015.  
[Role of Area Committees - Managing Highways Priorities](#) PDF 356 KB
- 6.2 Minutes of previous minutes that are relevant to Appendix 1 and 2 can be found here:  
<http://barnet.moderngov.co.uk/ieListMeetings.aspx?Committeeld=712>

## Appendix 1: Hendon Area Committee Progress Report

### RAG STATUS

<u>(Blue)</u>	<u>(Amber)</u>	<u>(Red)</u>	<u>(Purple)</u>	<u>(Green)</u>
<u>Not Started</u>	<u>In Progress/on track</u>	<u>Behind</u>	<u>On hold</u>	<u>Completed</u>

REF	Expected Outcome	Estimated costs	Lead Officer	RAG Status and Update
HAC001/2015 (RE09)	<b>Business Parking Bays- HD Cheyne Walk, NW4</b> Additional Business parking bays in Cheyne Walk, NW4 and enforcement of existing ones.	£5k	Gavin Woolery-Allen	Amendments to be implemented in October / November 2015. (Amber)
HAC002/2015 (RE20)	<b>Edgwarebury Lane South – Crossing</b> Pedestrian crossing is considered for Edgwarebury Lane.	£15k	Lisa Wright	Pedestrian refuge proposed, implementation in January 2016 (Blue)
HAC003/2015 (Re34)	<b>West Hendon Highway Issue</b> Issues highlighted in West Hendon to be responded to by considering road Layout changes to be considered in Cool Oak Lane junction, Kingsbury Road junction and gyratory signage as part of the proposed regeneration work in the area.	Potential abortive work – on hold – (LIP funded)  £5K for signage	Lisa Wright	In view of wider regeneration proposals in the area this is on hold. However funding for signage has been requested. (Purple)



<b>HAC004/2015 (RE38)</b>	<b>Watford Way / Apex Corner – Parking</b>  To address parking 'issues' in Watford Way/Apex Corner.	£20k for feasibility	Gavin Woolery-Allen	Feasibility Study will commence in December 2015 / January 2016. Findings will be reported to the March 2016 Committee.  (Blue)
<b>HAC005/2015</b>	<b>Mathilda Marks (Hale Lane), Bunns Lane - Zebra crossings</b>  Address issue of lack of crossing points between Mathilda Marks (Hale Lane), Bunns Lane and towards Woodcraft Park.	£15k	Lisa Wright	Feasibility Study will commence in December 2015 / January 2016. Findings will be reported to the March 2016 AC.  (Blue)

## **Hendon Area Committee: 21 October 21015**

### **HAC001/2015 (RE09) : Expected Outcome**

**Additional business parking bays in Cheyne Walk, NW4 and enforcement of existing ones.**

#### **Request raised at Committee:**

- Request by Lawrence Pearlman for enforcement of existing business bays and new business bays in Cheyne Walk NW4.

#### **Lead Officer: Gavin Woolery-Allen**

#### **Officer response and background information**

The request for additional business bays has been noted and officers will assess the request this autumn along with requests for all minor parking changes, when a prioritised list of schemes will be established and taken forward as appropriate.

This action is in the backlog report to Environment Committee on 15 July 2015.

Area Committee on 2 July 2015 referred this item onto its work programme for consideration at its October 2015 meeting, when additional resources from CIL may be available to fund it.

#### **Indicative costs – To be funded from the 2015/16 Area Committee revenue budget**

£5,000

#### **Conclusion/Actions/ Recommendation for Committee on 21 October 2015**

##### **Actions:**

- Provide additional Business Bays in Cheyne Walk NW4. To be implemented in October / November 2015.

##### **Recommendation:**

1. That the Committee agree the expenditure of £5,000 for the provision of additional business parking bays in Cheyne Walk and the making of the necessary Traffic Management Orders.

<b>HAC002/2015 (Re20) : Expected outcome:</b>
<b>Pedestrian refuge is considered for Edgwarebury Lane.</b>
<b>Request raised at Committee:</b>
Raised by Cllr Brian Gordon
<b>Lead Officer: Lisa Wright</b>
<b>Officer response and background information</b>
<p>Location identified with Members. Scheme is currently unfunded - Priority to be agreed.</p> <p>In backlog report to Environment Committee on 15 July 2015.</p> <p>Area Committee on 2 July 2015 referred this item onto its work programme for consideration at its October 2015 meeting, when additional resources from CIL may be available to fund it.</p>
<b>Indicative costs – To be funded from the 2015/16 Area Committee revenue budget</b>
£15,000
<b>Conclusion/Actions/ Recommendation for Committee on 21 October 2015</b>
<p><b>Action</b></p> <ul style="list-style-type: none"> <li>• Provision of pedestrian refuge in Edgwarebury Lane - Scheme agreed at the February 2015 Committee but currently unfunded in the 2015/2016 LIP Programme. However this scheme can be implemented in November 2015 if funded from Area Committee budget is agreed.</li> </ul> <p><b>Recommendation:</b></p> <ol style="list-style-type: none"> <li>1. That the Committee agrees the expenditure of £15,000 for the provision of a pedestrian refuge in Edgwarebury Lane.</li> <li>2. That the Committee note the pedestrian refuge can be constructed in January 2016.</li> </ol>

**HAC003/2015 (Re34) : Expected Outcome****West Hendon - Highways Issues**

**‘Issues’ highlighted in West Hendon to be responded to by considering road Layout changes to be considered in Cool Oak Lane junction, Kingsbury Road junction and gyratory signage as part of the proposed regeneration work in the area**

**Request raised at Committee:**

Feasibility study currently being undertaken in relation to Cool Oak Lane junction, Kingsbury Road junction and gyratory signage. To be considered as part of the proposed regeneration work in this area, this will result in road layout changes.

**Lead Officer: Lisa Wright****Officer response and background information****On hold**

Recommendation was for Area Committee on 2 July 2015 to refer this item onto its work programme for consideration at its October 2015 meeting, when additional resources from CIL may be available to fund it - but no mention of this in minutes.

A separate report will be submitted to the October Area Committee.

**Indicative unfunded costs**

£5k for signage.

**Conclusion/Actions/ Recommendation for Committee on 21 October 2015.****Actions:****1.Feasibility study completed for Cool Oak Lane and Kingsbury junction**

- Feasibility study undertaken however, no improvements were identified that could be implemented in advance of the major changes that will be made to the junction as part of the West Hendon Regeneration.
- **2. Signage of the Perryfield Way Gyratory –**
- Feasibility undertaken, proposal signage will be reported back to Oct

2015 Committee for approval.

### **3. Kingsbury Road junction**

- Feasibility study undertaken which highlighted that a relatively major junction improvement was required including widening to allow a right turn lane and pedestrian improvements. Outcomes to be reported back to October 2015 Committee for a decision to take forward proposal. It is likely to need Environment Committee approval due to the size of the scheme.

#### **Recommendation:**

1. The Committee note that the feasibility study was undertaken and no improvements were identified that could be implemented in advance of the major changes that will be made to the junction as part of the West Hendon Regeneration.
2. Approve £5,000 for Signage

<p><b>HAC004/2015 (Re38) : Expected Outcome:</b></p> <p><b>To address parking ‘issues’ in Watford Way/Apex Corner.</b></p>
<p><b>Request raised at Committee:</b></p> <p>Officers to address parking issues in Watford Way/Apex Corner.</p>
<p><b>Lead Officer: Gavin Woolery-Allen</b></p>
<p><b>Officer response and background information:</b></p> <p>Investigation and consultation to take place December 2015/January 2016.</p> <p>In the backlog report presented to Environment Committee on 15 July 2015.</p> <p>Area Committee on 2 July referred this item onto its work programme for consideration at its October meeting, when additional resources from CIL may be available to fund it.</p>
<p><b>Indicative costs – To be funded from the 2015/16 Area Committee revenue budget</b></p> <p>£20k for feasibility</p>
<p><b>Conclusion/Actions/ Recommendation for Committee on 21 October 2015</b></p> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• Feasibility study in December 2015 /January 2016 with a report back to March 2016 Committee.</li> <li>• Cost of the scheme will be dependent on whether the scheme includes Pay by Phone bays.</li> </ul> <p><b>Recommendation</b></p> <ol style="list-style-type: none"> <li>1. That the Committee agrees the expenditure of £20,000 to undertake a feasibility study and report the outcome of the study to the March 2016 Area Committee meeting.</li> </ol>

<p><b>HAC005/2015 : Expected Outcome:</b></p> <p><b>Mathilda Marks (Hale Lane), Bunns Lane - Zebra Crossings</b></p> <p><b>Address issue of lack of crossing points between Mathilda Marks (Hale Lane), Bunns Lane and towards Woodcraft Park.</b></p>
<p><b>Request raised at Committee:</b></p> <p>Report with full detail of request available from 2 July meeting Area Committee meeting minutes.</p> <p>(Councillor Tom Davey)</p>
<p><b>Lead Officer: Lisa Wright</b></p>
<p><b>Officer response and background information</b></p> <p>Area Committee agreed a feasibility study should be carried out into the introduction of crossing points.</p> <p>Action from Area Committee on 2 July 2015 - dealt with as 'Members' item'.</p>
<p><b>Indicative costs – To be funded from the 2015/16 Area Committee revenue budget</b></p> <p>£15,000</p>
<p><b>Conclusion/Actions/ Recommendation for Committee on 21 October 2015</b></p> <p><b>Actions:</b></p> <ul style="list-style-type: none"> <li>• Feasibility study in December 2015/January 2016</li> <li>• Report back to March 2016 Committee</li> <li>• Implementation costs to be assessed.</li> <li>• If agreed implementation to take place 2016/17 subject to funding being made available</li> </ul> <p><b>Recommendation:</b></p> <ol style="list-style-type: none"> <li>1. That the Committee notes that the outcome of the feasibility study (estimated at £15,000) agreed at the July Committee meeting will be reported to the March 2016 Area Committee meeting..</li> </ol>







**Appendix 2: Hendon Area Committee Work Plan 2015/16**

**London Borough of Barnet  
Hendon Area Committee  
Work Programme  
October 2015 – March 2016**

Contact: [jan.natynczyk@barnet.gov.uk](mailto:jan.natynczyk@barnet.gov.uk), 020 8359 5129

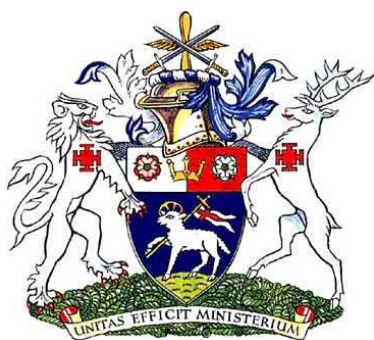
Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
21 October 2015			
Report - Update on the Review of Area Committee Actions: HAC001/2005  <b>Business Parking Bays- HD (Cheyne Walk, NW4)</b>	The request for additional business bays has been noted and Officers will assess the request this autumn along with requests for all minor parking changes, when a prioritised list of schemes will be established and taken forward as appropriate.	Commissioning Director for Environment	Non Key
Report - Update on the Review of Area Committee Actions: HAC004/2015  <b>Watford Way/Apex Corner Parking</b>	That the Committee note the update and agreed to proceed with feasibility study.	Commissioning Director for Environment	Non Key
Report - Update on the Review of Area Committee Actions: HAC002/2015  <b>Edgwarebury Lane South – Crossing</b>	That the Committee note the update and agreed to proceed with funding the implementation.	Commissioning Director for Environment	Non Key

Report - Update on the Review of Area Committee Actions: HAC006/2015  <b>Arundel Gardens – Footway Parking</b>	That the Committee note the update and agree to proceed with feasibility study.	Commissioning Director for Environment	Non Key
Report - Update on the Review of Area Committee Actions: HAC007/2015  <b>Shirehall Lane – Yellow Lines</b>	That the Committee note the update and agree to proceed with feasibility study.	Commissioning Director for Environment	Non Key
RE 31 - <b>Broadfields Avenue and Hale Lane – Parking and Traffic</b>	To note the update following the feasibility study and agree the recommendation as set out in the report.	Commissioning Director for Environment	Non Key
RE34 - <b>West Hendon Highway Issue</b>	That the Committee note the update and agree the recommendation as set out in the report.	Commissioning Director for Environment	Non Key
RE 35 - <b>Silkstream Road Traffic Management Scheme - Outcome of Public Consultation</b>	That the committee consider the objections following the consultation period and agree the recommendation.	Commissioning Director for Environment	Non Key

<b>Devonshire Road - Traffic Management Scheme - Outcome of Public Consultation</b>	That the committee consider the objections following the consultation period and agree the recommendation.	Commissioning Director for Environment	Non Key
<b>Wykeham Road - Traffic Management Scheme - Outcome of Public Consultation</b>	That the committee consider the objections following the consultation period and agree the recommendation.	Commissioning Director for Environment	Non Key
<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of (<i>officer</i>)</b>	<b>Issue Type (Non key/Key/Urgent)</b>
<b>13 January 2016</b>			
HAC007/2015 <b>Shirehall Lane</b>	That the committee note the results of the feasibility study and approve the recommendation contained within the Report.	Commissioning Director for Environment	Non Key
RE21/39 <b>Mowbray Road CPZ</b>	That the committee note the results of the Statutory Consultation and approve the measures contained within the Report.	Commissioning Director for Environment	Non Key
<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of (<i>officer</i>)</b>	<b>Issue Type (Non key/Key/Urgent)</b>
<b>30 March 2016</b>			

RE38 <b>Watford Way/Apex Corner Parking</b>	That the committee note the results of the feasibility study and approve the recommendation contained within the Report.	Commissioning Director for Environment	Non Key
<b>Mathilda Marks (Hale Lane), Bunns Lane - Zebra crossings</b>	That the committee note the results of the feasibility study and approve the recommendation contained within the Report.	Commissioning Director for Environment	Non Key
RE45 <b>Arundel Gardens – Footway Parking</b>	That the committee note the results of the feasibility study and approve the recommendation contained within the Report.	Commissioning Director for Environment	Non Key

AGENDA ITEM 9



## Hendon Area Committee

### 21 October 2015

<b>Title</b>	<b>Hendon Insight and Evidence Review – establishing priorities for Area Committee budgets allocations</b>
<b>Report of</b>	Director of Strategy and Communications
<b>Wards</b>	Burnt Oak, Colindale, Edgware, Hale, Hendon, Mill Hill, West Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A: Insight and Evidence Review – Executive Summary Appendix B: Insight and Evidence Review
<b>Officer Contact Details</b>	Daniel Bailey, Business Intelligence Officer, <a href="mailto:daniel.bailey@barnet.gov.uk">daniel.bailey@barnet.gov.uk</a> , 020 8359 3482  Sara Elias-Basset, Community Engagement, Participation & Strategy Lead, <a href="mailto:sara.elias-Basset@Barnet.gov.uk">sara.elias-Basset@Barnet.gov.uk</a> , 020 8359 5320  Stephen Evans, Director of Strategy and Communications , <a href="mailto:stephen.evans@Barnet.gov.uk">stephen.evans@Barnet.gov.uk</a> , 020 8359 3021

## Summary

At 24 June 2015 Community Leadership Committee and 9 July 2015 Policy and Resources Committee, changes were agreed to the way that Area Committee budgets are allocated, together with additional funding being made available to each Area Committee through the Community Infrastructure Levy.

As a result of these changes, Area Committees have greater budgets and flexibility to allocate these funds to local issues and needs.

The purpose of this report and the attached Insight and Evidence Reviews in Appendix A and Appendix B, is to provide some insight into the current local issues that are impacting the Hendon constituency, in relation to issues such as health, employment, crime and housing to help the Committee consider where and how it might prioritise the funding it has available to it in order to help address any issues of concern

The Insight Review Appendix B, identified three overarching themes that are specifically important to areas within Hendon:

- Deprivation and Employment
- Increasing Diversity & Community Cohesion
- Obesity and Participation in Sport

## **Recommendations**

**1. That the Committee notes and discusses the specific issues highlighted in this report in relation to:**

- Deprivation and Employment
- Increasing Diversity & Community Cohesion
- Obesity and Participation in Sport

**2. Based on the issues highlighted in the Insight & Evidence Review, that the Committee decides if it wishes to set any priorities for the allocation of the funding it has available to it and instruct officers to come back with costed proposals to help address any areas of concern.**

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

#### **Background**

##### **Additional resources for the Area Committees**

- 1.1 At 9 July 2015 Policy and Resources Committee agreed for 15% of the Community Infrastructure Levy (CIL) receipts to be allocated to local Area Committees. This is to be capped at £150,000 per year per constituency and is ring-fenced for infrastructure schemes. The funding from the CIL is in addition to the £100,000 a year that was previously available to each Area Committee until 2017/18.
- 1.2 It was also agreed that in 2015/16 CIL allocations for 2013/14 and 2014/15 would be amalgamated, supporting a more even distribution across Committees.
  - 1.2.1 The total funding available to the Hendon Area Committee in 2015/16 is set out in the table below:



*Proposed funding to be allocated by each Area Committee in 2015/16*

	<i>Base budget 2015/16</i>	<i>Unallocated funds from 2014/15</i>	<i>CIL income</i>	<i>Allocation through Corporate Grants programme</i>	<i>Total 2015/16 allocation through Committees</i>
<b>Hendon</b>	<b>£100,000</b>	<b>£26,103</b>	<b>£150,000</b>	<b>-£17,000</b>	<b>£259,103</b>

### **Changes to Funding Allocations**

- 1.3 In June 2014 the Policy & Resources Committee delegated £100,000 per year to each Area Committee, for the four years 2014/15 to 2017/18, to be spent in their local area. In September 2014, the Community Leadership Committee agreed a procedure for administering the budgets for 2014/15 through an open public grants process.
- 1.4 For the first year, the agreed process was adopted as a pilot scheme, and the Committee instructed officers to review it at the end of the first year of operation and put forward recommendations to amend and improve the process. This was incorporated into a wider review of how the Area Committees and Residents' Forums have operated in 2014/15.
- 1.5 The outcome of the review recommended that the open public grants process was not repeated in 2015/16 and that Area Committees instead move to a new system which would give Members more of an opportunity to plan and direct how they spend their funds. . It was agreed that £17,000 from each Area Committee would be transferred to the Corporate Grants Programme. These recommendations were approved at 24 June 2015 Community Leadership Committee.
- 1.6 The new system allows for Area Committees to continue funding proposals put forward by residents but it also allows for Members to set aside a proportion of the budget to respond to low level - environmental or non-environmental - issues as and when they emerge through various routes including Resident Forums or issues brought by individual Members.
- 1.7 If other issues – either environmental or non-environmental - are flagged up as significant local problems by officers, through existing needs assessments or other evidence-gathering processes, Members can instruct officers to investigate the issue and bring possible options for projects which could address it back to the Committee, with funding used to implement the preferred option if it was considered a local priority. This provides Members with the opportunity to allocate some of the funding they have available to them on local issues based on evidence and insight.

## **Purpose of the Report**

- 1.8 The purpose of this report is to provide an overview of some of the local issues that are impacting upon the Hendon constituency, based on various sources of evidence including the 2015-2020 Barnet JSNA, Public Health Outcomes Framework, GLA population projections, Adults Social Care Outcomes Framework and local analysis. This can then be used to help the Area Committee set priorities for the coming year, that funding can then be allocated against.
- 1.9 The insight identified three overarching themes that are specifically important to areas within Hendon:

### **Deprivation and Employment**

- 1.10 Hendon is the most deprived constituency in the borough, with the highest levels of crime (see Appendix B page 29), unemployment (see Appendix B page 17) and poverty (see Appendix B page 23) and the lowest average household incomes (see Appendix B page 22), qualification levels (see Appendix B page 19) and general health (see Appendix B page 26) across the borough. Across the area specific hotspots occur, especially across areas of Burnt Oak, Colindale and West Hendon.
- 1.11 The west of the Borough has the highest concentration of more deprived LSOAs<sup>1</sup> (see Appendix B page 21), with the highest levels of deprivation in Colindale, West Hendon and Burnt Oak. From 2009/2010 the London Health Observatory introduced the “Slope Index” of inequality. This is a single score which represents the gap in years of life expectancy between the least deprived and most deprived areas within a borough. Within Barnet the average life expectancy of individuals living in the most deprived areas of the borough are 7.6 years less for men and 4.7 years less for women than those living in the least deprived areas. By ward, Burnt Oak has the lowest average life expectancy from birth (78.8 years).
- 1.12 Average incomes are rising across Barnet, however the wards with the lowest average incomes in 2015, Burnt Oak and Colindale, have seen incomes stagnating and even falling in real terms<sup>2</sup>.
- 1.13 The poverty line is defined by the government as 60% of median net income. Using Paycheck 2015 unequivalised Great Britain data, the official poverty line is equivalent to £17,217. More than one in four households in Burnt Oak earns below £15,000 per year and around one in five households in Colindale earn below £15,000 per year; the highest two rates across the borough.
- 1.14 One of the best ways to improve levels of deprivation is to move people into work. Hendon has the highest rate of out-of-work benefit claimants (10.1%) of all three constituencies. Burnt Oak has the highest level (14.8%) of claimants

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<sup>1</sup> A Lower Super Output Area (LSOA) is a geography for the collection and publication of small area statistics. They are used on the Neighbourhood Statistics site and across National Statistics.

<sup>2</sup> Real term values or ‘real values’ are derived by adjusting the actual or ‘nominal value’ by inflation, to take into account the changing value of money overtime.

across all Barnet wards in the borough, whilst one in ten of working age residents in West Hendon and Colindale claim out-of-work benefits.

- 1.15 There has been some progress in this area, with the level of JSA claimants reducing over the last five years from 3.0% to 1.7% of the working age population. Although the proportion of ESA benefit claimants has reduced at a lower rate, 5.3% to 4.9%.
- 1.16 The Hendon constituency also has the highest number of 16-19 year olds who are not in employment, education or training, and at ward level Burnt Oak has the joint highest number (26) of 16-19 year olds who are not in employment, education or training across all wards in the borough.
- 1.17 Voluntary and community sector organisations relating to economic development and unemployment are well developed in areas of high deprivation such as Colindale and Burnt Oak; however employment support appears to be an ongoing issue within the area.

### **Increasing Diversity & Community Cohesion**

- 1.18 Hendon is the most diverse constituency in the whole of Barnet, with the lowest rates of White residents (54.9%) and the highest proportion of Black, Asian and Minority Ethnic residents (45.1%). Burnt Oak, Colindale and West Hendon are the most diverse of all Barnet wards and in the spring 2014 Resident's Perception Survey, those living in Burnt Oak or West Hendon were significantly more likely to feel that those from different backgrounds do not get on well together.
- 1.19 In addition to this, a large proportion of the population growth across the Hendon constituency over the next five years is projected to come from migration, as people move into the new housing developments in the area. This will be especially apparent in Colindale and Mill Hill. As new people move into the area, there is a risk that this will change the dynamics of the area which could impact on community cohesion.

### **Health and Participation in Sport**

- 1.20 In addition to the general health indicators such as life expectancy, the 2015-2020 Barnet Joint Strategic Needs Assessment identified specific health and lifestyle factors impacting the west of the borough and specifically Burnt Oak and Colindale.
- 1.21 Burnt Oak and Colindale have some of the highest prevalence of stroke and obesity within the borough. Some of the best ways to combat these health conditions is through lifestyle changes. There is a fairly even distribution of sports provision throughout Barnet; however areas around Burnt Oak, Colindale and West Hendon are found to have some of the lowest levels of participation in sports. Burnt Oak and Colindale also have some of the lowest levels of park usage<sup>3</sup>.

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<sup>3</sup> Sport England. [Small Area Estimates web tool](#)

- 1.22 Encouraging people to use parks is a great way to promote healthy lifestyles, however the 2014 Parks and Green Spaces needs assessment found that wards with high levels of crime that could take place in a park (for example, assault) tend to also have the lowest level of satisfaction with parks. Over 25.0% of reported crime in the Hendon constituency is assault, and this is much higher in Burnt Oak (41.5%) and Colindale (35.4%).

### **Recommended areas of focus**

- 1.23 Deprivation and Employment
- Increasing employment
  - Reducing crime
- 1.24 Increasing Diversity & Community Cohesion
- Improving community cohesion
  - Supporting people as they move into the area
- 1.25 Health and Participation in Sport

### **Examples of Programmes and Services**

- 1.26 The following programmes of work are examples of the types of initiatives that could be delivered to target priority areas. Officers would investigate the specific circumstances and local opportunities to develop a tailored programme which would deliver the best outcomes.

### **Deprivation and Employment**

- The highest proportion of people claiming out-of-work benefits are claiming Employment Support Allowance, a sickness related benefit. Residents claiming this benefit may have health barriers to employment, amongst other barriers such as lack of skills, experience or long periods without work. The Council is working closely with the four JobCentres in Barnet as well as the college to support people in a rounded or more holistic way. For example, the **Barnet Welfare Reform Task Force** brought together a range of services, including JobCentre Plus, Barnet Homes and wider services such as mental health support, into one place. An evaluation of the service indicated that the strongest results in terms of both getting people into work and also wider outcomes around improving people's overall health and wellbeing were highest when clients engaged with all services and received health and employability support side by side. The Jobcentre also works alongside council teams to support care leavers, offenders and families into work.
- Building on this model, the **Burnt Oak Opportunity Support Team (BOOST)** has recently been setup in Burnt Oak. This is a community based multi-agency team consisting of staff from Jobcentre Plus, Barnet Homes, Barnet

Council's Benefits Service and Education and Skills team. A community partner, **Love Burnt Oak**, will also support the team's work through a local **Work Club**, language and skills classes. By locating all the services together in Burnt Oak, BOOST will be able to offer residents the targeted support they need to help them develop the skills they need to move into employment and build close links with local employers.

- **Area Forums** could support community based projects that help people find employment and / or move out of poverty. The sorts of programmes that could be beneficial are: **mentoring**, **skills development**, **skills retraining** – which may be especially useful for the older working population, **IT skills training**, **confidence and wellbeing support** and **money management**.

### **Reducing Crime**

- Location based multi-agency problem solving. This is where partners consider the crime and anti-social behaviour in the area and devise a local plan to address the impact on the victim/community, action/intervention with the offender and addressing location based issues. The Committee could fund **area based community safety officers** who work with the local community, members, partners (for example the police, probation, immigration) and the business and voluntary sector to respond to and provide long term solutions to local crime and anti-social behaviour issues.
- Increasing community confidence and raising awareness of services to support victims of crime and anti-social behaviour by running a **localised communication campaign** to increase awareness of services; and running localised, **resident based community safety summit** to promote the safety of the area
- Spot purchasing of **mobile CCTV** would fund the moving of a camera, or installation of a new one in areas where there are persistent problems of anti-social behaviour to deter offenders and support evidence gathering
- Establishing **neighbourhood watch schemes**. This is most applicable in areas of high burglary.

### **Increasing Diversity & Community Cohesion**

- Community groups are a great way of promoting community cohesion within an area. These can take the form of **sporting activities**, or could be linked into wider community based activities such as **community gardens** or **environmental projects**.

- Local **sports clubs and activities** offer a great opportunity to build community cohesion and encourage participation in physical activity. Barnet already delivers **daily walking schemes** from four locations within the borough, and there is opportunity to try and develop these further at a more local level.
- **Community gardens** or **environmental projects** offer a great way of improving community cohesion, whilst encouraging residents to take more of an interest in the care and upkeep of their local area.
- There are a variety of services and programmes that could be funded to help support new residents moving into the area and help build community cohesion. Localised **communication campaigns** could be used to help increase awareness of the services and support that are available to residents. **Mentoring programmes** would also provide a way of providing support and guidance to residents who have just moved into the area, this would be especially useful for international migrants.
- For international migrants who have just moved into the borough, not being able to speak the language or understand the culture can act as a significant barrier to them being able to use their skills and engage with the local community. **English language and cultural programmes** help to alleviate some of these issues, as well as bring together residents from different ethnic and religious backgrounds which can help to build community cohesion. **The Conversation Café** is already providing English language sessions in four locations across the borough and with strong take-up there is an opportunity to expand these programmes in the future.

### **Health and Participation in Sport**

- While the evidence for physical activity among under 5s is limited it is fairly conclusive; being active at such a young age is the basis for creating an active adult and thereby reducing health risks associated with inactivity later in life<sup>4</sup>. **Parent and toddler community based programmes** offer a real opportunity to focus on supporting and training parents to show them how to create opportunities for physical activity and purposeful play.
- Programmes designed to enable **children and young people to volunteer in local sports clubs**. This could provide young people the opportunity to be physically active whilst providing learning experiences that increase skills and knowledge that will support young people to develop themselves and improve their employment prospects. There is already a volunteer programme based

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<https://www.harrow.gov.uk/www2/documents/s111838/APHR2013%20Barnet%20and%20Harrow.pdf>

at Canada Villa Youth Centre called **Sports Makers**, which is targeted at people aged between 14 and 17.

- Community based **activity programmes** that are run for children and young people by local volunteers. These can take the form of **sporting activities**, or could be linked into **wider community based activities** such as **community gardens** or **environmental projects**. **Energy Club** is a great example of this type of programme. Run by Sports Leaders UK, it provides training for people aged 16 or over who wish to run a club in their local area.
- As role models, parents need to make sure they're demonstrating a healthy attitude toward food so their children do, too. **Health family programmes** provide an opportunity to bring families together through the development of active lifestyles.
- Barnet has a number of outdoor gyms installed in parks across the borough. **Outdoor gym activator programmes** are already being run across the borough, to encourage the public to engage with the gyms. There is an opportunity to build on programmes such as these, as well as introducing new programmes that offer low cost **physical activity classes** in parks and open spaces.
- In Harrow, youth and community centres are being used to provide **low cost physical activity programmes** for the community. Utilising these spaces provides an opportunity to offer **locally based gyms** and **fitness classes**, at relatively low costs to the public.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The process for allocating Area Committee Budgets was approved by the Community Leadership Committee and Policy & Resources Committee to allow Area Committees to help support local issues and areas of need.
- 2.2 These recommendations are required to ensure that priorities are based on insight into the current needs within the Hendon constituency.

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

- 3.1 None

## **4. POST DECISION IMPLEMENTATION**

- 4.1 This report does not require any direct decision to be made. The report should provide insight to help support future funding decisions made by the Area Committee.

## 5. IMPLICATIONS OF DECISION

### 5.1 Corporate Priorities and Performance

5.1.1 The recommendations set out in this report further the principles of the Corporate Plan 2015-2020 by seeking to ensure that Area Committee operations and the resources they allocate improve quality of life for people in each local area, support communities to help themselves, and work efficiently to ensure value for money.

5.1.2 The decision will contribute to the Health and Wellbeing Strategy's aim to improve wellbeing in the community by helping Area Committees to prioritise funding to reflect the needs of communities in their local area.

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

5.2.1 The total funding available to the Hendon Area Committee in 2015/16 is set out in the table below:

*Proposed funding to be allocated by each Area Committee in 2015/16*

	<i>Base budget 2015/16</i>	<i>Unallocated funds from 2014/15</i>	<i>CIL income</i>	<i>Allocation through Corporate Grants programme</i>	<i>Total 2015/16 allocation through Committees</i>
<b>Hendon</b>	<b>£100,000</b>	<b>£26,103</b>	<b>£150,000</b>	<b>-£17,000</b>	<b>£259,103</b>

5.2.2 Officer support for the Area Committee budget allocation is required but has so far been managed within existing workloads.

5.2.3 Support has come from the Governance Service, Strategy Unit and Finance, with support from Legal and Delivery Units as appropriate. Some transactional finance support will also be required post-decision to provide audit and due diligence and arrange for funds to be released.

### 5.3 Legal and Constitutional References

5.3.1 The Council has statutory duties to promote the wellbeing and health of its residents for example in the Care Act 2014.

5.3.2 The Constitution section Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees' functions include "in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level.



## **5.4 Risk Management**

- 5.4.1 The recommendations set out in this report and its appendices are designed to mitigate risk, by allowing funding decisions to be based on insight that demonstrates local areas of need.

## **5.5 Equalities and Diversity**

- 5.5.1 The 2010 Equality Act outlines the provisions of the Public Sector Equality Duty. This 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.

- 5.5.2 The protected characteristics are:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

- 5.5.3 The recommendations set out in this report are designed to ensure that Area Committees are able to reflect the needs of different communities within their local area in their own decisions, and to give Area Committees a route to feed these into the decisions made by Theme Committees.

## **5.6 Consultation and Engagement**

- 5.6.1 None

## **5.8 Insight**

- 5.8.1 All recommendations put forward in this report are based on insight and analysis from a variety of sources including the 2015-2020 Barnet JSNA, Public Health Outcomes Framework, GLA population projections, Adults Social Care Outcomes Framework and local analysis.

## **6. BACKGROUND PAPERS**

- 6.1 Area Environment Sub-Committees - Draft Funding Arrangements (Policy & Resources Committee, 10 June 2014).
- 6.2 Area Sub-Committees - Budget Allocation Draft Framework (Community Leadership Committee, 25 June 2014).
- 6.3 Developing a Community Participation Strategy for Barnet (Community Leadership Committee, 25 June 2014).
- 6.4 Community Participation Strategy: Area Committee Budget Arrangements and Wider Community Funding (Community Leadership Committee, 11 September 2014).
- 6.5 Community Participation Strategy: Implementation Plan (Community Leadership Committee, 11 March 2015).
- 6.6 Review of Area Committees and their relationship with the Environment Committee (Environment Committee, 11 June 2015)
- 6.7 Review of Area Committees – operations and delegated budgets (Community Leadership Committee, 24 June 2015)

# Hendon Insight and Evidence Review

## Executive Summary

### 1 Overview of Findings

#### 1.1 Deprivation and Employment

Hendon is the most deprived constituency in the borough, with the highest levels of crime (see page 29), unemployment (see page 17) and poverty (see page 23) and the lowest average household incomes (see page 22), qualification levels (see page 19) and general health (see page 26) across the borough. Across the area specific hotspots occur, especially across areas of Burnt Oak, Colindale and West Hendon.

The west of the Borough has the highest concentration of more deprived LSOAs<sup>1</sup> (see page 21), with the highest levels of deprivation in Colindale, West Hendon and Burnt Oak. From 2009/2010 the London Health Observatory introduced the “Slope Index” of inequality. This is a single score which represents the gap in years of life expectancy between the least deprived and most deprived areas within a borough. Within Barnet the average life expectancy of individuals living in the most deprived areas of the borough are 7.6 years less for men and 4.7 years less for women than those living in the least deprived areas. By ward, Burnt Oak has the lowest average life expectancy from birth (78.8 years).

Average incomes are rising across Barnet, however the wards with the lowest average incomes in 2015, Burnt Oak and Colindale, have seen incomes stagnating and even falling in real terms<sup>2</sup>.

The poverty line is defined by the government as 60% of median net income. Using Paycheck 2015 unequivalised Great Britain data, the official poverty line is equivalent to £17,217. More than one in four households in Burnt Oak earns below £15,000 per year and around one in five households in Colindale earn below £15,000 per year; the highest two rates across the borough.

One of the best ways to improve levels of deprivation is to move people into work. Hendon has the highest rate of out-of-work benefit claimants (10.1%) of all three constituencies. Burnt Oak has the highest level (14.8%) of claimants across all Barnet wards in the borough, whilst one in ten of working age residents in West Hendon and Colindale claim out-of-work benefits.

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<sup>1</sup> A Lower Super Output Area (LSOA) is a geography for the collection and publication of small area statistics. They are used on the Neighbourhood Statistics site and across National Statistics.

<sup>2</sup> Real term values or ‘real values’ are derived by adjusting the actual or ‘nominal value’ by inflation, to take into account the changing value of money overtime.

There has been some progress in this area, with the level of JSA claimants reducing over the last five years from 3.0% to 1.7% of the working age population. Although the proportion of ESA benefit claimants has reduced at a lower rate, 5.3% to 4.9%.

The Hendon constituency also has the highest number of 16-19 year olds who are not in employment, education or training, and at ward level Burnt Oak has the joint highest number (26) of 16-19 year olds who are not in employment, education or training across all wards in the borough.

Voluntary and community sector organisations relating to economic development and unemployment are well developed in areas of high deprivation such as Colindale and Burnt Oak; however employment support appears to be an ongoing issue within the area.

## **1.2 Increasing Diversity & Community Cohesion**

Hendon is the most diverse constituency in the whole of Barnet, with the lowest rates of White residents (54.9%) and the highest proportion of Black, Asian and Minority Ethnic residents (45.1%). Burnt Oak, Colindale and West Hendon are the most diverse of all Barnet wards and in the spring 2014 Resident's Perception Survey, those living in Burnt Oak or West Hendon were significantly more likely to feel that those from different backgrounds do not get on well together.

In addition to this, a large proportion of the population growth across the Hendon constituency over the next five years is projected to come from migration, as people move into the new housing developments in the area. This will be especially apparent in Colindale and Mill Hill. As new people move into the area, there is a risk that this will change the dynamics of the area which could impact on community cohesion.

## **1.3 Health and Participation in Sport**

In addition to the general health indicators such as life expectancy, the 2015-2020 Barnet Joint Strategic Needs Assessment identified specific health and lifestyle factors impacting the west of the borough and specifically Burnt Oak and Colindale.

Burnt Oak and Colindale have some of the highest prevalence of stroke and obesity within the borough. Some of the best ways to combat these health conditions is through lifestyle changes. There is a fairly even distribution of sports provision throughout Barnet; however areas around Burnt Oak, Colindale and West Hendon are found to have some of the lowest levels of participation in sports. Burnt Oak and Colindale also have some of the lowest levels of park usage<sup>3</sup>.

Encouraging people to use parks is a great way to promote healthy lifestyles, however the 2014 Parks and Green Spaces needs assessment found that wards with high levels of crime that could take place in a park (for example, assault) tend to

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<sup>3</sup> Sport England. [Small Area Estimates web tool](#)

also have the lowest level of satisfaction with parks. Over 25.0% of reported crime in the Hendon constituency is assault, and this is much higher in Burnt Oak (41.5%) and Colindale (35.4%).

## 2 Recommended areas of focus

- Deprivation and Employment
  - Increasing employment
  - Reducing crime
- Increasing Diversity & Community Cohesion
  - Improving community cohesion
  - Supporting people as they move into the area
- Health and Participation in Sport

## 3 Summary of Key Facts

### 3.1 Population

- The Hendon constituency is the largest in Barnet, consisting of 132,062 people. Over the next five years the population of the Hendon constituency is projected to increase by 9.7%, the highest rate of all constituencies.
- The redevelopment works taking place across the constituency are the primary drivers of growth, with Colindale and Mill Hill projected to increase in size by 43.2% and 9.8% over this period.
- Unlike many areas of the borough, the population of the Hendon constituency is not projected to become proportionally older as redevelopment works attract younger people into the area.
- The Hendon constituency is the most ethnically diverse in the borough, with high levels of Black, Asian and Minority Ethnic groups, in comparison to other areas. With Colindale, Burnt Oak and West Hendon are the only three wards in the whole of the borough with more than 50.0% of the population who is from a Black, Asian or Minority Ethnic background.
- Hendon also has a large population of Jewish residents, accounting for 17.0% of the total population. The largest communities of Jewish residents are located in Edgware and Hendon, 32.6% and 31.4% respectively. In Edgware, Judaism is the most prominent religion in the ward.

### 3.2 Employment and Education

- Across all three constituencies, Hendon has the lowest rate of economically active residents in employment. 92.4% in Hendon, compared to 92.9% in Finchley and Golders Green and 97.6% in Chipping Barnet.
- In February 2015 Hendon had the highest rate of working age people claiming benefits (10.1%). The most frequently claimed benefit is Employment Support Allowance (ESA), a sickness related benefit, which accounts for 4.9% of all claims. At one time, JSA made up the highest level of claims but in recent years this has and now only accounts for 1.7% of claims in Hendon. Residents claiming ESA this benefit may have health barriers to employment, amongst other barriers such as lack of skills, experience or long periods without work.
- At ward level, Burnt Oak has the highest number (1,760) and proportion (14.8%) of total claimants across the whole borough. West Hendon (1,305 (10.8%) and Colindale (1,530 (10.3%)) also have high rates of claimants, with over 10.0% of residents aged 16-64 in these wards claiming benefits.
- For JSA claimants alone, more recent data is available from August 2015. In August 2015, Hendon had the highest proportion of working age residents who claimed JSA (1.5%). Of these, 13.6% of claimants were aged between 18 and 24, compared to 15.2% in Chipping Barnet and 10.7% in Finchley and Golders Green.

- Hendon also has the lowest rate of residents with all levels of NVQ qualifications, compared to the rest of the borough.
- At constituency, Hendon has the highest number of 16-19 year olds who are not in employment, education or training (97) and at ward level, Burnt Oak has the joint highest number (26) of NEET 16-19 year olds across all wards in the borough.

### 3.3 Deprivation

- The west of the Borough has the highest concentration of more deprived LSOAs, with the highest levels of deprivation in Colindale, West Hendon and Burnt Oak.
- Households in Hendon have an average household income of £37,737. This is the lowest average income of all three constituencies and is below the Borough average of £41,468.
- The average household income in Barnet in 2015 was £41,468; only three wards in the Hendon constituency have average household incomes in excess of this. Whereas three wards in the Hendon constituency have average household incomes below £40,000; West Hendon (£36,642), Colindale (£30,125) and Burnt Oak (£25,930). Burnt Oak is the only ward in Barnet to have an average household income below the average Great Britain rate of £28,696.
- Burnt Oak and Colindale have the two lowest average incomes of any ward in Barnet, £25,930 and £30,125. And more importantly these two wards have experienced the lowest growth in incomes since 2012, 0.7% and 10.4% respectively. This further drives inequality across the Hendon constituency.
- 13.5% of households across Barnet have an average household income below the national poverty threshold of £17,500. Across the Hendon constituency, three wards, West Hendon, Colindale and Burnt Oak have a higher rate of homes that fall beneath this, with over a quarter of households in Burnt Oak below this threshold.
- The west of the borough also has some of the highest rates of children living in in poverty, in particular Burnt Oak (36.0%) and Colindale (37.5%), which both exceed the national and London averages.

### 3.4 Health

- The life expectancy of individuals living in the most deprived areas of the Borough are on average 7.6 years less than the average for men and 4.7 years less for women. By Ward, Burnt Oak has the lowest average life expectancy from birth 78.8 years.
- The wards with the highest rates of child obesity are Colindale, Burnt Oak and Underhill. These are also the wards with amongst the lowest levels of participation in sport, the lowest levels of park use, and the lowest rate of volunteering.



- The wards with the highest rates of admission to hospital with alcohol-related conditions are Burnt Oak, West Hendon and Colindale.
- The rate of emergency hospital admissions due to stroke is significantly higher in Barnet than London or England. Burnt Oak and Colindale have some of the highest rates of mortality from stroke across the borough.
- Data for 2008-2012 show that the proportion of babies born with a low birth weight (i.e. less than 2500 g) was highest amongst women resident in Finchley Church End ward (9.1%) followed by Burnt Oak (8.5%), Colindale (8.3%) and Edgware (8.3%) wards in Barnet.

### 3.5 Crime

- The Hendon constituency has the highest rate of reported crimes of all three constituencies; 68.7 reported crimes for every 1,000 people in the population, compared to Finchley and Golders Green with 59.8 and Chipping Barnet with 63.0.
- Apart from Hale, all of the Hendon wards have crime rates in the top half of the whole borough.
- The highest reported crime rate is in West Hendon, where 99.9 crimes are reported for every 1,000 people in the population.
- And even more of a concern is that although some wards in the Hendon constituency have seen a decline in crime rates since 2012/13, in West Hendon crime rates have increased over this period.
- The most frequent type of reported crime in West Hendon is violence is theft and handling, which accounts for 52.2% of all crimes. This is the highest reported type of crime across five of the Hendon wards, whereas violence against the person is the highest reported crime in two wards.

### 3.6 House prices

- The average house price in Hendon is £456,855; £22,809 below the overall Barnet average of £479,664.
- House prices vary across the constituency with average houses in Mill Hill £305,563 above those in Burnt Oak.
- Burnt Oak, Colindale and West Hendon have the lowest average prices in the constituency and are amongst the four wards with the lowest house prices in the whole of the borough; Burnt Oak has the lowest at £296,959.
- Over the past year, average house prices in Hendon have increased by over 49.4% the highest across the whole borough, whereas homes in Mill Hill have reduced by -10.3%.

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# Hendon Constituency Insight and Evidence Review

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## 1 Introduction

This insight report uses a variety of data sources to compare the current position of Hendon and its composite wards with the other areas of the London Borough of Barnet. From this analysis the report identifies local issues that are specifically relevant to the Hendon constituency or areas within it.

This report is designed to support Area Committee Members to identify priority topics that maybe supported by additional funding from the Committee.

An overview of the key findings is given below. This is then followed by a summary of the key facts.

## 2 Overview of Findings

### 2.1 Deprivation and Employment

Hendon is the most deprived constituency in the borough, with the highest levels of crime (see page 29), unemployment (see page 17) and poverty (see page 23) and the lowest average household incomes (see page 22), qualification levels (see page 19) and general health (see page 26) across the borough. Across the area specific hotspots occur, especially across areas of Burnt Oak, Colindale and West Hendon.

The west of the Borough has the highest concentration of more deprived LSOAs<sup>1</sup> (see page 21), with the highest levels of deprivation in Colindale, West Hendon and Burnt Oak. From 2009/2010 the London Health Observatory introduced the “Slope Index” of inequality. This is a single score which represents the gap in years of life expectancy between the least deprived and most deprived areas within a borough. Within Barnet the average life expectancy of individuals living in the most deprived areas of the borough are 7.6 years less for men and 4.7 years less for women than those living in the least deprived areas. By ward, Burnt Oak has the lowest average life expectancy from birth (78.8 years).

Average incomes are rising across Barnet, however the wards with the lowest average incomes in 2015, Burnt Oak and Colindale, have seen incomes stagnating and even falling in real terms<sup>2</sup>.

The poverty line is defined by the government as 60% of median net income. Using Paycheck 2015 unequivalised Great Britain data, the official poverty line is equivalent to £17,217. More than one in four households in Burnt Oak earns below £15,000 per year and around one in five households in Colindale earn below £15,000 per year; the highest two rates across the borough.

One of the best ways to improve levels of deprivation is to move people into work. Hendon has the highest rate of out-of-work benefit claimants (10.1%) of all three constituencies. Burnt Oak has the highest level (14.8%) of claimants across all Barnet wards in the borough, whilst one in ten of working age residents in West Hendon and Colindale claim out-of-work benefits.

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There has been some progress in this area, with the level of JSA claimants reducing over the last five years from 3.0% to 1.7% of the working age population. Although the proportion of ESA benefit claimants has reduced at a lower rate, 5.3% to 4.9%.

The Hendon constituency also has the highest number of 16-19 year olds who are not in employment, education or training, and at ward level Burnt Oak has the joint highest number (26) of 16-19 year olds who are not in employment, education or training across all wards in the borough.

Voluntary and community sector organisations relating to economic development and unemployment are well developed in areas of high deprivation such as Colindale and Burnt Oak; however employment support appears to be an ongoing issue within the area.

## **2.2 Increasing Diversity & Community Cohesion**

Hendon is the most diverse constituency in the whole of Barnet, with the lowest rates of White residents (54.9%) and the highest proportion of Black, Asian and Minority Ethnic residents (45.1%). Burnt Oak, Colindale and West Hendon are the most diverse of all Barnet wards and in the spring 2014 Resident's Perception Survey, those living in Burnt Oak or West Hendon were significantly more likely to feel that those from different backgrounds do not get on well together.

In addition to this, a large proportion of the population growth across the Hendon constituency over the next five years is projected to come from migration, as people move into the new housing developments in the area. This will be especially apparent in Colindale and Mill Hill. As new people move into the area, there is a risk that this will change the dynamics of the area which could impact on community cohesion.

## **2.3 Health and Participation in Sport**

In addition to the general health indicators such as life expectancy, the 2015-2020 Barnet Joint Strategic Needs Assessment identified specific health and lifestyle factors impacting the west of the borough and specifically Burnt Oak and Colindale.

Burnt Oak and Colindale have some of the highest prevalence of stroke and obesity within the borough. Some of the best ways to combat these health conditions is through lifestyle changes. There is a fairly even distribution of sports provision throughout Barnet; however areas around Burnt Oak, Colindale and West Hendon are found to have some of the lowest levels of participation in sports. Burnt Oak and Colindale also have some of the lowest levels of park usage<sup>3</sup>.

Encouraging people to use parks is a great way to promote healthy lifestyles, however the 2014 Parks and Green Spaces needs assessment found that wards with high levels of crime that could take place in a park (for example, assault) tend to also have the lowest level of satisfaction with parks. Over 25.0% of reported crime in the Hendon constituency is assault, and this is much higher in Burnt Oak (41.5%) and Colindale (35.4%).

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<sup>3</sup> Sport England. [Small Area Estimates web tool](#)

### 3 Recommended areas of focus

- Deprivation and Employment
  - Increasing employment
  - Reducing crime
- Increasing Diversity & Community Cohesion
  - Improving community cohesion
  - Supporting people as they move into the area
- Health and Participation in Sport

## 4 Summary of Key Facts

### 4.1 Population

- The Hendon constituency is the largest in Barnet, consisting of 132,062 people. Over the next five years the population of the Hendon constituency is projected to increase by 9.7%, the highest rate of all constituencies.
- The redevelopment works taking place across the constituency are the primary drivers of growth, with Colindale and Mill Hill projected to increase in size by 43.2% and 9.8% over this period.
- Unlike many areas of the borough, the population of the Hendon constituency is not projected to become proportionally older as redevelopment works attract younger people into the area.
- The Hendon constituency is the most ethnically diverse in the borough, with high levels of Black, Asian and Minority Ethnic groups, in comparison to other areas. With Colindale, Burnt Oak and West Hendon are the only three wards in the whole of the borough with more than 50.0% of the population who is from a Black, Asian or Minority Ethnic background.
- Hendon also has a large population of Jewish residents, accounting for 17.0% of the total population. The largest communities of Jewish residents are located in Edgware and Hendon, 32.6% and 31.4% respectively. In Edgware, Judaism is the most prominent religion in the ward.

### 4.2 Employment and Education

- Across all three constituencies, Hendon has the lowest rate of economically active residents in employment. 92.4% in Hendon, compared to 92.9% in Finchley and Golders Green and 97.6% in Chipping Barnet.
- In February 2015 Hendon had the highest rate of working age people claiming benefits (10.1%). The most frequently claimed benefit is Employment Support Allowance (ESA), a sickness related benefit, which accounts for 4.9% of all claims. At one time, JSA made up the highest level of claims but in recent years this has and now only accounts for 1.7% of claims in Hendon. Residents claiming ESA this benefit may have health barriers to employment, amongst other barriers such as lack of skills, experience or long periods without work.
- At ward level, Burnt Oak has the highest number (1,760) and proportion (14.8%) of total claimants across the whole borough. West Hendon (1,305 (10.8%) and Colindale (1,530 (10.3%)) also have high rates of claimants, with over 10.0% of residents aged 16-64 in these wards claiming benefits.
- For JSA claimants alone, more recent data is available from August 2015. In August 2015, Hendon had the highest proportion of working age residents who claimed JSA (1.5%). Of these, 13.6% of claimants were aged between 18 and 24, compared to 15.2% in Chipping Barnet and 10.7% in Finchley and Golders Green.
- Hendon also has the lowest rate of residents with all levels of NVQ qualifications, compared to the rest of the borough.
- At constituency, Hendon has the highest number of 16-19 year olds who are not in employment, education or training (97) and at ward level, Burnt Oak has the joint highest number (26) of NEET 16-19 year olds across all wards in the borough.



### 4.3 Deprivation

- The west of the Borough has the highest concentration of more deprived LSOAs, with the highest levels of deprivation in Colindale, West Hendon and Burnt Oak.
- Households in Hendon have an average household income of £37,737. This is the lowest average income of all three constituencies and is below the Borough average of £41,468.
- The average household income in Barnet in 2015 was £41,468; only three wards in the Hendon constituency have average household incomes in excess of this. Whereas three wards in the Hendon constituency have average household incomes below £40,000; West Hendon (£36,642), Colindale (£30,125) and Burnt Oak (£25,930). Burnt Oak is the only ward in Barnet to have an average household income below the average Great Britain rate of £28,696.
- Burnt Oak and Colindale have the two lowest average incomes of any ward in Barnet, £25,930 and £30,125. And more importantly these two wards have experienced the lowest growth in incomes since 2012, 0.7% and 10.4% respectively. This further drives inequality across the Hendon constituency.
- 13.5% of households across Barnet have an average household income below the national poverty threshold of £17,500. Across the Hendon constituency, three wards, West Hendon, Colindale and Burnt Oak have a higher rate of homes that fall beneath this, with over a quarter of households in Burnt Oak below this threshold.
- The west of the borough also has some of the highest rates of children living in poverty, in particular Burnt Oak (36.0%) and Colindale (37.5%), which both exceed the national and London averages.

### 4.4 Health

- The life expectancy of individuals living in the most deprived areas of the Borough are on average 7.6 years less than the average for men and 4.7 years less for women. By Ward, Burnt Oak has the lowest average life expectancy from birth 78.8 years.
- The wards with the highest rates of child obesity are Colindale, Burnt Oak and Underhill. These are also the wards with amongst the lowest levels of participation in sport, the lowest levels of park use, and the lowest rate of volunteering.
- The wards with the highest rates of admission to hospital with alcohol-related conditions are Burnt Oak, West Hendon and Colindale.
- The rate of emergency hospital admissions due to stroke is significantly higher in Barnet than London or England. Burnt Oak and Colindale have some of the highest rates of mortality from stroke across the borough.
- Data for 2008-2012 show that the proportion of babies born with a low birth weight (i.e. less than 2500 g) was highest amongst women resident in Finchley Church End ward (9.1%) followed by Burnt Oak (8.5%), Colindale (8.3%) and Edgware (8.3%) wards in Barnet.

### 4.5 Crime

- The Hendon constituency has the highest rate of reported crimes of all three constituencies; 68.7 reported crimes for every 1,000 people in the population, compared to Finchley and Golders Green with 59.8 and Chipping Barnet with 63.0.

- Apart from Hale, all of the Hendon wards have crime rates in the top half of the whole borough.
- The highest reported crime rate is in West Hendon, where 99.9 crimes are reported for every 1,000 people in the population.
- And even more of a concern is that although some wards in the Hendon constituency have seen a decline in crime rates since 2012/13, in West Hendon crime rates have increased over this period.
- The most frequent type of reported crime in West Hendon is violence is theft and handling, which accounts for 52.2% of all crimes. This is the highest reported type of crime across five of the Hendon wards, whereas violence against the person is the highest reported crime in two wards.

#### 4.6 House prices

- The average house price in Hendon is £456,855; £22,809 below the overall Barnet average of £479,664.
- House prices vary across the constituency with average houses in Mill Hill £305,563 above those in Burnt Oak.
- Burnt Oak, Colindale and West Hendon have the lowest average prices in the constituency and are amongst the four wards with the lowest house prices in the whole of the borough; Burnt Oak has the lowest at £296,959.
- Over the past year, average house prices in Hendon have increased by over 49.4% the highest across the whole borough, whereas homes in Mill Hill have reduced by -10.3%.

## 5 Data Tables and Analysis

### 5.1 Demographics

#### 5.1.1 Population

- The total population of the Hendon constituency is 132,062 people.
- The largest ward in the Hendon constituency is Colindale which has 21,658 residents, the largest of all wards in the borough.

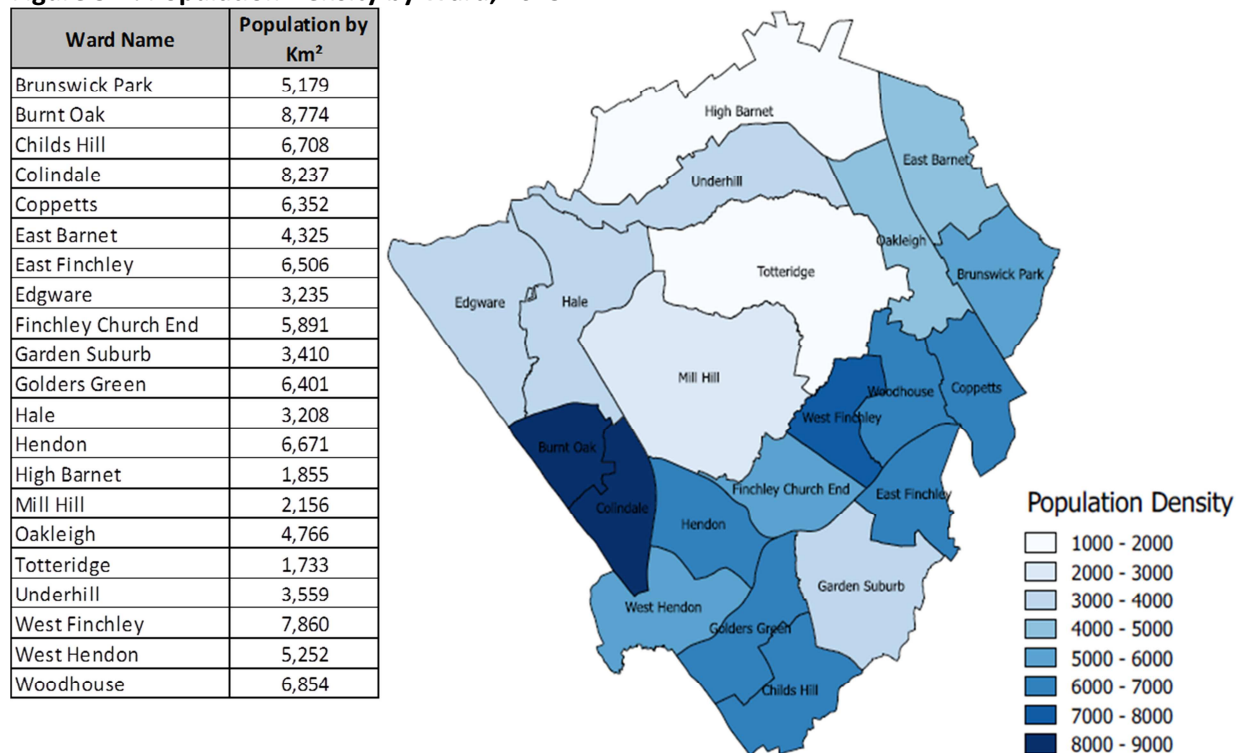
**Table 5-1: Population by Ward, 2015**

Ward Name	Total Population
Colindale	21658
Childs Hill	20695
Mill Hill	20187
Golders Green	18979
Hendon	18886
Burnt Oak	18090
West Hendon	17961
Edgware	17927
Woodhouse	17919
Hale	17353
Coppetts	17236
West Finchley	16959
Brunswick Park	16402
East Finchley	16285
East Barnet	16173
Underhill	16153
Garden Suburb	16078
Finchley Church End	16015
Oakleigh	15774
High Barnet	15367
Totteridge	15169

Source: GLA 2013 Population Projections (Borough Proffered Option)

- By population density, Burnt Oak has is the largest ward in the Hendon constituency with 8,774 people per square km, and Mill Hill is the least populated with 2,156 per square km.

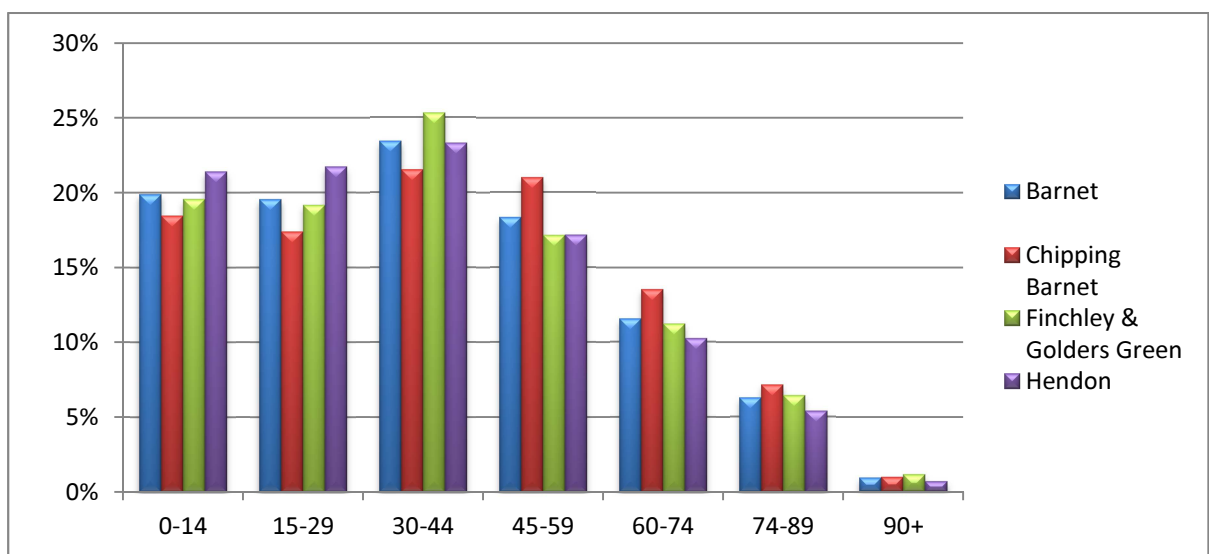
**Figure 5-1: Population Density by Ward, 2015**



### 5.1.2 Population by Age

- Hendon has a proportionally younger population compared to other constituencies, with the highest rate of people aged 0-29 (43.2% of the population). Equally it has the lowest proportion of people aged 60 or over (16.4% of the population).
- The 30-44 age group is the most common, accounting for 23.3% of the Hendon population.

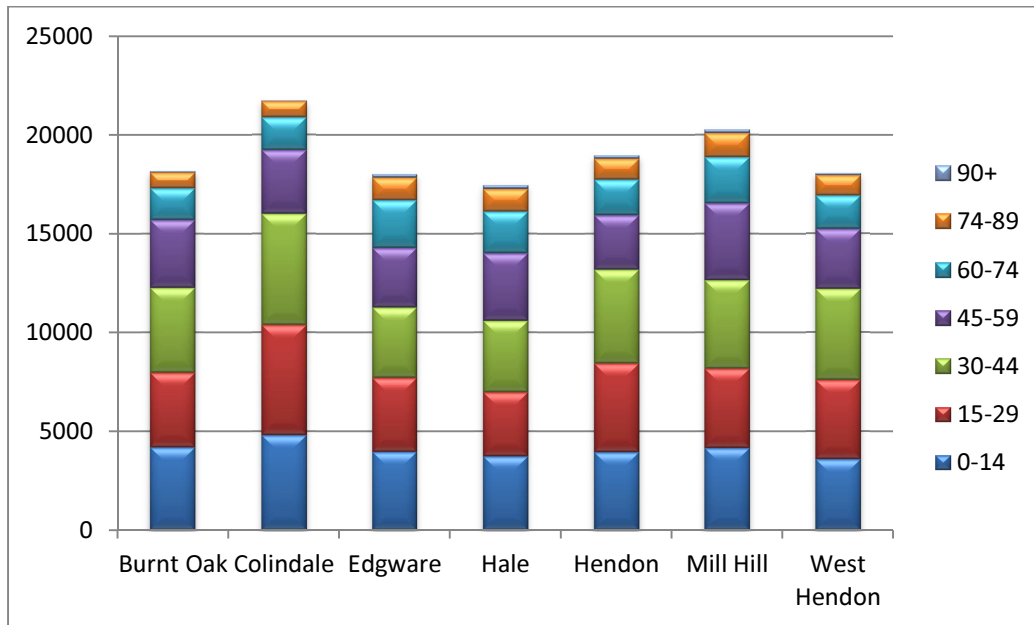
**Figure 5-2: Barnet constituency populations, by age group**



Source: GLA 2013 Population Projections (Borough Preferred Option)

- Proportionally Colindale is has the youngest population in Hendon, with 73.6% of its population aged 44 or under.
- Edgware and Mill Hill have the oldest population, with over 20.0% of their populations comprising of people 60 or above.

**Figure 5-3: Hendon population by Ward by age group**



Source: GLA 2013 Population Projections (Borough Proffered Option)

### 5.1.3 Population Growth

- During the period 2015 to 2020, the Hendon population is projected to increase in size by 9.7%, taking the population to 144,922. This is the highest increase of all three Barnet constituencies and is greater than the overall projected growth for Barnet (5.3%).
- By constituency ward, Colindale and Mill Hill are projected the highest rates of growth, driven by the new housing developments. Whereas, despite the overall Hendon constituency projected to grow, Hale and Hendon are both projected to decrease in size over the next five years.

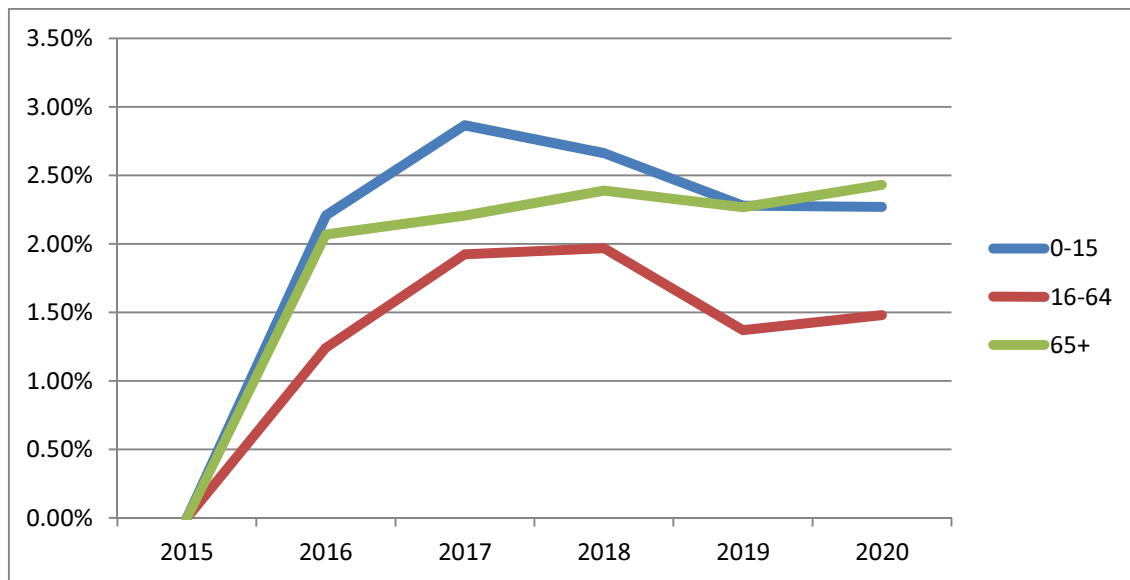
**Table 5-2: Population by Ward, 2015 – 2020**

<b>Ward Name</b>	<b>2015</b>	<b>2020</b>	<b>% Growth 2015- 2020</b>
Colindale	21658	31005	43.2%
Golders Green	18979	23129	21.9%
Mill Hill	20187	22159	9.8%
Edgware	17927	19154	6.8%
Brunswick Park	16402	16865	2.8%
Childs Hill	20695	21268	2.8%
West Finchley	16959	17418	2.7%
Totteridge	15169	15562	2.6%
Woodhouse	17919	18318	2.2%
West Hendon	17961	18266	1.7%
Finchley Church End	16015	16210	1.2%
East Barnet	16173	16353	1.1%
Burnt Oak	18090	18278	1.0%
High Barnet	15367	15438	0.5%
Garden Suburb	16078	16108	0.2%
East Finchley	16285	16280	0.0%
Hale	17353	17275	-0.4%
Hendon	18886	18785	-0.5%
Oakleigh	15774	15702	-0.5%
Underhill	16153	16080	-0.5%
Coppetts	17236	17098	-0.8%

Source: GLA 2013 Population Projections (Borough Preferred Option)

- Growth is projected across all age groups, with the highest level of growth projected in the 0-15 age band (12.9%). The 16-64 age group is projected growth of 8.2% and the 65 and over age group is projected to grow by 11.9%.

**Figure 5-4: Hendon population growth, by Broad Age Group (2015-2020)**

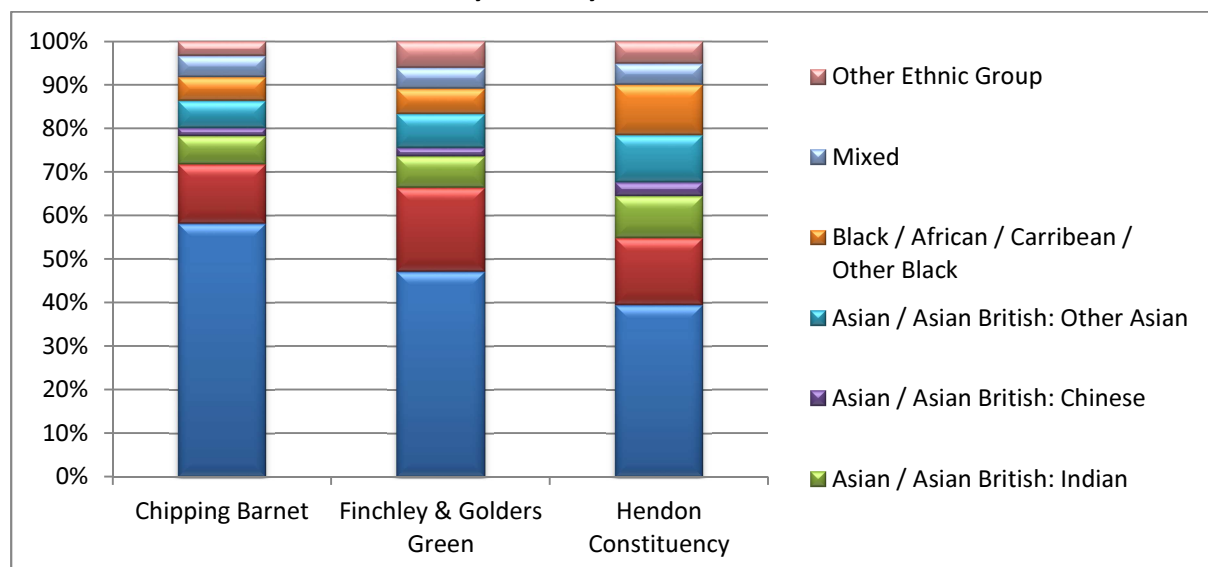


Source: GLA 2013 Population Projections (Borough Preferred Option)

#### 5.1.4 Ethnicity

- The Hendon constituency is the most ethnically diverse in Barnet, with the highest rate of Black, Asian or Minority ethnic residents; 45.1% of the population.

**Table 5-3: Barnet constituencies by ethnicity**

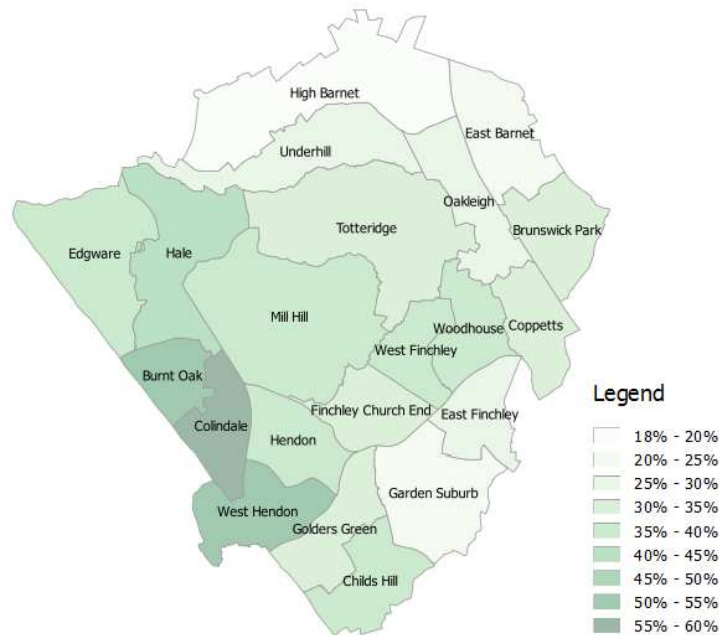


Source: Census 2011

- Across the borough, ethnic diversity appears to be connected to the average age of the population. The most ethnically diverse areas of the borough appear to be those with the proportionally youngest age structure.

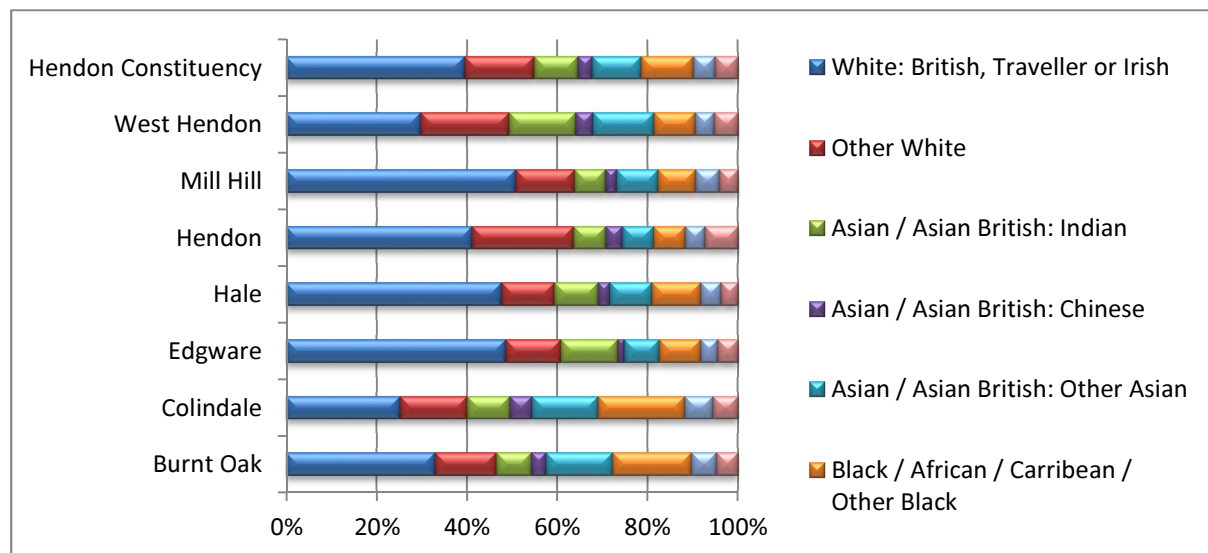
- As can be seen in the map below, the highest proportion of Black, Asian and Minority ethnic populations are located in Colindale (59.9%), Burnt Oak (53.5%) and West Hendon (50.6%).

**Figure 5-5: Black, Asian and Minority Ethnic population by ward, 2015**



Source: GLA 2013 Population Projections (Borough Preferred Option)

**Figure 5-6: Hendon constituency wards by Ethnicity**



Source: 2011 Census

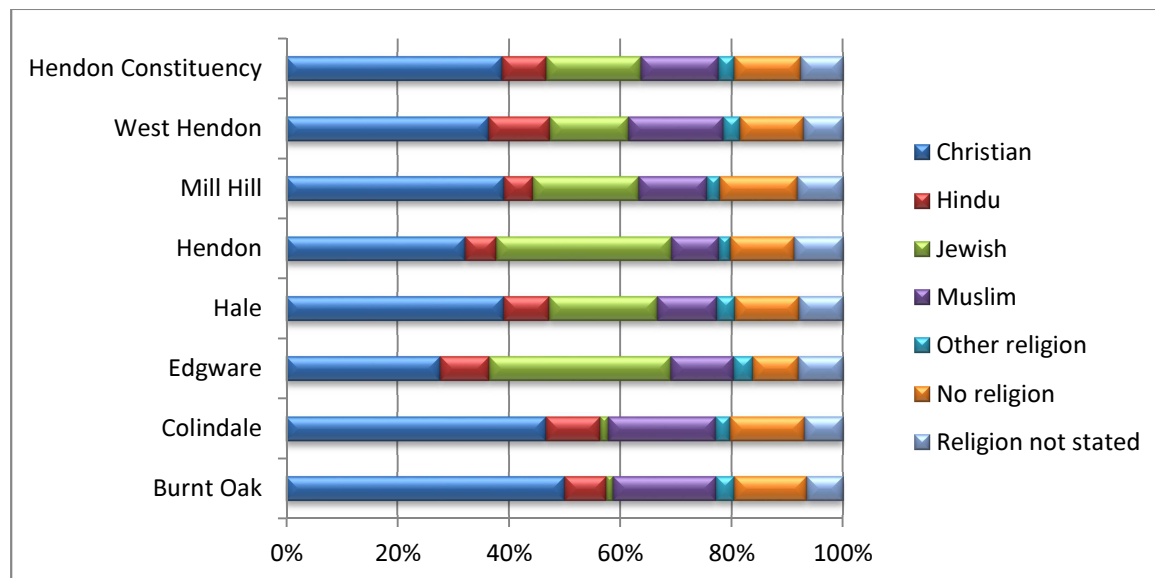
### 5.1.5 Religion

- Proportionally, Hendon has the second largest Christian population (38.8) of all three constituencies. By ward, Burnt Oak and Colindale have the highest proportion of Christians; 50.0% and 46.6% respectively. Whereas, Edgware and Hendon have the lowest rates; 27.7% and 32.1% respectively.



- The Hendon constituency also has a large population of Jewish residents. They account for 17.0% of the overall population. The largest communities of Jewish residents are located in Edgware and Hendon, 32.6% and 31.4% respectively. In Edgware, Judaism is the most common religion.
- There is also a large Muslim population across the constituency, accounting for 13.9% of all residents. Colindale, Burnt Oak and West Hendon have the highest proportion of Muslim residents; 19.3%, 18.4% and 17.1% respectively.

**Figure 5-7: Religious category by ward**

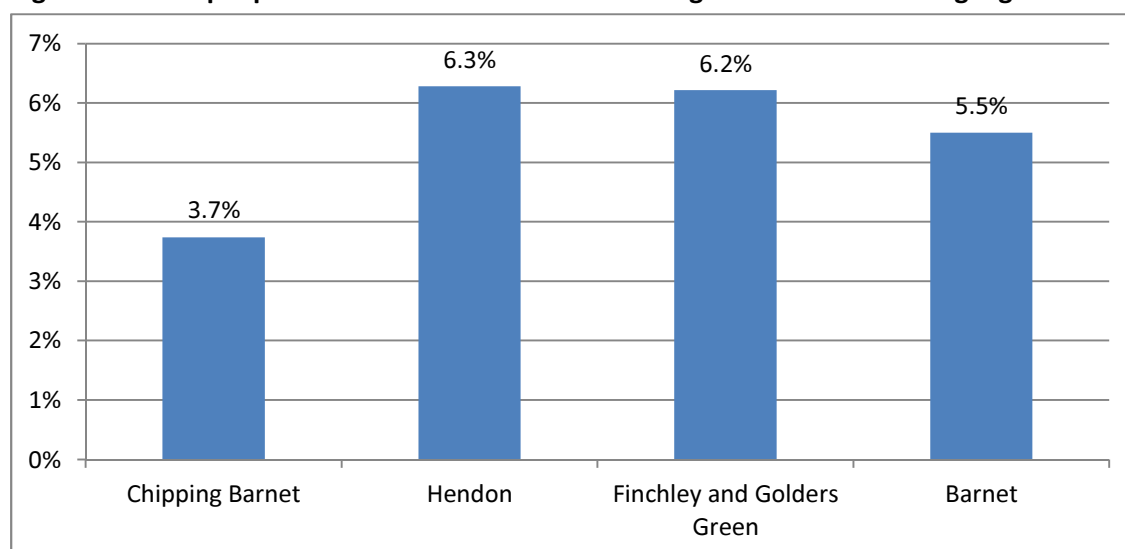


Source: 2011 Census

### 5.1.6 Primary language

- In 2011, 6.3% of residents in Hendon did not speak English as their main language. This was the highest rate of all three constituencies, and above the Barnet average of 5.5%.

**Figure 5-8: % of people in household who don't have English as their main language**



Source: 2011 Census

- By ward, West Hendon had the joint highest proportion of residents who did not have English as a main language (8.8%).
- Only Mill Hill (3.8%), Hale (4.1%) and Edgware (4.3%) had a lower proportion of residents than the Barnet average, who did not speak English as their main language.

**Table 5-4: % of people in household who don't have English as their main language**

<b>Names</b>	<b>% No people in household have English as a main language</b>
Childs Hill	8.8%
West Hendon	8.8%
Colindale	8.5%
Hendon	7.6%
West Finchley	7.6%
Burnt Oak	6.7%
Woodhouse	6.3%
Finchley Church End	5.8%
Golders Green	5.7%
Coppetts	5.4%
Totteridge	5.2%
East Finchley	4.3%
Edgware	4.3%
Garden Suburb	4.3%
Hale	4.1%
Brunswick Park	3.8%
Mill Hill	3.8%
Oakleigh	3.3%
East Barnet	2.9%
High Barnet	2.7%
Underhill	2.7%

Source: 2011 Census

## 5.2 Environment

### 5.2.1 Labour Market

- At constituency level, Hendon has the highest employment rate (72.0%) of all three constituencies. However, this doesn't show the full picture as Hendon also has the highest rate of people who are economically active; people such as students or retirees would fall outside this.
- When the employment rate is compared against the amount of people who are economically active, Hendon has the largest variance. This therefore suggests, that of those people who can work – a smaller proportion work in Hendon, compared to the other constituencies.

**Table 5-5: Economic Activity and Employment Rates by constituency, Apr 2014 – Mar 2015**

Area	Economically Active		Employment Rate		Variance	
	No.	%	No.	%	No.	%
Chipping Barnet	63,400	71.5%	61,600	69.4%	1,800	2.1%
Finchley and Golders Green	56,200	68.3%	52,200	63.1%	4,000	5.2%
Hendon	62,000	78.1%	57,300	72.0%	4,700	6.1%

Source: ONS annual population survey

### 5.2.2 Benefit Claimants

- Across constituencies, Hendon has the highest rate of people aged 16-64 claiming benefits (10.1%).
- Across the whole of Barnet, there has been a downward trend in the amount of people claiming JSA, whereas ESA claimants have been on the rise. This has now resulted in ESA being the claimed benefit across the whole borough. In Hendon this accounts for 4.9% of all claimants; interestingly this is much higher than the proportion of people claiming JSA.

**Table 5-6: Working-age client group – main benefit claimants (February 2015)**

Benefit Type	Chipping Barnet		Hendon		Finchley and Golders Green	
	No.	% of 16-64 population	No.	% of 16-64 population	No.	% of 16-64 population
Total claimants	6,640	9.0%	8,570	10.1%	6,910	8.4%
By statistical group						
Job seekers	1,100	1.5%	1,430	1.7%	1,330	1.6%
ESA and incapacity benefits	3,330	4.5%	4,200	4.9%	3,600	4.4%
Lone parents	610	0.8%	850	1.0%	510	0.6%
Carers	700	0.9%	1,010	1.2%	630	0.8%
Others on income related benefits	130	0.2%	200	0.2%	200	0.2%
Disabled	650	0.9%	740	0.9%	540	0.7%
Bereaved	140	0.2%	130	0.2%	100	0.1%
Main out-of-work benefits†	5,160	7.0%	6,690	7.9%	5,640	6.9%

†Main out-of-work benefits includes the groups: job seekers, ESA and incapacity benefits, lone parents and others on income related benefits

Source: DWP benefit claimants - working age client group

- At ward level, Burnt Oak has the highest number and proportion of claimants across the whole borough (14.8%). West Hendon and Colindale also have high rates of claimants, with over 10.0% of residents aged 16-64 in these wards claiming benefits.

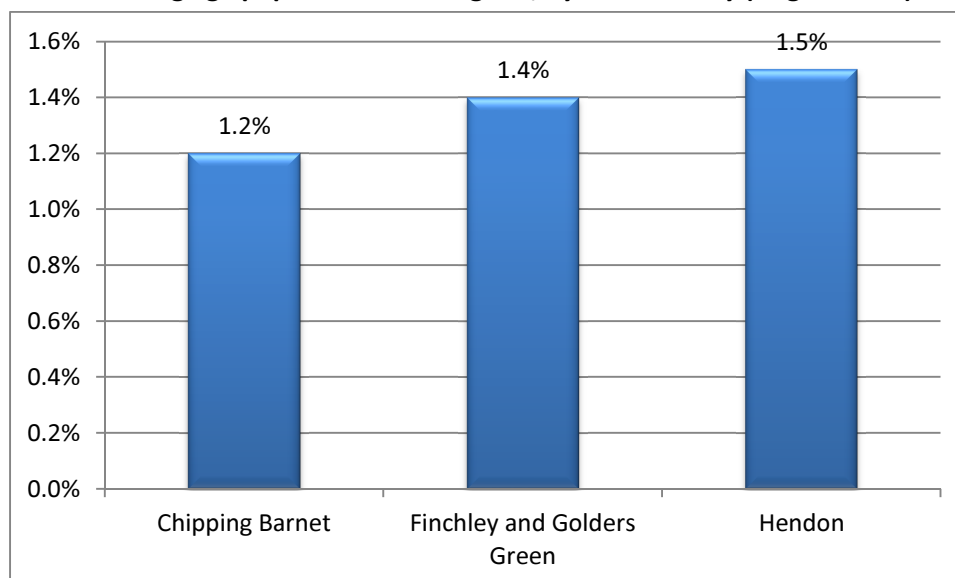
**Table 5-7: Working-age client group – main benefit claimants by ward (February 2015)**

Ward Name (February 2015)	Total	JSA	ESA / IB	Lone Parents	Carers	Income related benefits	Disabled	Bereaved	Total Claimants % of Working Age Population
Burnt Oak	1760	265	890	180	225	40	140	20	14.8%
Underhill	1265	200	665	110	135	25	110	20	12.4%
Golders Green	1295	210	700	85	145	25	115	15	11.3%
Childs Hill	1515	315	815	125	120	55	70	15	10.8%
West Hendon	1305	260	655	115	130	35	95	15	10.8%
Colindale	1530	270	730	220	150	40	100	20	10.3%
East Barnet	1065	190	505	110	115	15	105	25	10.3%
Coppetts	1200	205	630	125	100	20	95	25	10.1%
Hale	1060	170	520	85	140	20	105	20	9.8%
Woodhouse	1170	210	595	100	110	35	100	20	9.7%
East Finchley	980	165	515	80	105	25	80	10	9.0%
Brunswick Park	935	140	450	60	120	25	115	25	8.9%
Hendon	1045	200	525	85	110	20	90	15	8.4%
Edgware	925	130	445	70	115	25	120	20	8.4%
Oakleigh	810	135	360	105	100	20	75	15	8.2%
High Barnet	765	125	410	55	75	10	70	20	7.8%
Mill Hill	960	145	450	90	140	15	100	20	7.4%
West Finchley	835	195	425	50	65	20	65	15	7.3%
Finchley Church End	660	135	335	40	60	25	55	10	6.5%
Totteridge	605	95	295	40	75	15	70	15	6.5%
Garden Suburb	455	105	220	30	40	10	45	5	4.6%

Source: DWP benefit claimants - working age client group

- More recent data is available on JSA claimants.
- In August 2015, Hendon had the highest proportion of working age residents who claimed JSA (1.5%). Of these, 13.6% of claimants were aged between 18 and 24, compared to 15.2% in Chipping Barnet and 10.7% in Finchley and Golders Green.

**Figure 5-9: % of working age population claiming JSA, by constituency (August 2015)**



Source: ONS Jobseeker's Allowance by age and duration

**Table 5-8: JSA claimants by age and duration, by constituency (August 2015)**

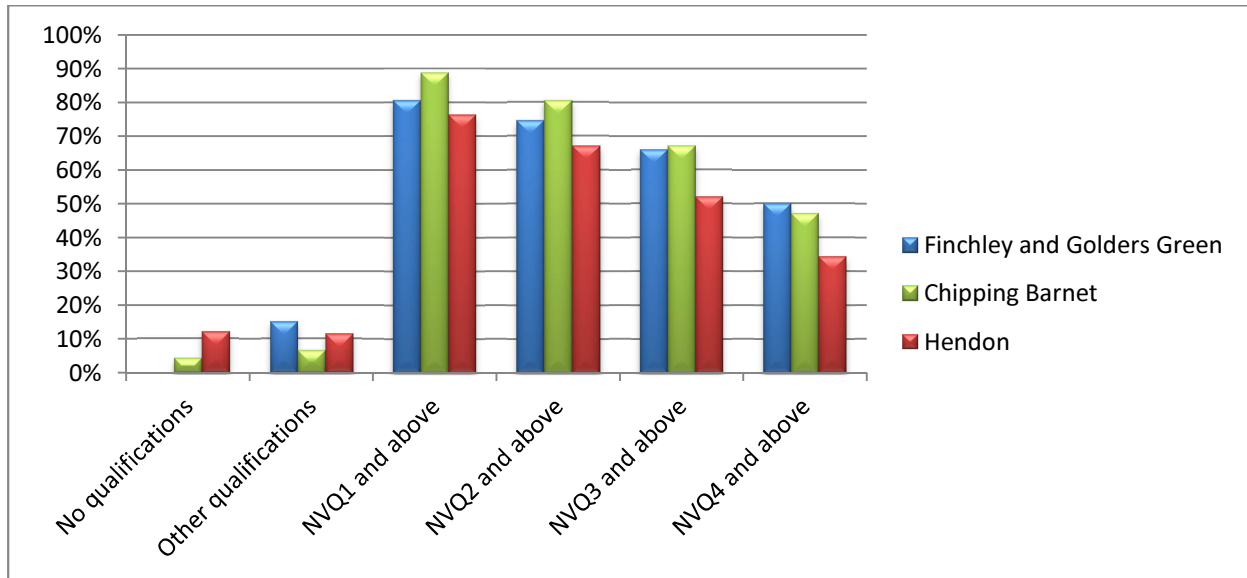
	Chipping Barnet		Hendon		Finchley and Golders Green	
	No.	% of JSA Claimants	No.	% of JSA Claimants	No.	% of JSA Claimants
By age of claimant						
Aged 18-24	135	15.2%	170	13.6%	120	10.7%
Aged 25-49	520	58.7%	755	60.2%	705	63.2%
Aged 50 and over	230	26.1%	325	26.1%	290	26.0%
By duration of claim						
Up to 6 months	505	57.1%	705	56.4%	615	55.0%
Over 6 up to 12 months	175	19.9%	260	20.9%	230	20.6%
Over 12 months	205	23.0%	285	22.7%	270	24.4%

Source: ONS Jobseeker's Allowance by age and duration

### 5.2.3 Qualifications

- Across all qualifications levels, apart from 'other qualifications' Hendon has the lowest proportion of residents with each qualification level.

**Figure 5-10: % qualifications held by working age population, by constituency (Jan 2014 – Dec 2014)**

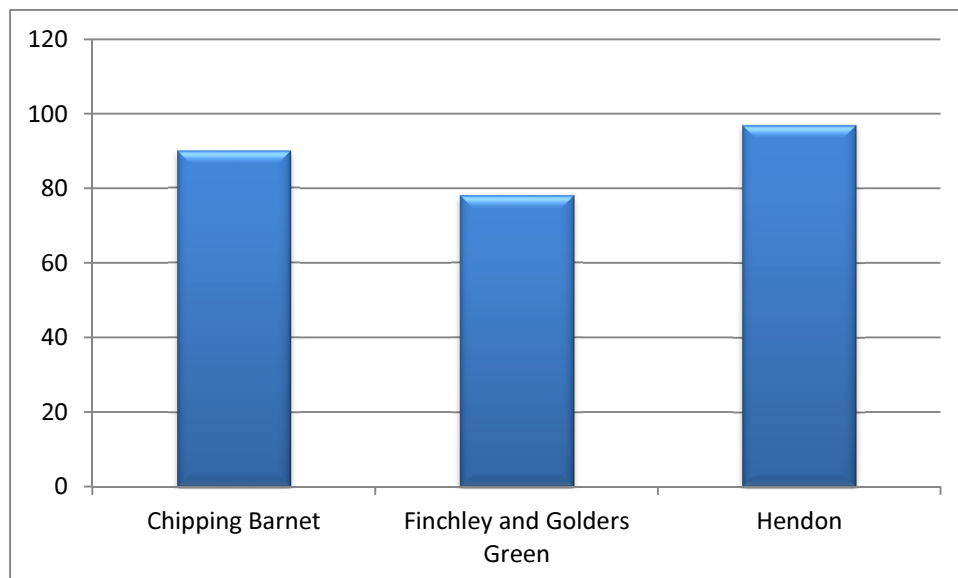


Source: ONS annual population survey

#### 5.2.4 Not in Employment, Education or Training (NEET)

- At constituency level, Hendon has the highest number of 16-19 year olds who are not in employment, education or training (97).

**Figure 5-11: Number of 16-19 year olds who are not in employment, education or training (NEET) by constituency**



Source: West London Partnership Support Unit, March 2015

- By ward, Burnt Oak has the joint highest number (26) of NEET 16-19 year olds across all wards in the borough. Whereas Hendon has the second number (5) of NEET 16-19 year olds across the whole of the borough.

**Table 5-9: Number of 16-19 year olds who are not in employment, education or training (NEET) by ward**

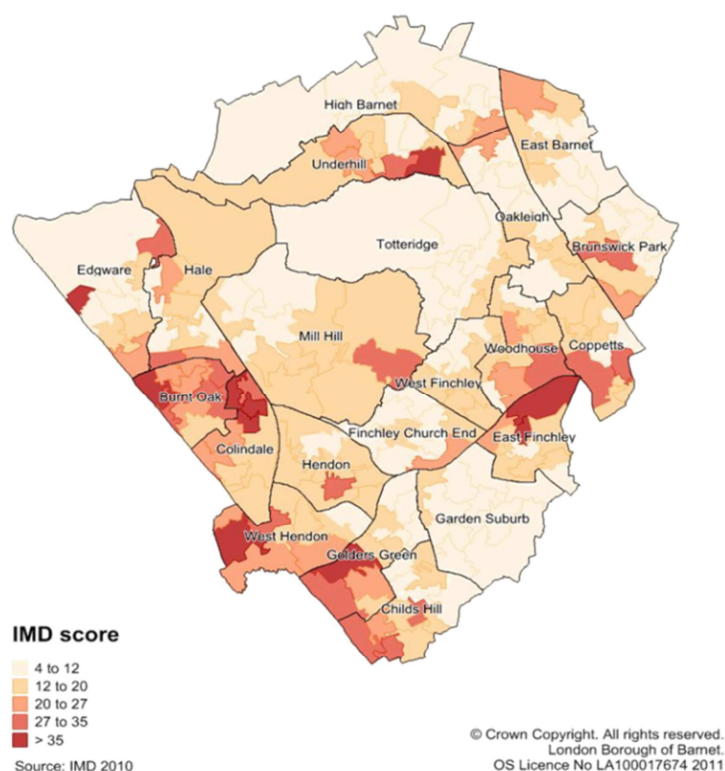
Ward	No.
Burnt Oak	26
Underhill	26
Childs Hill	22
Golders Green	22
Colindale	18
Coppetts	16
Brunswick Park	15
Edgware	13
Hale	13
Mill Hill	13
High Barnet	11
East Barnet	10
East Finchley	9
Oakleigh	9
West Hendon	9
West Finchley	8
Woodhouse	7
Finchley Church End	5
Garden Suburb	5
Hendon	5
Totteridge	3

Source: West London Partnership Support Unit, March 2015

### 5.2.5 Deprivation

- The Index of Multiple Deprivation (IMD 2010) is the primary source for measuring deprivation in England and Wales. The Index is made up of seven categories known as 'indices', each for a distinct type or 'domain' of deprivation. These domains relate to income, employment, health and disability, education, skills and training, barriers to housing and services, living environment and crime, reflecting the broad range of deprivation that people can experience.
- By ward, the highest levels of deprivation are located in the west of the Borough, especially around areas of Colindale, West Hendon and Burnt Oak.

**Figure 5-12: IMD 2010 Scores for 2010 by LSOA**



### 5.2.6 Household Income

- Households in Hendon have an average household income of £37,737. This is the lowest average income of all three constituencies and is below the Borough average of £41,468.

**Table 5-13: Average household income, by constituency, 2015**

Area	Average Household Income
Chipping Barnet	£43,295
Finchley and Golders Green	£45,400
Hendon	£37,737
Barnet	£41,468

Source: CACI Paycheck 2015

- The average household income in Barnet in 2015 was £41,468; only three wards in the Hendon constituency have average household incomes in excess of this. Whereas three wards in the Hendon constituency have average household incomes below £40,000; West Hendon (£36,642), Colindale (£30,125) and Burnt Oak (£25,930). Burnt Oak is the only ward in Barnet to have an average household income below the average Great Britain rate of £28,696.
- Burnt Oak and Colindale have the two lowest average incomes of any ward in Barnet, £25,930 and £30,125. And more importantly these two wards have experienced the lowest growth in incomes since 2012, 0.7% and 10.4% respectively. This further drives inequality across the Hendon constituency.



**Figure 5-14: Average household income, by Ward, 2012 and 2015**

Area Name	2012	2015	% Change
Garden Suburb	£44,701	£55,491	24.1%
Finchley Church End	£39,201	£49,814	27.1%
Totteridge	£39,875	£49,783	24.8%
High Barnet	£39,765	£48,540	22.1%
West Finchley	£38,348	£47,000	22.6%
Oakleigh	£37,558	£45,919	22.3%
Mill Hill	£38,524	£44,596	15.8%
Edgware	£35,705	£44,158	23.7%
Childs Hill	£36,192	£42,165	16.5%
Coppetts	£36,402	£41,726	14.6%
Hendon	£33,579	£41,557	23.8%
Woodhouse	£34,946	£41,549	18.9%
East Barnet	£35,204	£41,491	17.9%
Brunswick Park	£35,740	£41,266	15.5%
Hale	£34,527	£41,148	19.2%
East Finchley	£35,905	£40,907	13.9%
Golders Green	£32,625	£40,877	25.3%
West Hendon	£31,773	£36,642	15.3%
Underhill	£31,100	£34,342	10.4%
Colindale	£27,295	£30,125	10.4%
Burnt Oak	£25,745	£25,930	0.7%

Source: CACI Paycheck 2015

#### **5.2.6.1 Poverty**

- Household incomes can be used to measure within an area. Poverty is defined by the government as being 60% of median net incomes which relates to the official poverty line being equivalent to £17,217.
- In 2015 13.5% of households across Barnet have an average household income below the national poverty threshold of £17,217. Across the Hendon constituency, three wards, West Hendon, Colindale and Burnt Oak have a higher rate of homes that fall beneath this, with over a quarter of households in Burnt Oak below this threshold.

**Figure 5-15: % of homes living in poverty in 2015 by ward**

Area Name	% in Poverty
Burnt Oak	26.1%
Colindale	22.0%
Underhill	18.0%
West Hendon	16.1%
East Finchley	14.5%
Golders Green	13.5%
Childs Hill	13.3%
Hale	13.1%
Hendon	13.0%
Coppetts	12.8%
Woodhouse	12.7%
Brunswick Park	12.6%
East Barnet	12.5%
Edgware	11.9%
Mill Hill	11.6%
Oakleigh	10.6%
West Finchley	10.3%
High Barnet	9.7%
Totteridge	9.3%
Finchley Church End	8.8%
Garden Suburb	6.9%

Source: CACI Paycheck 2015

#### **5.2.6.2 Child Poverty**

- The highest rates of child poverty are in the west of the Borough, in particular Burnt Oak (36.0%) and Colindale (37.5%)<sup>4</sup>, which exceed the national and London averages.

<sup>4</sup> HMRC data 2010

**Figure 5-16: Children Living in a Low Income Family**

<b>Ward</b>	<b>Number of all children living in a low-income family</b>	<b>% of all children living in a low-income family</b>	<b>% of all children living in poverty</b>
Colindale	1460	30.9%	37.5%
Burnt Oak	1595	28.5%	36.0%
Underhill	940	24.8%	26.2%
Childs Hill	940	22.3%	25.0%
Coppetts	815	21.1%	25.0%
East Finchley	630	18.9%	22.8%
East Barnet	680	17.4%	19.7%
Woodhouse	640	17.3%	20.9%
Hale	800	17.0%	21.2%
West Hendon	655	16.8%	21.6%
Edgware	725	15.9%	23.7%
Mill Hill	720	15.5%	21.9%
Oakleigh	555	15.5%	18.0%
Brunswick Park	565	14.1%	18.0%
Golders Green	825	14.0%	17.5%
Hendon	515	11.9%	16.5%
West Finchley	345	11.4%	15.7%
Totteridge	355	11.3%	12.8%
Finchley Church End	300	9.6%	12.2%
High Barnet	310	9.5%	10.7%
Garden Suburb	255	7.9%	7.7%

Source: HMRC snapshot as at 31 August 2012

## 5.3 Health and Lifestyle

### 5.3.1 Life Expectancy

- Average life expectancy is a key summary indicator of health. Averages are provided from birth and from the age of 65, both by gender.
- Within Hendon males and females in Edgware have the highest life whereas both males and females in Burnt Oak have the lowest average life expectancies.
- Burnt Oak has the lowest life expectancy from birth of any ward in the borough, and the second lowest life expectancy from 65.

**Figure 5-17: Life expectancy at birth, 2009-2013**

Area	Male	Female
Garden Suburb	84.9	89.0
Finchley Church End	84.2	88.4
Edgware	84.0	87.0
Mill Hill	83.6	86.7
Totteridge	82.5	86.3
Colindale	81.8	86.0
West Hendon	80.7	86.0
Hale	81.6	85.6
East Barnet	81.0	85.2
East Finchley	82.2	84.9
Brunswick Park	82.3	84.8
Barnet	81.2	84.6
Oakleigh	81.0	84.4
High Barnet	81.8	84.2
Hendon	80.2	84.1
Woodhouse	81.9	84.0
Underhill	78.2	83.7
West Finchley	82.2	83.5
Golders Green	80.4	82.9
Childs Hill	79.4	82.6
Coppetts	79.1	81.9
Burnt Oak	76.0	81.4

Source: ONS 2013, Life expectancy at birth by ward

**Figure 5-18: Life Expectancy at 65, 2009-2013**

Area	Male	Female
Edgware	22.7	25.7
Garden Suburb	22.3	25.4
Finchley Church End	22.1	25.2
Mill Hill	22.3	25.2
West Hendon	18.8	23.6
Totteridge	20.2	23.5
Colindale	21.8	23.3
East Barnet	19.0	23.1
East Finchley	20.1	23.0
Hale	20.5	23.0
Hendon	19.4	22.4
Barnet	19.8	22.2
Brunswick Park	20.4	22.1
High Barnet	19.4	22.1
Oakleigh	19.6	21.8
Woodhouse	19.9	21.7
Underhill	18.4	21.6
West Finchley	20.1	21.5
Golders Green	19.6	21.0
Childs Hill	17.3	20.8
Burnt Oak	16.7	19.3
Coppetts	17.3	18.6

Source: ONS 2013, Life expectancy at birth by ward

## 5.4 Community Assets

- There is also a broad range of voluntary and community organisations operating in Barnet and which have come into being independently of the Council. The largest available dataset is drawn from the Charities Commission register of charities, and suggests that there are 1,235 registered charities operating in Barnet. 638 (51.7%) are based in or near Barnet and 597 (48.3%) come from outside the Borough<sup>5</sup>.
- For the 638 charities which are also based in the Borough, it is possible to give a breakdown of the wards in which they are based. The data refers to the registered address of the charity rather than to the address from which it operates services and these may not always be the same.

**Figure 5-19: Geographical breakdown of charities based in and operating in Barnet, by ward**

Ward	All
Brunswick Park	16
Burnt Oak	17
Childs Hill	31
Colindale	14
Coppetts	16
East Barnet	22
East Finchley	17
Edgware	48
Finchley Church End	36
Garden Suburb	46
Golders Green	74
Hale	25
Hendon	43
High Barnet	42
Mill Hill	40
Oakleigh	26
Totteridge	25
Underhill	18
West Finchley	29
West Hendon	31
Woodhouse	22

*\*Percentage of all Barnet-based charities which are in this ward*

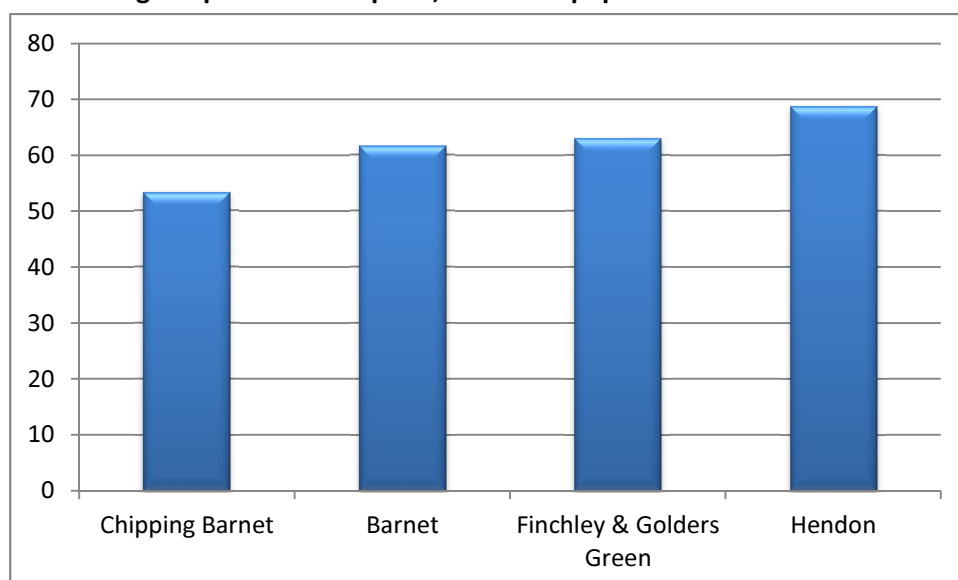
Source: Charities Commission April 2015

<sup>5</sup> Data in this section has been compiled from the Charities Commission's register of charities who state that they operate in Barnet, as of February 2015, combined with Charities Commission data on VCS organisations who have contracts with Barnet Council to provide services, either directly to the Council or to residents.

## 5.5 Crime

- The Hendon constituency has the highest rate of reported crimes of all three constituencies; 68.7 reported crimes for every 1,000 people in the population, compared to Finchley and Golders Green with 59.8 and Chipping Barnet with 63.0.

**Figure 5-20: Average Reported Crime per 1,000 of the population**



Source: Crime rates by ward in the Metropolitan police area, May 2015

- Apart from Hale, all of the Hendon wards have crime rates in the top half of the whole borough.
- The highest reported crime rate is in West Hendon, where 99.9 crimes are reported for every 1,000 people in the population.
- And even more of a concern is that although some wards in the Hendon constituency have seen a decline in crime rates since 2012/13, in West Hendon crime rates have increased over this period.

**Figure 5-21: Crime Rates (per 1,000 of the population) across Barnet, 2012-2015**

Area	2012/13	2013/14	2014/15	Change 2012/13 - 2014-15
West Hendon	97.0	104.1	99.9	2.9
Childs Hill	98.3	84.8	90.5	-7.9
Coppetts	83.6	80.6	75.6	-8.0
Hendon	73.3	72.9	72.6	-0.6
Edgware	81.9	66.6	71.4	-10.5
Woodhouse	82.0	68.5	69.3	-12.7
Burnt Oak	60.8	62.1	68.5	7.7
Garden Suburb	69.7	51.3	65.1	-4.5
Mill Hill	74.5	67.3	62.8	-11.7
Golders Green	70.7	57.5	61.3	-9.4
Colindale	62.7	54.1	58.9	-3.7

Underhill	57.8	57.1	57.9	0.1
High Barnet	68.1	61.8	56.3	-11.7
West Finchley	62.9	58.4	55.2	-7.6
Finchley Church End	60.6	45.6	52.0	-8.6
Oakleigh	61.2	49.9	49.7	-11.4
Brunswick Park	54.7	49.9	49.4	-5.3
East Finchley	58.6	44.1	47.5	-11.0
Hale	52.4	49.7	46.8	-5.6
East Barnet	56.9	45.7	44.0	-12.9
Totteridge	43.1	37.1	39.7	-3.4

Source: Crime rates by ward in the Metropolitan police area, May 2015

**Table 5-10: Types of crime by ward, 2014/2015**

Wards	Violence Against the Person	Sexual Offences	Robbery	Burglary	Theft and Handling	Criminal Damage	Drugs	Other Notable Offences
Brunswick Park	25.4%	2.3%	1.4%	24.5%	29.7%	9.5%	5.0%	2.2%
Burnt Oak	41.5%	2.3%	3.4%	10.0%	23.7%	12.8%	3.9%	2.3%
Childs Hill	25.7%	1.7%	2.7%	16.9%	39.8%	7.1%	4.7%	1.5%
Colindale	35.4%	1.6%	2.4%	10.1%	28.4%	14.5%	5.3%	2.3%
Coppetts	23.5%	1.5%	2.1%	11.2%	47.6%	10.0%	2.2%	1.8%
East Barnet	32.9%	0.8%	2.5%	23.5%	23.9%	10.4%	4.8%	1.1%
East Finchley	24.8%	2.3%	3.4%	20.4%	38.0%	7.1%	2.7%	1.3%
Edgware	25.0%	1.7%	3.3%	10.8%	46.7%	8.1%	2.4%	2.1%
Finchley Church End	18.6%	2.4%	1.4%	23.8%	40.0%	10.2%	2.8%	0.8%
Garden Suburb	17.6%	1.0%	1.7%	20.2%	50.9%	6.1%	0.9%	1.6%
Golders Green	21.4%	1.0%	1.1%	16.2%	50.9%	6.6%	1.7%	1.1%
Hale	26.9%	1.7%	2.1%	15.8%	37.1%	11.0%	3.5%	1.8%
Hendon	28.2%	2.1%	3.0%	13.2%	38.3%	9.0%	4.8%	1.6%
High Barnet	23.3%	1.0%	2.4%	16.8%	38.8%	8.6%	6.6%	2.5%
Mill Hill	24.6%	1.3%	2.2%	16.0%	43.2%	7.7%	3.0%	2.0%
Oakleigh	24.3%	1.5%	2.0%	24.8%	32.0%	8.0%	4.9%	2.4%
Totteridge	24.6%	2.2%	2.4%	23.2%	36.6%	7.2%	2.4%	1.4%
Underhill	32.4%	4.0%	1.8%	15.1%	23.9%	14.2%	6.7%	1.9%
West Finchley	27.9%	1.9%	1.6%	18.5%	35.5%	9.4%	3.7%	1.5%
West Hendon	21.7%	1.6%	2.5%	10.6%	52.2%	6.3%	3.8%	1.4%
Woodhouse	24.0%	1.0%	2.7%	13.8%	44.3%	7.7%	5.0%	1.5%

Source: Crime rates by ward in the Metropolitan police area, May 2015



## 5.6 House Prices

- The average house price in Hendon is £456,855; £22,809 below the overall Barnet average of £479,664.
- House prices vary across the constituency with average houses in Mill Hill £305,563 above those in Burnt Oak.
- Burnt Oak, Colindale and West Hendon have the lowest average prices in the constituency and are amongst the four wards with the lowest house prices in the whole of the borough; Burnt Oak has the lowest at £296,959.
- Over the past year, average house prices in Hendon have increased by over 49.4% the highest across the whole borough, whereas homes in Mill Hill have reduced by -10.3%.

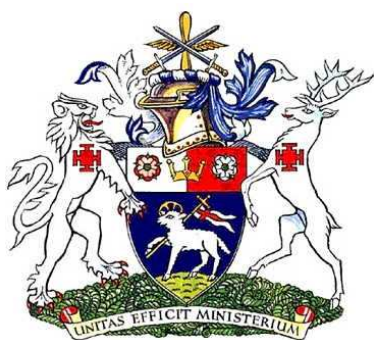
**Figure 5-22: Average House Prices in Barnet**

Ward	2014/15 Q1	2014/15 Q2	2014/15 Q3	2014/15 Q4	2015/16 Q1	2014/15 Q1 - 2015/16 Q1 Growth
Childs Hill	£828,707	£1,057,425	£548,608	£851,949	£1,212,577	46.3%
Garden Suburb	£1,083,837	£1,544,133	£1,086,373	£1,177,948	£1,091,279	0.7%
Totteridge	£605,851	£759,467	£762,613	£688,370	£743,452	22.7%
Golders Green	£697,190	£607,467	£667,306	£589,987	£720,025	3.3%
East Finchley	£480,585	£593,494	£573,599	£444,874	£669,531	39.3%
Finchley Church End	£805,661	£809,233	£617,877	£679,265	£622,394	-22.7%
Oakleigh	£445,549	£599,040	£449,089	£500,278	£607,652	36.4%
Mill Hill	£671,996	£671,280	£495,948	£644,034	£602,522	-10.3%
Hendon	£398,548	£439,165	£528,672	£682,080	£595,805	49.5%
West Finchley	£441,243	£516,566	£461,734	£474,769	£577,142	30.8%
Edgware	£430,049	£484,568	£446,982	£543,174	£504,523	17.3%
High Barnet	£533,023	£477,515	£462,438	£536,633	£484,233	-9.2%
Woodhouse	£384,477	£512,952	£450,077	£464,344	£474,250	23.3%
Underhill	£445,912	£469,371	£391,296	£385,657	£473,409	6.2%
Hale	£442,214	£449,292	£424,954	£443,293	£467,582	5.7%
East Barnet	£389,003	£410,458	£372,751	£415,463	£454,617	16.9%
Coppetts	£377,258	£415,874	£415,624	£428,556	£444,579	17.8%
West Hendon	£363,865	£402,792	£385,919	£406,470	£413,057	13.5%
Brunswick Park	£447,496	£436,606	£431,514	£441,012	£404,369	-9.6%
Colindale	£298,576	£309,727	£307,224	£303,670	£317,537	6.4%
Burnt Oak	£257,244	£247,320	£293,324	£309,460	£296,959	15.4%

Source: Land registry 2015

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AGENDA ITEM 10



## Hendon Area Committee

21 October 2015

<b>Title</b>	<b>Outcome of the Traffic and Parking Review on Broadfields Avenue, south of the A41 Edgware Way</b>
<b>Report of</b>	<b>Commissioning Director - Environment</b>
<b>Wards</b>	Edgware
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - Drawing Nos Broadfields Avenue - 01 Appendix B - Broadfields Avenue 02.
<b>Officer Contact Details</b>	Lisa Wright, Traffic and Development Manager, Traffic and Development 020 8359 3555

### Summary

This report informs the Area Committee of the outcome of the Traffic and Parking review on Broadfields Avenue, south of the A41 Edgware Way and the recommendation to implement residents parking in the Section of Broadfields Avenue from A41 to No. 26 Broadfields Avenue.

### Recommendations

1. That the Hendon Area Committee notes the intention to address traffic management concerns on Broadfields Avenue.
2. That the Hendon Area Committee recommend that either Option 1 'Residents Parking only 10.00am – 11.00 am' or Option 2 'Waiting Restrictions' on Broadfields Avenue as outlined in Drawing nos. Drawing Nos Broadfields Avenue - 01 and Broadfields Avenue 02.

- |   |
|---|
| <p><b>3. That the Hendon Area Committee agree to reduce the length of residents parking bay at the south-eastern end of Broadfields Avenue from 19.2 m to 11.6m, restricting its capacity from three to two vehicles but increasing sight lines to pedestrians crossing here.</b></p>       |
| <p><b>4. That the Hendon Area Committee agree to authorise delegation to the Commissioning Director for Environment to proceed with commissioning a detailed design and associated public consultation with a view to implementation and following liaison with local ward members.</b></p> |

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

- 1.1 Concerns have been raised by local residents and Councillors regarding parking and congestion issues in Broadfields Avenue, Edgware, south of the A41 Edgware Way. Residents are having difficulty entering and leaving their driveways due to parked vehicles, particularly 4x4s, obstructing their sightlines and parking partly across their driveways. There are concerns that HGVs are entering the street early in the morning before the permitted times, and also, concerns with regards to general congestion of traffic during peak times. In addition, concerns were raised regarding vehicles obstructing the Hale Lane/Broadfields Avenue/Heather Walk roundabout especially at the start and end of the school day.

### **1.2 Parking Restrictions**

- 1.2.1 Broadfields Avenue, is a suburban street that links the A41 Edgware Way to Hale Lane and is comprised of detached houses with private driveways and forecourts, which are used for residents parking. The parking restrictions are currently divided into two areas. The northern section which is unrestricted and the southern section from the Hale Lane / Broadfields Avenue, roundabout proceeding northwards for approximately 150m, where the restrictions are a mix of Residents Parking Only (Mon-Fri 10am – 11am) and yellow lines (Mon-Sat, 8am – 6.30pm).
- 1.2.2 Vehicles currently park on the unrestricted section between the driveways, also, when vehicles park directly opposite each other the carriageway width of 8.7m is reduced making it difficult for cars to pass each other, causing congestion especially when light goods or heavy goods vehicles need to pass. This results in a reduced road capacity and congestion, primarily in the evening.
- 1.2.3 Changing the existing parking situation by introducing residential parking Monday to Friday 10.00 am to 11.00 am, in line with other restrictions in the southern section, would have the effect of deterring long term non-residential parking, increasing road width and providing more passing points. This measure would also increase visibility for residents trying to access the carriageway from their driveways.
- 1.2.4 Short term parking restrictions were considered an option but this would have the adverse effect of denying residents the option to park outside their

properties for any great length of time. Residents parking from Monday to Friday 10.00 am to 11.00 am would allow residents, albeit only a small number at present, a parking space and also allow for visitors to stay outside of these times.

- 1.2.5 There are two Options – The first Option is for Resident's Parking Controls Monday to Friday, 10am – 11am and the second Option is for Waiting Restrictions on one alternating sides of the carriageway. The two proposed options are shown on Drawing Nos. BROADFIELDS AVENUE – 01 and BROADFIELDS AVENUE – 02.
- 1.2.6 The estimated construction cost implementing the 'Residents Parking Controls Option 1 is £10,000 and the Waiting Restriction Option 2 is £5,000.
- 1.2.7 It is noted that implementing restrictions in this section of Broadfields Avenue is likely to have a knock on effect on the nearby streets of Hazel Gardens, The Grove and Hillcrest Avenue. However, it was observed that these streets currently had spare parking capacity and were significantly quieter than Broadfields Avenue. In these roads when two oncoming vehicles meet there is sufficient opportunity to pass therefore less congestion.
- 1.2.8 It is recommended that subject to the implementation of residents parking in Broadfields Avenue future monitoring of the actual parking demand, particularly on Hazel Gardens, The Grove and Hillcrest Avenue should be monitored to assess the knock-on effect of the displaced vehicles restrictions here.
- 1.2.9 During the review of parking it was noted that in the existing controlled section of Broadfields Avenue that vehicles parking in the existing bay on the south-eastern side of the road and vehicles illegally parking outside this bay is hindering visibility between drivers and pedestrians attempting to cross here.
- 1.2.10 It is recommended that the length of this residents parking bay is reduced from 19.2 m to 11.6m, restricting its capacity from three to two vehicles but increasing sight lines to pedestrians crossing here.
- 1.2.11 The estimated implementation cost amended the parking bay is £2,500.

### **1.3 HGV's on Broadfields Avenue**

- 1.3.1 Concern was expressed regarding HGV vehicles entering Broadfields Avenue outside of the existing restriction, which only applies to vehicles travelling from the A41 Edgware southbound into Broadfields Avenue and are as follows:
  - No access to 18 tonne vehicles: Mon-Fri 9pm to 7am, Saturday 1pm-7am, Sunday at anytime.
  - No access to 7.5 except for loading.
- 1.3.2 A survey was undertaken and in summary there was only one HGV travelling southbound during the restricted period and five travelling northbound which

is unrestricted for HGVs. Accordingly there does not appear to be an abuse of the prohibition of any significance.

#### **1.4 Congestion at Broadfields Avenue / A41 Edgware Way**

- 1.4.1** On site observations showed that queues formed back from the Broadfields Avenue/A41 Edgware traffic signalised junction to the south from around 16.30 and remained until about 18.30 extending at times as far as The Drive. Queues and congestion along Broadfields Avenue were observed to be partly due to vehicles being unable to pass each other on Broadfields Avenue and also due to vehicles being unable to exit right at the A41 Edgware Road traffic signals.
- 1.4.2** It was observed that vehicles attempting to turn right out of Broadfields Avenue, experienced difficulty as their exit was blocked by vehicles undertaking the same movement from the opposite direction occupying the access to the eastbound carriageway. During peak times the problem was exacerbated as the heavy westbound flows on the A41 prohibited vehicles from entering the flow of traffic from the north and blocking the exit for traffic wanting to turn right from the south. Conversely vehicles attempting to make the opposite movement also experienced difficulty in exiting as their egress was also observed to be blocked with vehicles waiting.
- 1.4.3** It is recommended that further investigations and a separate modelling exercise for traffic signals should be considered to assess the existing capacity and determine if an alternative staging sequence can be implemented to eliminate side road right turning problems currently observed. Alternatively, provide yellow box markings at this junction to discourage vehicles from waiting here and exit blocking.
- 1.4.4** However, it is noted that this junction is the responsibility of Transport for London (TfL) and they would be required to carry out the above assessment.
- 1.4.4** TfL have been advised of the outcome of 'The Broadfields Avenue, Edgware Traffic and Parking Assessment 2015' and the above recommendations.

#### **1.5 Summary and Recommendations**

- 1.5.1** Following the review of Traffic and Parking in Broadfields Avenue it is considered that following actions should be undertaken.
- (a) Consider introducing progressing a proposal to introduce either Option 1 'Residents Parking only 10.00am – 11.00 am' or 'Waiting Restrictions' on Broadfields Avenue as outlined in Drawing nos. BROADFIELDS AVENUE – 01 and BROADFIELDS AVENUE – 02..
  - (b) Progress a proposal to reduce the length of residents parking bay at the south-eastern end of Broadfields Avenue from 19.2 m to 11.6m, restricting its capacity from three to two vehicles but increasing sight lines to pedestrians crossing here.

## **2 REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendation to progress the scheme is based on the outcome of the traffic and parking review.

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

- 3.1 Alternative options were considered as part of traffic and parking review but the recommended Option is considered to be the most beneficial for reducing the congestion on Broadfields Avenue and beneficial to the residents in this currently un-restricted section of the road .

## **4 POST DECISION IMPLEMENTATION**

- 4.1 Post decision implementations will depend on the decision taken by the Committee.

## **5 IMPLICATIONS OF DECISION**

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

- 5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport networks.
- 5.1.2 The Council's Health and Wellbeing Strategy aims to promote a healthy and independent life for its residents. Making improvements to the pedestrian environment could help improve health and wellbeing by encouraging residents to make journeys by foot.

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

- 5.2.1 Finances The total cost of both the parking control option and the parking bay will be £12,500 if option 1 is chosen or £7,500 if option 2 is chosen. Estimated costs for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from applicable Local Implementation Funding (LIP) funding secured for the purpose of making improvements to the Borough's road network. Any financial implications will be contained within the Environment and Growth budgets.
- 5.2.2 Indicative costs for the highlighted options are approximate and shown in section 1.2.6 and 1.2.11, above at projected 2015 prices;
- 5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully contained within current Budgets.

5.2.4 The work will be carried out under the existing PFI and LOHAC term maintenance contractual arrangements.

## **5.2 Social Value**

5.3.1 None in the context of this report.

## **5.3 Legal and Constitutional References**

5.4.1 There are no legal references in the context of this report.

5.4.2 The Council's Constitution Responsibility for Functions: Area Committees discharge various functions including highway use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.3 There are no legal references in the context of this report. This is an area delegated to the committee in line with the provisions of section 15 of the London Borough of Barnet council constitution. Area Committees may take decisions within their terms of reference provided that it is not contrary to council policy, the work of the licensing committee or out of budget.

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

5.4.5 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.

## **5.5 Risk Management**

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

## **5.6 Equalities and Diversity**

5.6.1 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.

5.6.2 Proposed changes associated with the design options for the Broadfields Avenue are not expected to disproportionately disadvantage or benefit members of the community.

## **5.7 Consultation and Engagement**



- 5.7.1 Statutory consultation and engagement with residents and Ward Councillors will be undertaken following the recommendation by the Committee and authorising Officers.

## 5.8 **Insight**

- 5.8.1 The options developed for the scheme were informed through analysis of injury accident data and traffic survey data as set out in the Broadfields Avenue, Edgware Traffic and Parking Assessment, 2015

## 6 **BACKGROUND PAPERS**

- 6.1 The report - The Broadfields Avenue, Edgware Traffic and Parking Assessment 2015

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**KEY:**

- Proposed Waiting Restriction (Mon-Fri 10am-11am)
- Existing Resident Parking Bay (Mon-Fri 10am-11am)
- Existing Waiting Restriction (Mon-Fri 10am-11am)
- Existing Waiting Restriction (Mon-Sat 8am-6.30pm)

Initiated by GWA	SCHEME: BROADFIELDS AVENUE	Development and Regulatory Services	<div style="text-align: center;"> <div style="background-color: #008080; color: white; padding: 2px 5px; display: inline-block;">BARNET</div>  <div style="background-color: #008080; color: white; padding: 2px 5px; display: inline-block;">LONDON BOROUGH</div>  <small>DESIGN TEAM</small> </div>
Drawn by KG			
Checked by GWA	TITLE: OPTION 2 WAITING RESTRICTIONS	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	DRAWING No.  <div style="border: 1px solid black; padding: 2px;">BROADFIELDS AVENUE - 02</div> <div style="text-align: right; font-weight: bold;">91</div>
Date 09/10/15			
Scales N.T.S			Acad.Ref:S:\PDTWD\EdgwareCPZ\BroadfieldsAve

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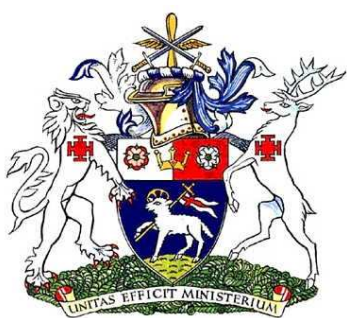
**KEY:**

- Proposed Resident Parking Bay (Mon-Fri 10am-11am)
- Proposed Waiting Restriction (Mon-Fri 10am-11am)
- Existing Resident Parking Bay (Mon-Fri 10am-11am)
- Existing Waiting Restriction (Mon-Fri 10am-11am)
- Existing Waiting Restriction (Mon-Sat 8am-6.30pm)

Initiated by GWA	<b>SCHEME:</b> BROADFIELDS AVENUE	Development and Regulatory Services	<b>BARNET</b> LONDON BOROUGH DESIGN TEAM
Drawn by KG	<b>TITLE:</b> OPTION 1 RESIDENTS PARKING ONLY 10AM-11AM MONDAY TO FRIDAY	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	<b>DRAWING No.</b> <b>BROADFIELDS AVENUE - 01</b> <b>93</b>
Checked by GWA	<b>Scales</b> N.T.S		Acad. Refs: \PDTWD\EdgwareCPZ\BroadfieldsAve
Date 09/10/15			

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AGENDA ITEM 11



## Hendon Area Committee

### 21 October 2015

<b>Title</b>	<b>Southbourne Avenue, Edgware</b>
<b>Report of</b>	Commissioning Director - Environment
<b>Wards</b>	Edgware
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - Drawing No. 87775.dwg
<b>Officer Contact Details</b>	Lisa Wright, Traffic and Development Manager, Traffic and Development 020 8359 3555

### Summary

This report informs the Hendon Area Committee of the review of parking in Southbourne Avenue, Edgware and recommends the implementation of footway parking bays at the south-western end of the road where vehicles are currently parking fully on the carriageway.

### Recommendations

1. That the Hendon Area Committee notes the review of parking in Southbourne Avenue, Edgware;
2. That the Hendon Area Committee approves the proposal to implement four (4) additional footway parking bays on the South-western end of Southbourne Avenue as indicated in drawing No. 87775.dwg.
3. That the Hendon Area Committee adds this scheme (which has an estimated cost of £25,000 or less) to its work programme;
4. That the Hendon Area Committee confirms that the proposal to amend the existing layout of footway parking bays in the remainder of Southbourne Avenue is not implemented.

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

- 1.1 Concerns have been raised by local residents and ward Councillors regarding parking related issues in Southbourne Avenue. A petition was submitted and reported to the 2 July Residents' Forum with 54 signatures. The concerns raised were that cars were parking fully on the carriageway at the South-western end of Southbourne Avenue blocking the road for emergency services and larger vehicles. In addition, it was considered that additional footway parking bays could be implemented in the rest of the road. It was recorded at the Residents' Forum that officers would revisit the site to ascertain potential actions.
- 1.2 The majority of Southbourne Avenue is subject to footway parking controls or double yellow lines. However, there is a section at the south-western end on the road that is currently uncontrolled. In this section cars park fully on the road and on both sides of the road and this results in the road becoming impassable for larger vehicles such as refuse vehicles and emergency services.
- 1.3 Therefore, it is recommended that the proposed four (4) additional footway parking bays are implemented in this section of road and the bays are shown on Drawing No. 87775.dwg. Whilst the review was undertaken the remainder of the road was also surveyed to see if any additional bays could be installed to increase capacity on the road.
- 1.4 The remainder of Southbourne Avenue was re-visited to see if any additional footway parking bays could be installed. The criterion agreed in the Barnet Adopted Parking Policy was applied in the review of the existing footway parking bays. During the review it was noted that parking was taking place in locations that blocked driveways and a number of the footway parking bays were of insufficient length or obstructed by trees. Therefore, although a couple of additional bays could be added there were also a small number that needed to be removed from the design. There are currently 21 footway parking bays on the road and the revised proposals result in a loss of two (2) spaces. Therefore subject to the agreement of the Committee it is not proposed to amend the existing layout of footway parking bays in the remainder of Southbourne Avenue.
- 1.5 The estimated costs implementing the additional bays and revised signage is £1,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1).

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The proposal in this report seeks to address the concerns of local residents and to improve access and safety.



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

- 3.1 The options to review the parking layout in the remainder of Southbourne Avenue is not being progressed as it results in a reduction in overall parking spaces for the residents of the road.

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

- 4.1 Post decision implementations will depend on the decision taken by the Committee.

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

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

- 5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport networks.

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

- 5.2.1 The estimated cost of implementing the additional bays and revised signage is £1,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1).
- 5.2.2 Indicative costs for the highlighted options are approximate and shown at projected 2015 prices.
- 5.2.3 The work will be carried out under the existing LOHAC term maintenance contractual arrangement.

#### **5.3 Social Value**

None in the context of this report.

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

- 5.4.1 There are no legal references in the context of this report.
- 5.4.2 The Council's Constitution Responsibility for Functions – Annex A: Area Committees (Section 15A) provides that the Hendon Area Committee is authorised to discharge various functions including local highways and safety schemes, within the Hendon area in accordance with the budget and policy framework.
- 5.4.3 Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its road network to secure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective

of the duty, so far as may be reasonably practicable, having regard to the Council's other obligations, policies and objectives. The action the Council may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.

## **5.5 Risk Management**

- 5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

## **5.6 Equalities and Diversity**

- 5.6.1 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.
- 5.6.2 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community.

## **5.7 Consultation and Engagement**

- 5.7.1 Consultation and engagement with residents and Ward Councillors will be undertaken as required.

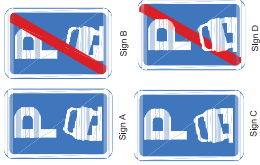
## **5.8 Insight**

- 5.8.1 No issues in relation to this report.

## **6. BACKGROUND PAPERS**

- 6.1 Hendon Area Residents Forum Meeting Minutes – 2 July 2015.  
<http://barnet.moderngov.co.uk/documents/s25895/Minutes%20of%20the%20Hendon%20Residents%20Forum.pdf>
- 6.2 Report on the Parking Policy to the 24 November 2014 Environment Committee  
<http://barnet.moderngov.co.uk/documents/s19227/Parking%20Policy%20-%20the%20results%20of%20public%20consultation%20exercise.pdf>

KEY:



- Proposed new sign post and footway parking signs
- Proposed footway parking bays
- Existing 'No waiting' 'At any time'

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87775.dwg

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DESIGN TEAM

SCHEME: FOOTWAY PARKING SCHEME  
PROPOSED FOOTWAY PARKING BAYS

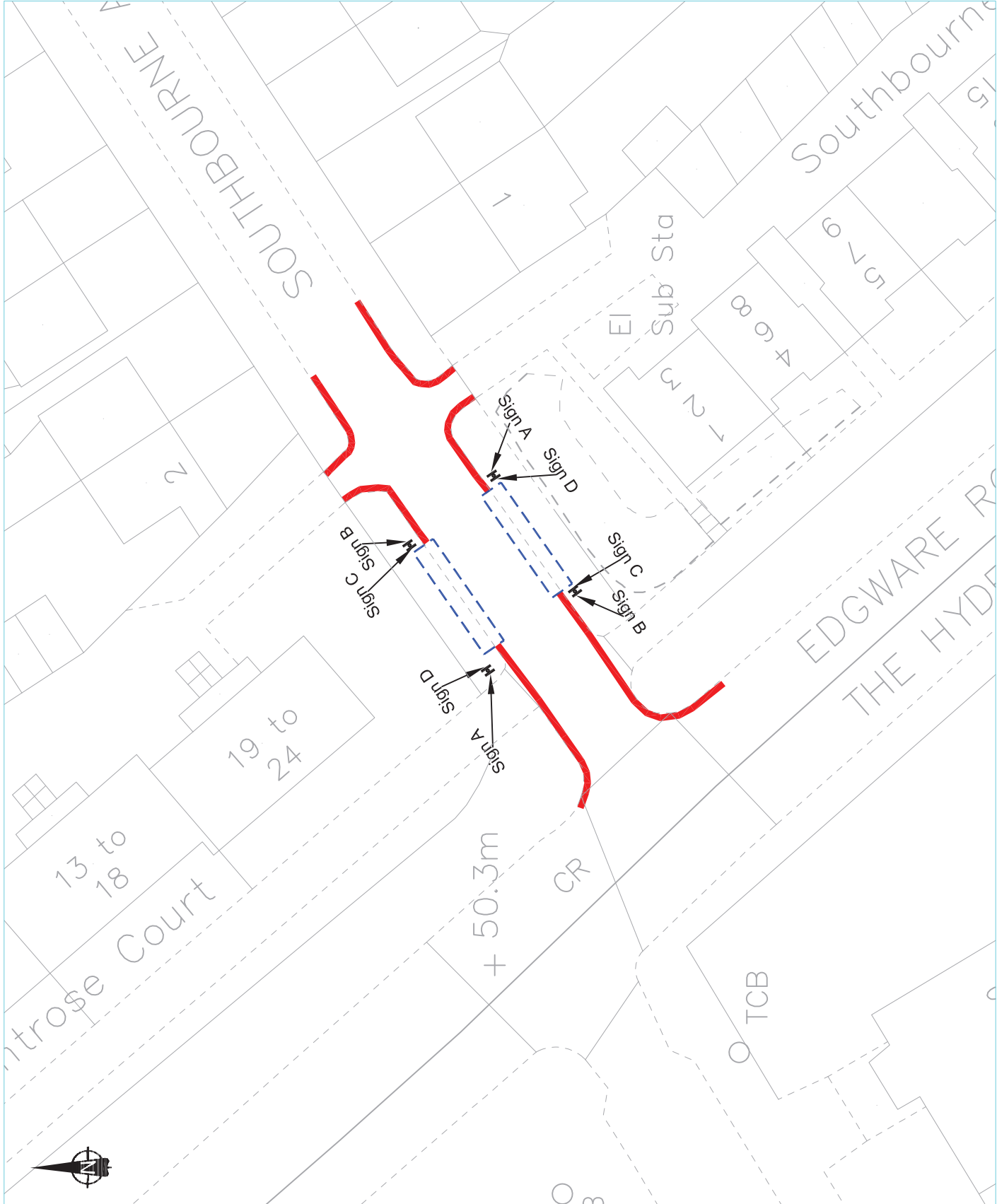
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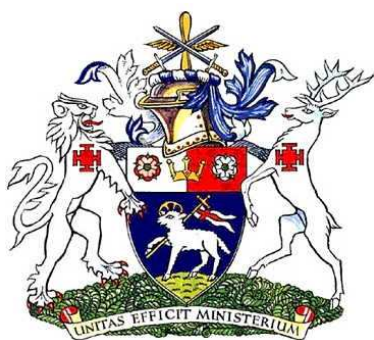
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AGENDA ITEM 12



## Hendon Area Committee

### 21 October 2015

<b>Title</b>	<b>Wykeham Road Traffic Management Scheme</b>
<b>Report of</b>	Commissioning Director - Environment
<b>Wards</b>	Hendon
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - C2015_BC/00536_05-100-01
<b>Officer Contact Details</b>	Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555

## Summary

This report outlines the comments received from the public consultation on the proposed Wykeham Road traffic management scheme.

## Recommendations

1. That the Hendon Area Committee note the outcome of the public consultation on the proposals as outlined in this report.
2. That the Hendon Area Committee, having noted the above, decide whether the measures should be introduced as proposed or without the build out on Wykeham Road at the junction with Queens Road.
3. That the Hendon Area Committee, having noted the above, decide whether the measures should be introduced as proposed or without the raised table on Prothero Gardens at the junction with A41.

- |  |
|--|
| <p><b>4. That the Hendon Area Committee, having decided which proposals should be introduced, give instruction to the Commissioning Director for Environment to proceed with the implementation stage.</b></p> |
|--|

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

- 1.1 On 12 February 2015 the Hendon Area Committee authorised the detailed design and associated public consultation of a traffic management proposal to address safety concerns raised by local residents and Ward Councillors in Wykeham Road, NW4.
- 1.2 This report outlines the responses received to the public consultation on the Wykeham Road traffic management proposals.
- 1.3 Following a traffic management study commissioned to address concerns raised by local residents and ward Councillors, three options were proposed to reduce the danger from through traffic with minimal adverse effect on overall traffic flows.
- 1.4 The three options were reported to the Hendon Area Committee in February 2015 for consideration and the decision was made to proceed with the detailed design and local consultation in Option 3.
- 1.5 Ward Councillors were consulted on the proposals and did not raise any objections. A public consultation on the proposals was carried out in July 2015 and consultation material was distributed to approximately 233 properties in the local area. Details of the proposals were also included within the Consultations section of the Council's website.
- 1.6 Residents were asked whether or not they were broadly in support of the scheme and if they had any particular comments in relation to the proposals. 25 responses were received, and of these 15 residents said they were in favour of the scheme, 7 were against the proposals and 3 did not give a definitive answer. Some of those who supported the scheme as a whole had additional comments in relation to certain elements of the scheme.
- 1.7 Those residents in favour of the scheme have said that they welcome improvements to road safety and measures to tackle speeding and support the traffic calming measures as a whole. Some of those who are not in favour of the proposals have concerns about added congestion in the area. A sole resident considers that the measures will cause disruption and inconvenience to local road users.

- 1.8 Several residents making representations raised concerns about the junction narrowing proposals, particularly at the junctions of Wykeham Road with Queens Road and Prothero Gardens with A41 Watford Way. Many felt that these junctions were already congested and that the proposed narrowing may further impede traffic flow, particularly at peak times. Some were concerned that slowing the turning manoeuvres at these junctions would cause further obstruction and may lead to an increase in accidents. With regard to the junction of Prothero Gardens and Watford Way, there were concerns that vehicles waiting to exit Prothero Gardens onto Watford Way may block vehicles trying to enter Prothero Gardens from Watford Way, which may then back up and cause congestion on A41. A comment was made about access by emergency vehicles being impeded. One suggestion was to move the crossing further east on Prothero Gardens so it would be further from the junction with Watford Way. With regard to the Wykeham Road and Queens Road junction comments include that it is already narrow and difficult to turn into and out of Wykeham Road at this junction.
- 1.9 Other concerns included parking issues at various locations within the proposed scheme area. In some cases obstructive parking was noted at or near to junctions, such as the junction of Queens Road and Wykeham Road where cars stop to drop off and collect passengers accessing the station. As a solution, a resident has suggested that waiting restrictions are installed instead of narrowing the junction.
- 1.10 Inconsiderate parking was also noted in relation to parents dropping off and collecting children attending St Mary's and St John's CE Primary School. A further comment was made about parking at the bend in the road on Raleigh Close affecting visibility for vehicles approaching the corner.
- 1.11 Various other representations were received regarding the proposals. Two residents said that they would like road humps installed but another was against the raised tables. One resident felt that further measures were needed to address traffic speed between Queens Road and Raleigh Close. Another resident would like a 20mph zone to be introduced on Wykeham Road, Prothero Gardens and Raleigh Close, although another resident felt that at school times vehicles rarely travel above 20mph due to congestion in the area.

- 1.12 The response rate to the consultation was just over 10%, and of those who responded 60% said that they broadly support the proposals. However several comments were received, from those supporting the scheme as a whole as well as those who do not, stating concerns regarding the road narrowing proposals, and the potential impact these may have on traffic flow and safety.
- 1.13 Although some parking related issues were mentioned these related to various different sites and are not in significant numbers in any one location. The parking situation can be monitored and should problems persist, proposals to prevent obstructive parking can be considered.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendation to progress the scheme to implementation is based on the outcome of the public consultation.

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

- 3.1 The preferred scheme was one of three options presented to the Area Committee in February 2015 for consideration. The options proposed were as follows:

### **Option 1**

- Horizontal traffic calming with build outs that narrow Wykeham Road at the junctions with Brampton Grove, Prothero Gardens, Raleigh Close and at Queens Road;
- Extending the waiting restrictions to improve visibility at junctions;
- One-way system would also be provided on Prothero Gardens in a westerly direction.

### **Option 2**

- Incorporates the horizontal traffic calming with build outs and pedestrian facilities of Option 1 with additional vertical deflection by the means of raised tables on Wykeham Road;



### **Option 3**

- Incorporates the horizontal traffic calming with build outs and pedestrian facilities of Option 1 and 2;
- A part time 20mph speed limit with dual display School Warning and 20mph vehicle activated signs operating over 200m of Wykeham Road and all of Prothero Gardens;

3.2 The Hendon Area Committee authorised the Commissioning Director Environment to proceed with the detailed design and public consultation of Option 3 with the exclusion of three road humps on Wykeham Road and one road hump on Prothero Gardens.

## **4. POST DECISION IMPLEMENTATION**

4.1 If the report's recommendations are approved, the scheme will progress to implementation stage.

## **5. IMPLICATIONS OF DECISION**

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

5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport networks.

5.1.2 The Council's Health and Wellbeing Strategy aims to promote a healthy and independent life for its residents. Making improvements to the pedestrian environment could help improve health and wellbeing by encouraging residents to make journeys by foot.

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

5.2.1 The estimated implementation cost of the Scheme is £ 112,738.98, but this will be reduced if the build out and raised table are removed from the scheme.

5.2.2 TfL provide core funding for implementation of a borough Local Implementation Plan (LIP) including a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues.

5.2.3 The Environment Committee on the 27 January 2015 confirmed the 2015/16 work programme of schemes that had been agreed by TfL under this programme, prior to inclusion in the 2015/16 budget.

5.2.4 Completion of the Wykeham Road Traffic Management Scheme was identified in the report as part of the work to be addressed from the budget

for a general 'Traffic Management and Accident Reduction' which forms part of the budget for Corridors, Neighbourhoods and Supporting Measures work area.

5.2.6 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost contained within current budgets, fully borne by London Borough of Barnet.

5.2.7 The work will be carried out under the existing PFI and LOHAC term maintenance contractual arrangements.

### **5.3 Social Value**

5.3.1 None in context of this report.

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

5.4.1 The Council's Constitution Responsibility for Functions – Annex A: Area Committees (Section 15A) provides that the Hendon Area Committee is authorised to discharge various functions including local highways and safety schemes highway use and regulation not the responsibility of the Council, within the Hendon area boundaries of their areas in accordance with the budget and policy framework Council policy and within budget.

5.4.2 There are no legal references in the context of this report. This is an area delegated to the committee in line with the provisions of section 15 of the London Borough of Barnet council constitution. Area Committees may take decisions within their terms of reference provided that it is not contrary to council policy, the work of the licensing committee or out of budget.

5.4.3 Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its road network to secure places obligation on authorities to ensure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the Council's other obligations, policies and objectives. The action the Council may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.

5.4.4 Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

### **5.5 Risk Management**

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

### **5.6 Equalities and Diversity**

5.5.1 Proposed changes associated with the Wykeham Road Traffic Management

Scheme are not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7 Consultation and Engagement**

- 5.7.1 A public consultation on the proposals was carried out and consultation material was distributed to 233 properties in the local area.

## **5.8 Insight**

- 5.8.1 The options developed for the scheme were informed through analysis of injury accident data and traffic survey data as set out in the previous report to the Hendon Area Committee in February 2015.

## **6. BACKGROUND PAPERS**

- 6.1 Highways Planned Improvement Programme 2015/16 – report to Environment Committee January 2015.  
<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>
- 6.2 Wykeham Road Traffic Management Scheme – report to Hendon Area Committee February 2015.  
<http://barnet.moderngov.co.uk/documents/s21096/Wykeham%20Road%20Traffic%20Management%20Scheme.pdf>

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In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

**KEY:**

APPROXIMATE EXTENT OF  
EXISTING WAITING RESTRICTIONSAPPROXIMATE EXTENT OF  
EXISTING PARKING BAYS

**NOTE:**

Based on DETAILED DESIGN drawing Ref. CS/078067/03/101 RevA  
(29.03.15) PROVIDED BY CAPITA

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REVISION			
Revision Details	Design/Check	Date	Rev.

CONSULTATION

**BARNET**  
LONDON BOROUGH

**Reg** Scheme Ref. C2015 BC/00536 05  
Scheme title  
**TRAFFIC MANAGEMENT AND ACCIDENT  
REDUCTION (LIP 2014/15)**

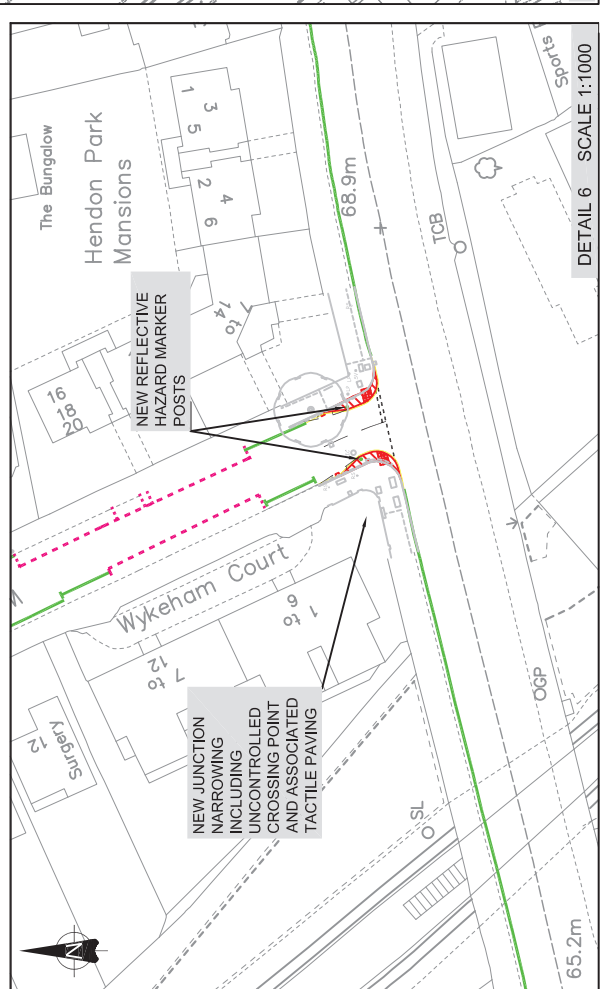
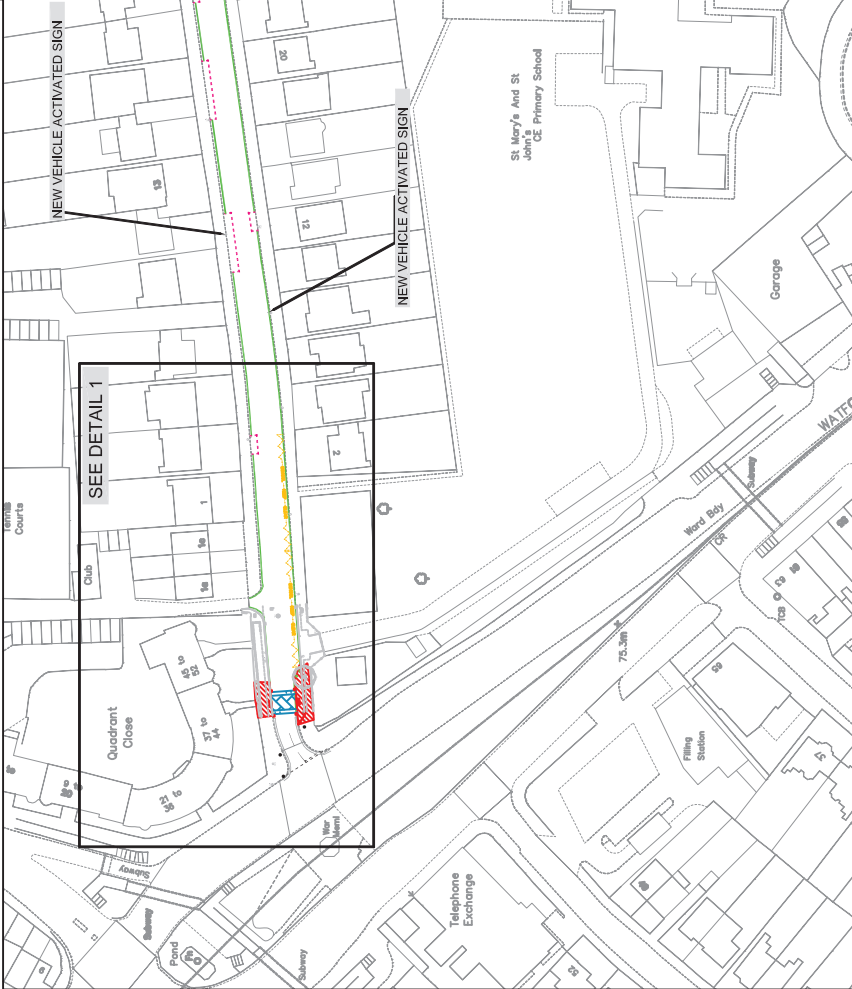
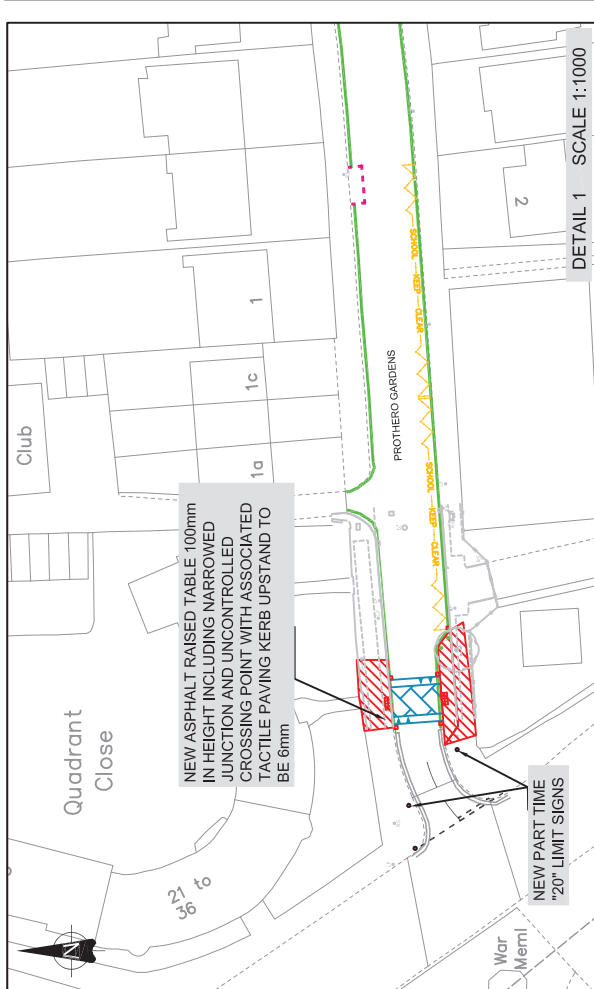
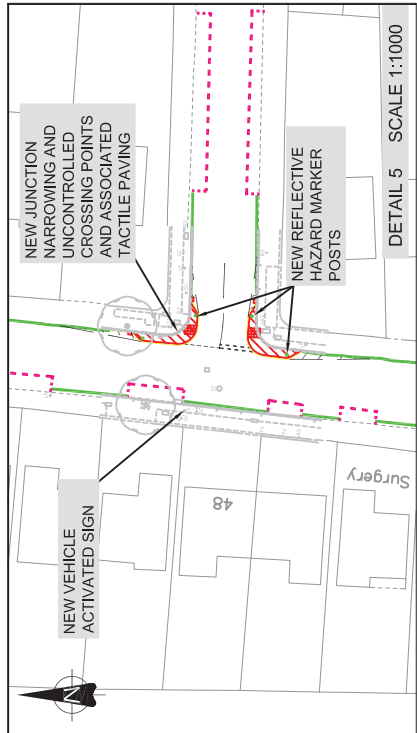
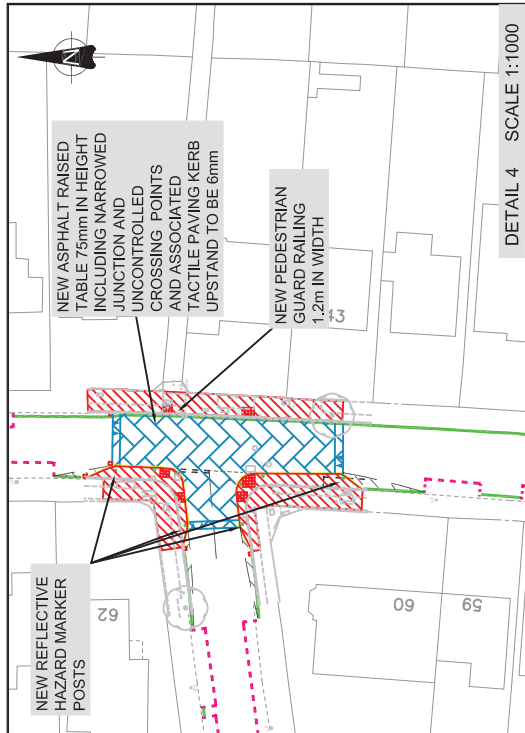
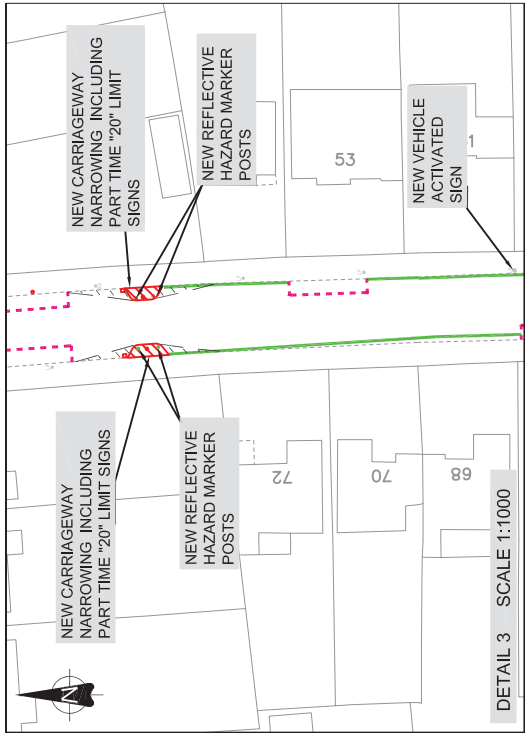
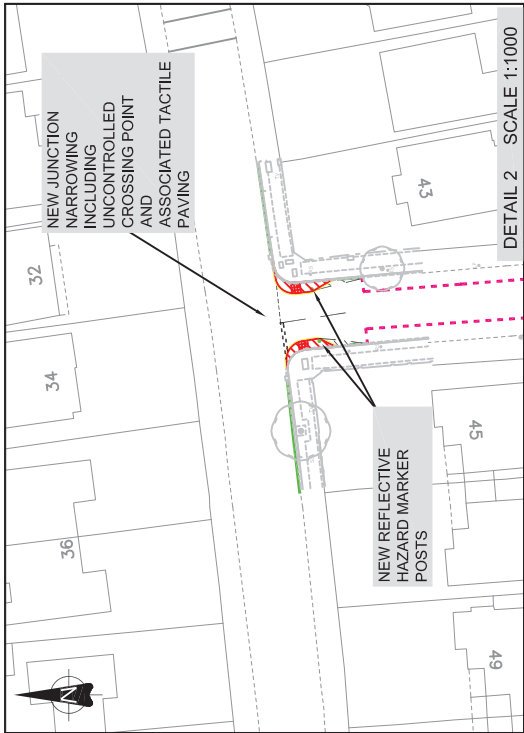
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**Traffic and Development**  
London Borough of Barnet, 2nd Floor Building 4  
North London Busshess Park, Chalfont Road South  
London N11 1NP

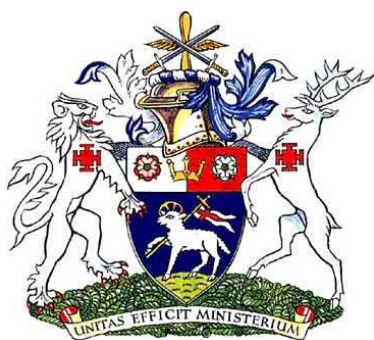
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AGENDA ITEM 13



## Hendon Area Committee

### 21 October 2015

<b>Title</b>	<b>Devonshire Road Traffic Management Scheme</b>
<b>Report of</b>	Commissioning Director - Environment
<b>Wards</b>	Mill Hill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - Drawing No. C2015_BC/00536_09-100-01
<b>Officer Contact Details</b>	Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555

## Summary

This report outlines the outcome of the public consultation regarding the proposed Devonshire Road Traffic Management Scheme agreed by Area Committee in February 2015.

## Recommendations

1. That the Hendon Area Committee note the outcome of the public consultation of the proposals as outlined in this report.
2. That the Hendon Area Committee, having noted the above authorise the Commissioning Director for Environment to proceed to the implementation stage of the scheme as per the original proposal.

### 1. WHY THIS REPORT IS NEEDED

- 1.1 On 12 February 2015 the Hendon Area Committee authorised the detailed design and associated public consultation of a traffic management proposal to address safety concerns raised by local residents and ward Councillors in Devonshire Road, NW7.
- 1.2 This report outlines the outcome of the public consultation on the Devonshire Road traffic management proposals and recommends progression of the scheme to implementation stage.
- 1.3 Following a traffic management study commissioned to address concerns raised by local residents and ward Councillors, two options were proposed to reduce the danger of excessive speeds from through traffic with minimal adverse effect on overall traffic flows.
- 1.4 The two options were reported to the Hendon Area Committee in February 2015 for consideration and members resolved that officers proceed with the detailed design and local consultation on Option 1.
- 1.5 Ward Councillors were consulted on the proposals with Cllr Khatri commenting that although welcoming the proposal, it did not incorporate the eastern most stretch of Devonshire Road towards Holders Hill Circus. In his opinion, measures are needed on this stretch of road too.
- 1.6 The proposals for Devonshire Road address the locations where there have been road traffic injury accidents in recent years. However, discussions are ongoing regarding improvements at the Holders Hill roundabout through works associated with the Millbrook Park development. Options for the Devonshire Road arm of the roundabout are still being explored.
- 1.7 A public consultation on the proposals was carried out in July 2015 and consultation material was distributed to 354 properties in the local area. Details of the proposals were also included on the Council's website.
- 1.8 Residents were asked whether or not they were broadly in support of the scheme and if they had any particular comments in relation to the proposals. 17 responses were received and, of those, 11 said they were broadly in support of the scheme as a whole and 6 said they did not support the scheme. Some of those who supported the scheme as a whole did have additional comments or suggestions relating to particular elements of the scheme or the extent of the proposed measures.
- 1.9 Two residents said that they did not support the proposed build outs at the junctions of Osborn and Aberdare Gardens, due to concerns about vehicles passing one another on entering and exiting these roads, and access for the emergency services. Another comment was that the build outs may force cars turning left further into the centre of Devonshire Road and into the path of approaching traffic. One resident suggested providing double yellow lines at the junctions.
- 1.10 A concern was also raised about the tightening of the corner radii at the Tavistock Avenue junction with Devonshire Road. One resident suggested installing a roundabout instead to mitigate the potential for rear end shunt



incidents as cars approaching from the west and turning left will be required to reduce vehicle speeds to a greater extent than at present.

- 1.11 Four residents suggested that speed cameras be installed and another said they would support tougher measures such as a 20mph speed limit. One respondent suggested installing additional traffic islands to slow traffic down and to provide extra crossing points for residents. However, two residents believed that traffic calming measures were either unnecessary or would bring very little benefit.
- 1.12 At just under 5%, the response rate to the consultation is relatively low. Of those who responded almost 65% said that they broadly support the proposals and just under a third said they did not (1.7% of the total consulted). The responses objecting to the proposals were diverse and did not suggest any significant concerns in relation to the scheme as a whole or a particular element of the scheme.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendation to progress the scheme to implementation is based on the outcome of the public consultation.

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

- 3.1 The preferred scheme was one of two options presented to the Area Committee in January 2015 for consideration. The alternative option (Option 2) included the provision of speed cushions on the immediate approach to the five existing traffic islands and an additional set of three cushions in the vicinity of Osborn Gardens.
- 3.2 The Hendon Area Committee authorised the Commissioning Director to proceed with the detailed design and public consultation of Option 1 with a view to implement when resources are in place and following liaison with local ward members.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 Should this report's recommendations be approved, the scheme should be progressed to the implementation stage.

## **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport

networks.

- 5.1.2 The Council's Health and Wellbeing Strategy aims to promote a healthy and independent life for its residents. Making improvements to the pedestrian environment could help improve the health and wellbeing of the community by encouraging residents to make journeys by foot.

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

- 5.2.1 The estimated implementation cost of the Scheme is £51,835 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest<sup>1</sup>).
- 5.2.2 TfL provide funding for implementation of a borough Local Implementation Plan (LIP) including a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues.
- 5.2.3 The Environment Committee on the 27 January 2015 confirmed the 2015/16 work programme of schemes that had been agreed by TfL under this programme, prior to inclusion in the 2015/16 budget.
- 5.2.4 Completion of the Devonshire Road Traffic Management Scheme was identified in the report as part of the work to be addressed from a 'Traffic Management and Accident Reduction' budget which forms part of the overall Corridors, Neighbourhoods and Supporting Measures budget.
- 5.2.5 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will charge a commutable sum with the cost contained within current budgets.
- 5.2.6 The work will be carried out under the existing LOHAC term maintenance contractual arrangements.

## **5.3 Social Value**

- 5.3.1 None in the context of this report.

## **5.4 Legal and Constitutional References**

- 5.4.1 The Council's Constitution Responsibility for Functions – Annex A: Area Committees (Section 15A) provides that the Hendon Area Committee is authorised to discharge various functions including local highways and safety schemes, within the Hendon area in accordance with the budget and policy framework.
- 5.4.2 Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its road network to secure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the Council's other obligations, policies and objectives. The action the Council

may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.

## **5.5 Risk Management**

- 5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

## **5.6 Equalities and Diversity**

- 5.6.1 The proposed scheme is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7 Consultation and Engagement**

- 5.7.1 A public consultation on the proposals was carried out and consultation material was distributed to 354 properties in the local area. Details of the proposals were also outlined on the council's website.

## **5.7 Insight**

- 5.7.1 The options developed for the scheme were informed through analysis of injury accident data and traffic survey data as set out in the previous report to the Hendon Area Committee in February 2015.

## **6. BACKGROUND PAPERS**

- 6.1 Highways Planned Improvement Programme 2015/16 – report to Environment Committee January 2015.  
<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>
- 6.2 Devonshire Road Traffic Management Scheme – report to Hendon Area Committee February 2015.  
<http://barnet.moderngov.co.uk/documents/s21094/Devonshire%20Road%20Traffic%20Management%20Scheme.pdf>

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**KEY:**

APPROXIMATE EXTENT OF  
EXISTING WAITING RESTRICTIONS

**NOTE:**

Based on DETAILED DESIGN drawing Ref. CS/079057/02/101 Rev/A  
(03/2015) PROVIDED BY CAPITA

REVISION			
Revision Details	Desgn/Check	Date	Rev.
Initial issue	LPO/SHC	24.06.15	0

### Purpose of issue

## CONSULTATION

**Client:**



**Red** Scheme Ref. C2015\_BC/00536\_09  
Scheme title  
**TRAFFIC MANAGEMENT AND ACCIDENT  
REDUCTION (LIP 2014/15)  
DEVONSHIRE RD**

**Drawing title**

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Checked	SHC	Approved	LW
Date: 24.06.15	Date: 24.06.15	Date: 25.06.15	Date: 26.06.15



C2015_BC/00536_09-100-01	0
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DETAIL 4

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JUNCTION RADII  
TIGHTENED AND  
BUILT OUT TO BE  
INTRODUCED  
INCLUDING  
UNCONTROLLED  
CROSSING POINT  
AND  
ASSOCIATED  
TACTILE PAVING

#### DETAIL 4

SCALE 1:1000

**JUNCTION RADII  
TIGHTENED AND  
BUILD OUT TO BE  
INTRODUCED  
INCLUDING  
UNCONTROLLED  
CROSSING POINT  
AND  
ASSOCIATED  
TACTILE PAVING**

### DETAIL 3

SCALE 1:1000

SCALE 1:1000

## DETAIL 2

5

EXISTING JUNCTION RADII TO  
BE TIGHTENED  
INCORPORATING NEW  
DROP KERBS AND  
ASSOCIATED  
TACTILE PAVING ALSO  
RELOCATE ROAD  
GULLEY

**NEW TACTILE  
PAVING  
TO BE PROVIDED**

EXISTING JUNCTION  
RADI  
TIGHTENED  
INCORPORATING  
DROP  
KERBS AND  
ASSOCIATED TACTILE  
PAVING AND  
RELOCATE ROAD  
GULLY

NEW TACTILE PAVING  
TO BE  
PROVIDED WITHIN  
CENTRAL  
ISLAND

NEW TACTILE  
AVING TO BE  
ROVIDED WITHIN  
ENTRAL ISLAND

EXCESSIVE  
FOLIAGE

EXCESSIVE  
FOLIAGE  
TO BE REMOVED

NEW DUAL VAS FOR  
ROSS ROAD  
HEAD AND 30 MPH  
RECTED ONTO  
KISTING SLC

EXISTING HATCH MARKING  
TO BE REMOVED AND NEW  
CENTRE LINE TO DIAG No 1004  
LAID

EXISTING 30 ROUNDEL AND  
SLOW MARKING TO BE RELAID  
WITHIN THE NARROWING

NEW KERBED  
CARRIAGEWAY  
NARROWING WITH HATCH  
MARKINGS AND  
REFLECTIVE  
MARKER POSTS  
CARRIAGEWAY  
WIDTH AT THIS POINT 7.0m

NEW TRAFFIC ISLAND  
WITH NON LIT KEEP LEFT  
BOLLARDS  
AND REFUGE BEACON  
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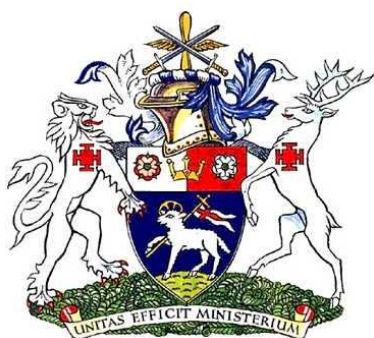
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## Hendon Area Committee

**21 October 2015**

<b>Title</b>	<b>Silkstream Road Traffic Management Scheme</b>
<b>Report of</b>	Commissioning Director - Environment
<b>Wards</b>	Burnt Oak
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - Drawing No. C2015_BC/00536_06-100-01
<b>Officer Contact Details</b>	Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555

### Summary

This report outlines the comments received from the public consultation on the proposed Silkstream Road traffic management scheme.

### Recommendations

1. That the Hendon Area Committee notes the outcome of the public consultation of the proposals as outlined in this report.
2. That the Hendon Area Committee, authorises the Commissioning Director for Environment to proceed to the implementation stage following liaison with ward members.

#### 1. WHY THIS REPORT IS NEEDED

- 1.1 On 12 February 2015 the Hendon Area Committee authorised the detailed design and associated public consultation of a traffic management proposal to address safety concerns raised by local residents and ward Councillors in Silkstream Road, HA8.
- 1.2 This report outlines the responses received to the public consultation on the Silkstream Road traffic management proposals.
- 1.3 Following a traffic management study commissioned to address concerns raised by local residents and ward Councillors, three options were proposed to reduce the danger from through traffic with minimal adverse effect on overall traffic flows.
- 1.4 The three options were reported to the Hendon Area Committee in February 2015 for consideration and the decision was made to proceed with the detailed design and local consultation on option 2, subject to the deletion of speed cushions.
- 1.5 Ward Councillors were consulted on the proposals and did not raise any objections. A public consultation on the proposals was carried out in July 2015 and consultation material was distributed to 380 properties in the local area. Details of the proposals were also included within the consultations section of the Council's website.
- 1.6 Residents were asked whether or not they were broadly in support of the scheme and if they had any particular comments in relation to the proposals. 23 responses were received, of these 16 residents said they were in favour of the scheme, 7 were against the proposals and 2 did not give a definitive answer. Some of those who supported the scheme as a whole had additional comments in relation to certain elements of the scheme.
- 1.7 Those who were in favour of the one-way in Silkstream Road have commented that at present it is often difficult for oncoming cars to pass one another without mounting the pavement, which is dangerous for pedestrians. There were also concerns about the volume of traffic using the road and the size and weight of some of the vehicles using the roads. Residents also supported the provision of improved pedestrian crossing points.
- 1.8 Of those who did not support the scheme, some felt that a 'one-way system' was unnecessary and that they believe it may lead to congestion on Silkstream Road, with increased traffic waiting to exit onto Watling Avenue. One resident suggested that the one-way should run in the opposite direction, ie southerly rather than northerly, and another noted the need for enforcement of any measures introduced and noted concerns about drivers ignoring a stretch of the current one-way system. There was another comment that it may inconvenience some residents as they will have to travel the length of Silkstream Road to exit the area.



- 1.9 Several respondents felt that parking controls, such as waiting restrictions or a controlled parking scheme, were needed in the area to prevent parking by commuters and those using nearby shopping facilities. Some felt that parking measures were preferable to the proposed one-way system. There was also a suggestion to install width restrictions on Silkstream Road and another for speed humps on Montrose Road and Playfield Road.
- 1.10 With regard to the 20 mph speed limit proposals, three respondents queried why the limit was only proposed as part-time and suggested that as the road is narrow and there is a school nearby, that the 20mph speed limit should apply at all times. However, two residents felt that the speed restriction was not necessary as the road is narrow and that most people do not drive above 15mph.
- 1.11 Although the response rate to the consultation was relatively low (6%), almost 70% of those who did respond said they broadly supported the proposals. The majority of the concerns raised relate to parking problems in Silkstream Road, and these have been noted and will be assessed separately. It is therefore recommended that the Silkstream Road traffic management scheme (option 2) is implemented as proposed.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendation to progress the scheme to implementation is based on the outcome of the public consultation.

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

- 3.1 The preferred scheme was one of three options presented to the Area Committee in February 2015 for consideration. The options proposed were as follows:

### **Option 1**

- A one-way system along Silkstream Road in a northerly direction between junctions with Montrose Avenue and Barnfield Road;
- Provision of an uncontrolled pedestrian crossing facility across Silkstream Road at its junction with Gaskarth Road;
- The introduction of a 20mph zone on Gaskarth Road between the junctions with Silkstream Road and Playfield Road.

### **Option 2**

- A one-way system along Silkstream Road in a northerly direction between junctions with Montrose Avenue and Barnfield Road;
- Provision of an uncontrolled pedestrian crossing facility across Silkstream Road at its junction with Gaskarth Road;
- The introduction of a 20mph zone covering Silkstream Road, Gaskarth Road, Playfield Road and Millfield Road. The 20mph zone will be

supported by the introduction of speed cushions and associated signing.

### **Option 3**

- Dedicated parking bays on Gaskarth Road;
- Provision of an uncontrolled pedestrian crossing facility across Silkstream Road at its junction with Gaskarth Road;

- 3.2 The Hendon Area Committee authorised the Commissioning Director to proceed with the detailed design and public consultation of option 2, subject to the deletion of speed cushions, with a view to implement when resources are in place and following liaison with local ward members.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 If the report's recommendations are approved, the scheme should be progressed to implementation stage.

## **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport networks.

- 5.1.2 The Council's Health and Wellbeing Strategy aims to promote a healthy and independent life for its residents. Making improvements to the pedestrian environment could help improve health and wellbeing by encouraging residents to make journeys by foot.

- 5.1.3 The measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

- 5.2.1 TfL provides core funding for implementation of a borough Local Implementation Plan (LIP) including a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues.

- 5.2.2 The Environment Committee on the 27 January 2015 confirmed the 2015/16 work programme of schemes that had been agreed by TfL under this programme, prior to inclusion in the 2015/16 budget.

- 5.2.3 Completion of the Silkstream Road Traffic Management Scheme was identified in the report as part of the work to be addressed from a general 'Traffic Management and Accident Reduction' work area.
- 5.2.4 The estimated implementation cost of the Scheme is £16,736 (based on prices contained in Year 2, Volume 4 Adjusted Rates – LoHAC Northwest1).
- 5.2.5 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost contained within current budgets, fully borne by London Borough of Barnet.
- 5.2.6 The work will be carried out under the existing PFI and LOHAC term maintenance contractual arrangements.

### **5.3 Social Value**

- 5.3.1 None in the context of this report.

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

- 5.4.1 The Council's Constitution Responsibility for Functions – Annex A: Area Committees (Section 15A) provides that the Hendon Area Committee is authorised to discharge various functions including local highways and safety schemes highway use and regulation not the responsibility of the Council, within the Hendon area boundaries of their areas in accordance with the budget and policy framework Council policy and within budget .
- 5.4.2 Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its road network to secure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the Council's other obligations, policies and objectives. The action the Council may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.

### **5.5 Risk Management**

- 5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

### **5.6 Equalities and Diversity**

- 5.6.1 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.

5.6.2 Proposed changes associated with the design options for the Silkstream Road traffic management study are not expected to disproportionately disadvantage or benefit members of the community.

5.6.3 The introduction of a 'one-way system' in Silkstream Road would assist in improving safety for pedestrians and have the effect of reducing the number of vehicles using this road.

## **5.7 Consultation and Engagement**

5.7.1 A public consultation on the proposals was carried out and consultation material was distributed to 380 properties in the local area.

## **5.8 Insight**

5.8.1 The options developed for the scheme were informed through analysis of injury accident data and traffic survey data as set out in the previous report to the Hendon Area Committee in February 2015.

## **6 BACKGROUND PAPERS**

6.3 Highways Planned Improvement Programme 2015/16 – report to Environment Committee January 2015.  
<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>

6.4 Silkstream Road Traffic Management Scheme – report to Hendon Area Committee February 2015.  
<http://barnet.moderngov.co.uk/documents/s21088/Silkstream%20Road%20Traffic%20Management%20Scheme.pdf>



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