

**MEETING**

**FINCHLEY & GOLDERS GREEN AREA COMMITTEE**

**DATE AND TIME**

**TUESDAY 14TH NOVEMBER, 2017**

**AT 7.00 PM**

**VENUE**

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

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

Chairman: Councillor Graham Old (Chairman)  
 Vice Chairman: Councillor Peter Zinkin (Vice-Chairman)

**Councillors**

|                                     |                         |                         |
|-------------------------------------|-------------------------|-------------------------|
| Councillor Dean Cohen BSc<br>(Hons) | Councillor Alon Or-bach | Councillor Ross Houston |
| Councillor Geof Cooke               | Councillor Rohit Grover |                         |

**Substitute Members**

|                                 |                                       |                                       |
|---------------------------------|---------------------------------------|---------------------------------------|
| Councillor Anne Hutton          | Councillor John Marshall MA<br>(Hons) | Councillor Daniel Thomas BA<br>(Hons) |
| Councillor Reuben<br>Thompstone | Councillor Arjun Mittra               | Councillor Jim Tierney                |
|                                 | Councillor Shimon Ryde BSc<br>(Hons)  |                                       |

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

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is at 10AM on 9 November 2017. Requests must be submitted to [anita.vukomanovic@barnet.gov.uk](mailto:anita.vukomanovic@barnet.gov.uk)

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**Andrew Charlwood – Head of Governance**

Governance Services contact: Anita Vukomanovic 020 8359 7034 [anita.vukomanovic@barnet.gov.uk](mailto:anita.vukomanovic@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   | 5 - 12    |
| 2.      | Absence of Members (If any)   |           |
| 3.      | Declaration of Members' Disclosable Pecuniary interests and Non Pecuniary interests (If any)            |           |
| 4.      | Report of the Monitoring Officer (If any)   |           |
| 5.      | Public Comments and Questions (If any)  |           |
| 6.      | Matters referred from the Finchley and Golders Green Area Residents Forum (If any)                      | 13 - 16   |
| 7.      | Members' Items (if any)   |           |
| 8.      | Members' Items - Area Committee CIL Funding (if any)  | 17 - 26   |
| 9.      | Area Committee Funding - Community Infrastructure Levy update   | 27 - 32   |
| 10.     | BC001257-01-02- Village Road, N3 Feasibility Study  | 33 - 44   |
| 11.     | East Finchley CPZ   | 45 - 50   |
| 12.     | Leslie Road/ Leopold Road - Request for One-Way and 20 mph  | 51 - 60   |
| 13.     | Links View - Dollis Road, N3 - Road Safety Improvements   | 61 - 74   |
| 14.     | Moss Hall Schools - Safety Improvement Scheme Nether Street, N3 - Review of Consultation responses      | 75 - 84   |
| 15.     | Road Safety measures around Menorah Primary School, NW11  | 85 - 108  |
| 16.     | 20mph scheme (including zebra crossing) St Agnes Catholic Primary School and Childs Hill Primary School | 109 - 122 |
| 17.     | Temple Fortune Area NW11 - Proposed Waiting Restrictions  | To Follow |

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|-----|---|-----------|
| 18. | Forward Work Programme                      | 123 - 128 |
| 19. | Any item(s) the Chairman decides are urgent |           |

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## Decisions of the Finchley & Golders Green Area Committee

2 August 2017

Members Present:-

AGENDA ITEM 1

Councillor Graham Old (Chairman)  
Councillor Peter Zinkin (Vice-Chairman)

Councillor Dean Cohen  
Councillor Geof Cooke

Councillor Rohit Grover  
Councillor Ross Houston

Also in attendance

Councillor Daniel Thomas

Apologies for Absence

Councillor Alon Or-Bach

### 1. MINUTES OF LAST MEETING

**RESOLVED:** That the minutes of the meeting held on 27 April 2017 were agreed as a correct record.

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

Apologies for absence were received from Councillor Or-Bach who was substituted by Councillor Mittra.

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

| Councillor            | Agenda item   | Nature of interest | Details  |
|-----------------------|---|--------------------|--|
| Councillor Mittra     | 10 – Members Item in the name of Cllr Daniel Thomas | Non-pecuniary      | His father owns a flat around the corner from the village and he knows several people from the village. Councillor Mittra noted he would leave the room for consideration and voting on this item. |
| Councillor Houston    | 10 – Members Item in the name of Cllr Daniel Thomas | Non-pecuniary      | He has friends in Cyprus Avenue. Councillor Houston noted he is not aware of their views on this matter.   |
| Councillor Geof Cooke | 12 – Parking near Summerside School and             | Non-pecuniary      | He is currently a governor of Summerside School  |

|                       |  |                          |   |
|-----------------------|--|--------------------------|---|
|                       | Woodhouse Open Space Enhancement                 |                          |   |
| Councillor Dean Cohen | 9 – Outstanding Community Funding Applications   | Personal non-prejudicial | He knows some of the names mentioned in in The Boys Club application, and some of the trustees noted in the Paperweight Trust |
| Councillor Dean Cohen | 10 – Members Item in the name of Cllr Dean Cohen | Personal non-prejudicial | Two of his children attend the Mehorah Primary School   |

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

None.

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

None.

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

None.

**7. PETITIONS (IF ANY)**

None.

**8. AREA COMMITTEE FUNDING - OUTSTANDING COMMUNITY FUNDING APPLICATIONS**

Prior to consideration of agenda item 8, Area Committee Funding - Community Infrastructure Levy update, the Chairman moved that the order of business be varied to allow for consideration of items 9 to 11 first noting that several Members were in attendance to speak on these items. This was duly agreed.

The Chairman introduced the report on Area Committee Funding – Outstanding Community Funding Applications and invited comments from committee members.

It was noted there were typographical errors in the report and that references to the Jewish Migrants Association should read the Jewish Migraine Association.

Following consideration of the report the committee unanimously **RESOLVED**:

- 1. The Committee determine whether it wishes to support funding of £3,300 for The Jewish Migration Foundation project as set out in Appendix A.**
- 2. The Committee determine whether it wishes to support funding of £3,333 for The Boys Club project as set out in Appendix B.**

3. **The Committee determine whether it wishes to support funding of £3,333 for The Paperweight Trust project as set out in Appendix C.**
4. **The Committee determine whether it wishes to support funding of £9,999 for ADDIS project as set out in Appendix D.**
5. **The Committee determine whether it wishes to support funding of £9,884 for The Jewish Deaf Association project as set out in Appendix E.**

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

**A – Member's Item in the name of Cllr Daniel Thomas – Village Road, N3**

Councillor Thomas introduced his application for Community Infrastructure Levy (CIL) Funding, to look at options for addressing problems arising from heavy traffic around Village Road, N3.

Officers advised that a feasibility study, costing up to £5,000, could be conducted in liaison with Councillor Thomas and the Residents Association, which would provide options and report back to the Committee.

Following consideration the committee unanimously **RESOLVED:**

**To approve a feasibility study at a cost of up to £5,000 to look at potential solutions to address the issues.**

**B– Member's Item in the name of Cllr Dean Cohen – Road Safety Measures in and around Menorah Primary School**

Councillor Cohen introduced his application for Community Infrastructure Levy (CIL) Funding, to explore the possibility of VAS signs being erected/ other measures to improve safety around Woodstock Avenue.

Following consideration the Committee unanimously **RESOLVED**

**To approve funding for 2 Vehicle Activated Signs at a cost of £4,000 each, and a feasibility study at a cost of up to £5,000 to consider options for other measures that may be appropriate.**

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

The Committee noted that the front page of the report erroneously listed the relevant ward as being Hendon rather than Garden Suburb.

Councillor Grover introduced his application for Community Infrastructure Levy (CIL) Funding, to cover the costs of removing trees to support the work of the Residents Association for the upkeep of Northway Rose Gardens.

The Committee noted that the £7,065 sought was match funding to the funding already raised by the Association through local residents and businesses. It was also noted that the work of the Association in developing the rose beds since 2014 had resulted in several awards and was supported by the Council. It was noted the project had not previously received Council funding nor would the work fall under usual Green Spaces maintenance activity. Officers confirmed that the quote received was from an approved Barnet contractor

Following consideration of the item the Committee unanimously **RESOLVED**

**To Approve funding of £7,065 for the employment of a Tree Surgeon to complete the work as listed.**

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

The Committee then considered agenda item 8, Area Committee Funding -Community Infrastructure Levy update.

The Chairman introduced the item and noted that there were a large number of items listed in Appendix 1 relating to schemes in place dating back to 2015 where it was unclear if work had been completed, which could affect the new balance. He noted that with the Committee's approval he would seek to resolve queries with officers in September ahead of the next meeting of the Committee, and he invited input from Members on any items they were aware of which required updating. This was duly agreed by the Committee.

Following consideration of the report and subject to the above the Committee unanimously **RESOLVED:**

**To note the amount available for allocation during 2017/18, as set out in Appendix 1**

**12. PARKING NEAR SUMMERSIDE SCHOOL AND WOODHOUSE OPEN SPACE ENHANCEMENT**

The Chairman introduced the item and invited discussion from committee members.

Following discussion of the item the committee unanimously

**RESOLVED – That the Commissioning Director, Environment instruct officers to:**

- 1. Proceed with consultation on:**
  - a. Convert south-west corner of green to carriageway;**
  - b. Provide “at any time” parking restrictions at the junction of Schoolway and Crossway and at the junction of Crescent Way and Garthway.**
  
- 2. Provide a detailed design of Option 1 (grid parking along west side of green) applying what is left of the £25k budget, with the remainder to be sought from Environment Committee at its meeting on 11 September 2017.**

### **13. FRIARY ROAD TRAFFIC MANAGEMENT MEASURES**

The Chairman introduced the item and invited input from Committee Members.

Councillor Zinkin noted that it was not clear that agreeing the work and £12,000 costs outlined in recommendation 3 in the report would solve the problem of traffic speeding in the opposite direction. Councillor Zinkin moved that recommendation 3 in the report be amended to read: 'That the Committee approve up to £3,000 to allow monitoring to take place as to the effectiveness of the implementation of recommendations 1 and 2, and that the Committee receive a report back on the impact of recommendations 1 and 2 and advice on further options'. The motion was seconded by Councillor Dean Cohen and unanimously agreed.

#### **RESOLVED –**

- 1. That the Finchley and Golders Green Area Committee approve provision of two additional Vehicle Activated Signs in Friary Road at an approximate cost of £8,000 from CIL Funding.**
- 2. That the Finchley and Golders Green Area Committee agree provision of road markings at a cost of up to £5,000 from CIL Funding to encourage drivers to amend their behaviour, the exact detail to be agreed with ward members.**
- 3. That the Committee approve up to £3,000 to allow monitoring to take place as to the effectiveness of the implementation of recommendations 1 and 2, and that the Committee receive a report back on the impact of recommendations 1 and 2 and advice on further options.**

### **14. LESLIE ROAD/ LEOPOLD ROAD – REQUEST FOR ONE-WAY**

The Chairman introduced the item and invited input from Committee Members.

Councillor Mitra expressed concern that the report failed to recognise the proximity of St Martin's Primary School and suggested that consultation on a 20mph zone should occur at the same time as the statutory consultation on the one way system. Officers clarified that council policy would not allow for this consultation as the school's Travel Plan does not currently include Leslie Road/ Leopold Road.

Following discussion the committee **RESOLVED –**

**To instruct the Commissioning Director for Environment and his officers to re-engage with St Martin's Primary School to confirm whether Leslie and Leopold roads should be included on their Travel Plan, and report back to the Committee in November.**

### **15. REVIEW OF THE HOURS OF OPERATION IN THE TEMPLE FORTUNE 'TF' CONTROLLED PARKING ZONE (CPZ)**

The Chairman introduced the report and invited comments from the Committee Members.

Following consideration the Committee **RESOLVED –**

- 1. That the Committee note the outcome of the statutory consultation as detailed within this report.**
- 2. That the Committee give authority to the Strategic Director for Environment to introduce the measures in the Temple Fortune ‘TF’ CPZ as originally proposed, through the making of the relevant Traffic Management Orders as shown on Drawing Number SCR149.**

## **16. LINKS VIEW - DOLLIS ROAD, N3 - ROAD SAFETY IMPROVEMENTS**

The Chairman introduced the report and invited comments from the Committee Members.

Councillor Old moved that recommendation 4 be amended to clarify that the Commissioning Director for Environment’s actions following the consultation will be in consultation with ward members. This was duly seconded and unanimously agreed.

Councillor Dean Cohen moved that the proposal for traffic calming speed cushions as outlined in a) not be included in the consultation and that alternative measures be looked at to address speed. The motion was not seconded.

Following consideration of the report **the Committee RESOLVED –**

- 1. That the Finchley and Golders Green Committee agree to implement the safety scheme on Links View and Dollis Road, N3, as set out in this report and as detailed in Appendix 1.**
- 2. That authority to carry out a statutory consultation on the agreed proposed measures a) to h) outlined in paragraph 1.8 below, be delegated to the Strategic Director for Environment.**
- 3. That subject to no objections being received to the statutory consultation, referred to in recommendation 2, the Committee instruct the Strategic Director for Environment to introduce the agreed measures.**
- 4. That the Committee agree that if any objections are received as a result of the statutory consultation, referred to in recommendation 2, the Strategic Director for Environment will, in consultation with ward members, consider and determine whether the agreed option should be implemented or not, and if so, with or without modification.**
- 5. That the Committee agree to allocate the funding for the agreed Option (CIL from this year’s CIL Area Committee budget) of £20,000 to design and carry**

**out statutory consultation and, subject to the outcome of that consultation, introduce the agreed Option.**

The votes were recorded as follows:

For: 4  
Against: 1  
Abstain: 2

## **17. FORWARD WORK PROGRAMME**

The Chairman introduced the item, which laid out the Forward Work Programme for the Committee. The committee noted that there would be updates to the Forward Work Programme ahead of the next meeting in November.

Officers agreed to provide an update to members on the following:

- Woodhouse Road experimental scheme - removal of waiting restrictions
- Woodhouse Road/Summers Lane – proposed 20mph zone
- Granville Road – consultation on safety measures
- Cherry Tree Woods.

Following consideration of the item, the Committee **RESOLVED: To note the Forward Work Programme.**

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

None.

The meeting finished at 8.43 pm

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|   |  |
|---|--|
|  | AGENDA ITEM 6<br><b>Finchley and Golders Green Area<br/>Committee</b><br><br><b>14 November 2017</b>   |
|   | <p><b>Title</b> Referrals from Finchley and Golders Green Residents Forum</p> <p><b>Report of</b> Head of Governance</p> <p><b>Wards</b> All</p> <p><b>Status</b> Public</p> <p><b>Enclosures</b> None</p> <p><b>Officer Contact Details</b> Anita Vukomanovic<br/>Anita.vukomanovic@barnet.gov.uk<br/>020 8359 7034</p> |

|   |
|---|
| <b>Summary</b>  |
| At the meeting of Finchley and Golders Green Residents Forum, held on 18 October 2017, one petition was referred to this Committee for consideration. |

|   |
|---|
| <b>Recommendations</b>  |
| 1. That the Committee consider the petition referred by the Finchley and Golders Green Residents Forum. |

**1. WHY THIS REPORT IS NEEDED**

- 1.1 The Council’s Constitution permits the referral of petitions and issues to Area Committees:

| Item   | Action  |
|--|---|
| <p><b>Petition: Traffic Calming, Lyndale Ave, NW2 2QB</b></p> <p><b>Petitioner: Edward Album</b></p> | The petitioner was not present. The Chairman resolved to refer this matter to the Area Committee as funding was required. |

**Ward: Child's Hill**

**Signatures: 46**

I am writing with reference to your very kind assistance with regard to the proposed petition from the inhabitants of Lyndale Avenue to apply traffic calming measures, preferably in the form of speed humps, so as to slow down the traffic using the road. This petition has almost unanimous support from the inhabitants of Lyndale Avenue who I have contacted with some people being away on business or on holiday. Signatures have also been collected from the inhabitants of Kimber House which is a small block of flats at the bottom of Lyndale Avenue and from some of the inhabitants of Wendover Court at the top of the road.

There is no doubt about the excessive speed on frequent occasions and this is positively dangerous at times knowing that there are many families in the road with small children and also many elderly residents. We would certainly not want to wait until a serious accident occurred.

I attach copies of the pages containing the petition. There have been two duplications and in some cases husband and wife both signed. Treating the latter as one signature, the total received is 46, which is a very large proportion of the residents. It is somewhat untidy as a number of people were involved in approaching residents.

Your help in this matter and the help of your fellow Councillors, Peter Zinkin and Jack Cohen would be greatly appreciated, as would the help of our member of Parliament.

**2. REASON FOR REFFERAL**

- 2.1 At the meeting of the Finchley and Golders Green Residents Forum held on 18 October 2017, one petition was referred to this Committee for consideration, as permitted by the constitution.

**3. REASONS FOR RECOMMENDATIONS**

- 3.1 As set out above.

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

4.1 N/A

## **5. POST DECISION IMPLEMENTATION**

N/A

## **6. IMPLICATIONS OF DECISION**

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

6.2 Not in the context of this report.

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

6.3.1 Responsibility for Functions, paragraph 6.2, of the council's Constitution reads:

*The Council's constitution permits referrals of petitions and Issues from Residents Forums to Area Committees.*

### **6.4 Risk Management**

6.5 Not in the context of this report.

### **6.6 Equalities and Diversity**

6.7 Not in the context of this report.

### **6.8 Consultation and Engagement**

6.9 Not in the context of this report.

## **7. BACKGROUND PAPERS**

7.1 None.

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## Finchley and Golders Green Area Committee

**14 November 2017**

|                                |  |
|--------------------------------|--|
| <b>Title</b>                   | <b>Member's Item – Application for Community Infrastructure Levy (CIL) Funding</b>   |
| <b>Report of</b>               | Head of Governance   |
| <b>Wards</b>                   | Garden Suburb, Woodhouse, East Finchley, Childs Hill   |
| <b>Status</b>                  | Public   |
| <b>Urgent</b>                  | No   |
| <b>Key</b>                     | No   |
| <b>Enclosures</b>              | None   |
| <b>Officer Contact Details</b> | Anita Vukomanovic, Governance Team Leader<br><a href="mailto:anita.vukomanovic@barnet.gov.uk">anita.vukomanovic@barnet.gov.uk</a><br>020 8359 7034 |

### Summary

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

### Recommendations

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

## 1. WHY THIS REPORT IS NEEDED

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

|                        |   |
|------------------------|---|
| Title                  | Hedge - Kingsley Way junction with Meadway  |
| Raised by (Councillor) | John Marshall   |
| Ward                   | Garden Suburb   |
| Area Committee         | Finchley and Golders Green  |
| Member Request         | <p>The hedge photographed at Appendix A appears to have been damaged by a car earlier in the year, however, no details about the incident are known. <u>Re: Ltd</u> have received a quote from a supplier to supply and plant 6 containerised yew trees that are approximately 2m in height which will blend in with the existing trees. The cost for the replacement is £3490.00 plus VAT.</p> <p>The Committee are being asked to fund the yew trees to repair the damaged hedge.</p> |
| Funding Required (£)   | £4,188 ((£3490 plus VAT)  |

|                        |  |
|------------------------|--|
| Title                  | <b>Gratton Terrace</b>   |
| Raised by (Councillor) | Councillor Ryde  |
| Ward                   | Childs Hill  |
| Area Committee         | Finchley and Golders Green   |
| Member Request         | <p>The hedge line between Gratton Terrace and the A5 is a hotspot of rough sleeping and antisocial activity. Previously the Greenspaces Team piloted a new approach to the southern end of the road which entailed;</p> <ul style="list-style-type: none"> <li>• Hedge height reduction to encourage new and thicker growth at the base of the hedge.</li> <li>• The planting of new hedging to remove any gaps, and protected with chestnut pale fencing.</li> <li>• The removal of all the shrub growth in front of the hedge and replanting of the area with thorny plant species.</li> </ul> |

|                      |   |
|----------------------|---|
|                      | <p>This approach was a success and has removed the issues from the southern end of the hedge line and provided an attractive low maintenance planting scheme.</p> <p>The aim is to mirror this approach to the northern end of the hedge line and to replace any dead shrubs from the first phase in order to remove the antisocial activities that take place in this area.</p> <p><u>Outline of scheme;</u><br/>The hedge will be reduced to a height of 8 feet approx. in order to encourage new and thicker grown at the base of the privet hedge.</p> <p>The shrubs at the front will be reduced and or removed in order to allow more light to enter the area.</p> <p>New thorny plant species will be planted along the bank filling in area to mirror the scheme at the southern end. Gaps in the hedge will be planted with new hedging in order to provide a unbroken hedge line.</p> <p>Hedge gaps will be protected with chestnut pale fencing in order to allow the hedge to establish and fill out fully.</p> |
| Funding Required (£) | £9,000  |

|                        |  |
|------------------------|--|
| Title                  | Glenhurst Road N12   |
| Raised by (Councillor) | Geof Cooke   |
| Ward                   | Woodhouse  |
| Area Committee         | Finchley and Golders Green   |
| Member Request         | Residents of Glenhurst Road N12 have complained about vehicles mounting the pavement and also about speeding that endangers pedestrians, especially children. The road provides the only north-south route in the area. Please could funding be voted to enable officers to carry out a thorough investigation and to bring forward a proposal as soon as possible to improve the situation. |

|                      |     |
|----------------------|-----|
| Funding Required (£) | TBC |
|----------------------|-----|

|                        |   |
|------------------------|---|
| Title                  | <b>Speeding Traffic in Church Lane N2</b>   |
| Raised by (Councillor) | Alison Moore  |
| Ward                   | East Finchley   |
| Area Committee         | Finchley and Golders Green  |
| Member Request         | <p><b>Member's Item in the name of Cllr Alison Moore<br/>Speeding Traffic in Church Lane N2</b></p> <p>The speed of traffic in Church Lane N2 has been an issue of concern for local residents for some time and a number of years ago, local parents mounted an energetic and successful campaign for the introduction of a 20mph speed limit. This has resulted in some reduction in vehicle speeds in Church Lane.</p> <p>However, following the latest in a long series of accidents where local residents' parked cars have been badly damaged, recent police speed counts show that a minority of drivers on Church Lane continue to significantly exceed both the statutory as well as advisory speed limit.</p> <p>Church Lane is a one way, downhill road with narrow footways and a pronounced chicane at the junction with King Street/The Walks. It links East End Road and the A1000 East Finchley High Road, making it a heavily used local route as well as a common rat run.</p> <p>The majority of the accidents have happened on the stretch of road to the east of the chicane and it is argued that vehicles which enter it too fast lose control on this narrow stretch of road. The damage to date has been to vehicles (and on one occasion to the front wall of a property on the south side of the road) but the pavement is particularly narrow on this stretch and any pedestrians could also be under threat.</p> <p>Therefore this committee asks officers to look again</p> |



|                      |   |
|----------------------|---|
|                      | at the issue of speeding traffic in Church Lane (and also the linked issue of Long Lane which suffers a similar problem), repeat formal traffic counts and consider what speed control measures could be introduced to tackle the persistent problems of dangerous driving, repeated damage to parked cars and potential risk to pedestrians. |
| Funding Required (£) | TBC   |

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 2.2 CIL funding can be used to fund a wide range of infrastructure (as outlined in section 216(2) of the Planning Act 2008, and regulation 59, as amended) to support the development of a local area. The Act specifically names roads and transport, flood defences, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.
- 2.3 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.
- 2.4 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.
- 2.5 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place. Therefore a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee. This is capped at £150k per committee per year.

- 2.6 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance, applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).
- 2.7 Members should note that the committee has the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 2017/18. Furthermore it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

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

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

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

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

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

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

- 5.1.1 The Committee has an allocated budget for Barnet Community Infrastructure Levy (CIL) from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers.

- 5.1.2 The Committee is able to award funding of up to £25,000 per project for CIL Funding. Requests for funding must be in line with the Council's priorities which are outlined in the Corporate Plan 2015 – 2020.

#### **5.2 Social Value**

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

#### **5.3 Legal and Constitutional References**

Council Constitution, Article 7 contains the responsibilities of the Area Committees, which includes to: "Determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent."

#### **5.4 Risk Management**

5.4.1 None in the context of this report.

#### **5.5 Equalities and Diversity**

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

#### **5.6 Consultation and Engagement**

5.6.1 None in the context of this report.

### **6. BACKGROUND PAPERS**

6.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets:

<http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>

6.2 Review of Area Committees – operations and delegated budgets (24/06/2015):

<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>

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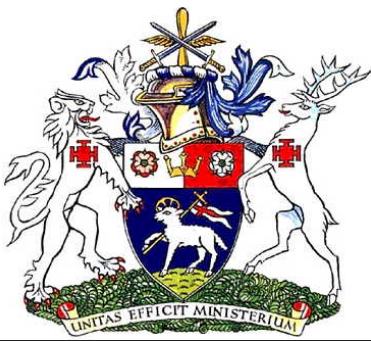
**Appendix 1:** Photographs of hedge relating to Cllr. Marshall's Member's Item





**Appendix 1:** Photographs of hedge relating to Cllr. Marshall's Member's Item





**Finchley & Golders Green  
Area Committee**

**14 November 2017**

|                                |   |
|--------------------------------|---|
| <b>Title</b>                   | <b>Area Committee Funding - Community Infrastructure Levy update</b>                                    |
| <b>Report of</b>               | Finance Manager, Commissioning Group  |
| <b>Wards</b>                   | Childs Hill, East Finchley, Finchley Church End, Garden Suburb, Golders Green, West Finchley, Woodhouse |
| <b>Status</b>                  | Public  |
| <b>Urgent</b>                  | No  |
| <b>Key</b>                     | No  |
| <b>Enclosures</b>              | Appendix 1 – Allocation of awards, spend and balance available – CIL Reserve                            |
| <b>Officer Contact Details</b> | Gary Hussein, Finance Manager, Commissioning Group<br>Contact: Gary.Hussein@barnet.gov.uk               |

**Summary**

This report is to update Members of the budget allocations for the Area Committee, to enable consideration of applications for funding during 2017/18.

**Recommendations**

- 1. That the Finchley & Golders Green Area Committee notes the amount available for allocation during 2017/18, as set out in Appendix 1**

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

- 1.1 This report indicates the allocation of funding to the Finchley & Golders Green Area Committee (Area Committee). This will enable the Area Committee to determine the amounts that can be allocated at this, and future meetings.
- 1.2 On 9th July 2015, the Policy & Resources Committee approved that income from the Community Infrastructure Levy (CIL) would be delegated to the Council's Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated 15% of the CIL receipts for their local area. This is to be capped at a total of £150,000 per year per constituency area and ring-fenced for spend on infrastructure schemes.
- 1.3 The amounts approved from the CIL reserve were based on estimates from the service department, with a view that should the estimate prove to be understated there would be no further call on the area committee budgets, without an additional approval. Expenditure exceeding 15% of the original estimate will require an explanation to enable the committee to agree any additional funding.
- 1.4 This report includes an analysis of the actual costs of the works and enables members to compare with the estimate. The net underspend on the CIL funded projects are added to the balance available where applicable.
- 1.5 Detail as to the activity to date of this Area Committee and the balance available are attached at Appendix 1 to this report.

## **2. CIL activity**

- 2.1 The underspend from prior years has been refreshed and currently sits at a net position of £65,589, this will be continually monitored and reported at the next Committee.

## **3. REASONS FOR RECOMMENDATIONS**

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

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



4.1 No alternative options were considered

## **5. POST DECISION IMPLEMENTATION**

5.1 Decisions can be made by the Area Committee to allocate funding to organisations from the Area Committee general reserves based on member supported applications and from the Area Committee CIL reserve for requests for infrastructure related surveys and works.

## **6. IMPLICATIONS OF DECISION**

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

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

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

6.2.1 Appendix 1 shows the amount allocated and the committee balance remaining of £58,554

### **6.3 Social Value**

6.3.1 Not applicable to this report

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

6.4.1 CIL is a planning charge that was introduced by the Planning Act 2008 to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations").

6.4.2 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

6.4.3 Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

6.4.4 As a result of this, 15% of the CIL budget is allocated to the Area Committee.

6.4.5 Council Constitution, Responsibility for Functions, Annex A details that the Policy & Resources Committee is responsible 'To allocate a budget, as

appropriate, for Area Committees and agree a framework for governing how that budget may be spent’.

6.4.6 Council Constitution, Responsibility for Functions, Annex A details that the Area Committees ‘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’.

**6.5 Risk Management**

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

**6.6 Equalities and Diversity**

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

**6.7 Consultation and Engagement**

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

**7. BACKGROUND PAPERS**

Policy & Resources Committee, 9 July 2015

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

| Finchley & Golders Green   | 2017/18 Budget Allocation (CIL Reserve) | Actual Spend | Predicted Spend | (Underspends to be reallocated) / Above allocation | Underspend to be reallocated (Yes/No) | Original Scheme complete (Yes/No) | Amount to add back to CIL allocation | Date of Committee Approvals |
|--|---|--------------|-----------------|--|---------------------------------------|-----------------------------------|--------------------------------------|-----------------------------|
|  | £                                       |              |                 |  |                                       |                                   |                                      |                             |
| <b>Budget allocation</b>   | 150,000                                 |              |                 |  |                                       |                                   |                                      |                             |
| <b>Budget C/Fwd</b>  | 20,060                                  |              |                 |  |                                       |                                   |                                      |                             |
| North Crescent, N3 - CPZ issues  | (5,000)                                 | -            | 5,000           | -  | No                                    | No                                |                                      | 27/04/2017                  |
| Cost of tools for use by The Diggers -construction of compost bins   | (5,600)                                 | -            | 5,600           | -  | No                                    | No                                |                                      | 27/04/2017                  |
| Westbury Road - design and carry out statutory consultation and implementation   | (25,000)                                | 4,306        | 25,000          | -  | No                                    | No                                |                                      | 27/04/2017                  |
| Holders Hill Road - various, yellow lines and bays   | (20,500)                                | 496          | 20,500          | -  | No                                    | No                                |                                      | 27/04/2017                  |
| Summers Lane - design and carry out statutory consultation and implementation  | (24,200)                                | 1,869        | 24,200          | -  | No                                    | No                                |                                      | 27/04/2017                  |
| Alexandra Grove - design and carry out statutory consultation and implementation   | (13,500)                                | 4,520        | 13,500          | -  | No                                    | No                                |                                      | 27/04/2017                  |
| The Hocrofts - 5 tonne weight restriction  | (8,800)                                 | 948          | 8,800           | -  | No                                    | No                                |                                      | 27/04/2017                  |
| Tillingbourne Gardens - design and carry out statutory consultation and implementation   | (1,930)                                 | -            | 1,930           | -  | No                                    | No                                |                                      | 27/04/2017                  |
| Granville Road - design and carry out statutory consultation and implementation  | (6,500)                                 | 3,852        | 6,500           | -  | No                                    | No                                |                                      | 27/04/2017                  |
| Village Road, N3 - feasibility study   | (5,000)                                 |              | 5,000           | -  | No                                    | No                                |                                      | 02/08/2017                  |
| Road Safety Measures in and around Menorah Primary School - 2 signs and a feasibility study  | (13,000)                                |              | 13,000          | -  | No                                    | No                                |                                      | 02/08/2017                  |
| Removing trees to support the work of the Residents Association for the upkeep of Northway Rose Gardens  | (7,065)                                 |              | 7,065           | -  | No                                    | No                                |                                      | 02/08/2017                  |
| Friary Road Traffic Management Measures - 2 VAS signs in Friary Road, Road Markings and monitoring to take place as to the effectiveness of the implementation                       | (16,000)                                |              | 16,000          | -  | No                                    | No                                |                                      | 02/08/2017                  |
| Links View - Dollis Road, N3 - Road Safety Improvements - design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the agreed Option. | (25,000)                                |              | 25,000          | -  | No                                    | No                                |                                      | 02/08/2017                  |
|  | (7,035)                                 | 15,991       | 177,095         |  |                                       |                                   |                                      |                             |
| <b>2015/16 Underspends returned to CIL reserve</b>   | 52,177                                  |              |                 |  |                                       |                                   |                                      |                             |
| <b>2016/17 Underspends returned to CIL reserve</b>   | 18,744                                  |              |                 |  |                                       |                                   |                                      |                             |
| <b>Overspends Funded</b>   | (5,332)                                 |              |                 |  |                                       |                                   |                                      |                             |
| <b>New Balance</b>   | <b>58,554</b>                           |              |                 |  |                                       |                                   |                                      |                             |

| <b>Finchley &amp; Golders Green 2016/17 - Outstanding Schemes</b>                                    | <b>2016/17 Budget Allocation (CIL Reserve)</b> | <b>Actual Spend</b> | <b>Predicted Spend</b> | <b>(Underspends to be reallocated) / Above allocation</b> | <b>Underspend to be reallocated (Yes/No)</b> | <b>Original Scheme complete (Yes/No)</b> | <b>Amount to add back to CIL allocation</b> | <b>Date of Committee Approvals</b> |
|--|--|---------------------|------------------------|---|--|--|---|------------------------------------|
|  | £  |                     |                        |   |  |  |   |                                    |
| Woodhouse Road VAS   | (7,000)  | 6,192               | 7,000                  | -   | No   | No                                       |   | 06/07/2016                         |
| Crescent road (2) - feasibility study into 3 issues with Dollis road, Links View road (items 7 & 17) | (5,000)  | 5,032               | 5,032                  | 32  | No   | No                                       |   | 26/10/2016                         |
| Farm ave, Hocroft ave, Lyndale etc - weight restriction consultation                                 | (2,500)  | 2,500               | 2,500                  | -   | No   | No                                       |   | 26/10/2016                         |
| Temple Fortune CPZ (Linked with Hampstead Way/Asmunds Place CPZ review £5,000 30/3/16)               | (10,000)                                       | 4,330               | 10,000                 | -   | No   | No                                       |   | 30/11/2016                         |
| Tillingbourne Gardens/Regents park road  | (7,500)  | 6,378               | 6,378                  | (1,122)   | No   | No                                       |   | 30/11/2016                         |
| Hampstead Garden Suburb CPZ - monitor displacement before and after Garden suburb CPZ extension      | (500)  | 1,483               | 1,483                  | 983   | No   | No                                       |   | 30/11/2016                         |
| Buxted Road/Ashurst Road - yellow lines  | (2,500)  | 848                 | 2,500                  | -   | No   | No                                       |   | 16/02/2017                         |
| Friary Way/Valley Road - waiting restrictions  | (4,000)  | -                   | 4,000                  | -   | No   | No                                       |   | 16/02/2017                         |

| <b>Finchley &amp; Golders Green 2015/16 - Outstanding Schemes</b>  | <b>2015/16 Budget Allocation (CIL Reserve)</b> | <b>Actual Spend</b> | <b>Predicted Spend</b> | <b>(Underspends to be reallocated) / Above allocation</b> | <b>Underspend to be reallocated (Yes/No)</b> | <b>Original Scheme complete (Yes/No)</b> | <b>Amount to add back to CIL allocation</b> | <b>Date of Committee Approvals</b> |
|--|--|---------------------|------------------------|---|--|--|---|------------------------------------|
|  | £  |                     |                        |   |  |  |   |                                    |
| FRS Synagogue & Kindergarten Fallow court avenue                   | (2,500)  | 2,693               | 3,000                  | 500   | No   | No                                       |   | 21/10/2015                         |
| Friary way parking feasibility                                     | (5,000)  | 550                 | 5,000                  | -   | No   | No                                       |   | 21/10/2015                         |
| Crescent road  | (25,000)                                       | 4,361               | 25,000                 | -   | No   | No                                       |   | 13/01/2016                         |
| The Grove  | (22,000)                                       | 1,513               | 22,000                 | -   | No   | No                                       |   | 13/01/2016                         |
| East Finchley CPZ  | (10,000)                                       | 3,163               | 10,000                 | -   | No   | No                                       |   | 13/01/2016                         |
| Oakfield road parking (nr CPZ) - now Temple Fortune parking review | (20,000)                                       | 8,291               | 15,000                 | (5,000)   | No   | No                                       |   | 13/01/2016                         |
| Garden suburb CPZ (capped)   | (5,000)  | -                   | 5,000                  | -   | No   | No                                       |   | 13/01/2016                         |
| Hampstead Way/Asmunds Place CPZ review                             | (5,000)  | 2,342               | 5,000                  | -   | No   | No                                       |   | 30/03/2016                         |
| Leslie Road CPZ feasibility study                                  | (10,000)                                       | 5,139               | 10,000                 | -   | No   | No                                       |   | 30/03/2016                         |

|   |  |
|---|--|
|  | <p><b>Finchley and Golders Green Area Committee</b></p> <p><b>14 November 2017</b></p>   |
| <p><b>Title</b></p>   | <p><b>Village Road, N3 - Feasibility Study</b></p>   |
| <p><b>Report of</b></p>   | <p>Strategic Director for Environment</p>  |
| <p><b>Wards</b></p>   | <p>Finchley Church End</p>   |
| <p><b>Status</b></p>  | <p>Public</p>  |
| <p><b>Urgent</b></p>  | <p>No</p>  |
| <p><b>Key</b></p>   | <p>No</p>  |
| <p><b>Enclosures</b></p>  | <p><b>Appendix 1 - Drawings:</b><br/>BC/001257-01-DESIGN-01<br/>BC/001257-01-DESIGN-02</p>   |
| <p><b>Officer Contact Details</b></p>   | <p>Jamie Blake – Strategic Director for Environment<br/><a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a></p> |

### Summary

This report details the results of a feasibility study which involves investigating measures to reduce traffic problems on Village Road, N3 and it puts forward two Options for consideration to address the concerns at this location.

### Recommendations

1. That the Finchley and Golders Green Area Committee note the review of the improvements on Village Road, N3 as outlined in this report and the appendices to this report and depicted on drawings BC/001257-01-DESIGN-01 & BC/001257-01-DESIGN-02.
2. That the Finchley and Golders Green Area Committee approve the Officer preferred Option 1 – Road markings and provision of two vehicle activated

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| signs to be progressed to detailed design, as outlined in Appendix 1.   |
| 3. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a consultation on the preferred Option.   |
| 4. That subject to no objections being received to the consultation, referred to in recommendation 2, the Finchley and Golders Green Area Committee instruct the Strategic Director for Environment to introduce the approved proposal.   |
| 5. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification. |
| 6. That the Finchley and Golders Green Area Committee agree to allocate the funding of £20,350 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved Option.  |

## 1. WHY THIS REPORT IS NEEDED

- 1.1 During the Finchley and Golders Green Area Committee on the 2 August 2017, Councillor Daniel Thomas introduced his application for Community Infrastructure Levy (CIL) Funding, to look at Options for addressing problems arising from heavy traffic around Village Road, N3.
- 1.2 Following discussion of the item, the Finchley and Golders Green Area Committee unanimously agreed and it was therefore resolved:
- 'To approve a feasibility study at a cost of £5,000 to look at potential solutions to address the issues.'*
- 1.3 This report is therefore needed to investigate Options to address the traffic problems on Village Road.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 This particular approach to prioritise traffic improvements is informed by i) site observations and discussions with local residents, and ii) speed survey data.
- 2.2 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data to 31 October 2016. This is the latest data that was available from the police and the 2016 data is provisional and subject to change. According to the data, there were no accidents in the last 60 months. The last recorded collision in Village Road dates back to 18 December 1990.
- 2.3 Village Road is currently subject to a 20mph speed limit and does not serve any bus routes. A traffic speed survey was conducted from 14 September 2017 to 20 September 2017 on the northern end of Village Road (Site 1) and on Hendon Avenue (Site 2).

The figures in the tables below indicate the 24 hour mean and 85<sup>th</sup> percentile (free flow) speeds for each day at both locations.

**Table 1 – Speed Data (Site 1)**

| Date       | Northbound                        |            | Southbound                        |            |
|------------|-----------------------------------|------------|-----------------------------------|------------|
|            | 85 <sup>th</sup> Percentile Speed | Mean Speed | 85 <sup>th</sup> Percentile Speed | Mean Speed |
| 14/09/2017 | 19.5                              | 15.7       | 20.1                              | 16.2       |
| 15/09/2017 | 19.5                              | 15.9       | 19.2                              | 16.1       |
| 16/09/2017 | 20.6                              | 16.1       | 20.4                              | 16.4       |
| 17/09/2017 | 19.9                              | 16.5       | 20.6                              | 16.3       |
| 18/09/2017 | 19.2                              | 15.6       | 19.0                              | 15.5       |
| 19/09/2017 | 20.1                              | 16.2       | 20.4                              | 16.2       |
| 20/09/2017 | 19.5                              | 15.7       | 19.9                              | 15.4       |

**Table 2 – Speed Data (Site 2)**

| Date       | Eastbound                         |            | Westbound                         |            |
|------------|-----------------------------------|------------|-----------------------------------|------------|
|            | 85 <sup>th</sup> Percentile Speed | Mean Speed | 85 <sup>th</sup> Percentile Speed | Mean Speed |
| 14/09/2017 | 23.0                              | 18.4       | 22.8                              | 19.3       |
| 15/09/2017 | 22.6                              | 19.4       | 23.9                              | 19.6       |
| 16/09/2017 | 20.8                              | 18.0       | 23.5                              | 20.2       |
| 17/09/2017 | 22.6                              | 18.7       | 23.3                              | 19.4       |
| 18/09/2017 | 23.5                              | 19.2       | 24.4                              | 19.7       |
| 19/09/2017 | 24.2                              | 19.4       | 25.3                              | 20.2       |
| 20/09/2017 | 23.7                              | 19.1       | 24.4                              | 19.7       |

- 2.4 As shown in the tables above, the vehicle speeds are appropriate for a 20mph speed limit as per the Department of Transport (DfT) recommended threshold of 24mph for implementing a 20mph speed limit.
- 2.5 Following the site survey, discussion with residents and a review of the vehicle movements, two Options to address traffic problems on Village Road have been developed, which are summarised in table 3 below:

**Table 3 – Design Options**

| Option | Summary  |
|--------|--|
|        | This Option involves refreshing the existing road markings on the northern |

|   |  |
|---|--|
| <p style="text-align: center;"><b>Option 1</b><br/>BC/001257_01-DESIGN-01</p> | <p>end of Village Road.</p> <p>It also involves providing a vehicle activated sign ('Bend Ahead') on the westbound approach to Village road and a vehicle activated sign ('20 SLOW DOWN') on the northbound approach to Village Road.</p> <p>In addition, the damaged timber bollards on Village Road are to be replaced to discourage illegal parking on the grass verge and the damaged grass verge is to be repaired.</p>   |
| <p style="text-align: center;"><b>Option 2</b><br/>BC/001257_01-DESIGN-02</p> | <p>This Option involves refreshing the existing road markings on the northern end of Village Road.</p> <p>It also involves providing a vehicle activated sign ('Bend Ahead') on the westbound approach to Village road and a vehicle activated sign ('20 SLOW DOWN') on the northbound approach to Village Road.</p> <p>In addition, cobbled paving setts along certain sections are to be provided to replace part of the grass verge. The damaged timber bollards on Village Road are to be replaced to discourage illegal parking on the grass verge.</p> |

- 2.6 The above Options have been reviewed on site by officers and Option 1 which is detailed on drawing BC/001257\_01-DESIGN-01 is the preferred Option.
- 2.7 Option 2 which is detailed on drawing BC/001257\_01-DESIGN-02 is not recommended as Village Road is located in a conservation area (Finchley Garden Village). In order to preserve the special character and appearance, providing cobbled edging to replace sections of the green is not recommended.

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



- 3.1 In addition to the two Options set out above, the only other Option at this stage is not to proceed with any of the proposed improvements; however this will not address the original concern raised by residents regarding traffic problems on Village Road.
- 3.2 Option 1 is the preferred Option and Option 2 is not recommended.

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

- 4.1 Once the recommendation is approved and subject to funding being approved, detailed design would be undertaken. Ward members and residents living in close proximity to Village Road, N3 would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

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

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

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

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

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

- 5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate as shown in Table 4 and 5 below, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 4 –Cost Estimate Option 1**

| <b>Activity</b>  | <b>Estimated costs</b> |
|--|------------------------|
| Detailed Design<br>(Includes advertising, public consultation, safety audits etc.) | £ 4 000                |
| Build Cost   | £14 500                |

|  |                |
|--|----------------|
| Sub-TOTAL                                      | £18 500        |
| Implementation & post implementation fee @ 10% | £1 850         |
| <b>GRAND TOTAL</b>                             | <b>£20 350</b> |

**Table 5 –Cost Estimate Option 2**

| <b>Activity</b>   | <b>Estimated costs</b> |
|---|------------------------|
| Detailed Design<br>(Includes advertising, safety audits etc.) | £ 4 000                |
| Build Cost  | £20 500                |
| Sub-TOTAL   | £24 500                |
| Implementation & post implementation fee @ 10%                | £2 450                 |
| <b>GRAND TOTAL</b>  | <b>£26 950</b>         |

- 5.2.2 The estimated cost of installing the recommended Option 1 is £20,350 and is requested from the Area Committee budget.
- 5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £58,554. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £70,921 minus items agreed at previous Committee meetings.
- 5.2.4 The maximum that can be approved from the CIL Area Committee budget is £25,000.
- 5.2.5 The Committee should note that Option 2 is above the maximum budget for the Area Committee CIL funding of £25,000. Therefore, if recommended, Option 2 cannot be fully funded by the Area Committee and would need to be prioritised in the 2018/19 Local Implementation Plan (LIP) Budget.

### 5.3 Social Value

- 5.3.1 As procurement is via existing term or framework agreements, there are no relevant social value considerations in relation to this work.

### 5.4 Legal and Constitutional References

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

### 5.5 Risk Management

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

## 5.6 Equalities and Diversity

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

- 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 A public consultation will be carried out on the proposals and details of the proposals will also be outlined on the council's website.

## 5.8 Insight

5.8.1 The proposals have been informed by through the analysis of personal injury accident data, speed surveys and on site observations of the issues.

## 6. BACKGROUND PAPERS

6.1 FINCHLEY AND GOLDERS GREEN AREA COMMITTEE 2 AUGUST 2017

<HTTPS://BARNET.MODERNGOV.CO.UK/IELISTDOCUMENTS.ASPX?CID=712&MID=9273&VER=4>

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme BC/001257-01.

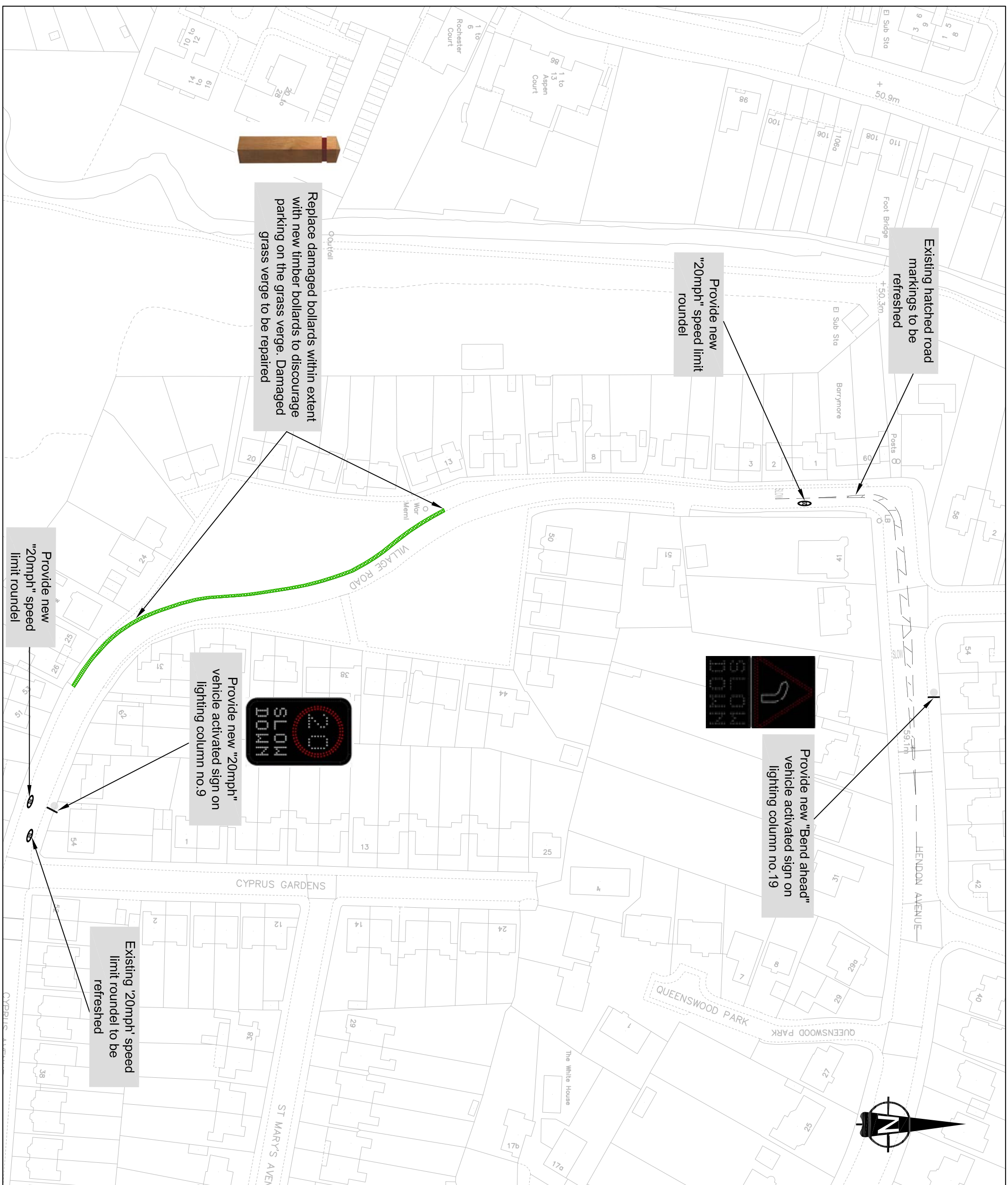
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. All dimensions are in metres unless otherwise stated.
2. All features are shown at indicative locations and may be subject to change following consultation and detailed design

LEGEND:

- Existing road markings
- Proposed road markings



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| Revision | Design/Check | Date | Rev. |
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|          |              |      |      |

FOR INFORMATION



Client: **BARNET LONDON BOROUGH**

Scheme Ref: BC/001257-01

Scheme title: **VILLAGE ROAD**

Drawing title: **FEASIBILITY DESIGN OPTION 1**

Scale @ A3/NTS

| Design | Drawn | Checked | Approved |
|--------|-------|---------|----------|
| xx     | xx    | xx      | xx       |



BC/001257-01-DESIGN-01

Rev: 0

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme BC/001257-01.

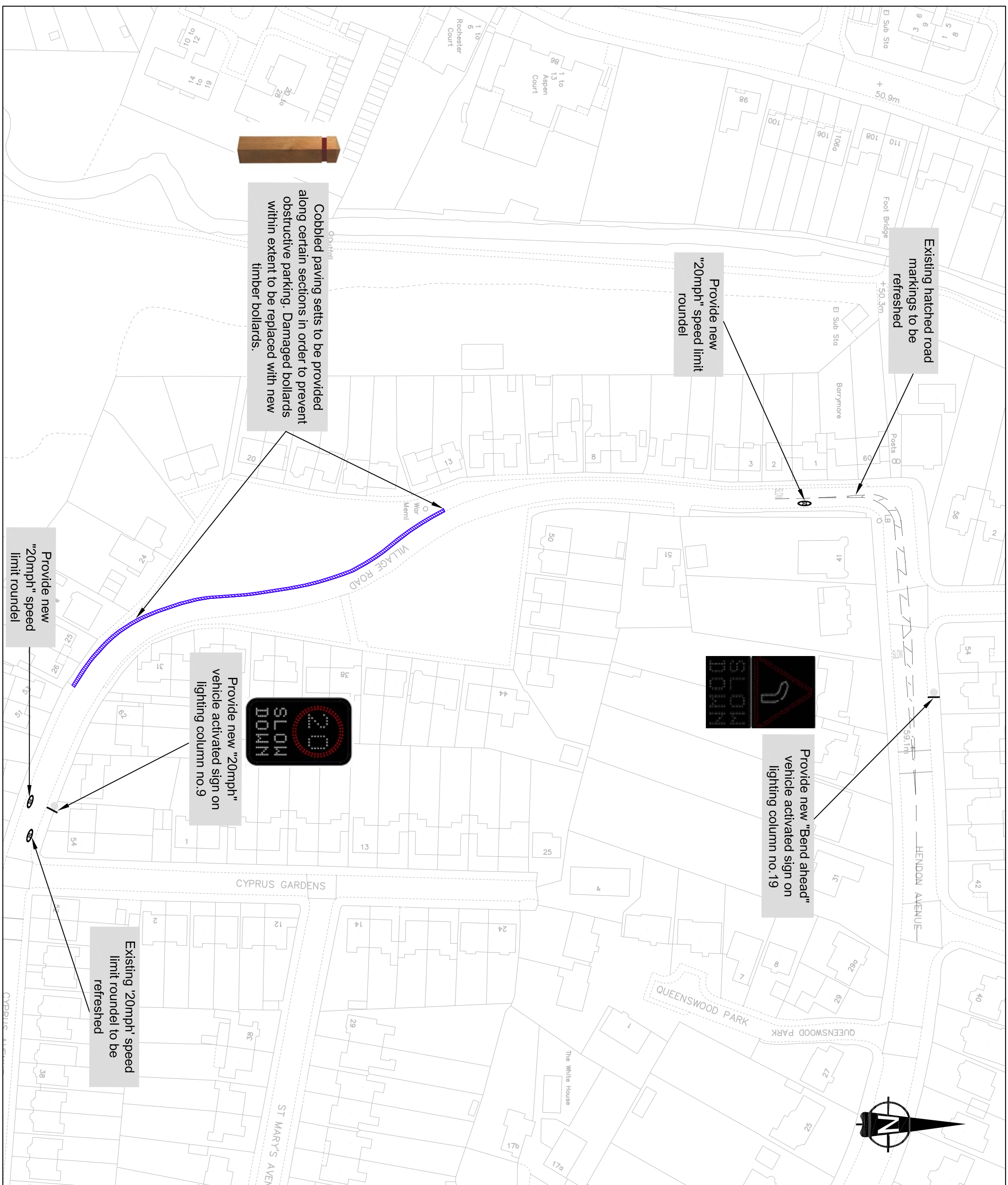
In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. All dimensions are in metres unless otherwise stated.
2. All features are shown at indicative locations and may be subject to change following consultation and detailed design.

LEGEND:

- Existing road markings
- Proposed road markings



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| Revision | Details | Date | Rev. |
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FOR INFORMATION



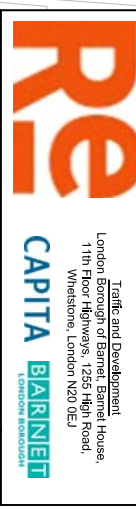
Client: **RE** Scheme Ref: BC/001257-01

Scheme title: **VILLAGE ROAD**

Drawing title: **FEASIBILITY DESIGN OPTION 2**

Scale @ A3/NTS

| Design | Drawn | Checked | Approved |
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Rev: 0

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|  |   |
|--|---|
|  | <p><b>Finchley and Golders Green Area Committee</b></p> <p><b>14 November 2017</b></p>  |
| <p style="text-align: right;"><b>Title</b></p>                   | <p><b>East Finchley CPZ – Proposed sub-zone</b></p>   |
| <p style="text-align: right;"><b>Report of</b></p>               | <p>Strategic Director for Environment</p>   |
| <p style="text-align: right;"><b>Wards</b></p>                   | <p>East Finchley and Garden Suburb</p>  |
| <p style="text-align: right;"><b>Status</b></p>                  | <p>Public</p>   |
| <p style="text-align: right;"><b>Urgent</b></p>                  | <p>No</p>   |
| <p style="text-align: right;"><b>Key</b></p>                     | <p>No</p>   |
| <p style="text-align: right;"><b>Enclosures</b></p>              | <p>Appendix A – Drawing of proposed East Finchley CPZ sub-zone <i>(to follow)</i></p>   |
| <p style="text-align: right;"><b>Officer Contact Details</b></p> | <p>Lisa Wright <a href="mailto:Highways.correspondence@barnet.gov.uk">Highways.correspondence@barnet.gov.uk</a><br/>020 8359 3555</p> |

## Summary

The purpose of this report is to outline a proposed way forward in respect of a proposed sub-zone in the East Finchley Controlled parking Zone (CPZ) to reflect the issues that emerged from a previous parking consultation in the East Finchley area where residents cited the need for a sub zone, and asks the Committee to decide on the way forward.

## Recommendations

1. That the Finchley and Golders Green Area Committee authorises the Strategic Director for Environment to instruct Officers to carry out an informal consultation in respect of a sub-zone in the East Finchley CPZ, in the roads outlined in Appendix A to this report.
2. That the Finchley and Golders Green Area Committee, give instruction to the

**Strategic Director for Environment to report back the findings of the consultation referred to in 1. above to a future meeting of this Committee, for a decision to be made on the way forward.**

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

- 1.1 The Finchley and Golders Green Area Committee on 21 October 2015 resolved, as part of a range of issues that they consider to be outstanding, that a feasibility study should take place in respect of parking in the East Finchley Controlled Parking Zone (CPZ) near Cherry Tree Wood, N2.
- 1.2 Following Officer and Ward Councillor liaison, it was agreed that a consultation should take place in the area of the East Finchley CPZ to establish the local community's views on the current hours of operation of the CPZ in their road/area.
- 1.3 The Finchley and Golders Green Area Committee on 16 February 2017 considered the findings of the consultation and noted the results of the East Finchley CPZ review of the hours of operation in roads in the vicinity of Cherry Tree Wood, N2 parking consultation. The Committee instructed the then Commissioning Director, Environment, to prepare a scheme for a potential sub-zone to reflect the issues that emerged in the consultation where residents cited the need for a sub zone, and noted that a report will be brought back to a future meeting of the committee for consideration.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 An informal consultation was carried out in June 2016 with residents and businesses in the Bancroft Avenue, Baronsmere Road, Cherry Tree Road, Deansway, Diploma Avenue, Edmunds Walk, Fairlawn Avenue, Fortis Green, Great North Road, Ingram Road, Park Hall Road, Summerlee Avenue, Summerlee Gardens and The Bishops Avenue. A letter was hand delivered to all residential properties within the consultation area, asking the recipient to complete an on-line "SurveyMonkey" questionnaire. The questionnaire asked specifically whether the recipient was happy with the current days and hours of operation of the CPZ in their road, and whether they would like it changed.
- 2.2 Approximately 920 letters were hand delivered to all properties in the area. A web page was also set up on the Council's Engage Portal containing details of the informal consultation. Paper or emailed copies of the questionnaire were also made available to residents on request if they were having difficulties or were unwilling to complete the questionnaire online.
- 2.3 A total of 176 valid responses were considered as part of the analysis, a response rate of 19%.
- 2.4 The response rate of 19% made it difficult for Officers to determine whether the responses were a good representation of residents of the roads consulted and as a consequence, Officers recommended to the Finchley and Golders Green Area Committee on 16 February 2017 that there should be no further

action taken in respect of reviewing the days and hours of the CPZ in Bancroft Avenue, Baronsmere Road, Cherry Tree Road, Deansway, Diploma Avenue, Edmunds Walk, Fairlawn Avenue, Fortis Green, Great North Road, Ingram Road, Park Hall Road, Summerlee Avenue, Summerlee Gardens and The Bishops Avenue at that time.

- 2.5 In making the decision, the Committee on 16 February 2017 considered the findings and noted the results of the parking consultation, and instructed Officers to prepare a scheme for a potential sub-zone to reflect the issues that emerged in the consultation and noted that a report will be brought back to a future meeting of the committee for consideration.
- 2.6 The decision was borne from the issue of intra-CPZ commuting and requests received from respondents for their roads to be a separate CPZ code from the remainder of the 'M' CPZ, being raised as a particular issue during the consultation.
- 2.7 Despite there being no specific question in the questionnaire about the permit code, this was the most prevalent issue raised during the "free text" aspect of the questionnaire. The number of mentions about this issue from respondents amounted to 14% (26) of those who responded.
- 2.8 It was noted that 10 of the 26 mentions about this commuter issue were from residents of Edmunds Walk which is one of the closest streets to the station, accessible via The Causeway footpath. A further 5 mentions were from residents of Ingram Road, which is one of a group of roads opposite the Station, off High Road N2. Additional mentions were made from other roads, although in insufficient numbers and density to consider action.
- 2.9 Although there appeared to be insufficient demand for a change of CPZ designation across the entire consultation area, it was noteworthy that the majority of Edmunds Walk respondents mentioned the permit holding commuters, or requested that Edmunds Walk have its own CPZ (10 out of 15 responses from residents of Edmunds Walk).
- 2.10 Despite this, it was considered that out of the 39 households in Edmunds Walk, it only equates to approximately 25% which is not considered to be a mandate for this request to be automatically agreed, and for a proposal to be drawn up to be subject to a statutory consultation.
- 2.11 However, the Committee's desire to address this issue is noted and it is considered that, based on the consultation, Edmunds Walk is where the main demand for change had originated.
- 2.12 Accordingly, Officers consider that an informal questionnaire-based consultation should take place with residents of Edmunds Walk place on whether they wish for their road to have a separate CPZ to the rest of the East Finchley 'M' CPZ.

- 2.13 It should be noted that any future change in Edmunds Walk may not deter permit holders residing further away from seeking to drive as close to East Finchley Underground Station as possible, and therefore the issues raised by Edmunds Walk residents may be displaced onto nearby local streets such as Deansway and Cedar Drive and The Causeway.
- 2.14 Officers are particularly concerned about Cedar Drive and The Causeway, as the Underground Station is easily accessible via The Causeway footpath, and due to their layout, if their roads are parked up, residents would have no reasonable alternative to park.
- 2.15 It is therefore considered that the consultation referred to in paragraph 2.12 should include Cedar Drive and The Causeway as well as Edmunds Walk. Such a consultation will outline the implications of these roads being their own CPZ, including pointing out that residents would no longer be able to use their permits in the surrounding 'M' CPZ.
- 2.16 It is considered that the responses received should be reported back to the Committee for a decision to be made on whether or not to formally propose to change the CPZ permit designation in Edmunds Walk, Cedar Drive and The Causeway.

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

- 3.1 None, as the Committee instructed the Officers to prepare a scheme for a potential sub-zone to reflect the issues that emerged in the consultation where residents cited the need for a sub zone, and noted that a report will be brought back to a future meeting of the committee for consideration.

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

- 4.1 Officers would carry out an informal consultation within the agreed roads.

### **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 There is £10,000 already committed from the Area Committee budget CIL (approved at the 21 October 2015 Finchley and Golders Green Area

Committee) and it is not envisaged that any further funding will be required for the informal consultation to take place.

### **5.3 Social Value**

Not applicable in the context of this report.

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

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

5.4.2 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.

5.4.3 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 It is not considered the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve loading and parking facilities in the Town Centre to the benefit of all motorists

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions may lead to some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation on any future proposals.

### **5.6 Equalities and Diversity**

5.6.1 The public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low.

5.6.3 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.6.4 Full analysis of the responses and comments to the consultation has not indicated that there are any particular negative equalities/diversity impacts on vulnerable residents in the area.

**5.7 Consultation and Engagement**

5.7.1 Consultation was undertaken as described elsewhere in this report.

**5.8 Insight**

5.8.1 None in relation to this report

**6. BACKGROUND PAPERS**

6.1.1 Item 14 of the Finchley and Golders Green Area Committee meeting of 16th February 2017 - East Finchley CPZ review of the hours of operation in roads in the vicinity of Cherry Tree Wood, N2

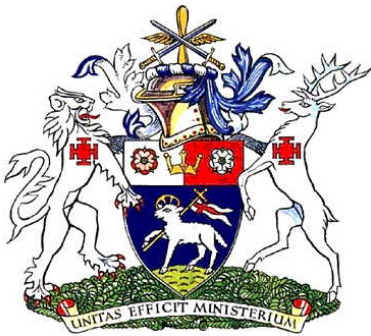
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9126&Ver=4>

6.1.2 Item 11 of the Finchley and Golders Green Area Committee meeting of 6 July 2016 – East Finchley CPZ review of the hours of operation in roads in the vicinity of Cherry Tree Wood N2

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8749&Ver=4>

6.1.3 Item 11 of the Finchley and Golders Green Area Committee meeting of 21 October 2015 – An update on the review of Area Committee Actions (2015-2016)

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8265&Ver=4>



**Finchley and Golders Green Area Committee**

**14 November 2017**

|                                |   |
|--------------------------------|---|
| <b>Title</b>                   | <b>Leslie Road/ Leopold Road – Request for One-Way and 20 mph</b>   |
| <b>Report of</b>               | Strategic Director for Environment  |
| <b>Wards</b>                   | East Finchley   |
| <b>Status</b>                  | Public  |
| <b>Urgent</b>                  | No  |
| <b>Key</b>                     | No  |
| <b>Enclosures</b>              | <b>Appendix 1- Design Drawing:</b><br>BC/000742_03-DESIGN-01  |
| <b>Officer Contact Details</b> | Jamie Blake- Strategic Director for Environment<br><a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a> |

**Summary**

The aim of this report is to detail the results of a feasibility study which involves investigating measures to improve road safety on Leopold Road and Leslie Road such as introducing a one way system, reducing the speed limit to 20mph and providing 'Keep Clear' road markings at the junction with the High Road.

## **Recommendations**

- |  |
|--|
| <p><b>1. That the Finchley and Golders Green Committee note the review of the one-way system on Leslie Road and Leopold Road as set out in this report and shown on drawing BC/000742_03-DESIGN-01.</b></p>  |
| <p><b>2. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a statutory consultation.</b></p>  |
| <p><b>3. That subject to no objections being received to the statutory consultation, referred to in recommendation 2, the Finchley and Golders Green Area Committee instruct the Strategic Director for Environment to introduce the approved proposal.</b></p>  |
| <p><b>4. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 2, the Strategic Director for Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.</b></p> |
| <p><b>5. That the Finchley and Golders Green Committee agree to allocate the funding of £12,650 CIL from this year's CIL Area Committee budget to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the proposal.</b></p>  |

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

- 1.1 An informal consultation was carried out in September/ October 2016 with local residents regarding proposals to extend the East Finchley Controlled Parking Zone (CPZ) into Leslie Road and Leopold Road N2.
- 1.2 Having considered the results of the parking consultation, it was decided that a CPZ would not be pursued on these roads.
- 1.3 However, as part of the consultation a number of other non parking issues were raised by the respondents including requests to reduce the speed to 20mph and to introduce a one-way system on Leslie Road and Leopold Road.
- 1.4 It should also be noted that a petition co-signed by 56 households, requesting for the roads to be made one-way and for a 20mph speed limit to be introduced, was reported to the Finchley and Golders Green Area Committee in October 2016.
- 1.5 Following the petition, and with local member support, the Finchley and Golders Green Committee discussed the options for reducing the speed limit to 20mph and introducing a one-way system during the Committee Meeting on the 27 April 2017.
- 1.6 Following discussion of the item and having considered the petition, the committee therefore resolved:
- 1) To authorise the Commissioning Director for Environment and his officers to undertake a feasibility study on the possible introduction of a 20mph



limit and one-way traffic system on Leslie Road and Leopold Road N2 and to report the findings of that study to a future meeting of this Committee.

- 2) To authorise the Commissioning Director for Environment and his officers to draw up alternative waiting restriction proposals in discussion with East Finchley ward councillors, and to report back to a future meeting of this Committee.

- 1.7 This report is therefore required to investigate the feasibility of introducing a 20mph speed limit and a one-way traffic system with a view to addressing the issues of vehicle conflicts which often result in 'stand-off' situations on Leslie Road and Leopold Road N2.

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 This particular approach is informed by i) site observations, and ii) vehicle and speed survey data.
- 2.2 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data from 31 October 2016. This is the latest data available from the police; the 2016 data is provisional and subject to change. According to the data, there were a limited number of accidents (five accidents in total all coded as slight).

**Table 1 – Summary of the Personal Injury Accident Data**

| Date          | Summary   |
|---------------|---|
| December 2011 | V1 pulled out, and turned right across path of V2 causing collision.                                      |
| December 2013 | V2 turned right as V1 went to overtake, causing collision. V1 then hit a traffic island.                  |
| December 2013 | V2 changed lane to right and braked hard in front of V1. V1 then braked hard and flipped into rear of V2. |
| December 2013 | V1 collided with rear of static V2.   |
| December 2015 | V1 turned right across path of V2.  |

- 2.3 Whilst five accidents have been recorded (four at the junction with Leopold Road and High Road and one at the junction with Leslie Road and High Road), none of the accidents were directly related to high vehicle speeds. It should be noted that four out of the five accidents involved powered two wheelers.

- 2.4 Leslie Road and Leopold Road are both currently subject to a 30mph speed limit and there is not a bus route on either road. A traffic speed survey was conducted from 19<sup>th</sup> to 26<sup>th</sup> June 2017 on both roads. The figures in table 2 below indicate the 24 hour mean and 85<sup>th</sup> percentile (free flow) speeds for each day.

**Table 2 – Speed Data**

| Date       | Northbound                        |            | Southbound                        |            |
|------------|-----------------------------------|------------|-----------------------------------|------------|
|            | 85 <sup>th</sup> Percentile Speed | Mean Speed | 85 <sup>th</sup> Percentile Speed | Mean Speed |
| 19/06/2017 | 25.4                              | 20.6       | 24.0                              | 18.9       |
| 20/06/2017 | 25.6                              | 20.1       | 23.5                              | 18.9       |
| 21/06/2017 | 25.6                              | 20.5       | 24.2                              | 19.4       |
| 22/06/2017 | 25.8                              | 20.9       | 23.3                              | 18.4       |
| 23/06/2017 | 25.9                              | 21.0       | 23.8                              | 18.9       |
| 24/06/2017 | 25.4                              | 20.3       | 23.7                              | 19.0       |
| 25/06/2017 | 25.2                              | 20.7       | 24.2                              | 19.3       |

- 2.5 The Council agreed at a Cabinet meeting in April 2014 that 20mph limits and zones would only be considered near schools. Martin Primary School is located in the vicinity of Leslie Road/Leopold Road and has recently requested a 20mph zone on Leopold and Leslie Road as part of their School Travel Plan.
- 2.6 Following the site survey, accident analysis and a review of the vehicle movements, proposals to introduce a one-way traffic system and 20mph zone on Leslie Road and Leopold Road have been developed.
- 2.7 The proposals involve converting Leslie Road to one-way in a south-westbound direction and continuing onto Leopold Road in a one-way north-eastbound direction with entry into Leslie Road from Church Lane prohibited.
- 2.8 It is proposed to convert Leslie Road and Leopold Road to a 20mph zone. 20mph zone terminal signs will be mounted on new posts facing traffic heading in a southwest direction on Leslie Road, the 30mph terminal signs on Leslie Road facing traffic heading in a southeast direction are to be removed and replaced with no entry signs, and 'End of 20mph zone' signs are to be provided on Leopold Road facing traffic heading in a northeast direction.
- 2.9 Also, in order to address the collisions involving powered two wheelers on the High Road junction with Leslie Road, "KEEP CLEAR" markings have been proposed to improve the inter-visibility at the junction. The proposals are shown in BC/000742\_03-DESIGN-01.

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

3.1 In addition to the Option set out above, the only other Option at this stage is not to proceed with the proposed improvements; however this will not address the original concerns raised by residents on Leslie Road and Leopold Road.

#### 4. POST DECISION IMPLEMENTATION

4.1 Once the recommendation is approved, detailed design would be undertaken. Statutory consultation will be carried out and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

#### 5. IMPLICATIONS OF DECISION

##### 5.1 Corporate Priorities and Performance

5.1.1 The scheme will help address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

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

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate for the proposals as shown below in Table 4, which will need to be refined by LOHAC upon completion of the feasibility design:

**Table 3 –Cost Estimates**

| Activity  | Estimated costs |
|---|-----------------|
| Detailed Design<br>(Includes statutory processes, STATS searches, advertising, public consultation, safety audits etc.) | £4 000          |
| Build Cost  | £7 500          |
| Sub-TOTAL   | £11 500         |
| Implementation & post implementation fee @ 10%  | £ 1 150         |
| <b>GRAND TOTAL</b>  | <b>£12 650</b>  |

5.2.2 Procurement of the works should be via the existing London Highways Alliance Contract (LOHAC) and the Council's Street Lighting provider as appropriate.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £58,554. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £70,921 minus items agreed at previous Committee meetings.

5.2.4 The maximum that can be approved from the CIL Area Committee budget is £25,000.

### 5.3 **Social Value**

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations related to their work.

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

5.4.1 The Council's Constitution, in section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 The Traffic Management Act 2004 places an obligation on local traffic 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.

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

5.4.4 CIL is a planning charge that was introduced by the Planning Act 2008 to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations").

5.4.5 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

5.4.6 Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with

addressing the demands that development places on an area.

5.4.7 As a result of this, 15% of the CIL budget is allocated to the Area Committee.

## 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

The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.

The proposals in this report are not expected to disproportionately disadvantage individual members of the community.

It is considered that the Council has met its public sector equalities duty in considering these issues

## 5.7 Consultation and Engagement

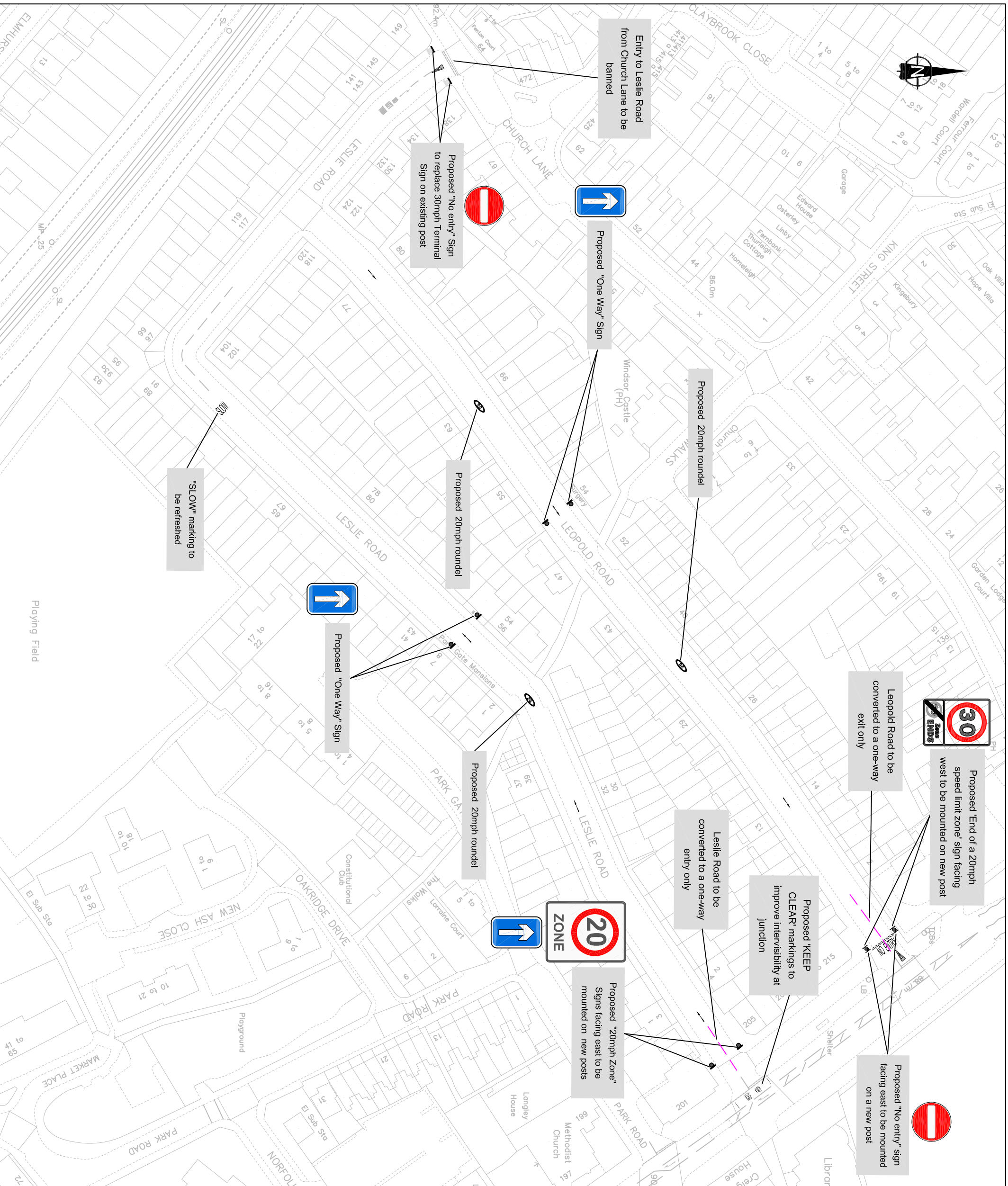
5.7.1 A public consultation will be carried out on the proposals and details of the proposals will be outlined on the council's website.

## 5.8 Insight

5.8.1 The proposals have been informed by site and speed surveys in the study area.

## **6. BACKGROUND PAPERS**

- 6.1 Leslie Road and Leopold Road, N2- Results of Parking Consultation 27<sup>th</sup> April 2017  
<https://barnet.moderngov.co.uk/documents/s39392/Leslie%20Road%20and%20Leopold%20Road%20N2%20Results%20of%20Parking%20Consultation.pdf>
- 6.2 Decisions of Finchley and Golders Green Area Committee 27<sup>th</sup> April 2017  
<https://barnet.moderngov.co.uk/documents/g9313/Printed%20minutes%2027th-Apr-2017%2018.30%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme BC/000742-03.

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

**NOTES:**

1. All dimensions are in metres except where otherwise stated.

- LEGEND:**
- Existing road markings
  - Road markings to be removed
  - New road markings

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| REVISION | Design/Check | Date | Rev. |
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|          |              |      |      |

**FOR INFORMATION**

Client: **BARNET LONDON BOROUGH**

Scheme title: **LEOPOLD ROAD AND LESLIE ROAD 20MPH & ONE WAY SYSTEM**

Drawing title: **FEASIBILITY DESIGN**

Scale @ A3: NTS

| Design         | Drawn          | Checked        | Approved       |
|----------------|----------------|----------------|----------------|
| NI             | NI             | xx             | xx             |
| Date: 20/06/17 | Date: 20/06/17 | Date: xx/xx/xx | Date: xx/xx/xx |

**Re** CAPITA **BARNET**

Traffic and Development  
London Borough of Barnet, Barnet House,  
11th Floor, Highways, 12500 High Road,  
Widmore, London N20 0EU

BC/000742\_03-DESIGN-01

Rev: 0

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|   |  |
|---|--|
|  | <p><b>Finchley and Golders Green<br/>Area Committee</b></p> <p><b>14 Novemeber 2017</b></p>  |
| <p style="text-align: right;"><b>Title</b></p>                                    | <p><b>Links View – Dollis Road, N3 – Road Safety Improvements</b></p>  |
| <p style="text-align: right;"><b>Report of</b></p>                                | <p>Strategic Director for Environment</p>  |
| <p style="text-align: right;"><b>Wards</b></p>                                    | <p>West Finchley, Finchley Church End</p>  |
| <p style="text-align: right;"><b>Status</b></p>                                   | <p>Public</p>  |
| <p style="text-align: right;"><b>Urgent</b></p>                                   | <p>No</p>  |
| <p style="text-align: right;"><b>Key</b></p>                                      | <p>No</p>  |
| <p style="text-align: right;"><b>Enclosures</b></p>                               | <p>Appendix 1. General Layout. Drawing number BC/001030-03-100-01<br/>Appendix 2. Accident Summary<br/>Appendix 3. Summary of Objections</p> |
| <p style="text-align: right;"><b>Officer Contact Details</b></p>                  | <p>Therese Addison <a href="mailto:highways.correspondence@barnet.gov.uk">highways.correspondence@barnet.gov.uk</a></p>                      |

## Summary

A proposal was developed to introduce traffic calming measures in Dollis Road and to improve the visibility for vehicles exiting Links View onto Dollis Road. Statutory consultation has been undertaken and this report summarises the objections and comments received to the proposal, and to determine whether the proposals should be introduced or not, and if so, with or without modification.

## Recommendations

1. That the Finchley and Golders Green Committee agree to allocate the funding of £20,000 CIL from this year’s CIL Area Committee budget, having considered the objections as set out in Appendix 3 attached, received to the statutory consultation on the proposals outlined in this report, authorise the Strategic Director for Environment to instruct Officers to proceed with the scheme, as per the

original proposal shown in the consultation drawing No. C2016\_BC/001030-03-100-01, but to remove the cutting back of bushes and re-siting of the road name plate as these are the property of Links View Management Co Ltd who have agreed to undertake any necessary works themselves.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to highlight the responses received to the statutory consultation carried out in relation to the installation of five sets of speed cushions on Dollis Road N3.
- 1.2 This scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and local schools and for those who make use of pedestrian footways.
- 1.3 A petition was reported to the 26 October 2016 Finchley and Golders Green Area Committee which highlighted road safety issues for pedestrians crossing Dollis Road and vehicles entering/exiting Links View. The lead petitioner requested a site visit with officers and residents in order for discussions to take place.
- 1.4 At this meeting, it was unanimously RESOLVED that:  
*In addition to the funding remaining from Crescent Road issues, up to £5000 for a feasibility study to take place to address three issues. The three issues are safety of traffic emerging from Links View, speeding in Dollis Road and the need for a crossing on Dollis Road near to its junction with Crescent Road.*
- 1.5 The Committee unanimously agreed that the Strategic Director for Environment to instruct Officers to visit Links View Road and update members of the Committee.
- 1.6 A site visit was undertaken on Thursday 9 March 2017, attended by Officers, the lead petitioner, concerned residents, Councillor Houston and Councillor Tierney. The following was noted:
  - High volumes of traffic on Dollis Road;
  - Traffic is vigorous and free flowing in both directions;
  - No formal or informal crossing points for pedestrians;
  - Dollis Road is a bus route (382);
  - Poor visibility for vehicles exiting and entering Links View;
  - Part on footway parking on both sides of Dollis Road;
  - Dollis Road is part of the CE CPZ Monday – Friday 2pm – 3pm.
- 1.7 According to the Personal Injury Accidents Data for the latest 3 year period, there were 9 Personal Injury Accidents (PIA's) between 31 August 2011 and 31 August 2016. All accidents were classified as '**slight**' and are summarised in Appendix 2.

- 1.8 Based on site visit observations, drawing **BC/001030-03-100-01** shows the proposed layout including the following measures:

***Feasibility Design Proposals***

- a) A series of traffic calming speed cushions on Dollis Road commencing from its junction with Crescent Road and extending west beyond its junction with Gordon Road for a distance of 350 meters.
  - b) Road hump warning signs with supplementary distance plate to warn drivers of speed cushions on Dollis Road.
  - c) An additional Vehicle Activated Sign (VAS) mounted on existing lighting column outside 60-62 Dollis Road.
  - d) Re-mark junction road markings on Links View at its junction with Dollis Road, bringing the 'give way' line forward to the outer edge of the existing islands in order to improve visibility issues.
  - e) New traffic sign 'Side Road Ahead' on right to alert vehicles of traffic entering/exiting Links View.
  - f) Existing foliage to be cut back on both corners of Links View.
  - g) New tactile paving and dropped kerbs on each corner of Links View.
  - h) Existing road name plate to be repositioned to the back of the boundary splay.
- 1.9 The Committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:

*'That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:*

*'Generally this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required'.*

- 1.10 Ward Members at the site meeting were in favour of the implementation of vertical traffic calming measures.
- 1.11 Options were reported to the Finchley and Golders Green Area Committee on 2 August 2017. It was resolved that the Committee agree to implement the safety scheme on links View and Dollis Road N3, which included the vertical measures. The Committee agree that if any objections are received as a result

of the statutory consultation, the Strategic Director for Environment will, in consultation with ward members consider and determine whether the agreed option should be implemented or not, and if so , with or without modification.

1.12 The Committee agreed to allocate the funding for the agreed option (CIL from this year's CIL Area Committee budget) of £20,000 to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the agreed option.

1.13 A public consultation was undertaken on the scheme between 21 September and 20 October 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (raised traffic calming measures) and a letter and plan distributed to 212 properties in and near the affected roads inviting comments or objections, of these 5 returned a negative opinion and 5 returned endorsements.

1.14 Only 10 responses to the public consultation were received. Of the responses:

- Four were concerned at the possible increase in noise pollution and vibration due to vehicles slowing down and then accelerating between the speed cushions.
- Three pointed out that the signage and foliage at Links View belonged to the Links View Property Management Co. Ltd.
- 5 others were in favour of the scheme some with additional comments regarding the desired removal of parking bays on Dollis Road close to the junction with Links View.

1.15 The concerns are set out in more detail in **Appendix 3**. Having considered all the representations received, it is recommended that the project proceed, with or without modifications as it has obvious benefits for residents, vehicles and local schools as well as all those who use the footway including vulnerable pedestrians.

## 2. REASONS FOR DECISIONS

2.1 The proposal is recommended as the scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and schools and for those who make use of the pedestrian footways. The objections to the scheme are not considered to outweigh the benefits of addressing concerns relating to speeding traffic on Dollis Road. Responses have highlighted the desire for traffic calming speed cushions.

## 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The alternative option would be as above (paragraph 1.8), but without the inclusion of traffic calming speed cushions. Although this would be beneficial to Links View, it would have no speed reducing impact on Dollis Road.

3.2 An alternative option would be not to progress with the measures but this would not address the concerns raised by residents.

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

4.1 Once the decision is approved detailed design will be completed and residents of the affected properties and Ward Councillors will be advised of the outcome of the decision and the measures will be implemented during the 2017/2018 financial year.

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

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

The proposals here will particularly assist to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet’s Joint Strategic Needs Assessment.

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

5.2.1 Council funding of £5,000 was agreed from the Finchley and Golders Green Area Budget in October 2016 to carry out the initial review of Links View preliminary design and layout proposals.

5.2.2 The estimated implementation cost for the recommendations is £20,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest 1). The costing will be funded from the 2017/2018 CIL Funding for the Finchley and Golders Green Area Committee.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £58,554. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £70,921 minus items agreed at previous Committee meetings.

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

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

None in the context of this report.

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

- 5.4.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.
- 5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.4 The Council's Constitution, in Article 7, states that that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees.

## 5.5 Risk Management

- 5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.
- 5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, these are assessed as low.

## 5.6 Equalities and Diversity

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

- 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

The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

## 5.7 Consultation and Engagement

A statutory consultation has been undertaken as set out above and this report deals with objections and comments received.

## 5.8 Insight

5.8.1 None in relation to this report.

## **6 BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee of 26 October 2016

<http://committeepapers.barnet.gov.uk/ieListDocuments.aspx?MIId=8750>

**The Committee agreed that in addition to the funding remaining from Crescent Road Issues, up to £5,000 for a feasibility study to take place to address three issues. The three issues are safety of traffic emerging from Links View, speeding on Dollis Road and the need for a crossing on Dollis Road near its junction with Crescent Road and report findings back to a future committee meeting.**

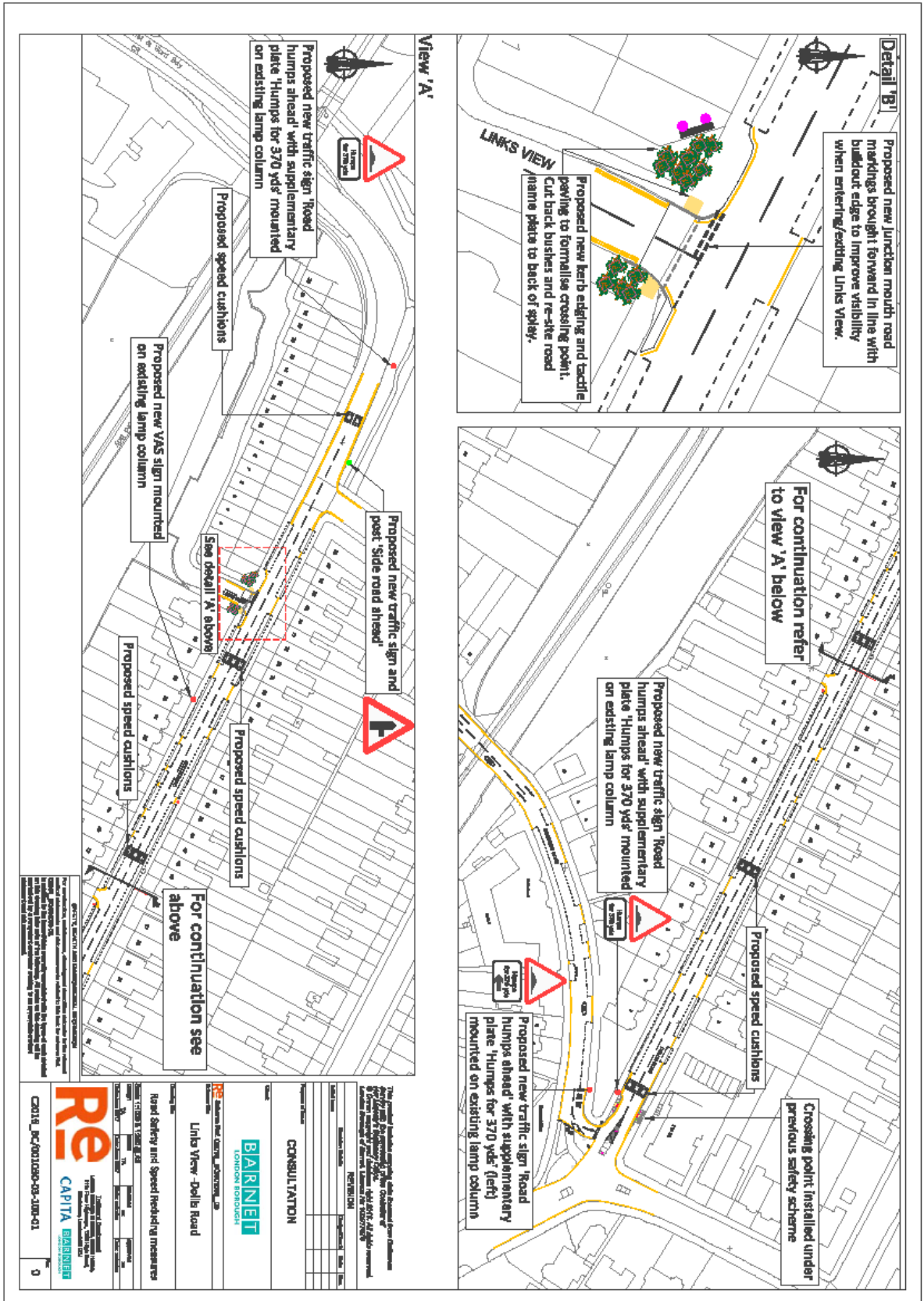
6.2 Finchley and Golders Green Area Committee of 2 August 2017

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=712&MIId=9273&Ver=4>

**The Committee agreed to allocate the funding for the agreed Option (CIL from this year's CIL Area Committee budget) of £20,000 to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the agreed option.**

---

# Appendix 1.





## Appendix 2.

### Dollis Road Personal Injury Accidents Summary BC/000742-07

#### Dollis Road between Abercorn Road and Crescent Road, LB Barnet.

#### Personal Injury collisions 5 yrs, to 31<sup>st</sup> August 2016.

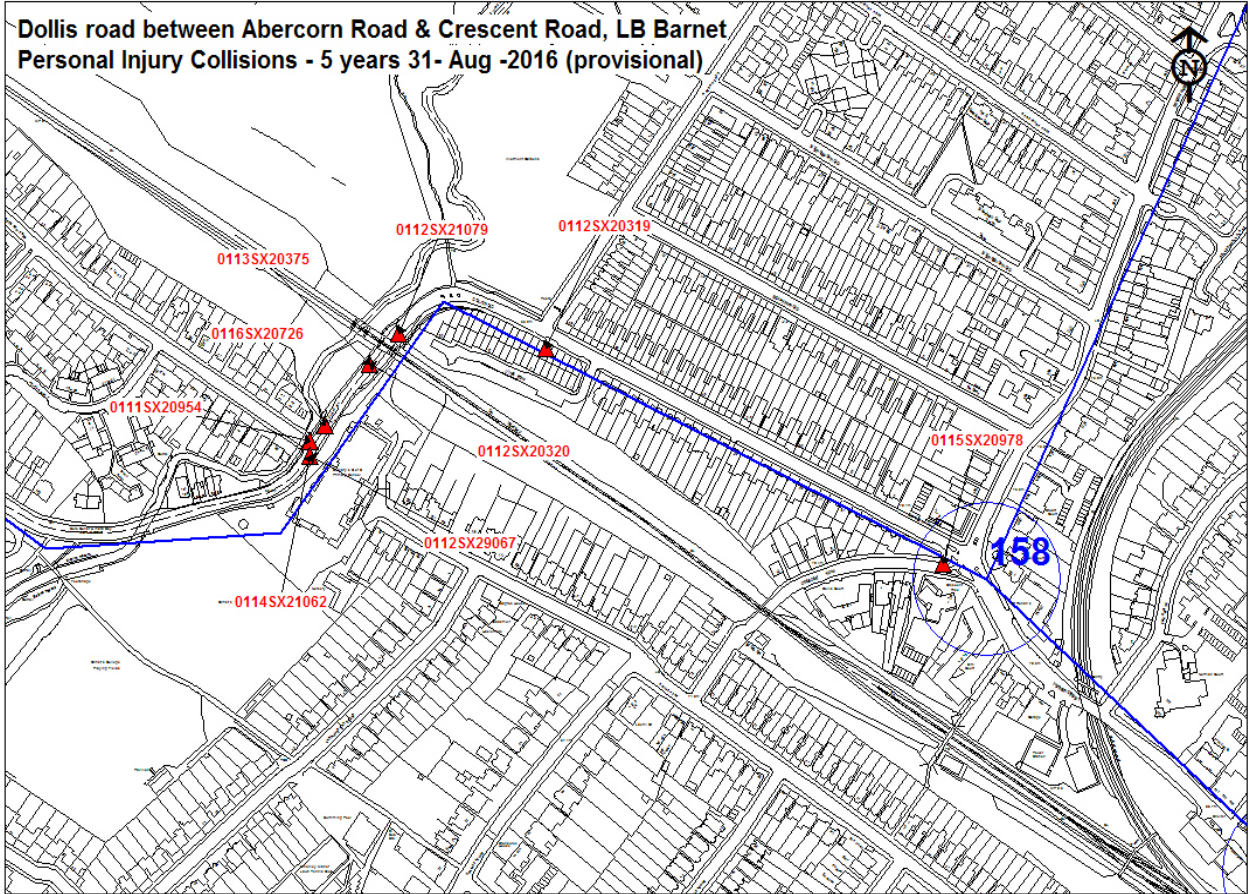
There were 9 Personal Injury Accidents (PIA's) between 31<sup>st</sup> August 2011 and 31<sup>st</sup> August 2016.

All accidents were classified as '*slight*'.

1. Dollis Road j/w Abercorn Road, 7<sup>th</sup> November 2011, time 12.30, involved a pedestrian being hit by reversing vehicle, driver failed to look with due care and attention.
2. Dollis Road j/w Gordon Road 9<sup>th</sup> April 2012, time 10.23, involved a vehicle whose tyre blew out in wet conditions, vehicle then hit wall.
3. Dollis Road, 9<sup>th</sup> April 2012, time 16.55, involved a vehicle travelling too fast, losing control in wet conditions and colliding with bridge.
4. Dollis Road j/w Abercorn Road, 1<sup>st</sup> October 2012, time 14.03, involved a vehicle swerving to avoid another vehicle and hitting a wall.
5. Dollis Road 5<sup>th</sup> December 2012, time 23.25, involved a vehicle travelling in dark and icy conditions, losing control on a bend and colliding with the kerb, lamppost and bollard.
6. Dollis Road, 30<sup>th</sup> April 2013, time 22.25, involved a vehicle travelling in dark conditions being dazzled by headlights, losing control and colliding with bridge.
7. Dollis Road j/w Abercorn Road, 28<sup>th</sup> November 2014. Time 00.54, involved a vehicle depressing the accelerator instead of the brake and collided with another vehicle.
8. Dollis Road j/w Abercorn Road, 25<sup>th</sup> July 2016, time 23.15, involved driver of first vehicle being distracted in the car and colliding with second vehicle.
9. Dollis Road j/w Crescent Road, 2<sup>nd</sup> December 2015, time 16.11, involved a vehicle whose driver was under the influence of alcohol, failed to observe road markings and signage at a junction give way and hit nearside of a motor cycle causing the rider to fall off.

**Conclusion:** weather conditions and general bad driving accounted for the accidents.

**Dollis road between Abercorn Road & Crescent Road, LB Barnet  
Personal Injury Collisions - 5 years 31- Aug -2016 (provisional)**



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Scale : 1:3000

Created: 03-APR-2017

## **Road safety scheme on Dollis Road, incorporating vertical traffic calming measures and improvements to Links View at its junction with Dollis Road.**

### **Consultation responses and Officer Comments**

Public consultation was undertaken on the scheme, between 21 September 2017 and 20 October 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (raised speed cushions) there was no impact on parking or waiting and loading restrictions. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 212 properties in and near the affected roads inviting comments or objections.

The scheme as consulted incorporated:

- a) A series of traffic calming speed cushions on Dollis Road commencing from its junction with Crescent Road and extending west beyond its junction with Gordon Road for a distance of 350 meters.
- b) Road hump warning signs with supplementary distance plate to warn drivers of speed cushions on Dollis Road
- c) An additional Vehicle Activated Sign (VAS) mounted on existing lighting column outside 60-62 Dollis Road.
- d) Re-mark junction road markings on Links View at its junction with Dollis Road, bringing the 'give way' line forward to the outer edge of the existing islands in order to improve visibility issues.
- e) New traffic sign 'Side Road Ahead' on right to alert vehicles of traffic entering/exiting Links View.
- f) Existing foliage to be cut back on both corners of Links View.
- g) New tactile paving and dropped kerbs on each corner of Links View.
- h) Existing road name plate to be repositioned to the back of the boundary splay.

as shown on Consultation Drawing No. C2016\_BC/001030-03-100-01

10 responses were received.

- Four were concerned at the possible increase in noise pollution and vibration due to vehicles slowing down and then accelerating between the speed cushions.
- Three pointed out that the signage and foliage at Links View belonged to the Links View Property Management Co. Ltd.
- 5 others were in favour of the scheme some with additional comments regarding the desired removal of parking bays on Dollis Road close to the junction with Links View

More detail is provided in the table below.

| <b>Number of similar</b> | <b>Consultation response (summarised)</b> | <b>Officer comment</b> |
|--------------------------|---|------------------------|
|--------------------------|---|------------------------|

| responses |   |   |
|-----------|---|---|
| 1         | Totally supportive and happy with the proposal especially as slower speeds may prevent minor collisions with parked vehicles on Dollis Road.  | Noted   |
| 1         | Supportive of the scheme but didn't understand the dropped kerb and tactile paving and explained that the street name plate was the property of Links View Management Co. Ltd.  | <p>Resident was assured that we will remove the proposal concerning the street name plate as the management company had been in contact and will carry out the works themselves.</p> <p>It was explained to the resident that there was no clear definition between the footway and the carriageway at this junction and that it was hazardous for vulnerable road users, the tactile paving was needed to alert blind and partially sighted people of the junction ahead and the dropped kerb will benefit wheelchair and motorised wheelchair users.</p>  |
| 3         | Generally supportive of the scheme but also commented on the street name plate belonging to Links View Management Company. Also requested that the parking bay outside 66 Dollis Road be removed to improve visibility when exiting Links View. | <p>Residents made aware that we have spoken with the management company and assured that we will not progress the moving of neither the street name plate nor the cutting back of bushes.</p> <p>Regarding removal of the parking bay outside 66 Dollis Road, that could be a contentious issue and with the new VAS, speed cushions and forward give way line, the reduced speed of vehicles and improved visibility would make exiting Links View easier.</p> <p>If the scheme goes ahead to implementation, we will monitor the effects of the speed reduction measures and visibility issues when exiting Links View, then the removal of the parking bay may be subject to a future consultation.</p> <p>Links View is already 'shielded' by two buildouts at its junction with Dollis Road giving a minimum of 10m visibility eastwards.</p> <p>There have been no Personal Injury Collisions at this junction for the 5 year period to 31 August 2016.</p> |
| 1         | Did not comment on the scheme itself but as a director of The Links View Management Company Ltd. informed us that the street name plate and bushes belonged to them and on  | Politely thanked the management company for pointing this out and assured them that the moving of the name plate and cutting back of bushes would be removed from our   |

|   |   |  |
|---|---|--|
|   | private land and as such would give consideration to our suggestions and would undertake any necessary works themselves.  | proposal.<br>.   |
| 1 | Resident experiences constant noise inside her house from traffic and is concerned that speed cushions will amplify this as cars accelerate and decelerate at and between the speed cushions, this will also make it more dangerous to cross the road as it will be difficult to judge. Resident also feels that as a 'B' road and main thoroughfare between Finchley and Mill Hill , that it is not suitable for traffic calming measures.   | Traffic Advisory Leaflet 4/94 advises that the presence of speed cushions can result in a substantial drop in noise levels. The maximum vehicle noise for light vehicles can also be reduced as a result of light vehicles slowing down at the cushion. The spacing between cushions should be designed so that constant traffic speeds are encouraged.  |
| 3 | Residents believe a reduction of the speed limit to 20mph would be more beneficial on Dollis Road. Expressed concern that the cushions will cause more noise, vibration and air pollution. Also wishes for a zebra crossing or puffin crossing to help the elderly. The residents are also concerned that with several new housing developments, including 400 flats on the old research centre site, the volume of traffic will impact on Dollis Road. Suggest potentially opening Gordon Road to alleviate the traffic on Dollis Road. Residents would also like more parking spaces and suggest speed cameras. | Mean speeds on Dollis Road indicate that a speed limit without traffic calming measures would not lead to compliance. Speed cushions are considered a reasonable option for Dollis Road.<br>Traffic Advisory Leaflet 4/94 advises that the presence of speed cushions can result in a substantial drop in noise levels and hence also vibration. The maximum vehicle noise for light vehicles can also be reduced as a result of light vehicles slowing down at the cushion. The spacing between cushions should be designed so that constant traffic speeds are encouraged with no increase in pollution levels.<br>To install a controlled crossing on Dollis Road would result in substantial loss of parking which would have no advantage for residents.<br>Opening Gordon Road would merit another consultation in the future, but it is unlikely that residents of Gordon Road would be in favour.<br>There are no Killed or Seriously Injured (KSI) collisions on Dollis Road during the 5 years to August 2016; Dollis Road therefore does not meet the criteria for installing a speed camera. |

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**Finchley and Golders Green  
Area Committee  
14 November 2017**

|                                |   |
|--------------------------------|---|
| <b>Title</b>                   | <b>Moss Hall Schools - Safety Improvement Scheme Nether Street, N3 - Review of Consultation responses</b>   |
| <b>Report of</b>               | Strategic Director for Environment  |
| <b>Wards</b>                   | West Finchley   |
| <b>Status</b>                  | Public  |
| <b>Urgent</b>                  | No  |
| <b>Key</b>                     | No  |
| <b>Enclosures</b>              | Appendix 1 – Copy of Consultation Letter and Drawing No. C2016-BC000874-20-CONS-01  |
| <b>Officer Contact Details</b> | Lisa Wright – Traffic and Development Manager<br><a href="mailto:Highways.correspondence@barnet.gov.uk">Highways.correspondence@barnet.gov.uk</a> |

**Summary**

This report details the results of consultation for the Safety Improvement Scheme around Moss Hall Schools including raised tables and tactile paving on Nether Street. The consultation raised concerns regarding the proposal for the two raised tables. This report considers the objection and asks the Committee to determine the way forward.

**Decisions**

1. That the Finchley and Golders Green Area Committee notes the results of the formal consultation as set out in this report.
2. That the Finchley and Golders Green Committee authorises the Strategic Director for Environment to instruct Officers to implement the scheme as per the original proposal detailed on C2016-BC000874-20-CONS-01.
3. That the Finchley and Golders Green Committee notes that the funding for the scheme is included in the Local Implementation Plan (LIP) 2017/18 budget to introduce the approved Option.

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

1.1 The purpose of this report is to consider objections to the two proposed raised tables on Nether Street between West Finchley Underground Station and Moss Hall Infant and Junior Schools and the introduction of tactile paving at the Essex Park junction (refer to Appendix 1-Drawing no. C2016-BC000874-20-CONS-01).

### **1.2 Scheme Background**

1.2.1. In February 2016, a resident consultation was carried out regarding a proposal for a raised table junction at Essex Park/Nether Street junction.

1.2.2. That proposal was accepted positively by the Schools and local residents. However, because works were proposed over LUL (London Underground) asset, additional studies need to be carried out by Transport for London (TfL) as per the 'Vehicle Incursion and Structural Assessment' by LUL. The study was expected to incur in additional cost (of around £10,000) and there was no assurance that the Council would be able to proceed with works after the study had been completed. As a result, it was agreed at a site meeting between Officers, the Schools and Ward Members on 6 December 2016 that new proposals for raised tables before or after the bridge should be designed. The final design of the scheme is attached in Appendix 1.

1.3 The new proposals outlined in this report were agreed with the Commissioning Team in June 2017.

1.4 A public consultation regarding the new proposals was carried out for three weeks from the 29 June 2017 and consultation material was distributed to 45 properties.

1.5 As part of the statutory process, notices outlining the proposals were published in the local Press, London Gazette and online via the Barnet Traffweb website. In addition, street notices were erected in the affected roads as well as letters which included associated plans being delivered to affected properties in close proximity to each of the proposals.

1.6 One representation was received from the community regarding the proposals, resulting in an objection summarised as follows:

- Opposes the proposed two raised tables due to the discomfort that these measures could cause for drivers and passengers. This representation supports the tactile paving.



1.7 Having considered the feedback to the consultation, Officer comments are as follows:

- As per Local Transport Note 1/07. Traffic Calming (Department of Transport.2007) sections 4.5.23 and 4.5.27:

*“4.5.23...It is important that humps are carefully designed and built to minimise discomfort for those travelling at appropriate speeds. The first consideration must be to ensure the hump dimensions are within those specified in the road hump regulations..”*

*“4.527. Therefore, although it is not possible to predict the effect of such forces on people with pre-existing spinal conditions, it was considered that vehicle occupants with healthy spines are very unlikely to be injured as a result of single or repeated traversing of road humps constructed to recommended dimensions.”*

1.8 The Committee should note that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on the Traffic Calming, resolved:

*‘That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:*

*‘Generally this Council opposes the use of vertical traffic other calming measures, but acknowledges that calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required’.*

1.9 Ward Members have been notified about the measures in this scheme and no objections have been made specifically to the implementation of vertical traffic calming measures at this location.

## **2 REASONS FOR DECISIONS**

2.1 The measures are required to create a safer environment on the area of study which includes 3 local schools.

## **3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3.1 As traffic and road safety issues have been identified, it was considered that action should be taken. Therefore, the option of doing nothing was not considered appropriate.

## **4 POST DECISION IMPLEMENTATION**

- 4.1 The measures proposed should be progressed to implementation by the end of March 2018 to provide a safe environment for all road users, especially students.
- 4.2 Residents of the affected properties and Ward Councillors will be advised of the outcome of the decision.

## **5 IMPLICATIONS OF DECISION**

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

- 5.1.1. The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.
- 5.1.2. The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

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

- 5.2.1 The cost estimated is £25,000 as part of the Local Implementation Plan (LIP) 2017/18 funding within from the School Travel Schemes which has a full year allocation of £400,000.
- 5.2.2 The works will be carried out under the existing LOHAC term maintenance contractual arrangements and through the Council’s internal DLO contractor.
- 5.2.3 The necessary road markings and associated signage will require on-going routine maintenance.

### **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, in Article 7, states that that Area Committees: “In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments” parks and trees.

5.4.2 Section 16 of the Traffic Management Act 2004 places an obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required under section 17 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**

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

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- Advance equality of opportunity between people from different groups
- Foster good relations between people from different groups.

5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.2 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7 Consultation and Engagement**

5.7.1 A statutory consultation has been carried out on the proposals and the affected Ward Councillors have been consulted.

## **6 BACKGROUND PAPERS**

6.1 15 March 2017 Environment Committee Report – LIP 2017/18

<http://barnet.moderngov.co.uk/documents/b29191/Local%20Implementation%20Plan%20LIP%20Appendix%202%203%20and%204%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=9>

6.2 14 July 2016 Environment Committee, Item 15 Traffic Calming Policy

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MID=8634#A17468>



**Appendix 1.- Copy of Consultation Letter and Drawing No. C2016-BC000874-20-CONS-01**

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*Scheme Name:* **Moss Hall School**  
*Our Ref.:* **BC/000874-20**  
*Department:* **Traffic & Development**  
*Date:* **29 June 2017**  
*Contact Details:* **Traffic and Development Department**  
**Tel. 0208 359 3555**  
[traffic.consultations@barnet.gov.uk](mailto:traffic.consultations@barnet.gov.uk)

Dear Sir/Madam,

We are pleased to inform you that we are proposing to introduce new measures on Nether Street close to Moss Hall School to create a safer environment for all road users. The new measures are aimed to reduce speed and provide a safer crossing point for pedestrians, including local school children and improve sightlines and safety.

The proposed measures include:

- I. New tactile paving at the junction with Essex Park
- II. Introduction of two raised tables (flat-top humps); please see accompanying drawing map for proposed location.

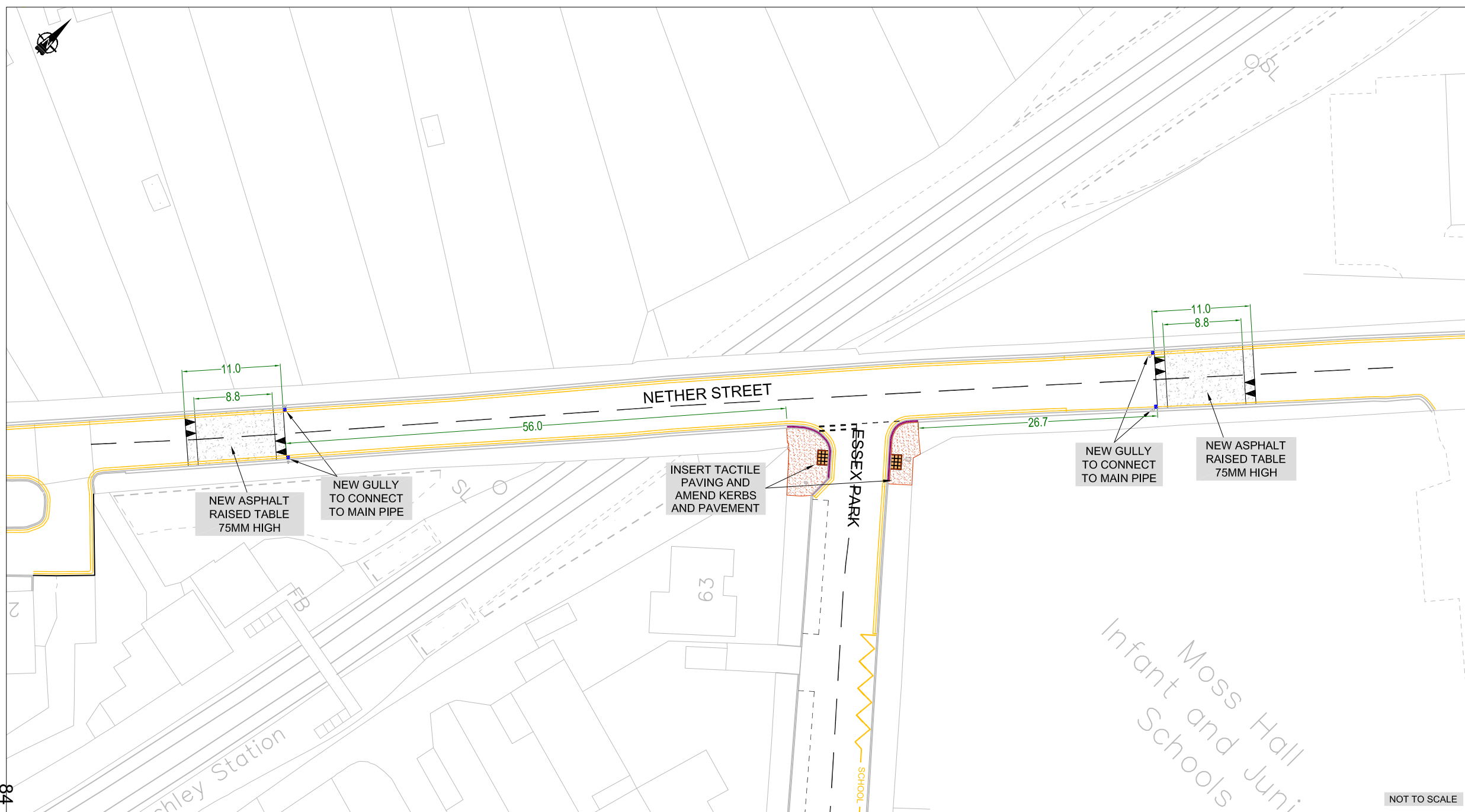
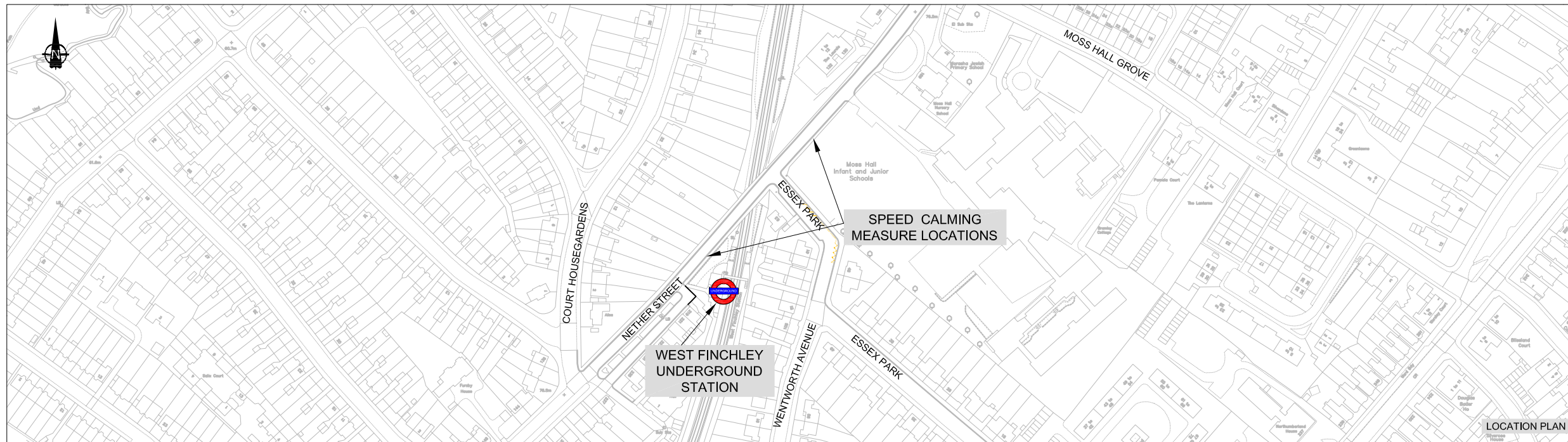
The proposal is illustrated on the enclosed drawing.

This letter is being sent to you as part of the council's statutory consultation process for the proposals outlined above. The proposals are also being advertised in the local press and the London Gazette on **29 June 2017** and notices are also being put up in the area advising of the proposed changes.

If you wish to make any comments or objections regarding this proposal please send them in writing quoting reference number **BC000874-20**, to the Traffic and Development Department at the address at the top of the page, by **20 July 2017**. All relevant comments and objections will then be considered by the council before deciding whether or not these proposed changes should be introduced, with or without modification.

The council intends to introduce the measures before March 2018, subject to the outcome of this consultation.

Yours faithfully,  
**Traffic and Development Department**



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016\_BC/000874\_20. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

**NOTES:**

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| REVISION         |              |          |      |
|------------------|--------------|----------|------|
| Revision Details | Design/Check | Date     | Rev. |
| Initial Issue    | CLM/SHC      | 02.06.17 | 0    |

Purpose of Issue  
**CONSULTATION**

Client:  
**BARNET LONDON BOROUGH**

Scheme Ref. C2016\_BC/000874\_20  
Scheme title  
**SCHOOL TRAVEL SCHEMES MOSS HALL SCHOOLS**

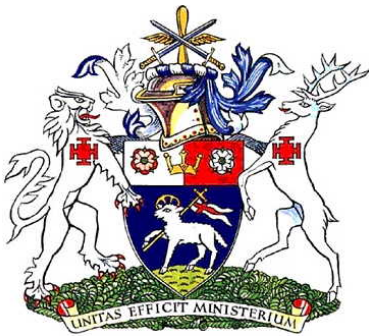
Drawing title  
**GENERAL ARRANGEMENT**

| Scale @ A3: NOT TO SCALE |                |                |                |
|--------------------------|----------------|----------------|----------------|
| Design                   | Drawn          | Checked        | Approved       |
| CLM                      | CLM            | SHC            | GL             |
| Date: 02.06.17           | Date: 02.06.17 | Date: 05.06.17 | Date: 05.06.17 |

**RE CAPITA BARNET** LONDON BOROUGH

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





**Finchley and Golders Green  
Area Committee**

**14 Novemeber 2017**

|                                |  |
|--------------------------------|--|
| <b>Title</b>                   | <b>Road Safety measures around Menorah Primary School, NW11</b>  |
| <b>Report of</b>               | Strategic Director for Environment   |
| <b>Wards</b>                   | Golders Green and Childs Hill  |
| <b>Status</b>                  | Public   |
| <b>Urgent</b>                  | No   |
| <b>Key</b>                     | No   |
| <b>Enclosures</b>              | Appendix A – Accident Data<br>Appendix B – Uncontrolled Crossing Options<br>Appendix C – 20 mph Options                      |
| <b>Officer Contact Details</b> | Jamie Blake – Strategic Director for Environment<br><a href="mailto:Jamie.blake@barnet.gov.uk">Jamie.blake@barnet.gov.uk</a> |

**Summary**

This report details the feasibility study undertaken to address the traffic and safety concerns raised regarding Menorah Primary School that has subsequently been approved by the Finchley and Golders Green Area Committee.

**Recommendations**

- 1. That the Finchley and Golders Green Area Committee note the detail of the feasibility study as outlined in this report in relation to an uncontrolled crossing and introducing a 20 mph speed around Menorah Primary School.**
- 2. That the Finchley and Golders Green Area Committee approves that the preferred Option 1A for the uncontrolled crossings and the 20 mph zone and**

**authorises that the Strategic Director for Environment should instruct officers to progress to public consultation and detail design, but note that the scheme cost is in excess of the maximum budget available to the Finchley and Golders Green Area Committee.**

- 3. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 2, the Strategic Director for Environment will consider and determine whether the agreed Options should be implemented or not, and if so, with or without modification, subject to funding being made available.**

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

### **Background**

1.1 The 2 August 2017 Finchley and Golders Green Area Committee considered the Members Item from Councillor Dean Cohen relating to road safety in and around Menorah Primary School, NW11.

1.2 Following discussion of the item, the Committee RESOLVED:

*To approve funding for 2 Vehicle Activated Signs at a cost of £4,000 each, and a feasibility study at a cost of up to £5,000 to consider options for other measures that may be appropriate.*

1.3 School Travel Plan Issues:

As part of this feasibility study the following issues raised in the School Travel Plan have also been considered:

- Visibility is poor at the junction of The Drive and Woodstock Avenue
- Request for a 20mph zone implemented in the roads surrounding the school site – Woodstock Avenue, The Drive, Sandringham Road, Hamilton Road & Montpellier Rise. Vehicle speeds have been reported as excessive.

### **Existing Conditions and Initial Observations**

1.4 A site visit took place on 13 October 2017 and all potential solutions have been considered and appraised against the potential issues.

1.5 Woodstock Avenue is located between Golders Green Road to the east and Hamilton Road to the west with two adjoining side residential roads. The road is approximately 450metres in length and the carriageway width is approximately 7.5 metres wide.

1.6 The Drive is located between Highfield Avenue to the north and Woodstock Avenue to the south with a few adjoining side residential roads. The Road is approximately 410metres in length and the carriageway width is approximately 7.5m wide.

1.7 Both roads are residential, subject to a 30mph speed limit and are not part of any bus route. The studied area is lit with a series of street lighting columns.

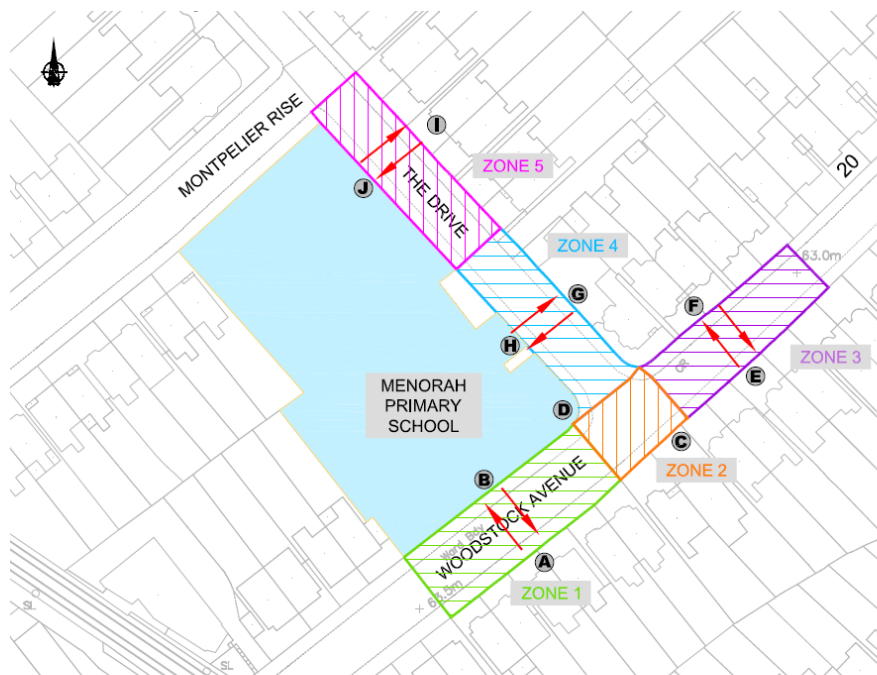
- 1.8 There are three number gated entrances to access to the school. All the children enter via the northern gate.
- 1.9 A voluntary one way system works at school times, the direction of traffic being northbound only. Most of the traffic complies with this one-way system during these times.
- 1.10 There were issues noted during the site visit which could have an impact on vehicle and pedestrian safety around Menorah Primary School.
  - The layout around the school is dominated by driveways, trees and parking bays that increase the potential conflicts between pedestrian and vehicles, especially at school times.
  - No crossing facilities along Woodstock Avenue or in The Drive.

**Accident History**

- 1.11 Accident records for the 5 year period to 31/12/2016 have been studied around Menorah Primary School. During this time 10 accidents have been recorded in the study area (comprised by Woodstock Avenue at south, Golders Green at east, Elmcroft Crescent and Hamilton Road at west) they are summarised in Appendix A.
- 1.12 Two of the accidents took place at Woodstock Avenue and three at The Drive.
- 1.13 The 10 collisions caused 12 casualties, of which 1 was considered serious (involving a pedestrian) and 11 were slight (2 of them involving pedestrian). In all of the collisions recorded speeding was not cited as a contributory factor.

**Pedestrian survey**

- 1.14 A pedestrian survey was carried out on 3 October 2017 between 7.00-10.00 am and 3.30-6.30 pm in the area as shown below.



**Figure 1**

- 1.15 A total of 726 pedestrians were recorded along the survey period with the following distribution

| <b>ZONE</b>   | <b>Total N. Ped</b> | <b>%</b>   |
|---------------|---------------------|------------|
| <b>ZONE 1</b> | 34                  | 5          |
| <b>ZONE 2</b> | 90                  | 12         |
| <b>ZONE 3</b> | 65                  | 9          |
| <b>ZONE 4</b> | 367                 | 51         |
| <b>ZONE 5</b> | 170                 | 23         |
| <b>TOTAL</b>  | <b>726</b>          | <b>100</b> |

**Table 1**

- 1.16 As a result of the survey, the majority of the pedestrians cross The Drive with a 74%, while only a 26% crossing Woodstock Avenue.

### **Speed survey**

- 1.17 All the roads around Menorah Primary School are subject to a 30mph speed limit. Speed surveys were carried out at 4 different locations during a week between 25.09.17 and 01.10.17; the results set out the mean and the 85th % tile vehicle speeds (two ways) are shown in Table 2.

| <b>Location</b>                                 | <b>Direction</b> | <b>Main Speed (mph)</b> | <b>85th Percentile speed (mph)</b> |
|---|------------------|-------------------------|------------------------------------|
| <b>Location 1</b><br>Woodstock Ave. (o/s n. 20) | Northbound       | 19.5                    | 24.8                               |
|   | Southbound       | 19.7                    | 24.9                               |
| <b>Location 2</b><br>Woodstock Ave. (o/s n. 70) | Northbound       | 21.6                    | 26.6                               |
|   | Southbound       | 22.0                    | 27.2                               |
| <b>Location 3</b><br>Hamilton Road. (o/s n. 40) | Northbound       | 22.9                    | 28.6                               |
|   | Southbound       | 22.5                    | 29.6                               |
| <b>Location 4</b><br>The Drive (o/s n. 2)       | Northbound       | 19.9                    | 25.7                               |
|   | Southbound       | 20.3                    | 26.1                               |

**Table 2**

*Note:*

*85<sup>th</sup> percentile speed: 85% of traffic travels at or below this speed*

*Mean speed: The average taken by summing all vehicle speeds and dividing by the number of vehicles.*

## Proposed Layout Improvements General Details

### 1.18 General

1.18.1 Following the site visit and the analysis of the accident data, pedestrian and speed traffic surveys data were carried out, potential issues have been identified and the following actions have been proposed to be included as one Option which are summarised in Table 8 below:

- Uncontrolled crossing points at Woodstock Avenue and The Drive;
- Speed reduction around Menorah Primary School with the introduction of a 20 mph speed zone.

### 1.19 Uncontrolled Crossing options

1.19.1 Option 1: Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb build outs and introduction of One Way at The Drive (southbound flow) between Montpellier Rise and Woodstock Avenue.

*(Refer to Appendix B-Drawing No C2017\_BC001257-02-02-Option 1-01)*

This option includes the construction of two uncontrolled crossings with new kerb build outs on Woodstock Avenue and The Drive, which improves the visibility, thus the pedestrians can see and be seen by the vehicles.

As result of the kerb build outs, The Drive could not remain two ways carriageway, therefore it is proposed to make The Drive One Way between Montpellier Rise and Woodstock Avenue. Also, with this proposal the traffic flow will be improved, especially at school times.

This new layout shows a total carriageway width of 5.5 metres at Woodstock Avenue as the current situation, and 5 metres at The Drive.

In addition, 6.5 metres of parking will be removed at Woodstock Avenue, however we are able to relocate 5 metres of parking at The Drive, and consequently only 1.5 metres of parking will be lost.

#### Advantages

- Improved safety provided by uncontrolled crossing,
- Improved visibility at Woodstock/The Drive Junction
- Improvement of traffic flow introducing a One Way System.

#### Disadvantages

- Loss of parking (only 1.5 metres)
- Longer route for drivers through the introduction of the One Way
- New gullies drainage are needed around the kerb buildouts (high cost)

#### Cost Estimated

|   |                |
|---|----------------|
| Detailed Design   | £4,500         |
| Safety audit, surveys etc                                 | £2,500         |
| Consultation & TMO  | £5,200         |
| Construction (works cost)                                 | £29,500        |
| Implementation, supervision and post implementation costs | £2,800         |
| <b>TOTAL</b>  | <b>£44,500</b> |

**Table 3**

1.19.2 Option 2: Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb build outs and introduction of One Way at The Drive (Northbound flow) between Woodstock Avenue and Elmcroft Crescent.

*(Refer to Appendix B-Drawing No C2017\_BC001257-02-02-Option 2-01)*

As Option 1, has been proposed the same layout of kerb build outs, being the difference the One Way at The Drive proposed, in this case Northbound flow between Woodstock Avenue and Elmcroft Crescent.

Likewise, 6.5 metres of parking will be removed at Woodstock Avenue, however we are able to relocate 5 metres of parking at The Drive, and consequently only 1.5 metres of parking will be lost.

Advantages

- Improved safety provided by uncontrolled crossing,
- Improved visibility at Woodstock/The Drive Junction
- Improvement of traffic flow introducing a One Way System.

Disadvantages

- Loss of parking (only 1.5 metres)
- Longer route for drivers through the introduction of the One Way
- New gullies drainage are needed around the kerb buildouts (high cost)

Cost Estimate

|   |                |
|---|----------------|
| Detailed Design   | £4,500         |
| Safety audit, surveys etc                                 | £2,500         |
| Consultation & TMO  | £5,200         |
| Construction (works cost)                                 | £32,000        |
| Implementation, supervision and post implementation costs | £2,800         |
| <b>TOTAL</b>  | <b>£47,000</b> |

**Table 4**

1.19.3 Option 3: Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb build outs.

*(Refer to Appendix B-Drawing No C2017\_BC001257-02-02-Option 3-01)*

This option includes the construction of two uncontrolled crossings with new kerb build outs on Woodstock Avenue and The Drive, which improves the visibility, ensuring the pedestrians can see and be seen by the vehicles.

However, with this option The Drive could remain a two way carriageway, but the tree located outside number 39 Woodstock Avenue needs to be removed.

In addition, 6.5 metres of parking will be removed at Woodstock Avenue, however we are able to relocate 5 metres of parking at The Drive, and consequently only 1.5 metres of parking will be lost.

### Advantages

- Improved safety provided by uncontrolled crossing,
- Improved visibility at Woodstock/The Drive Junction

### Disadvantages

- Loss of parking (only 1.5 metres).
- New gullies drainage are needed around the kerb buildouts (high cost)
- Removal of a tree.

### Cost Estimate

|   |                |
|---|----------------|
| Detailed Design   | £4,500         |
| Safety audit, surveys etc                                 | £2,500         |
| Consultation & TMO  | £5,200         |
| Construction (works cost, including removal of the tree)  | £33,500        |
| Implementation, supervision and post implementation costs | £2,800         |
| <b>TOTAL</b>  | <b>£48,500</b> |

**Table 5**

## 1.20 20 mph Speed

1.20.1 As shown in **Table 2**, the existing 85th Percentile Speeds are above 24mph in the four locations surveyed, it is recommended that the signage supplemented by **at least** one physical traffic calming measures, in order to achieve the aims of a 20mph speed limit.

1.20.2 The different options for the uncontrolled crossing set out above, could be considered as a Traffic Calming Feature, because all of them propose build outs. Therefore the proposals for uncontrolled crossing and the 20mph zone need to be considered in conjunction.

1.20.3 Two proposals have been considered for the 20 mph zone.

### 1.20.4 Option A: 20 mph zone

*(Refer to Appendix C-Drawing No C2017\_BC001257-02-02-Option A-01)*

This option includes the introduction of a 20 mph speed zone covering the following roads:

- Elmcroft Crescent,
- Montpellier Way,
- Montpellier Rise,
- Sandringham Road,
- Hamilton Road (starting at the junction with Elmcroft Crescent),
- Woodstock Avenue (starting at junction with The Grove) and
- The Drive (starting at junction with Elmcroft Crescent)

A 20 mph zone requires the installation of 20 mph speed zone terminal signs and also the following measures:

- At least one physical traffic calming feature, which would be Option 1-3 above for an uncontrolled crossing proposed

- Combination of the following at 100 m (maximum) intervals:
  - Upright 20 speed limit signs (to diagram 670)
  - 20 mph roundel markings (to diagram 1065).

Note that the number, location and directions of the signs required at The Drive will vary depending on the option chosen for the uncontrolled crossing.

Advantages

- The speed limit signs in 20 mph zones are regulatory,
- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties,
- 20 mph zone proposed is covering the accident study area.
- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment

Disadvantages

- Some journeys will take a slightly longer.

Cost Estimate

|   |                |
|---|----------------|
| Detailed Design   | £4,500         |
| Safety audit, surveys etc                                 | £2,000         |
| Consultation & TMO  | £6,200         |
| Construction (works cost)                                 | £6,800         |
| Implementation, supervision and post implementation costs | £1,800         |
| <b>TOTAL</b>  | <b>£21,300</b> |

**Table 6**

1.20.5 Option B: 20 mph only at schools times

*(Refer to Appendix C-Drawing No C2017\_BC001257-02-02-Option B-01)*

For this Option has been proposed the installation of two School Warning Signs with associate plate “20 when lights show” and flashing lights (i.e. at the school times only), would be installed on Woodstock Avenue.

Advantages

- The flashing lights increase the visibility of the signs,
- Vehicles reducing their speed will improve road safety near the school,
- The school warning signs give drivers a good reason to slow down and take extra care.

Disadvantages

- The speed limit showed on the plate “20 when lights show” is advisory, and can be ignored;
- The school signs are warnings only, and some drivers may not change their behaviour;
- This proposal only affects a short length of Woodstock Avenue.



## Cost Estimate

|   |                |
|---|----------------|
| Detailed Design   | £3,500         |
| Safety audit, surveys etc                                 | £1,500         |
| Consultation & TMO  | £3,200         |
| Construction (works cost)                                 | £16,400        |
| Implementation, supervision and post implementation costs | £1,800         |
| <b>TOTAL</b>  | <b>£26,400</b> |

***Table 7***

## 1.21 Summary of Proposals

| Uncontrolled Crossing |   |   |                     |
|-----------------------|---|---|---------------------|
| Option                | Brief Description   | Summary of Potential Advantages/<br>Disadvantages   | Indicative<br>Costs |
| 1A                    | <p><b>Option 1</b></p> <p>Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb build outs and introduction of One Way at The Drive (southbound flow) between Montpellier Rise and Woodstock Avenue.</p> <p><b>Option A</b></p> <ul style="list-style-type: none"> <li>- 20 mph speed zone/End of 20 mph zone terminal signs: 8 no.</li> </ul> <p>Repeated 20 mph roundel road markings.</p> | <p><u>Advantages</u></p> <ul style="list-style-type: none"> <li>- Improved safety provided by uncontrolled crossing,</li> <li>- Improved visibility at Woodstock/The Drive Junction</li> <li>- Improvement of traffic flow introducing a One way</li> <li>- The speed limit signs in 20 mph zones are regulatory,</li> <li>- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties,20 mph zone proposed is covering the accident study area.</li> <li>- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment</li> </ul> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> <li>- Loss of parking (only 1.5 m)</li> <li>- Long route for drivers (One Way)</li> <li>- New gullies (high cost)</li> <li>- Some journeys will take longer.</li> </ul> | £65,800             |
| 1B                    | <p><b>Option 1</b></p> <p>Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb build outs and introduction of One Way at The Drive (southbound flow) between Montpellier Rise and Woodstock Avenue.</p> <ul style="list-style-type: none"> <li>- School warning sign+20 max speed when lights show+ Flashings lights (at school times only): 2 no</li> </ul>                                | <p><u>Advantages</u></p> <ul style="list-style-type: none"> <li>- Improved safety provided by uncontrolled crossing,</li> <li>- Improved visibility at Woodstock/The Drive Junction</li> <li>- Improvement of traffic flow introducing a One way</li> <li>-</li> </ul> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> <li>- Loss of parking (only 1.5 m)</li> <li>- Long route for drivers (One Way)</li> <li>- New gullies (high cost)</li> <li>- The speed limit showed on the plate “20 when lights show” is advisory, and can be ignored,</li> <li>- The school signs are warnings only, and some drivers may not change their behaviour</li> <li>- This proposal only affects a short length of Woodstock Avenue.</li> </ul>   | £70,900             |

| Uncontrolled Crossing |  |   |                     |
|-----------------------|--|---|---------------------|
| Option                | Brief Description  | Summary of Potential Advantages/<br>Disadvantages   | Indicative<br>Costs |
| 2A                    | <p>Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb build outs and introduction of One Way at The Drive (Northbound flow) between Woodstock Avenue and Elmcroft Crescent.</p> <ul style="list-style-type: none"> <li>- 20 mph speed zone/End of 20 mph zone terminal signs: 8 no.</li> </ul> <p>Repeated 20 mph roundel road markings.</p> | <p><u>Advantages</u></p> <ul style="list-style-type: none"> <li>- Improved safety provided by uncontrolled crossing,</li> <li>- Improved visibility at Woodstock/The Drive Junction</li> <li>- Improvement of traffic flow introducing a One way</li> <li>- The speed limit signs in 20 mph zones are regulatory,</li> <li>- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties,</li> <li>- 20 mph zone proposed is covering the accident study area.</li> <li>- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment</li> </ul> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> <li>- Loss of parking (only 1.5 m)</li> <li>- Long route for drivers (One Way).</li> <li>- New gullies (high cost)</li> <li>- Some journeys will take longer.</li> </ul>                      | £68,300             |
| 2B                    | <p>Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb build outs and introduction of One Way at The Drive (Northbound flow) between Woodstock Avenue and Elmcroft Crescent.</p> <ul style="list-style-type: none"> <li>- School warning sign+20 max speed when lights show+ Flashings lights (at school times only): 2 no</li> </ul>         | <p><u>Advantages</u></p> <ul style="list-style-type: none"> <li>- Improved safety provided by uncontrolled crossing,</li> <li>- Improved visibility at Woodstock/The Drive Junction</li> <li>- Improvement of traffic flow introducing a One way</li> <li>- The flashing lights increase the visibility of the signs,</li> <li>- Vehicles reducing their speed will improve road safety near the school,</li> <li>- The school warning signs give drivers a good reason to slow down and take extra care.</li> </ul> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> <li>- Loss of parking (only 1.5 m)</li> <li>- Long route for drivers (One Way).</li> <li>- New gullies (high cost)</li> <li>- The speed limit showed on the plate “20 when lights show” is advisory, and can be ignored,</li> <li>- The school signs are warnings only, and some drivers may not</li> </ul> | £73,400             |

| Uncontrolled Crossing |  |   |                     |
|-----------------------|--|---|---------------------|
| Option                | Brief Description  | Summary of Potential Advantages/<br>Disadvantages   | Indicative<br>Costs |
|                       |  | <p>change their behaviour</p> <p>This proposal only affects a short length of Woodstock Avenue.</p>   |                     |
| <b>3A</b>             | <p>Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb buildouts</p> <ul style="list-style-type: none"> <li>- 20 mph speed zone/End of 20 mph zone terminal signs: 8 no.</li> </ul> <p>Repeated 20 mph roundel road markings.</p> | <p><u>Advantages</u></p> <ul style="list-style-type: none"> <li>- Improved safety provided by uncontrolled crossing,</li> <li>- Improved visibility at Woodstock/The Drive Junction</li> <li>- The speed limit signs in 20 mph zones are regulatory,</li> <li>- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties,</li> <li>- 20 mph zone proposed is covering the accident study area.</li> <li>- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment</li> </ul> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> <li>- Loss of parking (only 1.5 m)</li> <li>- New gullies (high cost)</li> <li>- Removal of a tree.</li> <li>- Some journeys will take longer.</li> </ul>  | £69,800             |
| <b>3B</b>             | <p>Uncontrolled Crossings at Woodstock Avenue and The Drive with kerb buildouts</p> <p>School warning sign+20 max speed when lights show+ Flashings lights (at school times only): 2 no</p>  | <p><u>Advantages</u></p> <ul style="list-style-type: none"> <li>- Improved safety provided by uncontrolled crossing,</li> <li>- Improved visibility at Woodstock/The Drive Junction</li> <li>- The speed limit signs in 20 mph zones are regulatory,</li> <li>- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties,</li> <li>- 20 mph zone proposed is covering the accident study area.</li> <li>- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment</li> </ul> <p>-</p> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> <li>- Loss of parking (only 1.5 m)</li> <li>- New gullies (high cost)</li> <li>- Removal of a tree.</li> <li>- Some journeys will take longer.</li> <li>- The speed limit showed on the plate "20 when lights show" is</li> </ul> | £74,900             |

| <b>Uncontrolled Crossing</b> |                          |   |                             |
|------------------------------|--------------------------|---|-----------------------------|
| <b>Option</b>                | <b>Brief Description</b> | <b>Summary of Potential Advantages/<br/>Disadvantages</b>   | <b>Indicative<br/>Costs</b> |
|                              |                          | <p>advisory, and can be ignored,</p> <ul style="list-style-type: none"> <li>- The school signs are warnings only, and some drivers may not change their behaviour.</li> <li>- This proposal only affects a short length of Woodstock Avenue.</li> </ul> |                             |

**Table 8**

## **1.22 Conclusions and Recommendations**

1.22.1 The three options for the Uncontrolled Crossing and the two Options for the 20mph zone are all considered feasible. However, Officers would choose the preferred solution of Option 1A, because this provides a safe crossing at the best value and in terms of compliance, safety and cost effectiveness. The total estimate cost for this is £65,800.

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The uncontrolled crossing (preferred Option 1) would provide a safe crossing around Menorah Primary School and because of the residential character of the area the preferred option is the introducing of a 20 mph speed zone (preferred Option A), which could address the road safety issues and accidents that have been highlighted in this report. Therefore Option 1A is the recommended Option.

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

3.1 Having in consideration the low numbers of pedestrians and the layout of Woodstock Avenue which is predominately a sequence of driveways, trees and parking bays the installation of a Zebra crossing is not considered feasible.

3.2 Another option considered was the location of a central island at Woodstock Avenue/The Drive junction, but this has been ruled out as the road is not wide enough to maintain 2 ways carriageway widths of a minimum of 3.5 metres and the poor visibility at the junction.

## **4. POST DECISION IMPLEMENTATION**

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

## **5. IMPLICATIONS OF DECISION**

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

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

5.1.2 The proposal also helps address road traffic casualties and reduce the traffic volume.

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

5.2.1 At feasibility stage, detailed cost estimates cannot be provided. Notwithstanding this, indicative costs have been provided based on schemes of a similar nature. These costs are subject to change during the design phase.

5.2.2 The Finchley and Golders Green Area Committee should note that all Options including the preferred one are above the maximum budget for the area Committee CIL funding of £25,000. The total cost of the preferred Option !A is £65,800) Therefore, this scheme could not be funded by the Area Committee and would need to be prioritised in the 2018/2019 Local Implementation Plan (LIP) Budget. Consequently, funding cannot be guaranteed at this time.

5.2.3 It must be noted that as per Para 1.20.1 it is recommended that the 20 mph signage be supplemented by **at least one** physical traffic calming measures, in order to achieve the aims of a 20mph speed limit. It would not be possible to install the 20 mph zone without the installation of the uncontrolled crossing. Therefore, both Options 1 and A should be considered as one scheme.

## **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, in Article 7, states that that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees.

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

## **5.5. 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. The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services

5.6.3. Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them

## **5.7. Consultation and Engagement**

5.7.1. A public will be carried out on the proposals and details of the proposals will also be outlined on the council's website.

## **5.8. Insight**

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

## **6. BACKGROUND PAPERS**

6.1. Finchley and Golders Green Area Committee 2 August 2017, Item 9.

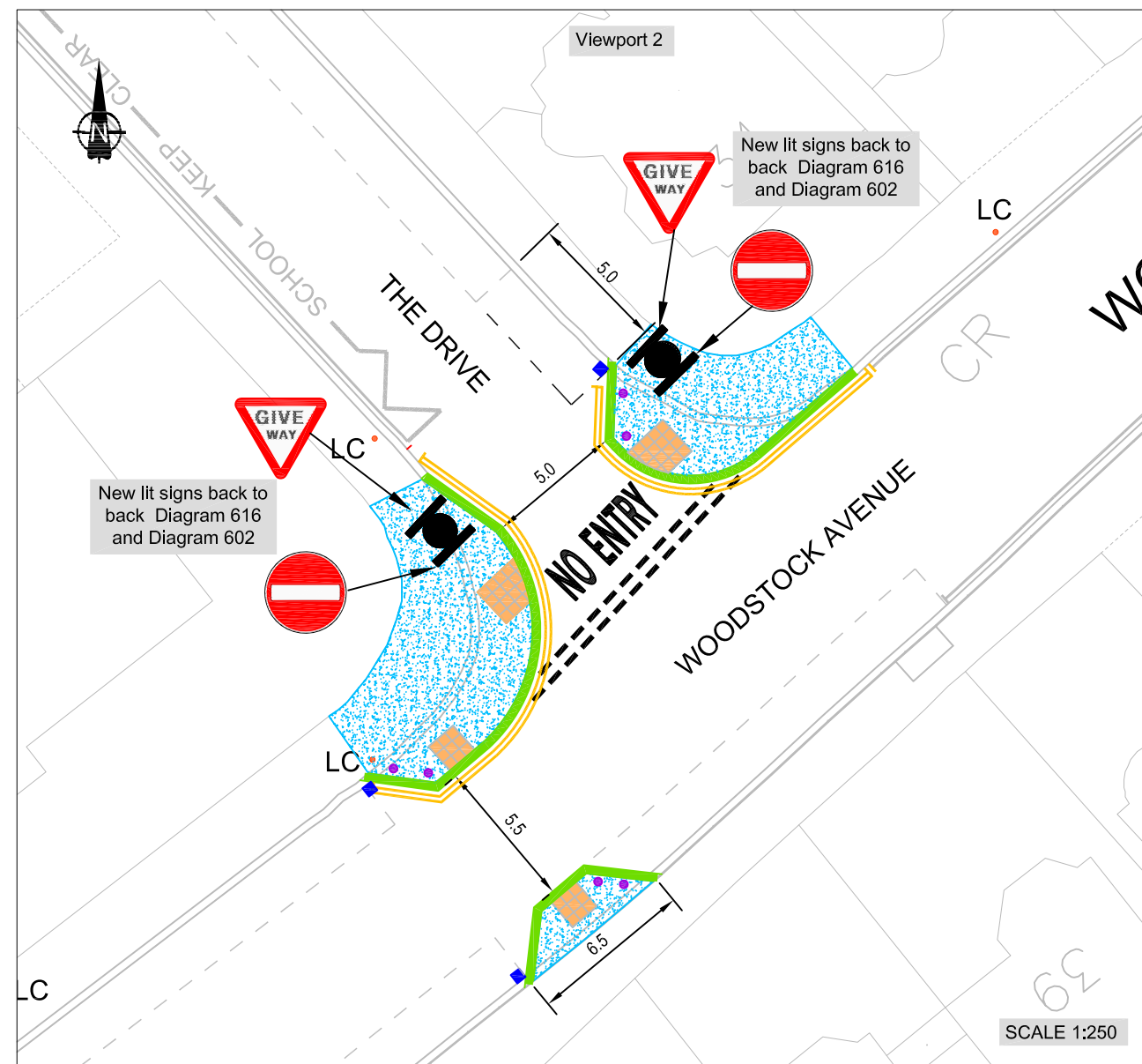
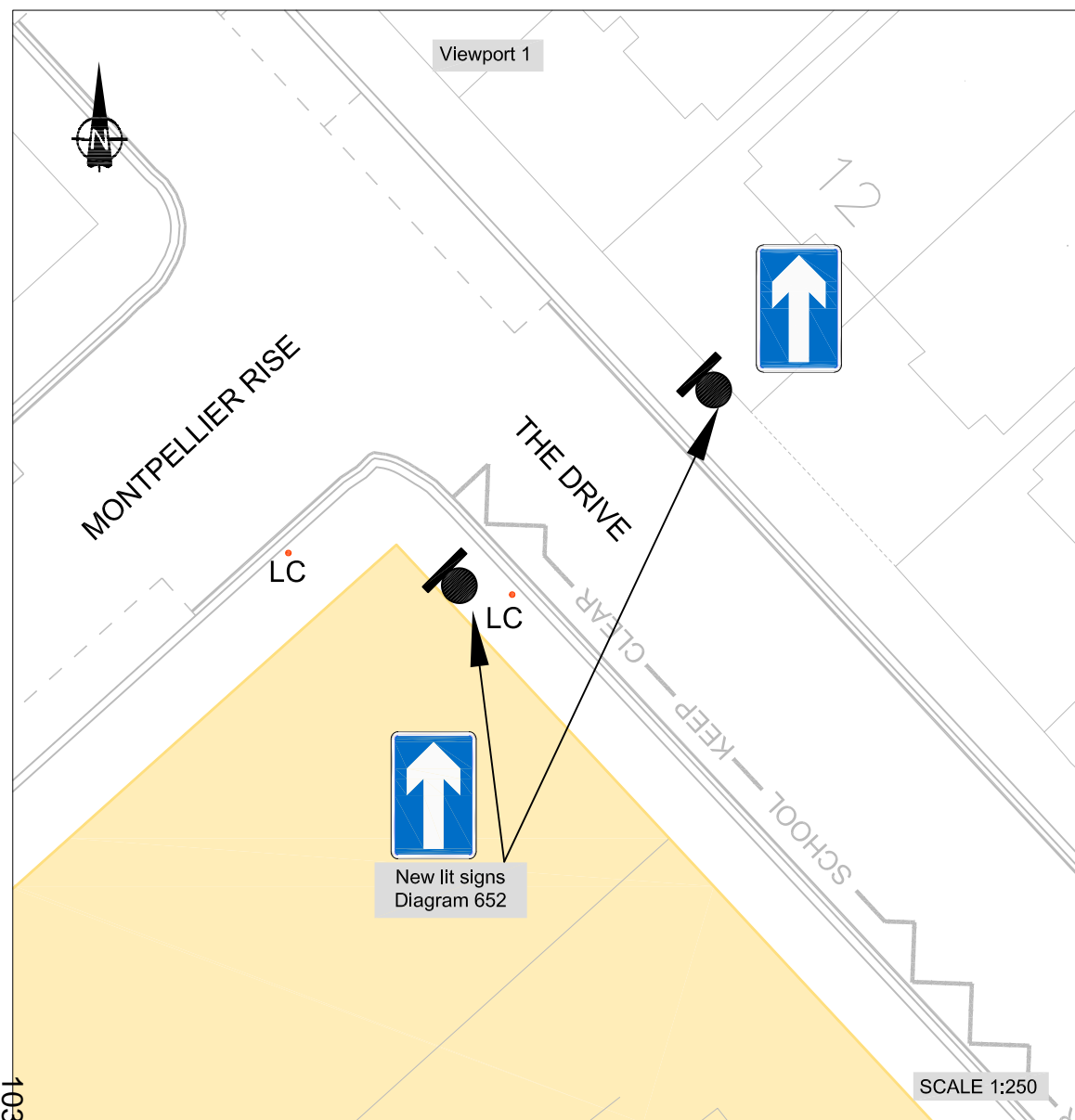
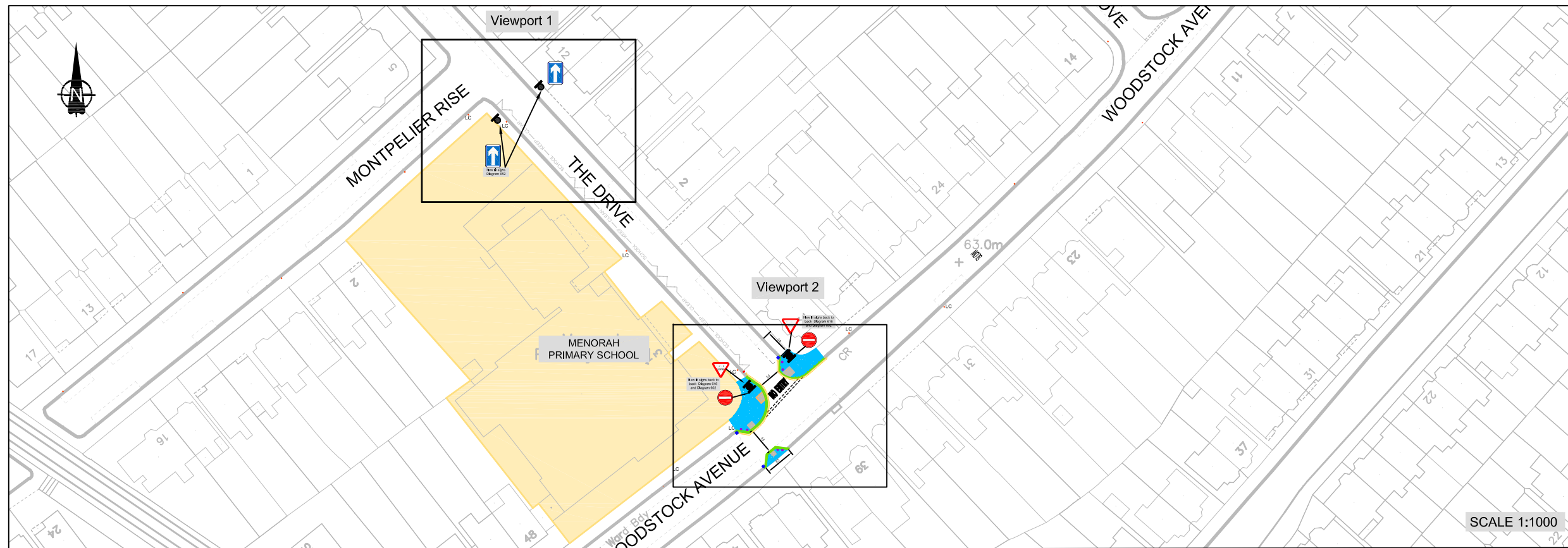
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## Appendix A – Accident Data

| REF.        | LOCATION   | DATE       | No. Injuries | SEVERITY       | DESCRIPTION  |
|-------------|--|------------|--------------|----------------|--|
| 0112SX20362 | ELMCROFT CRESCENT J/W THE DRIVE                                    | 23/04/2012 | 1            | SLIGHT         | V1 HIT PED, PED WAS CROSSING THE ROAD WHEN HIT   |
| 0114SX20091 | LIMES AVENUE, JUNCTION WITH THE DRIVE                              | 11/02/2014 | 1            | SLIGHT         | C1, DRIVER OF V2 WAS PUTTING CHILD IN CAR SEAT WHEN V1 TURNED CORNER & HIT OPEN DOOR OF V2, CAUSING C1 TO FALL INTO V2         |
| 1160019825  | ON THE DRIVE, 34 METRES NORTH OF THE JUNCTION WITH BEVERLEY GARDEN | 10/09/2016 | 2            | SLIGHT         | V2 MOVED OFF FROM PARKED POSITION INTO PATH V1   |
| 0116SX20175 | WOODSTOCK AVENUE, 60M SW OF J/W THE DRIVE                          | 16/02/2016 | 1            | SLIGHT         | V1 SLOWED TO GIVE WAY TO V2 ON MOBILE PHONE, V2 HAS HIT V1 & SPUN INTO V4 CAUSING V2 TO HIT V3                                 |
| 0116SX20445 | WOODSTOCK AVENUE, 80M NE OF J/W WESSEX WAY                         | 10/03/2016 | 1            | SLIGHT         | V1 HAS PULLED OUT OF A PARKING BAY INTO PATH OF V2 CAUSING COLLISION   |
| 0113SX20808 | HAMILTON RD 132M SOUTH EAST OF J/W MONTPELIER RISE                 | 01/10/2013 | 1            | SLIGHT         | V1 LOST CONTROL, COLLIDING WITH V2, A WALL AND V3.   |
| 0116SX20093 | NFL - HAMILTON ROAD, 36M SE OF J/W ELMCROFT CRESCENT               | 03/02/2016 | 1            | <b>SERIOUS</b> | <b>PED</b> REFUSE COLLECTOR WITH TWO BINS HAS STEPPED OUT FROM BETWEEN PARKED CARS INTO PATH OF V1, V1 HAS RUN OVER FOOT OF C1 |
| 0115SX20063 | HAMILTON ROAD J/W ELMCROFT CRESCENT                                | 22/01/2015 | 2            | SLIGHT         | V1 AND V2 BOTH PASSING PARKED VEHICLES COLLIDED  |
| 0113SX20494 | GOLDERS GREEN ROAD J/W WOODSTOCK AVENUE                            | 14/06/2013 | 1            | SLIGHT         | V2 TURNED LEFT ACROSS PATH V1  |
| 0116SX20750 | GOLDERS GREEN ROAD, J/W WOODSTOCK AVENUE                           | 03/08/2016 | 1            | SLIGHT         | UNKNOWN VEH STOPPED TO LET V2 OUT OF JCN, V2 PULLED OUT ACROSS PATH OF APPROACHING V1 CAUSING V1 TO BRAKE, FALL & HIT V2       |

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2017\_BC/001257-02-02.  
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.

NOTES:

LEGEND

- Existing Lamp Column
- Proposed Marshall's Tacile paving 400mm x 400mm, buff in colour. (Details refer to LoHaC/1100.04)
- Proposed new footway asphalt.
- Proposed new kerb levels
- Proposed Bollard
- Proposed New Gully
- Proposed new white road markings
- Proposed new yellow road markings

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REVISION

| Revision Details | Design/Check | Date     | Rev. |
|------------------|--------------|----------|------|
| Initial issue    | CLM / SHC    | 19.10.17 | 0    |

Purpose of issue

**FOR INFORMATION**



Scheme Ref. C2017\_BC/001257-02-02

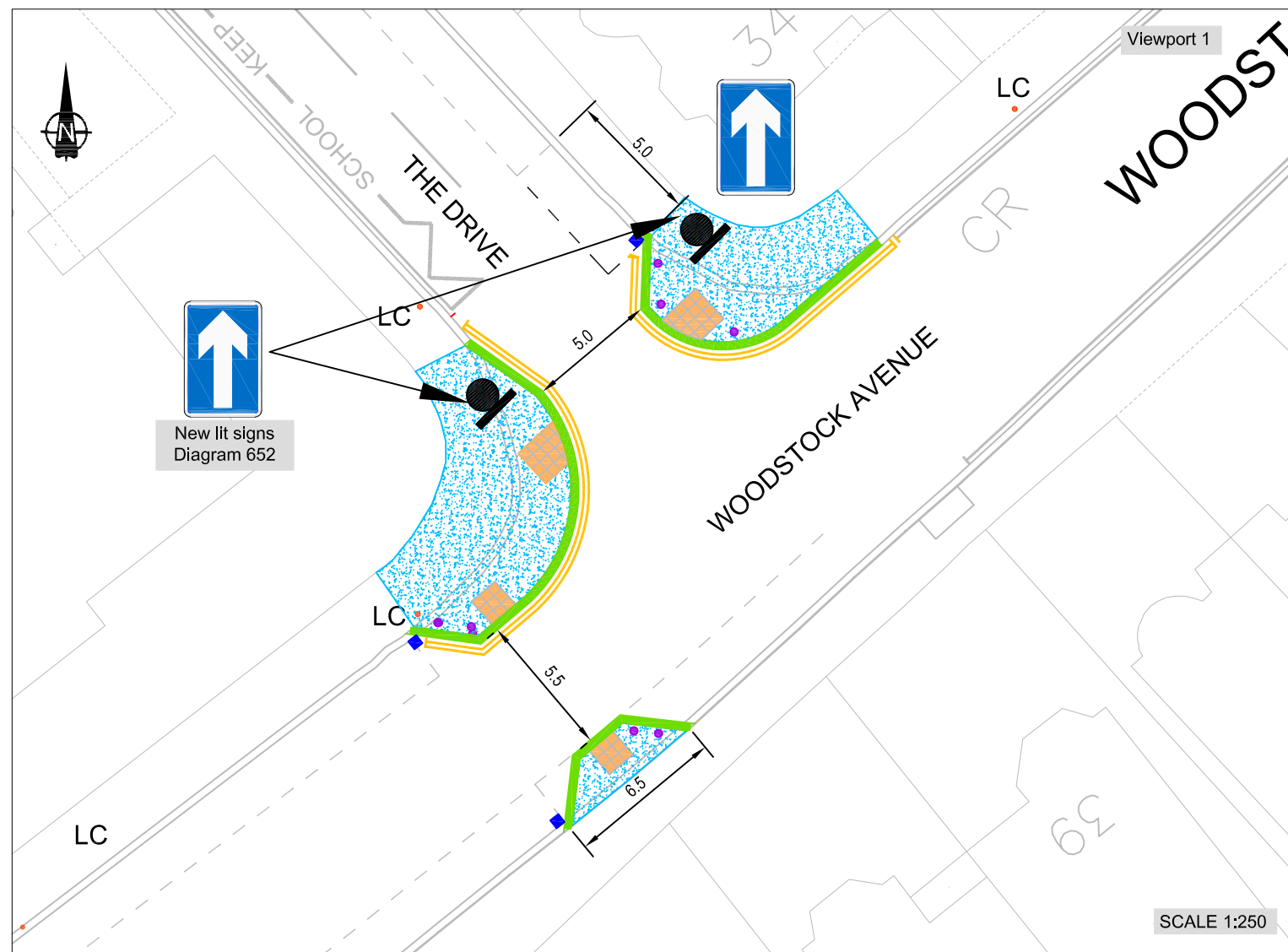
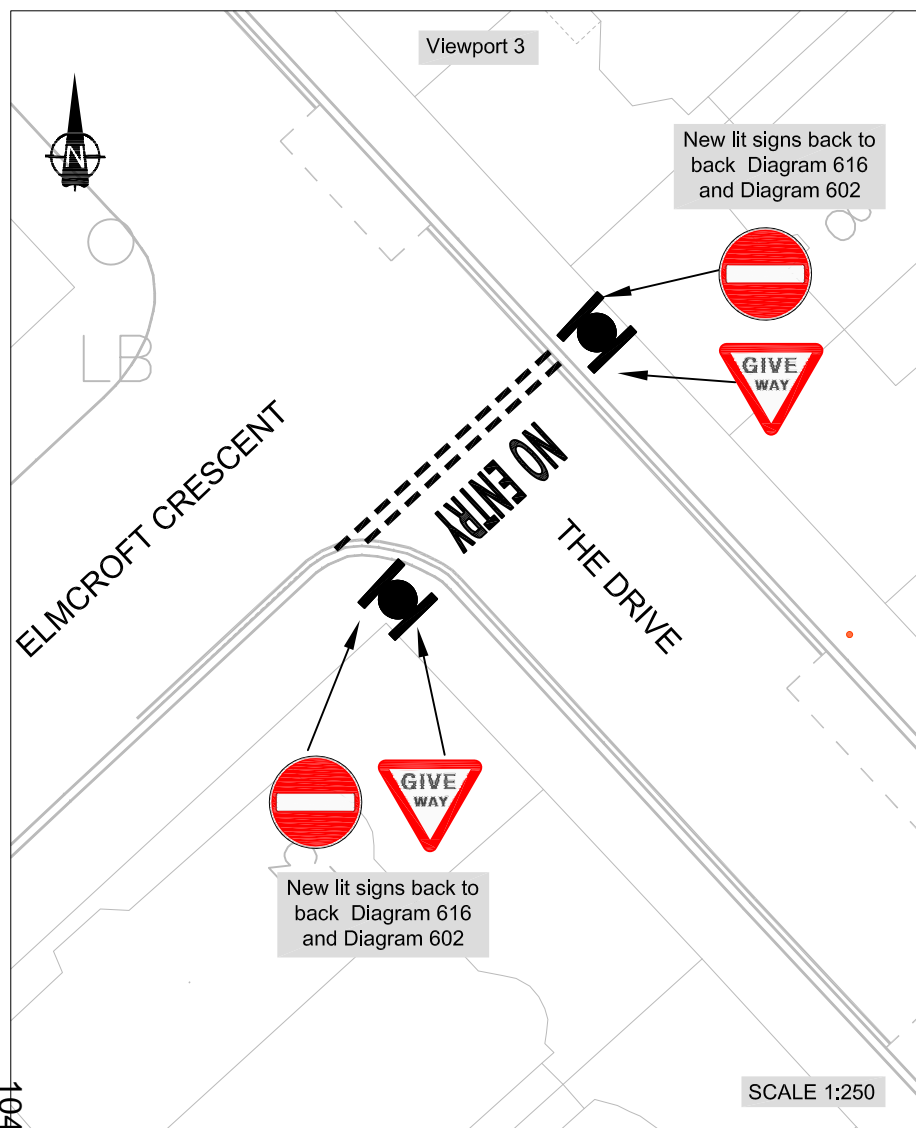
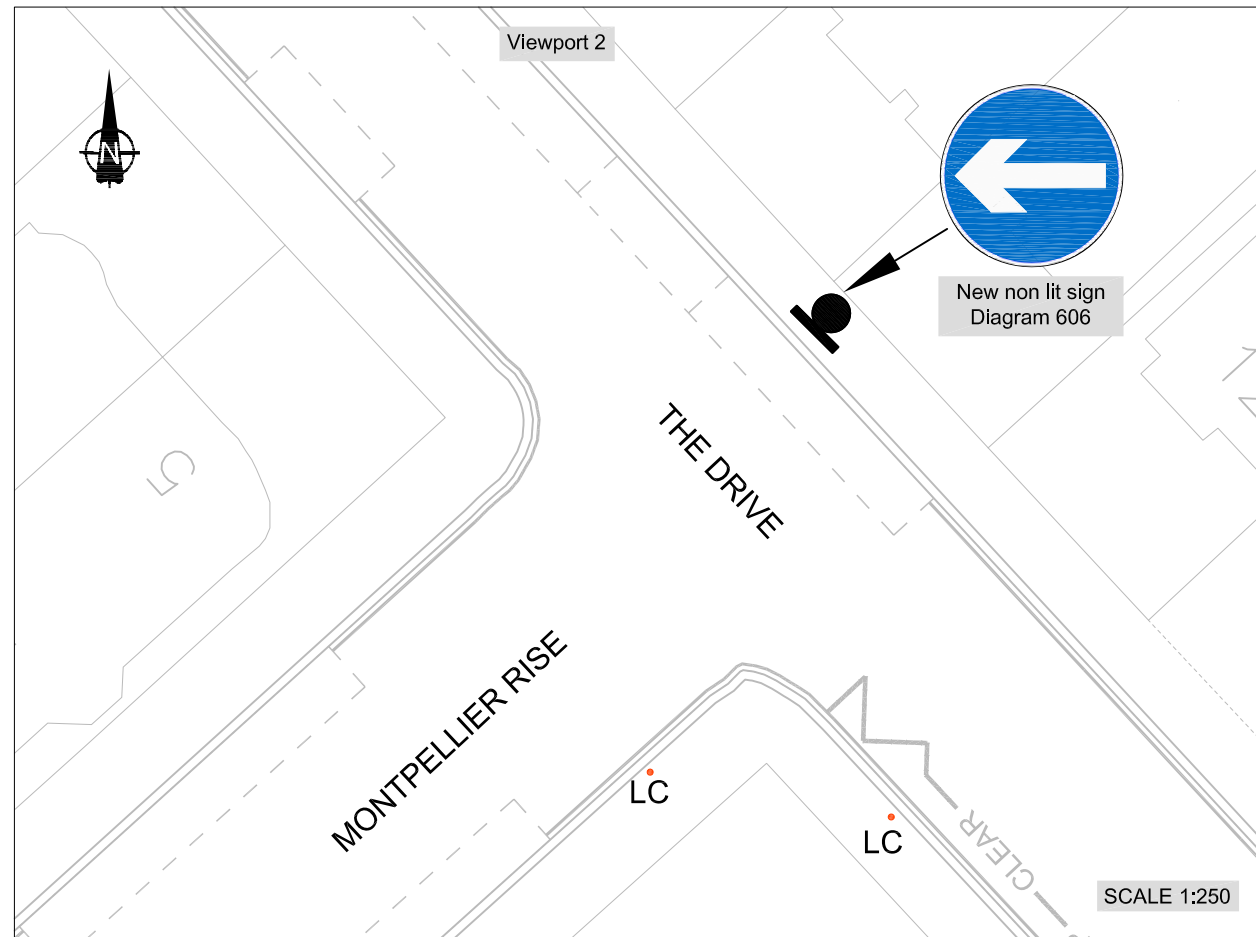
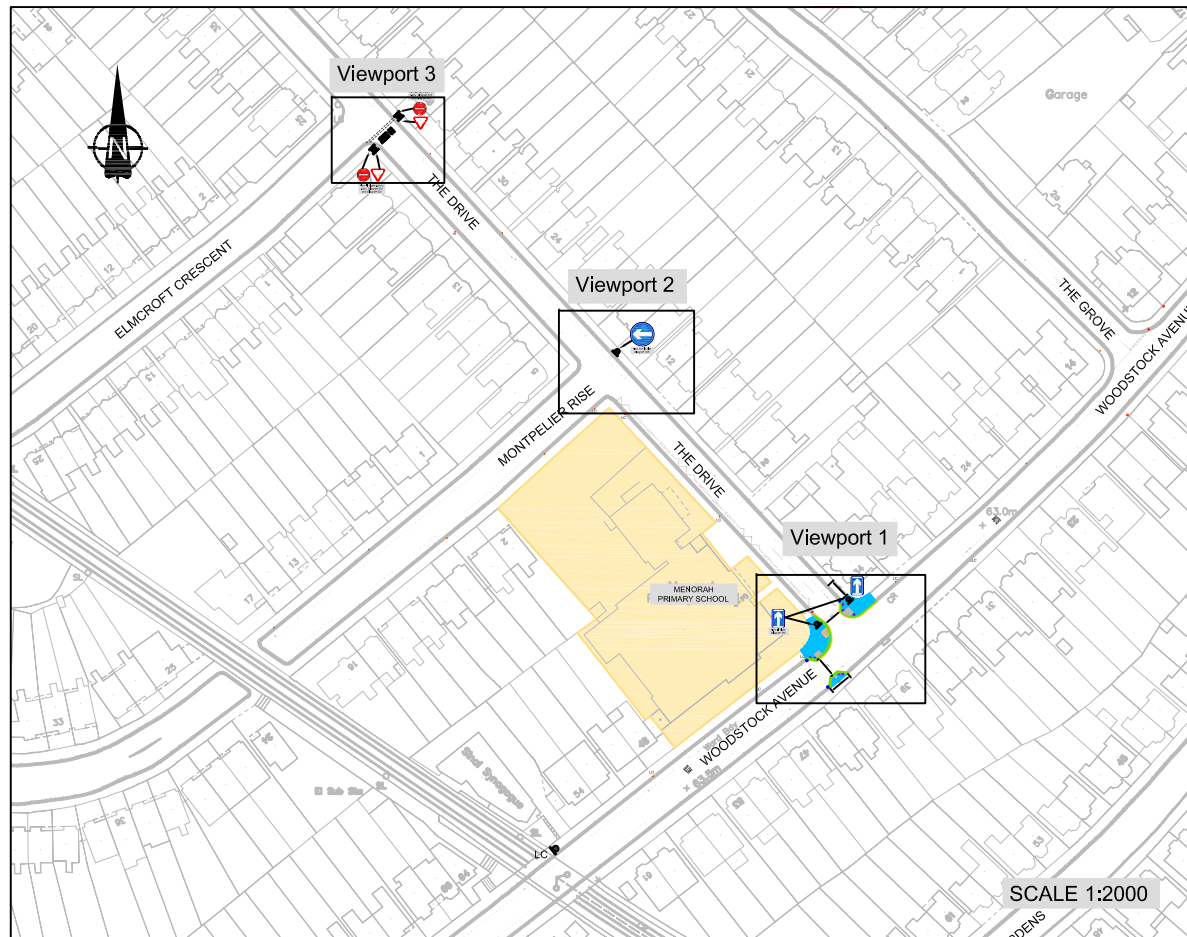
**ROAD SAFETY AROUND  
MENORAH PRIMARY SCHOOL**

Appendix B- Crossing Options  
Option 1

Scale @ A3: AS SHOWN

| Design         | Drawn          | Checked        | Approved       |
|----------------|----------------|----------------|----------------|
| CLM            | CLM            | SHC            | GL             |
| Date: 19/10/17 | Date: 19/10/17 | Date: 23/10/17 | Date: 24/10/17 |





**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2017\_BC/001257-02-02. 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.

**NOTES:**

**LEGEND**

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- Proposed Marshall's Tacite paving 400mm x 400mm, buff in colour. (Details refer to LoHaC/1100.04)
- Proposed new footway asphalt.
- Proposed new kerb levels
- Proposed Bollard
- Proposed New Gully
- Proposed new white road markings
- Proposed new yellow road markings

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**REVISION**

| Revision Details | Design/Check | Date     | Rev. |
|------------------|--------------|----------|------|
| Initial issue    | CLM / SHC    | 19.10.17 | 0    |

Purpose of issue

**FOR INFORMATION**



Scheme Ref. C2017\_BC/001257-02-02

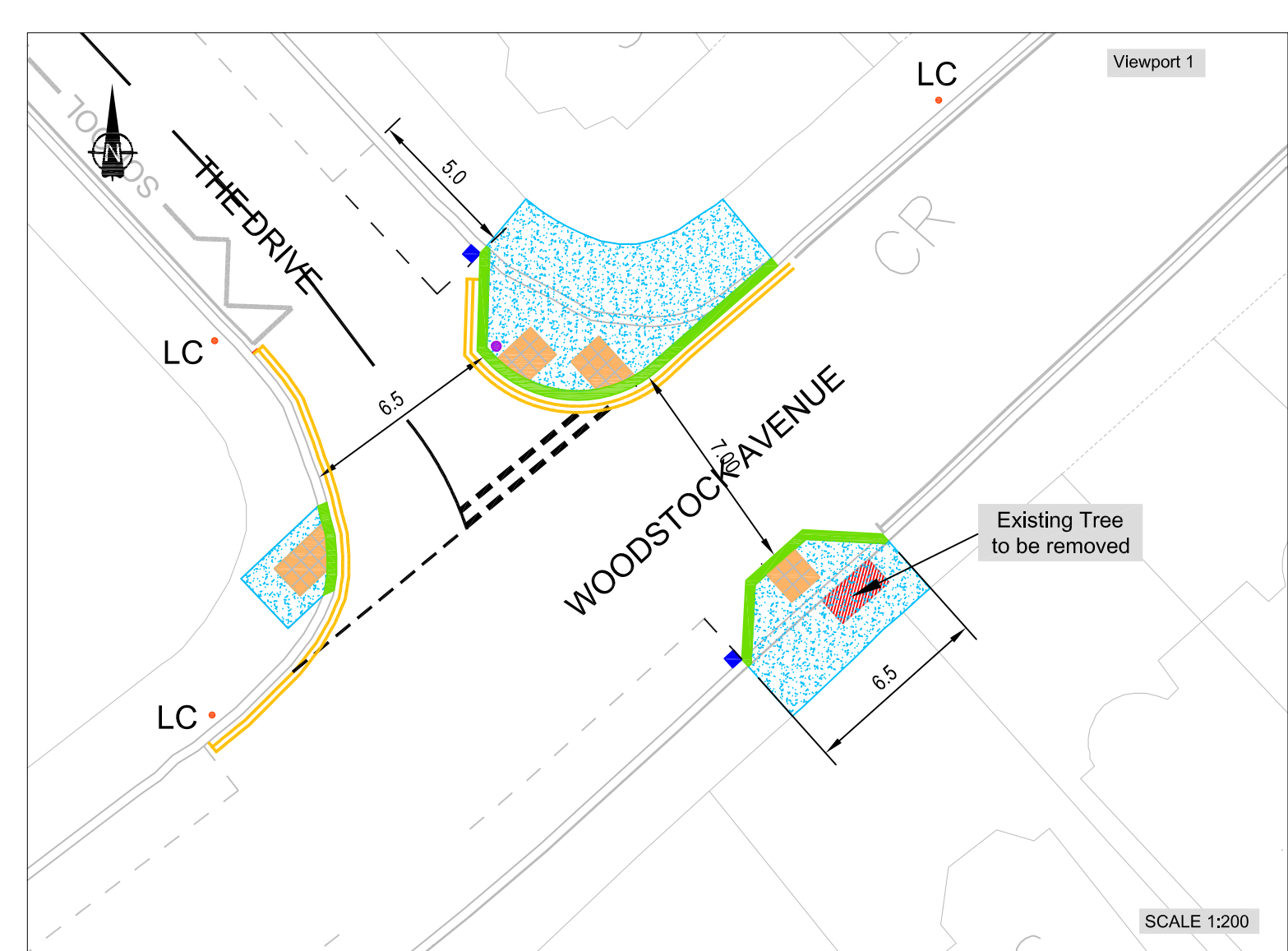
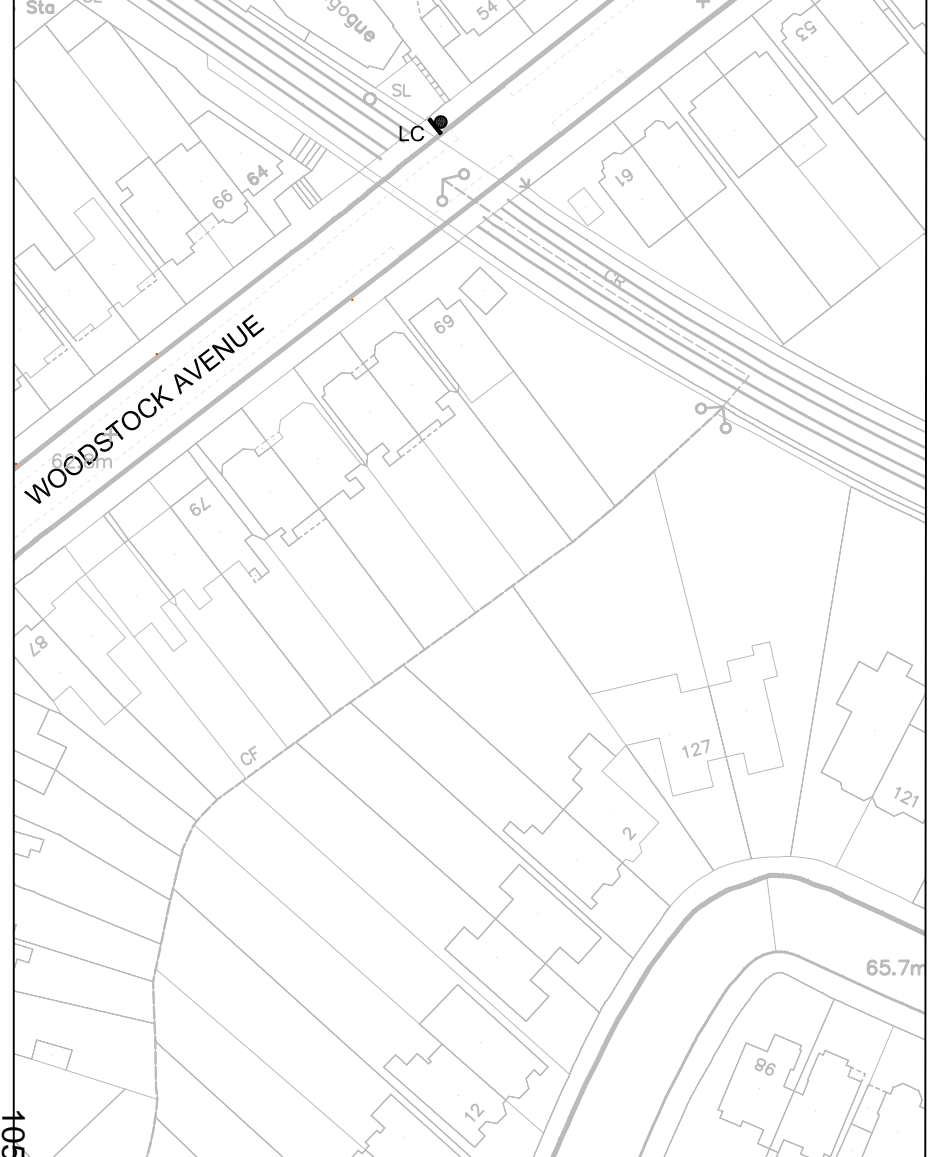
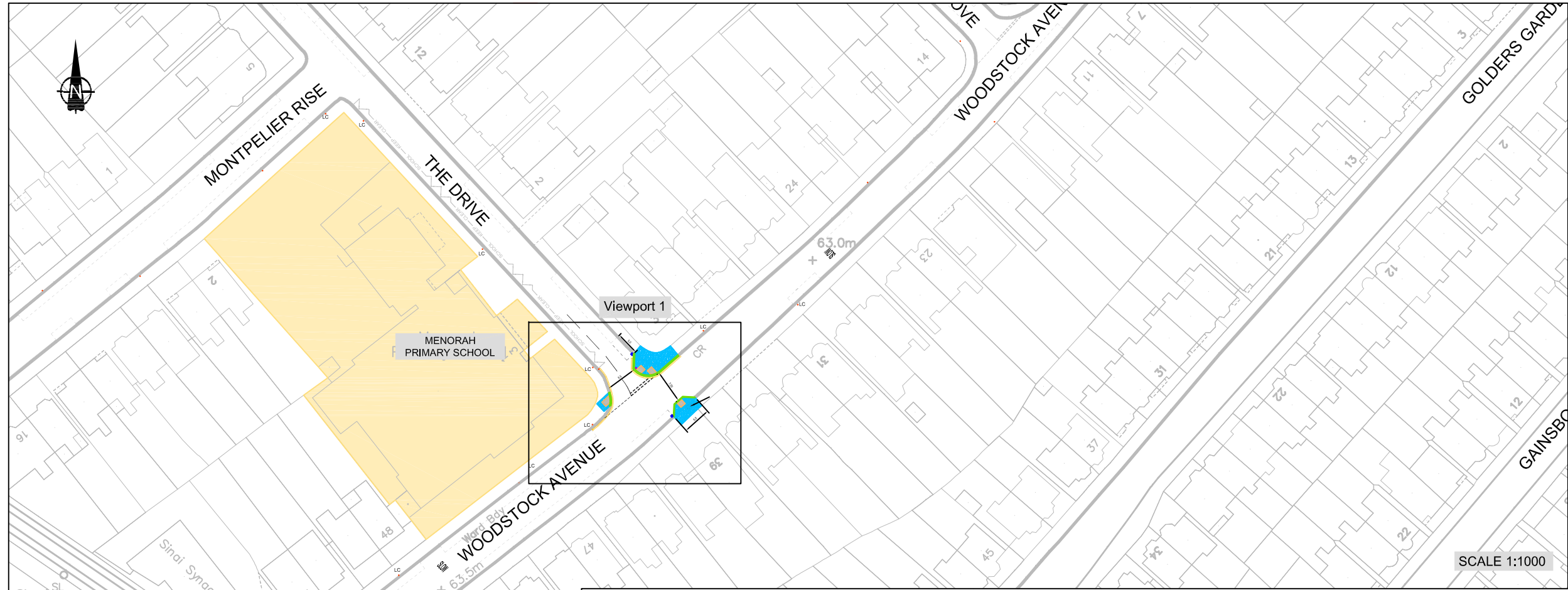
**ROAD SAFETY AROUND MENORAH PRIMARY SCHOOL**

Appendix B- Crossing Options Option 2

| Design         | Drawn          | Checked        | Approved       |
|----------------|----------------|----------------|----------------|
| CLM            | CLM            | SHC            | GL             |
| Date: 19/10/17 | Date: 19/10/17 | Date: 23/10/17 | Date: 24/10/17 |







**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2017\_BC/001257-02-02. 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.

**NOTES:**

**LEGEND**

- Existing Lamp Column
- Proposed Marshall's Tacite paving 400mm x 400mm, buff in colour. (Details refer to LoHaC/1100.04)
- Proposed new footway asphalt.
- Proposed new kerb levels
- Proposed Bollard
- Proposed New Gully
- Proposed new white road markings
- Proposed new yellow road markings

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| REVISION         |              |          |      |
|------------------|--------------|----------|------|
| Revision Details | Design/Check | Date     | Rev. |
| Initial issue    | CLM / SHC    | 19.10.17 | 0    |

Purpose of issue  
**FOR INFORMATION**



Scheme Ref. C2017\_BC/001257-02-02

**ROAD SAFETY AROUND MENORAH PRIMARY SCHOOL**

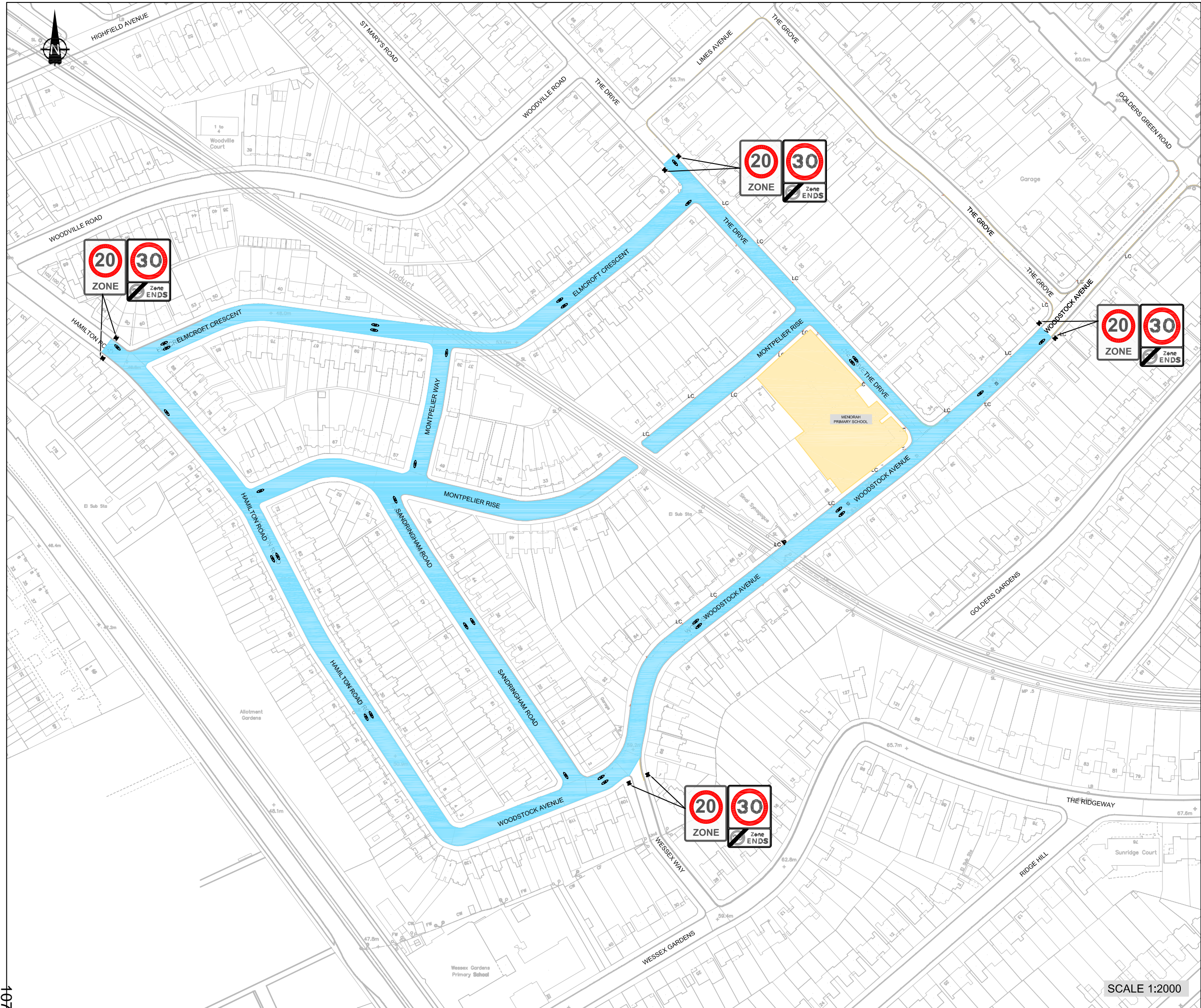
Appendix B- Crossing Options Option 3

| Scale @ A3: AS SHOWN |                |                |                |
|----------------------|----------------|----------------|----------------|
| Design               | Drawn          | Checked        | Approved       |
| CLM                  | CLM            | SHC            | GL             |
| Date: 19/10/17       | Date: 19/10/17 | Date: 23/10/17 | Date: 24/10/17 |



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**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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**REVISION**

| Revision Details | Design/Check | Date     | Rev. |
|------------------|--------------|----------|------|
| Initial issue    | CLM / SHC    | 09.10.17 | 0    |

Purpose of issue  
**FOR INFORMATION**



Scheme Ref. C2017\_BC/001257-02-02

**ROAD SAFETY AROUND MENORAH PRIMARY SCHOOL**

Drawing title  
**Appendix C- 20mph Options Option A**

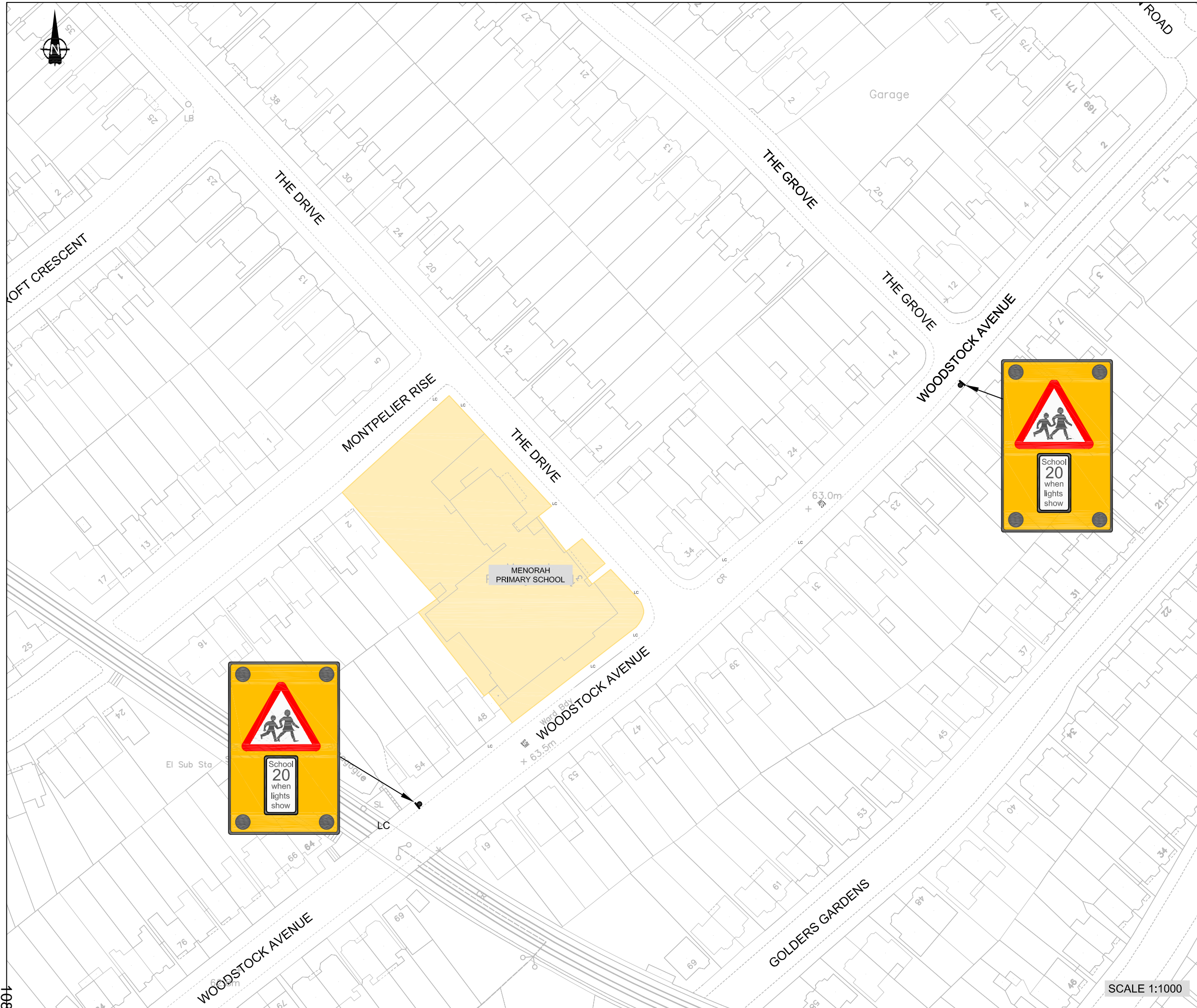
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|----------------|----------------|----------------|----------------|
| CLM            | CLM            | SHC            | GL             |
| Date: 09/10/17 | Date: 09/10/17 | Date: 12/10/17 | Date: 13/10/17 |



SCALE 1:2000





**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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**REVISION**

| Revision Details | Design/Check | Date     | Rev. |
|------------------|--------------|----------|------|
| Initial Issue    | CLM / SHC    | 09.10.17 | 0    |

Purpose of issue  
**FOR INFORMATION**



Scheme Ref. C2017\_BC/001257-02-02

Scheme title  
**ROAD SAFETY AROUND MENORAH PRIMARY SCHOOL**

Drawing title  
**Appendix C- 20mph Options Option B**

Scale @ A3: AS SHOWN

| Design         | Drawn          | Checked        | Approved       |
|----------------|----------------|----------------|----------------|
| CLM            | CLM            | SHC            | GL             |
| Date: 09/10/17 | Date: 09/10/17 | Date: 12/10/17 | Date: 13/10/17 |



C2017\_BC/001257-02-02-Option B-01 0



|  |  |
|--|--|
|  | <p><b>Finchley and Golders Green<br/>Area Committee<br/>14 November 2017</b></p>   |
| <p style="text-align: right;"><b>Title</b></p>                   | <p><b>20mph scheme (including zebra crossing) St Agnes Catholic Primary School and Childs Hill Primary School</b></p>                  |
| <p style="text-align: right;"><b>Report of</b></p>               | <p>Strategic Director for Environment</p>  |
| <p style="text-align: right;"><b>Wards</b></p>                   | <p>Childs Hill</p>   |
| <p style="text-align: right;"><b>Status</b></p>                  | <p>Public</p>  |
| <p style="text-align: right;"><b>Urgent</b></p>                  | <p>No</p>  |
| <p style="text-align: right;"><b>Key</b></p>                     | <p>No</p>  |
| <p style="text-align: right;"><b>Enclosures</b></p>              | <p>Consultation Drawing No. GC2511-CAP-Z1-XX-DR-C-0001<br/>Appendix: Consultation responses and Officer Comments</p>                   |
| <p style="text-align: right;"><b>Officer Contact Details</b></p> | <p>Jane Shipman, <a href="mailto:highwayscorrespondence@barnet.gov.uk">highwayscorrespondence@barnet.gov.uk</a>;<br/>020 8359 3555</p> |

### Summary

A proposal was developed to introduce a 20mph zone in the area surrounding St Agnes Catholic Primary School and Childs Hill Primary School. Statutory consultation has been undertaken and this report summarises the objections and comments received to the proposal to determine whether the proposals should be introduced or not, and if so, with or without modification.

### Recommendations

- 1. That the Finchley and Golders Green Area Committee, having considered the objections received to the statutory consultation on the proposals outlined in this report, as set out in the appendix attached, authorise the Strategic Director for Environment to instruct officers to proceed with the implementation of the scheme, generally as per the original proposal shown in the consultation drawing No. GC2511-CAP-Z1-XX-DR-C-0001, but with adjustments to provide smaller vehicle activated signs displaying a 20mph symbol rather than a school warning triangle symbol.**

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

- 1.1 In April 2014 the then Cabinet agreed recommendations of the 20mph zone Task and Finish Group for Schools to be able to 'opt-in' to provision of a 20mph zone. Funding for this purpose from Barnet's Local Implementation Plan (LIP) funding allocation has been approved by Transport for London, and schools that have identified 20mph measures through their school travel plan have been identified and prioritised for use of this to introduce schemes.
- 1.2 St Agnes Catholic Primary School and Childs Hill Primary School were both among the schools identified and a combined scheme was developed to provide a 20mph area around these schools. St Agnes Catholic Primary School had separately been identified for the introduction of other measures associated with their school travel plan, including a pedestrian crossing facility on Somerton Road. This has been incorporated into the same scheme.
- 1.3 Traffic speeds on Somerton Road are sufficiently high that introduction of a 20mph speed limit alone is unlikely to lead to a reasonable level of compliance. Vertical traffic calming measures are already present on a number of other roads in the area. A proposal incorporating speed cushions on Somerton Road was shared with Childs Hill ward members and their views sought in October 2016. All three members agreed with the proposal.
- 1.4 Public consultation was undertaken on the scheme, between 8 December 2016 and 5 January 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (20mph order and parking changes) and zebra crossing notice. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 875 properties in and near the affected roads inviting comments or objections.
- 1.5 The scheme as consulted is shown on Consultation Drawing No. GC2511-CAP-Z1-XX-DR-C-0001 and incorporated:
  - A 20mph speed limit on Somerton Road, Thorverton Road, Gillingham Road, Caddington Road, Dersingham Road, Purley Avenue, Sanderstead Avenue and Greenfield Gardens
  - Speed cushions in Somerton Road

- Relocation of 20mph Vehicle Activated Sign from Thorverton Road to Greenfield Gardens
- Vehicle activated school warning signs in Thorverton Road, Dersingham Road and Greenfield Gardens each side of the schools
- A zebra crossing on Somerton Road near the junction with Thorverton Road
- 20mph repeater signs (small standard speed limit signs) and 20mph road markings.

1.6 Only thirteen responses to the consultation were received. Of the responses:

- 1 expressed support for 20mph schemes generally.
- 5 expressed support for the proposed scheme (of these two also suggested adjustments).
- 2 supported parts of the proposal but opposed other parts (in part concerned about cost).
- 3 objected to provision of the zebra crossing on Somerton Road.
- 1 considered the scheme made no sense and was poorly targeted use of money
- 1 made a comment/request about a location nearby only. (Other requests also included requests to consider other work in the area or nearby).

A more detailed summary of the responses and comments is included as an appendix, together with officer commentary.

1.7 The Committee should note that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14th July 2016. The Environment Committee, having considered the report on the Traffic Calming resolved:

*‘That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:*

*‘Generally this Council opposes the use of vertical traffic other calming measures, but acknowledges that calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required’.*

1.8 Ward Members have been notified on the measures in this scheme and no objections have been made specifically to the implementation of vertical traffic calming measures at this location.

## **2. REASONS FOR DECISIONS**

2.1 The objections received to the zebra crossing are primarily concerned with the local impact on residents nearby, which are similar to the impacts for any zebra crossing. These objections are not considered to outweigh the benefit of addressing the concerns about crossing Somerton Road raised through the

School Travel Plan process. Commentary on the specific concerns raised is included in the appendix.

- 2.2 Objections to other elements of the scheme were at least in part related to the perceived costs rather than the measures themselves. The provision of speed cushions was considered undesirable by one respondent while another considered full width humps should be provided instead and also provided in Thorverton Road. The differing traffic speeds in the respective roads and hence the likelihood of compliance without additional measures has informed the location of speed cushions in the proposal, and is still considered appropriate in the light of the consultation responses.
- 2.3 Additional proposals were made within the area of the current proposal and elsewhere in the general area. Proposals within the area of this proposal included a number of proposals for introduction of one-way roads in the area. These are considered to be beyond the scope of the current scheme and would require additional consultation in their own right if they were to be developed in future but will be identified for consideration for a future scheme as for other scheme requests.
- 2.4 Subsequent detailed design work has identified that vehicle activated signs displaying a school warning sign would be too large to install on lamp-columns in the area. An alternative vehicle activated sign displaying a 20mph speed limit roundel could be installed on the columns however and is intended. This will avoid introducing significant numbers of additional posts for signs. Existing static school warning signs would also be retained or relocated in this case.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 3.1 Omission or relocation of the zebra crossing from the proposal.
- 3.2 Omission of speed cushions from the proposal.
- 3.3 Provision of speed humps or additional cushions.
- 3.4 Not proceed with entire scheme.
- 3.5 Introduce additional elements to the scheme.

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

- 4.1 Once the decision is approved detailed design will be completed and the scheme introduced.

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

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

- 5.1.1 The proposals help to address the Corporate Plan delivery objectives of “a

clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.

5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally

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

5.2.1 The budget estimate for construction of the proposal is £75,000 and provision is made within the 2017/18 LIP funded work programme to deliver this scheme.

5.2.2 Procurement will be via the term LoHAC contract with ConwayAecom and the PFI street lighting agreement.

## 5.3 **Social Value**

5.3.1 None in the context of this report.

## 5.4 **Legal and Constitutional References**

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

5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1984.

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

5.4.4 The Council’s Constitution, in Article 7, states that that Area Committees: “In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments” parks and trees.

5.4.4

## 5.5 **Risk Management**

5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.

5.5.2 There would be construction risks associated with introducing the scheme would require management throughout the detailed design, implementation and construction work, assessed as low.

## 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 The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services

5.6.3 Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them

## 5.7 Consultation and Engagement

5.7.1 A statutory consultation has been undertaken as set out in section 1.4 and this report deals with objections and comments received.

## 5.8 Insight

5.8.1 None in relation to this report.

## 6. BACKGROUND PAPERS

6.1.1 Cabinet on 2 April 2014 (Item 6)

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=120&MId=7519&Ver=4> resolved:

That Cabinet support recommendations 1, 2, 3 and 4 of the Task and Finish Group, subject to the clarification that all community groups, including emergency services, may request 20MPH zones and would also be included in the consultation process

6.1.2 Environment Committee on 15 March 2017 (item 12)

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8593&Ver=4> resolved:

1. The Committee approved the Local Implementation Plan (LIP) work programme for “Corridors, Neighbourhoods and Supporting Measures” as detailed in Appendices 1-4 of this report to be funded from the 2017/18 LIP allocation. [Appendix 3 of the report identifies work on the 20mph scheme for St Agnes RC School including Childs Hill School as address consultation comments and implement final proposal.]

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## 20mph scheme (inc zebra crossing) St Agnes Catholic Primary School and Childs Hill Primary School

### Consultation responses and Officer Comments

Public consultation was undertaken on the scheme, between 8 December 2016 and 5 January 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes (20mph order and parking changes) and zebra crossing notice. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 875 properties in and near the affected roads inviting comments or objections.

The scheme as consulted incorporated:

- A 20mph speed limit on Somerton Road, Thorverton Road, Gillingham Road, Caddington Road, Dersingham Road, Purley Avenue, Sanderstead Avenue and Greenfield Gardens
- Speed cushions in Somerton Road
- Relocation of 20mph Vehicle Activated Sign from Thorverton Road to Greenfield Gardens
- Vehicle activated school warning signs in Thorverton Road, Dersingham Road and Greenfield Gardens each side of the schools
- A zebra crossing on Somerton Road near the junction with Thorverton Road
- 20mph repeater signs (small standard speed limit signs) and 20mph road markings.

as shown on Consultation Drawing No. GC2511-CAP-Z1-XX-DR-C-0001.

13 responses were received.

1 expressed support for 20mph schemes generally.

5 expressed support for the proposed scheme (of these two also suggested adjustments).

2 supported parts of the proposal but opposed other parts (in part concerned about cost).

3 objected to provision of the zebra crossing on Somerton Road.

1 considered the scheme made no sense and was poorly targeted use of money

1 made a comment/request about a location nearby only. (Other requests also included requests to consider other work in the area or nearby).

More detail is provided in the table below.

| Number of similar responses | Consultation response (summarised)   | Officer comment  |
|-----------------------------|--|--|
| 1                           | General support for 20mph schemes.   | Noted  |
| 5                           | Support for the scheme as a whole with or without additional comments or suggestions (suggested adjustments noted separately below)  | Noted  |
| 3                           | Objection to the provision of the proposed zebra crossing for one or more of the reasons below:<br>(a) Because the flashing yellow light from the crossing pole will cause | (a) Shields for the beacons will be incorporated into the detailed design.<br>(b/c) Traffic will need to stop at the crossing from time to time (especially at times of higher |

|   |  |   |
|---|--|---|
|   | <p>disturbance at night time.</p> <p>(b) Traffic will become unmanageable/ disrupt the flow of traffic / cause a backup of traffic</p> <p>(c) traffic will result in extra noise and exhaust fumes</p> <p>(d) Crossing will devalue property</p> <p>(e) Pedestrians congregating will make property access difficult and pavement width is not sufficient</p> <p>(f) Reduced parking spaces</p> <p>(g) Crossing is so close to a T Junction that it gives drivers turning the corner little time to react to people crossing and could be dangerous</p> <p>(h) few pedestrians cross at this location / one respondent suggested that the zebra crossing be located on the other side of the Thorverton Road junction where there are no houses fronting the street.</p> | <p>pedestrian activity) but officers do not consider that this would be exceptional.</p> <p>(d) The respondent's view is noted</p> <p>(e) Pedestrians waiting to cross may occasionally prevent immediate access to some properties, but as pedestrians at a zebra crossing have priority over vehicles any wait would be very short. The footway is not particularly wide, but not so narrow that this would be considered an issue. The design will be subject to a safety audit.</p> <p>(f) The proposal removes a resident permit holder parking place suitable for one to two cars operating Mon-Fri 10am-11am and a similar length of resident parking bay/pay-by-phone parking operating Mon-Fri 9am-5.30pm. There is considerable alternative provision in the area.</p> <p>(g) The crossing is located so as to meet design requirements related to proximity to junctions and will also be subject to a safety audit of the detailed design.</p> <p>(h) Locating the crossing as proposed means it is on the same side of Thorverton Road as the school, removing the need for school pupils to make two road crossings. Concerns about crossing Somerton Road is an issue raised via St Agnes School's School Travel Plan and the proposals seek to address these. An engineer and road safety education officer visited the site to observe school pupil movement and identified the proposed location as suitable to address this.</p> |
| 1 | <p>Support for 20mph but object to the plans for speed cushions and zebra crossing in Somerton Road as totally unnecessary, and a waste of sparse council money.</p> <p>Somerton Road is quiet vehicles rarely speed. Only busy is at school starting and finishing times when speeds constrained by school drop-off /pick-up traffic anyway.</p> <p>The introduction of speed humps would achieve nothing but more noise</p>  | <p>Support for 20mph noted.</p> <p>Concerns about crossing Somerton Road and the speed of traffic are issues raised via St Agnes School's School Travel Plan and the proposals seek to address these.</p> <p>Mean speeds in Somerton Road are too high by a small margin to introduce a 20mph limit and expect reasonable compliance without introduction of any additional speed reducing measures. However speed</p>  |




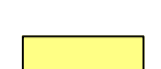

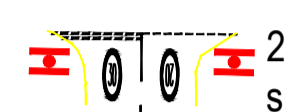





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|   | <p>and pollution from cars needing to change up and down gears to pass over them, which would be detrimental to the environment.</p> <p>The zebra crossing would be a waste of resources, as there is hardly ever any traffic in the road to warrant the use of the crossing. Very few school children attend the school from the direction that would use the crossing, those coming from Claremont Road would be very unlikely to walk past Thorverton Road to use the crossing and then walk back to Thorverton Road to access the school, and would doubtless continue to cross Somerton Road nearer the Claremont Road junction as they do today.</p> <p>Therefore I suggest that the scale of the proposal is scaled back to save money, and to enable the money to be spent on more worthwhile schemes.</p> | <p>cushions, which would minimise disturbance from any larger vehicles using the road and permit most vehicles to maintain a relatively constant speed, are considered a reasonable option in the circumstances.</p> <p>Locating the crossing as proposed means it is on the same side of Thorverton Road as the school, removing the need for school pupils to make two road crossings.</p>  |
| 1 | <p>Considers Light up signs a good idea but:<br/>considers scheme will cost too much<br/>20mph is only good for really small residential roads, and roads with schools.<br/>if you are going to make it 20mph then you wont need the speed bumps.<br/>A very good compromise is to have the 20MPH lighting signs and speed limit on the roads with schools (plus only in school hours) and to have the speed bumps on the bigger roads like Somerton Road</p>  | <p>Mean speeds in Somerton Road are too high by a small margin to introduce a 20mph limit and expect reasonable compliance without introduction of any additional speed reducing measures.</p> <p>Speeds on other roads are already low enough that there is a reasonable expectation of compliance without this</p> <p>The scheme has been developed to cover roads outside the schools and in the immediate vicinity, while keeping this to residential roads. It applies at all times (activity around schools is not restricted to the conventional start and end of the school day).</p> <p>The proposal is slightly more extensive than the resident response would like to see, but is considered to be a reasonable way of balancing these types of issues.</p> |
| 1 | <p>Considers the proposal makes no sense at all &amp; is poorly targeted council money.<br/>"We have a zebra crossing in Purley ave which works. The residents &amp;</p>   | <p>Funding is from budgets available for transport schemes only. Purley Avenue does not have a formal pedestrian crossing of any sort but in any case crossing Purley Avenue</p>  |

|                        |   |   |
|------------------------|---|---|
|                        | parents drive reasonably & if we have he very occasional madcap young driver dashing through, he/she will continue to take risks.”                                  | would not address crossing of Somerton Road where a crossing is proposed. Measures proposed for Purley Avenue are minimal (introduction of 20mph only) since reasonable compliance can be anticipate, as identified,  |
| Suggested adjustment   | Speed Cushions on Somerton Road will not be effective - humps would be better.<br><br>Suggests Speed cushions/road humps should also be provided on Thorverton Road | Mean speeds in Somerton Road are too high by a small margin to introduce a 20mph limit and expect reasonable compliance without introduction of any additional speed reducing measures. However speed cushions, which would minimise disturbance from any larger vehicles using the road are considered a reasonable option in the circumstances.<br>On Thorverton Road mean speeds are sufficiently low that a 20mph restriction without physical traffic calming measures can be introduced, with a reasonable expectation of compliance. |
| Suggested adjustment   | Suggested that signage not be provided at the boundary with un-adopted roads (resident elsewhere in Barnet).  | This is the current intention   |
| Additional suggestions | 5 suggestions for one-way restrictions in roads in the area, introduction of measures on Cricklewood Lane and/or Cricklewood Broadway                               | These are out of the scope of the proposal, but have been identified as potential future schemes for consideration and prioritisation. Improvements to the Cricklewood La/Cricklewood Broadway junction are expected as part of the Brent Cross Cricklewood development   |





**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**  
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref.  
 In addition to the hazard/risk 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:**
-  Proposed 20mph Limit
  -  Existing School Sites Affected
  -  No change to existing speed zones
  -  Experimental 20mph speed limit scheme
  -  Current LBB traffic signs (relating to experimental 20mph scheme)
  -  20mph/30mph limit gateway signs and road markings
  -  20mph warning Vehicle Activated Sign
  -  School warning Vehicle Activated Sign
  -  Proposed Zebra Crossing
  -  Proposed 1.7m wide Speed Cushions
  -  New 20mph road marking roundel 4300mm x 1500mm

**Notes:**  
 All features are shown at indicative locations and may be subject to change at details design, following statutory undertakers response and further review of consultation responses  
 Scale @A3 1:2500

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| REVISION      |         |              |      |
|---------------|---------|--------------|------|
| Revision      | Details | Design/Check | Date |
| Initial issue |         |              |      |

Purpose of issue  
**S8 - Consultation**

Client:  


Scheme Ref. GC/002511  
 Scheme title  
**St Agnes & Childhill School 20mph Speed Limits**

Drawing title  
**St Agnes School Proposed Speed Limit General Arrangement**

|                    |                 |                 |                 |                 |
|--------------------|-----------------|-----------------|-----------------|-----------------|
| Scale @ A1: 1:1250 | Design CF       | Drawn LD        | Checked AJ      | Approved BB     |
| Date: 23-JUN-16    | Date: 23-JUN-16 | Date: 23-JUN-16 | Date: 23-JUN-16 | Date: 23-JUN-16 |



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**London Borough of Barnet  
Updated: Finchley & Golders  
Green Area Committee  
November 2017 - February 2018**

Contact: Anita Vukomanovic 020 8359 7034 [anita.vukomanovic@barnet.gov.uk](mailto:anita.vukomanovic@barnet.gov.uk)

| Title of Report   | Overview of decision  | Report Of ( <i>officer</i> )      | Issue Type (Non key/Key/Urgent) |
|---|---|-----------------------------------|---------------------------------|
| 14 November 2017  |   |                                   |                                 |
| Road Safety Measures - Menorah Primary School   | Committee to receive a report on Road Safety Measures - Menorah Primary School  | Strategic Director of Environment | <b>Non-key</b>                  |
| 20mph scheme (including zebra crossing) St Agnes Catholic Primary School and Childs Hill Primary School | Committee to receive a report on the 20 mph scheme re: St Agnes Catholic Primary School and Childs Hill Primary School  | Strategic Director of Environment | <b>Non-key</b>                  |
| East Finchley CPZ   | Committee to receive a report on East Finchley CPZ  | Strategic Director of Environment | <b>Non-key</b>                  |
| Leslie Road / Leopold Road – Request for One Way  | <p>At their meeting on 2 August 2017, the Committee considered a report on Leslie Road / Leopold Road – request for one way.</p> <p>The Committee resolved to instruct the Commissioning Director for Environment and his officers to reengage with St Martin’s Primary School to confirm whether Leslie and Leopold roads should be included on their Travel Plan, and report back to the Committee in November.</p> | Strategic Director of Environment | <b>Non-key</b>                  |



| Title of Report   | Overview of decision   | Report Of ( <i>officer</i> )      | Issue Type (Non key/Key/Urgent) |
|---|--|-----------------------------------|---------------------------------|
| Temple Fortune Area NW11 - Proposed Waiting Restrictions  | Committee to receive a report on proposed waiting restrictions in Temple Fortune   | Strategic Director of Environment | <b>Non-key</b>                  |
| Nether Street: Moss Hall School Traffic Calming Measures  | Committee to receive a report on Nether Street: Moss Hall School Traffic Calming Measures  | Strategic Director of Environment | <b>Non-key</b>                  |
| Links View - Traffic Calming  | Committee to receive a report on Links View - Traffic Calming  | Strategic Director of Environment | <b>Non-key</b>                  |
| Update Report following the Member's Item in the name of Cllr Daniel Thomas – Village Road, N3. | <p>At their meeting on 7 August 2017, the Committee considered a Member's Item in the name of Cllr Daniel Thomas regarding Village Road, N3.</p> <p>Officers advised that a feasibility study, costing up to £5,000, could be conducted in liaison with Councillor Thomas and the Residents Association, which would provide options and report back to the Committee.</p> | Strategic Director of Environment | <b>Non-key</b>                  |

| Title of Report  | Overview of decision   | Report Of ( <i>officer</i> )      | Issue Type (Non key/Key/Urgent) |
|--|--|-----------------------------------|---------------------------------|
| Area Committee Funding - Community Infrastructure Levy update  | Committee to receive a report on CIL funding.  | Strategic Director of Environment | <b>Non-key</b>                  |
| 15 February 2018   |  |                                   |                                 |
| Items to be Allocated  |  |                                   |                                 |
| Cherry Tree Woods  | Committee to receive an update report on Cherry Tree Woods, following the matter being considered at the Committee meeting on 27 April 2017.   | Strategic Director of Environment | <b>Non-key</b>                  |
| Parking on/around Station Road, Station Close, Lichfield Grove, Dollis Park and any other relevant roads | At the 16 <sup>th</sup> February 2017 meeting of the committee, it was agreed that the Commissioning Director, Environment, would prepare a report to a future meeting of the Committee to consider the issues raised on Station Road, Station Close, Lichfield Grove, Dollis Park and any other relevant roads, with a recommended course of action | Strategic Director of Environment | <b>Non-key</b>                  |
| The Vale Experimental Scheme   |  |                                   | <b>Non-key</b>                  |

| Title of Report   | Overview of decision   | Report Of ( <i>officer</i> )      | Issue Type (Non key/Key/Urgent) |
|---|--|-----------------------------------|---------------------------------|
| Traffic calming/safety measures to address the issues identified at the junction of Buxted Road and Ashurst Road N12. | At the 16th February 2017 meeting of the committee, it was agreed that a report will be brought back to a future meeting concerning the use of traffic islands and any other potential traffic calming/safety measures that can be used to address the issues identified at the junction of Buxted Road and Ashurst Road N12.  | Strategic Director of Environment | <b>Non-key</b>                  |
| Friary Road Traffic Management Issues   | At their meeting on 2 August 2017, Committee received a report on Friary Road Traffic Management issues. Following consideration of the report, the Committee resolved to approve up to £3,000 to allow monitoring to take place as to the effectiveness of the implementation of recommendations 1 and 2, a report back on the impact of recommendations 1 and 2 and advise on further options. | Strategic Director of Environment | <b>Non-key</b>                  |

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