

MEETING

FINCHLEY & GOLDERS GREEN AREA COMMITTEE

DATE AND TIME

THURSDAY 4TH APRIL, 2019

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 Shimon Ryde BSc (Hons)
Vice Chairman: Councillor Rohit Grover

Councillor Dean Cohen Councillor Arjun Mittra Councillor Ross Houston
Councillor Jennifer Grocock Councillor Anne Hutton

Substitute Members

Councillor Melvin Cohen Councillor Geof Cooke Councillor Eva Greenspan
Councillor Kath McGuirk Councillor Alison Moore Councillor John Marshall
Councillor Peter Zinkin

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Monday 1 April 2019 at 10AM. Requests must be submitted to Faith Mwende, faith.mwende@barnet.gov.uk

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

Andrew Charlwood – Head of Governance

Governance Service contact: Faith Mwende, faith.mwende@barnet.gov.uk

Media Relations Contact: Gareth Greene 020 8359 7039

ASSURANCE GROUP

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ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	5 - 10
2.	Absence of Members (If any)	
3.	Declaration of Members' Disclosable Pecuniary interests and 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)	11 - 20
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10.	Members' Items - Area Committee Funding Applications (if any)	37 - 42
11.	The Vale - Speed Survey Results	43 - 50
12.	Temple Fortune Lane - Speed Survey Results	51 - 58
13.	Friary Road Traffic Management Measures - update report	59 - 66
14.	Results of the statutory consultation for the proposed Garden Suburb 'GS' CPZ extension	To Follow
15.	East Finchley CPZ Area - Parking Consultation Results	To Follow
16.	Any item(s) the Chairman decides are urgent	

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Decisions of the Finchley & Golders Green Area Committee

4 February 2019

Members Present:-

AGENDA ITEM 1

Councillor Shimon Ryde (Chairman)
Councillor Rohit Grover (Vice-Chairman)

Councillor Dean Cohen
Councillor Jennifer Grocock
Councillor Ross Houston

Councillor Anne Hutton
Councillor Arjun Mittra

1. MINUTES OF LAST MEETING

A Member noted that Councillor Grocock's name appeared twice in the list of attendees.

Subject to the removal of the duplicate name, the Committee:

RESOLVED that the minutes of the meeting dated 17 October 2018 be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

None.

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

Mr. Rupert Denny addressed the Committee by making a public comment in relation to Agenda Item 6 (Referrals from the Finchley and Golders Green Residents' Forum – Volume and Speed of Traffic on Addison Way)

Members noted the comment and asked questions of Mr. Denny.

Mr. Jeremiah Fryer addressed the Committee by making a public comment in relation to Agenda Item 6 (Referrals from the Finchley and Golders Green Residents' Forum – Speeding on West Heath Drive)

Members noted the comment and asked questions of Mr. Fryer.

Ms. Delory Lowndes and Ms. Kathy Batten addressed the Committee by making a public comment in relation to Agenda Item 6 (Referrals from the Finchley and Golders Green Residents' Forum – Proposed Controlled Parking Zone in Leopold and Leslie Roads).

Members noted the comment and asked questions of Ms. Delory Lowndes and Ms. Kathy Batten.

RESOLVED that:

- 1. Committee allocate £2000 for a speed survey on West Heath Drive, with the location to be confirmed with Ward Councillors.**
- 2. The Committee note the public comments as set out above.**

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

Residents' Forum Referral 1:

Submitted by: Gary Shaw on behalf of Hampstead Garden Suburb Residents Association

Received: 15 June 2018

Road and Traffic Committee Issue: Volume and speed of traffic on Addison Way

The Committee considered the petition and the comment made in Agenda Item 5. Following discussion, the Committee determined to allocate £3000 of CIL funding towards investigations, which could include the feasibility of changes to curbs. Officers were requested to contact Ward Councillors once they had made necessary enquiries. The Committee instructed that if further funding was needed, that Officers bring the matter back to Committee.

Residents' Forum Referral 2:

Petition: Speeding on West Heath Drive

Lead Petitioner: Mr J Fryer

Received: 12 December 2018

Signatures: 58

The Committee considered the above and instructed that £2000 from CIL funding be allocated for a speed survey to take place for one week and that the results of that survey are brought back to the Committee.

Residents' Forum Referral 3:

Petition: Proposed Controlled Parking Zone in Leopold and Leslie Roads

Lead petitioner: Delory Lowndes

Received: 14 December – paper petition

Signatures: 144

The Committee noted the comments made by the public speakers at Agenda Item 5, and noted that their views supported the recommendations made in the report at Agenda Item 11 (Leslie Leopold Road N2 – Consultation Results)

During the consideration of the above item, Councillor Anne Hutton declared a non-pecuniary interest by virtue of living in East Finchley and having a parking permit for the area.

During the consideration of this item, Councillor Arjun Mitra asked to put on record his thanks to Lisa Wright and Jackie Staples in relation to the Leslie / Leopold Road item. He further thanks the Chairman of the Committee for his support.

RESOLVED that the Committee issue their instructions to Officers as set out above.

THE CHAIRMAN ANNOUNCED A VARIATION TO THE AGENDA, WITH ITEM 11 - LESLIE / LEOPOLD ROAD N2 - CONSULTATION RESULTS BEING CONSIDERED NEXT.

7. LESLIE ROAD/ LEOPOLD ROAD, N2- CONSULTATION RESULTS

The Chairman introduced the report and noted that the Committee had heard from Members that evening who supported the recommendations set out in the report.

Following the consideration of the report, it was unanimously **RESOLVED:**

- 1. That the Finchley and Golders Green Area Committee note the results of the statutory consultation as set out in this report and the requests for a Controlled Parking Zone (CPZ).**
- 2. That the Finchley and Golders Green Area Committee agreed that no further action will be taken to progress the one-way system and 20 mph zone on Leslie Road and Leopold Road.**
- 3. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a detailed design and statutory consultation related to the introduction of a Controlled Parking Zone (CPZ) on Leslie Road and Leopold Road.**
- 4. That the results of the Statutory Consultation referred to in recommendation 3, are reported back to the Finchley and Golders Green Area Committee to determine whether the agreed proposal should be implemented or not, and if so, with or without modification and to allocate funding to implement the scheme.**
- 5. That the Finchley and Golders Green Area Committee note that the detailed design and Statutory consultation will be undertaken with the existing funded allocated to one-way and 20mph scheme from this year's CIL Area Committee budget.**

8. PETITIONS (IF ANY)

None.

9. AREA COMMITTEE GRANTS FUNDING

The Chairman introduced the report, which updated Members on the budget allocations for the Finchley and Golders Green Area Committee.

Mr. Jamie Cooke - Interim Assistant Director, Transportation & Highways advised that a new format for the report had been used.

A Member questioned if the Committee would receive £150,000 funding next year. Mr. Cooke undertook to confirm the position.

Following the consideration of the report, the Committee unanimously RESOLVED:

1. **To note the amount available for allocation during 2018/19, as set out in Appendix 1.**
2. **To note the amount of re-allocated underspends & overspends in Section 2.1.**

10. MEMBERS' ITEMS (IF ANY)

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

Item 1 – Member's Items in the name of Councillor John Marshall - Hampstead Way Speedcheck Breakdown.

Following discussion, the Committee **RESOLVED:**

To approve funding of £2,000 for a speed check 7 day 24 hours on Hampstead Way: b/w Wellgarth and Wildwood Road junctions. The date that the survey is undertaken is to be discussed with Ward Councillors.

Item 2 – Member's Item in the name of Councillor Rohit Grover – Bench to be installed next to the Northbound Northway Bus Stop by Litchfield Way

Following discussion, the Committee **RESOLVED:**

To approve funding of £1500 for a bench in the location above.

Item 3 – Rosemont Avenue, N12 - Review of traffic and off-road markings to include consideration of a one way system or installing a point no entry system.

Following discussion, the Committee **RESOLVED:**

To allocate £5,000 for a feasibility study to cover a review of traffic and off-road markings and to include consideration of a one way system or installing a point no entry system.

RESOLVED that the Committee issue their instructions to Officers as set out above and report back to a future meeting.

12. THE GROVE - ONE-WAY

The Chairman introduced the report which detailed the recommendation to remove the proposed The Grove - One-way Scheme from the Finchley and Golders Green Area Committee work programme and set out the reasons behind the recommendation.

Following consideration of the report, the Committee unanimously RESOLVED:

- 1. To note the content of the report and remove the Scheme related to a One-way system on The Grove, from the Finchley and Golders Green Area Committee work programme.**
- 2. That following the removal of the Scheme from the Finchley and Golders Green work programme that any remaining budget is re-allocated to the Finchley and Golders Green Committee budget.**

13. CHURCHFIELD AVENUE - PROPOSED ONE-WAY SYSTEM BETWEEN HIGH ROAD AND WOODHOUSE ROAD, N12

The Chairman introduced the report, which detailed the results of surveys undertaken to address concerns raised by residents regarding traffic flows and speeding issues on Churchfield Avenue N12.

Following a request from a Member, Officers undertook to come back to the Committee with the implementation costs of the scheme following the detailed design and Statutory consultation.

Following the consideration of the item, the Committee unanimously RESOLVED:

- 1. To note the results of the speed counts and collision statistics in this report.**
- 2. To approve the Officer preferred Option of a one-way system from (A1000) High Road in an easterly direction towards the junction with Woodhouse Road.**
- 3. To authorise the Strategic Director for Environment to consult residents and stakeholders on the preferred Option.**
- 4. That the results of the Statutory Consultation referred to in recommendation 3, are reported back to the Finchley and Golders Green Area Committee to determine whether the agreed proposal should be implemented or not, and if so, with or without modification and to allocate funding to implement the scheme.**
- 5. To agree to allocate the funding of £6,000 CIL from this year's CIL Area Committee budget to design and carry out statutory consultation.**

14. GLENHURST ROAD, N12- CONSULTATION RESULTS

At the invitation of the Chairman, Lisa Wright – Traffic and Development Manager, introduced the report, and noted that a petition on Glenhurst Road was currently circulating and would make its way through the Governance Process in due course. Ms. Wright noted that the petition appeared aligned with the recommendations set out in the Committee Report. A Member noted that they had previously spoken to the residents involved in the petition at a site meeting.

Following the consideration of the report, the Committee unanimously RESOLVED:

1. To note the results of the formal consultation as set out in this report.
2. To agree that no further action will be taken to progress the priority give-way system on Glenhurst Road.
3. To agree to progress an alternative feasibility Study on an option for One-way working on Glenhurst Road.
4. To note the feasibility study in recommendation 3 can be funded with the existing funding allocated to the scheme.
5. That the results of the feasibility study will be reported back to the Finchley and Golders Green Area Committee for consideration.

15. FORWARD WORK PROGRAMME

The Committee considered the Forward Work Programme, as set out in the agenda.

Following questions from Members, Ms. Wright advised the Committee that the following reports would come to the April 2019 meeting:

- Erskine Road (Hampstead Garden Suburb)
- East Finchley CPZ.

Ms. Wright undertook to confirm with Members when the following reports would come to Committee:

- Temple Fortune Lan
- Safety Measures in Buxted and Ashurst Road
- CPZ for Beresford Road.

RESOLVED that the Committee note the Forward Work Programme.

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

There were none.

The meeting finished at 8:08 pm

	<p>Finchley & Golders Green Area Committee</p> <p>4 April 2019</p>
<p>Title</p>	<p>Referrals from Finchley & Golders Green Residents' Forum</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>Appendix 1 - Photos</p>
<p>Officer Contact Details</p>	<p>Tracy Scollin FinchleyandGoldersGreen.ResidentsForum@Barnet.gov.uk</p>

Summary

At the meeting of Finchley & Golders Green Residents' Forum, 6 March 2019, the issues highlighted in section 1 were referred to the Finchley & Golders Green Area Committee for consideration.

Recommendations

- 1. That the Finchley and Golders Green Area Committee consider the issue referred by the Finchley & Golders Green Residents' Forum**

1. WHY THIS REPORT IS NEEDED

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

Item	Action
<p>Issue: Parking, Kenwood Close Submitted by: Michael Bennett Ward: Hampstead Garden Suburb</p> <p>Attached to this email are some photos (separate document – Appx 1) that I hope illustrate the problem we have with all day parkers in Kenwood Close.</p> <p>Refuse collection & van deliveries are very difficult because the road is very narrow & non residents park their cars on a daily basis in order to commute to work.</p> <p>Other pictures show that the turning circle at the top of the Close is also used by all day Parker's which means that even when smaller vans make it up the close they have to reverse out of the Close at the junction with Winnington Road which is a dangerous manoeuvre & as you can see from the pictures larger vehicles such as the refuse vans reverse into the Close which is marginally less hazardous than the reverse.</p> <p>My suggested solutions. The Road should be for residents parking only between the hours of say 10 & 11am & 2 to 3pm. In addition the Keep Clear sign in the turning circle & the accompanying lines should be redone in such a way that the whole of the circle is left clear..</p> <p>I have put forward these suggestions to cope with that all day Parker's even though I realise that at other times visitors to Kenwood who don't want to pay for parking will still use the Close.</p> <p>This may or may not be relevant but the residents of Kenwood Close have arranged & paid for the replanting & maintenance of the grass bank between the Close & Hampstead Lane with the consent of the Council, when this should be the responsibility of the Council. Before we took responsibility this used to be used as a rubbish tip because it was covered in weeds & dead bushes but now that we have kept it in pristine condition it no longer gets used as a tip. The only reason I raise this point is to show that the residents are responsible people who are willing to put their money where their mouths are & have shown great patience before bringing to the Council's attention the parking problem.</p>	<p>The Finchley and Golders Green Area Committee give consideration to the request.</p>

2. REASON FOR REFFERAL

2.1 At the meeting of Finchley & Golders Green Residents' Forum held on 06 March 2019 the issue highlighted in section one 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 Article 3 - Residents and Public Participation, of the Council's Constitution allows the Residents Forum Chairman to determine the outcome of an issue as follows;

- note the issue and take no action
- instruct that an appropriate named officer contact the resident within 20 working days to provide an additional response instruct that Ward Members are notified of the issue.
- decide that the issue be referred to the next meeting of an Area Committee for consideration, subject to the issue being within the terms of reference of an Area Committee

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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Appendix 1



Appendix 1



Appendix 1



Appendix 1



Appendix 1



Appendix 1





**Finchley and Golders Green Area
Committee
4 April 2019**

Title	Petition: Make our school crossing safer for everyone
Report of	Head of Governance
Wards	East Finchley
Status	Public
Urgent	No
Key	No
Enclosures	None.
Officer Contact Details	Faith Mwende, Governance Officer Faith.Mwende@Barnet.gov.uk

Summary

This report informs Members of a petition submitted to the Governance Service which has reached the threshold for reporting to the Area Committee.

Officers Recommendations

1. That the Committee consider the petition and provide instructions in response to the petition in accordance with the Committee's remit, as detailed in the report section 5.4.1.

1. WHY THIS REPORT IS NEEDED

1.1 The following petition has been received by the Governance Service:

Petition details
Title: Make our school crossing safer for everyone
Lead Petitioner: Emily Candler
Signatures: 2,124
Details: Improve safety at the crossing and surrounding junctions on High Road, East Finchley and outside Martin Primary School. Why is this important? Following a recent accident and many near misses, we urgently need changes to make the crossing outside Martin Primary School, East Finchley safer for all users. A child and parent were hit and injured by a car on the crossing outside Martin Primary School on the High Road (A1000), East Finchley on Monday 4 February. There have been two more near misses in the past week, when drivers failed to stop at the red light as families were crossing. These are the latest in a series of collisions and near misses around that crossing. It is essential that children are able to cross the road safely on their way to and from school. And it is not just our children who need a safer crossing: this crossing is also widely used by the local community as a key route to and from the library, bus stops, allotments, churches and local shops. We urgently need a thorough review of safety outside Martin Primary School, including the junctions with surrounding roads and the High Road and a commitment to implement changes to improve safety. The Walksafe campaign in 2012 urged the Council to make changes to the crossing to improve the safety of walking routes to the school including these traffic lights. Many improvements were made then, but need for changes to the traffic lights was to be kept under review. That review is now due. Much has changed since 2012: Martin Primary School now has almost 50% more pupils, the school building and field are now more heavily used by community groups in evenings and weekends; and the Archer Academy is now fully established, bringing extra school children into the area. We need a new transport study to understand how the road works now and swift implementation of changes to improve safety. This petition has been started by a group of parents and East Finchley residents. We hope all our neighbours in East Finchley and everyone who visits the area will support this. For more information or to help with this campaign, please email SafeCrossingN2@gmail.com If you have witnessed dangerous driving at this crossing, please report it to the police via: https://www.met.police.uk/ro/report/rti/report-a-road-traffic-incident/

2. REASONS FOR RECOMMENDATIONS

2.1 As per the Constitution, this petition meets the requisite number of signature for reporting to the Area Committee.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 N/A.

4. POST DECISION IMPLEMENTATION

4.1 N/A.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 N/A.

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

5.2.1 None in the context of this report.

5.3 Social Value

5.3.1 Not applicable in the context of this report.

5.4 Legal and Constitutional References

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

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

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

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

5.6.1 None in the context of this report.

5.7 Corporate Parenting

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

5.8 Consultation and Engagement

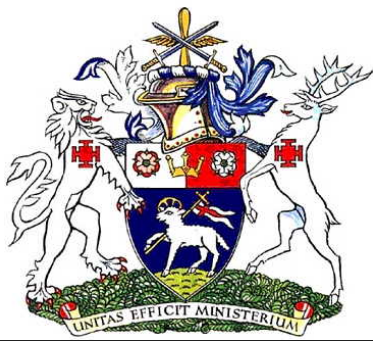
5.8.1 None in the context of this report.

5.8 Insight

5.8.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.



Finchley & Golders Green Area Committee

04 April 2019

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

Summary

This report is to update Members of the budget allocations for the Finchley & Golders Green Area Committee, to enable consideration of applications for funding during 2018/19.

Recommendations

1. That the Finchley & Golders Green Area Committee notes the amount available for allocation during 2018/19, as set out in paragraph 6.2.1 and in Appendix 1 £0.017m. From 1st April 2019 the 2019/20 £0.150m allocation becomes available for drawdown.
2. That the Finchley & Golders Green Area Committee notes the amount of re-allocated underspends & overspends in Section 2.1

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of part of the Community Infrastructure (“CIL”) 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 part of the income from the CIL would be delegated to the Council’s Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated at least 15% of the CIL receipts for their local area. This is to be capped at a total of £100 per dwelling in the constituency area and ring-fenced for spend on infrastructure schemes and anything else that is concerned with addressing the demands that development places on an area. If there is a neighbourhood plan or a neighbourhood order within the constituency area of the Area Committee the allocation will increase to 25% and not capped.
- 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 Area 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 latest position shows expenditure to January 2019. The total amount of underspends from 2015 – 2018 are £0.118m, whilst the total funded overspends on schemes total £0.017m. In relation to 2018/19 it has been confirmed that the CIL allocation has been fully received and therefore no retrospective adjustments will be required.
- 2.2 The over & underspends from the prior year schemes that are still open will impact on the total Area Committee available balance, until the schemes are certified as completed

3. REASONS FOR RECOMMENDATIONS

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

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1 No alternative options were considered

5. POST DECISION IMPLEMENTATION

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

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

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

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

6.2.1 An annual allocation of £0.150m is made to each Area Committee. The total available shows the committee balance for 2018/19 to be £0.017m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.

6.2.2 Appendix 1 shows a summary of the 2015/16 – 2018/19 financial year position, and 2017/18 – 2018/19 outstanding schemes.

6.3 Social Value

6.3.1 Not applicable to this report

6.4 Legal and Constitutional References

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

6.4.2 Section 216(2) of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. i.e. roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreation facilities and open spaces. 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 CIL cannot be used to fund Affordable Housing and other exemptions are set out in Part 6 of the Regulations.
- 6.4.4 Additionally, 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.
- 6.4.5 Local Authorities must allocate at least 15% of CIL receipts to spend on priorities that should be agreed with the local community in the area where the development is to take place so as a result of this, 15% of the CIL budget is being allocated to the Finchley & Golders Green Area Committee.
- 6.4.6 In accordance with Article 7 Committees, Forums, Working Groups and Partnerships of Barnet's Constitution, under Article 7.5 para.5, the Finchley & Golders Green Area Committee is authorised to allocate a maximum of £25,000 per scheme / project within its area, subject to sufficient of the budget allocated to the committee being unspent.

6.5 Risk Management

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

6.6 Equalities and Diversity

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

6.7 Consultation and Engagement

There are no consultation and engagement 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>

Area Committee

Finchley & Golders Green



Finchley & Golders Green Area Committee
Funding by Ward





Finchley & Golders Green Balance

	15/16	16/17	17/18	18/19
Budget Allocation	£150,000.00	£150,000.00	£150,000.00	£150,000.00
B/F	£0.00	-£24,500.00	£15,060.00	-£95,685.00
Adjustment for CIL receipts 2015/16	£0.00	-£19,940.00	£0.00	£0.00

Ward	Budget Allocation (CIL Reserve) 15/16	Budget Allocation (CIL Reserve) 16/17	Budget Allocation (CIL Reserve) 17/18	Budget Allocation (CIL Reserve) 18/19
Childs Hill	-£17,000.00	-£16,000.00	-£24,400.00	-£28,400.39
East Finchley	-£20,000.00	£0.00	-£20,150.00	-£29,100.00
Finchley Church End	-£37,500.00	-£7,500.00	-£57,430.00	£0.00
Garden Suburb	-£20,000.00	-£21,500.00	-£22,565.00	-£40,100.00
Golders Green	-£15,000.00	£0.00	£0.00	£0.00
West Finchley	-£49,500.00	-£16,000.00	-£59,500.00	-£10,500.00
Woodhouse	-£15,500.00	-£29,500.00	-£76,700.00	-£30,500.00
	-£174,500.00	-£90,500.00	-£260,745.00	-£138,600.39

2015/16 Underspend returned to CIL reserve	£67,366.00
2016/17 Underspend returned to CIL reserve	£14,227.00
2017/18 Underspend returned to CIL reserve	£36,554.00
Overspend Funded	-£16,561.00

New Balance	£17,300.61
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Finchley & Golders Green Schemes In Progress (1/2)

2018/19

Name	Ward	Budget Allocation (CIL Reserve)
Central Square Minyan - Lighting	Garden Suburb	-£5,000.00
North Finchley Legible London	Woodhouse/ West Finchley	-£5,000.00
Tarling Road Open Space - Forest School	East Finchley	-£5,000.00
Church Lane - One-Way	East Finchley	-£12,100.00
Hampstead Way - Pedestrian Improvements Hampstead Way - Parking Bay	Garden Suburb	-£25,000.00
Glenhurst Road - Implementation	Woodhouse	-£19,000.00
Crewys Road CPZ Review	Childs Hill	-£3,000.00
Temple Fortune Lane - Speeding	Garden Suburb	-£2,000.00
The Vale (Rodboroughh Road) - Speeding	Childs Hill	-£2,000.00
Tarling Road Community Hub	East Finchley	-£12,000.00
Somerton Road - Implementation	Childs Hill	-£11,000.00
West Heath Drive Speed Survey	Childs Hill	-£2,000.00
Addison Way - Width Restriction	Garden Suburb	-£3,000.00
Rosemont Avenue - Feasibility Study	West Finchley	-£5,000.00
Bench - Bus Stop Litchfield Way	Garden Suburb	-£1,500.00
Hampstead Way - Speed Survey	Garden Suburb	-£2,000.00



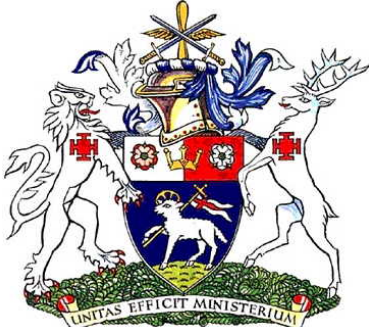


Finchley & Golders Green Schemes In Progress (2/2)

2017/18

Name	Ward	Budget Allocation (CIL Reserve)
The Diggers -construction of compost bins	Childs Hill	-£5,600.00
Summerside School - Mesh Parking - Implementation	Woodhouse	-£25,000.00
Village Road, N3 - Feasibility Study	Finchley Church End	-£5,000.00
Friary Road VAS Friary Road - Road Markings Friary Road - Surveys	Woodhouse	-£16,000.00
Village Road N3 - Implementation	Finchley Church End	-£25,000.00
Leslie Road/Leopold Road - Implementation	East Finchley	-£12,650.00
CPZ Erskin Hill North Square	Garden Suburb	-£7,500.00
East Finchley CPZ	East Finchley	-£2,500.00
Hampstead Way - Feasibility	Garden Suburb	-£5,000.00
Parking Hodford Road Parking Hervey Close	Childs Hill/West Finchley	-£2,000.00



	<p style="text-align: center;">Finchley & Golders Green Area Committee</p> <p style="text-align: center;">4 April 2019</p>
<p>Title</p>	<p>Member's Items</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>Childs Hill and Woodhouse</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>None.</p>
<p>Officer Contact Details</p>	<p>Faith Mwende, Governance Officer Faith.mwende@barnet.gov.uk</p>

Summary

The report informs the Finchley & Golders Green Committee of Member's Item and requests instructions from the Committee.

Recommendations

1. That the Finchley & Golders Green Committee's instructions are requested to the items submitted by Members of the Committee highlighted at Section 1.1

1. WHY THIS REPORT IS NEEDED

- 1.1 The following Members Items have been received and the Committee is asked to consider the following matter:

Cllr Shimon Ryde	Review CPZ in Elmcroft Avenue NW11- Childs Hill To review the current hours of operation of the CPZ applicable to Elmcroft Avenue due to an increase in commercial and private vehicles in the area, resulting in increased parking pressure.
Cllr Anne Hutton	Church Path North Finchley - Woodhouse It is to discuss what can be done to alleviate the problems in Church Path North Finchley, which runs between Lodge Lane and the High Road further up by Swan Lane. Woodhouse Ward councillors have correspondence going back almost three years from residents complaining about litter, dog mess and overhanging trees and hedges, although the path runs through both Woodhouse and Totteridge Wards it seems to be the section in Woodhouse that is causing the most problems.

2. REASONS FOR RECOMMENDATIONS

- 2.1 No recommendations have been made. The Committee is therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 None in the context of this report.

5.3 Social Value

- 5.3.1 Members' Items provide a process for Members to request officer reports for discussion within a committee setting at a future meeting.

5.4 Legal and Constitutional References

- 5.4.1 The Council's Constitution, Article 2, Members of the Council, Section 2.3 states A Member (including Members appointed as substitutes by Council) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a Committee or Sub-Committee on which s/he serves. The matter must be relevant to the terms of reference of the Committee. This rule does not apply to the Licensing, Planning and Urgency Committees. The referral of a motion from Full Council to a Committee will not count as a Member's item for the purpose of this rule.

5.5 Risk Management

- 5.5.1 None in the context of this report.

5.6 Equalities and Diversity

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

5.7 Consultation and Engagement

- 5.7.1 None in the context of this report.

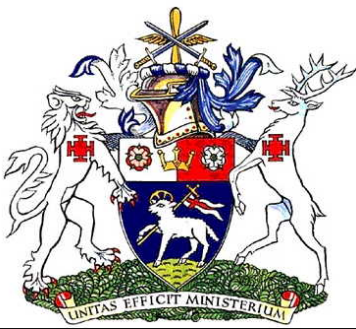
5.8 Insight

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

6. BACKGROUND PAPERS

- 6.1 Email to Governance on 13 March 2019 and 25 March 2019.

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Finchley and Golders Green Area Committee

4 April 2019

Title	Member's Item – Application for Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	Garden Suburb, Golders Green and East Finchley
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Faith Mwende faith.mwende@barnet.gov.uk

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 requests as highlighted in section 1 of the report.
2. That the Area Committee decide whether it wishes to:
 - (a) agree the requests 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 The following requests for funding from the Committee's allocated CIL budget have been raised:

Title	Meadway Gate Roundabout
Raised by (Councillor)	John Marshall
Ward	Garden Suburb
Area Committee	Finchley and Golders Green
Member Request	Residents have reported traffic incorrectly turning right instead of left on this roundabout. The Area Committee is asked to look at measures, such as a "Left Turn" sign, to ensure that traffic goes the correct way.
Funding Required (£)	TBC

Title	Fencing at Woodlands Close, NW11
Raised by (Councillor)	Dean Cohen
Ward	Golders Green
Area Committee	Finchley and Golders Green
Member Request	Please can wooden posts put around the edge of the green at woodlands close, nw11 to prevent cars parking on the green area and causing the grass to be ruined. I trust a cost can be provided before this item is discussed at the committee
Funding Required (£)	TBC

Title	Safety around the junction of Church Lane and The High Road
Raised by (Councillor)	Arjun Mittra
Ward	East Finchley
Area Committee	Finchley and Golders Green
Member Request	I request the committee to seek a report from officers on safety around the junction of Church Lane and The High Road in East Finchley.

	<p>In February there was a serious collision at the traffic lights outside Martin Primary school, where a car failed to stop at red lights and hit a father and child. This junction is known to be dangerous, and local residents alongside school parents are working on a petition.</p> <p>I request the committee to commission a report on potential solutions, such as a three-way filter light, or any other system officers recommend and bring it back to committee</p>
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 2018/19. Furthermore it is noted

that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

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 CIL funding provide an avenue for Members to give consideration to funding requests which may have added social value.

5.3 Legal and Constitutional References

5.3.1 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.

5.7. Corporate Parenting

5.7.1. Not applicable in the context of this report

5.8. Insight

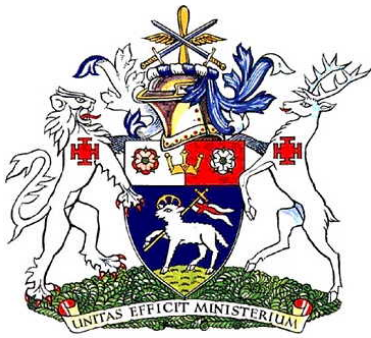
5.8.1. None in context of this report.

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 June 2015): <https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>

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Finchley and Golders Green Area Committee

4 April 2019

Title	The Vale - Speed Survey Results
Report of	Executive Director, Environment
Wards	Childs Hill
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. BC/001544-02
Officer Contact Details	Jamie Blake - Executive Director, Environment' Jamie.Blake@barnet.gov.uk E-mail – Highways.Correspondence@barnet.gov.uk
Summary	
This report details the results of a speed survey carried out in The Vale, NW11.	

Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the results of the speed survey that was undertaken in The Vale, NW11.
2. That the Finchley and Golders Green Area Committee approve the provision of two vehicle activated signs in The Vale at an approximate cost of £10,000 from the F&GG Area Committee CIL funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was submitted by the Finchley & Golders Green Area Forum in July 2018 signed by 26 residents outlining concerns about speeding in The Vale between the junction with Rodborough Road and A41 Hendon Way. The matter was subsequently referred to the Finchley and Golders Green Area Committee.
- 1.2 At the Finchley and Golders Green Area Committee in October 2018 funding was approved to carry out a speed survey with the results to be reported back to a future Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Vale is situated in NW11 and joins Rodborough Road to the north-east and Claremont Road to the west. The concerns raised in the petition related to the section between Rodborough Road and A41 Hendon Way. The speed limit in this stretch of The Vale is 30mph.
- 2.2 A speed survey was conducted at two sites in The Vale (east of the junction with Vale Rise and midway between the junction with Vale Rise and Dunstan Road) from 27 January 2019 for one week with speeds recorded in fifteen minute intervals for 24 hours a day in the 7 day period. A plan showing the survey locations is shown on Drawing No. BC/001544-02.
- 2.3 The speed survey provides both the average speed and the 85th percentile speed, the two figures generally referred to when reporting speed data. The average speed quoted is the mean speed of all vehicles using the road and the 85th percentile speed is the speed at which 85 per cent of vehicles travel at or below along a road or street (under free flow conditions).
- 2.4 The 85th percentile speed could be characterised as the speed that the majority of motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85th percentile speed is not in excess of the signed speed limit by 5mph or more.
- 2.5 The average speeds and 85th percentile speeds that were recorded in The Vale during the 7 day survey in each direction are summarised as follows:

Road	Direction	Average speed (mph)	85 th Percentile Speed (mph)
The Vale (Site 1)	eastbound	28.6	34.2
	westbound	28.3	33.6
The Vale (site 2)	eastbound	20.8	24.7

	westbound	26.0	31.3
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2.6 At Site 1 during the week surveyed 38.6% of all vehicles travelling eastbound were recorded as exceeding the 30mph speed limit and 12% exceeded 35mph (the usual enforceable threshold). In the westbound direction 35.7% exceeded the speed limit and almost 10.3% exceeded 35mph. At Site 2, 1.4% of vehicles travelling eastbound were recorded as exceeding the speed limit and 0.2% exceeded 35mph. In the westbound direction almost 21% of vehicles exceeded the speed limit and 5.3% exceeded 35mph.

2.7 Our personal injury collision records indicate that in the three year period from 01.08.15 to 31.07.18 (the most recent data currently available) there were three personal injury accidents (all classified as slight) in the stretch of The Vale being reviewed. One incident occurred at the junction with Wayside, another at the junction with Dunstan Road and the third approximately 100 metres east of the junction with Dunstan Road. Speed was not recorded as a contributory factor in any of these incidents.

2.8 The numbers of motorists exceeding the speed limit is relatively high in both directions in the stretch of The Vale surveyed and the installation of vehicle activated signs may help to address residents’ concerns and encourage a reduction in vehicle speeds in The Vale. In addition, this section of The Vale is on a gradient and it is a bus route. We are also introducing a zebra crossing in this stretch of The Vale and the VAS will assist in keeping speeds down. Signs would be installed where possible on lighting columns and would provide the opportunity to monitor vehicle speeds at this location.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 An alternative option would be to install one vehicle activated sign facing westbound traffic where vehicles travelling downhill may have a tendency to reach greater speeds. Moderately high speeds were recorded at both sites surveyed in the westbound direction.

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

3.3 The proposals presented have been produced with limited investigation. An alternative option would be for the committee to agree funding of £5,000 to carry out a fuller investigation and feasibility study for alternative traffic calming measures.

4. POST DECISION IMPLEMENTATION

4.1 Should the Committee agree with the recommendations in this report, the proposed measures would be implemented and the locations agreed in discussion with Ward Councillors.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

on foot, and in a vehicle and contribute to reduced congestion.

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

5.2.1 Area Committee funding of £2,000 was agreed at the Finchley and Golders Green Area Committee in October to carry out a speed survey and data analysis. Should the committee approve the recommendation to install vehicle activated signs in The Vale additional funding of approximately £5,000 would be required for each location agreed upon from the F&GG Area Committee CIL funding allocation.

5.3 **Social Value**

5.3.1 None in the context of this report.

5.4 **Legal and Constitutional References**

5.4.1 The Council's Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

5.5 **Risk Management**

5.5.1 Not applicable in the context of this report.

5.6 **Equalities and Diversity**

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

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

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

5.6.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the

Equality Act 2010.

5.7 **Corporate Parenting**

5.7.1 Not applicable in the context of this report.

5.8 **Consultation and Engagement**

5.8.1 None in relation to this report.

5.9 **Insight**

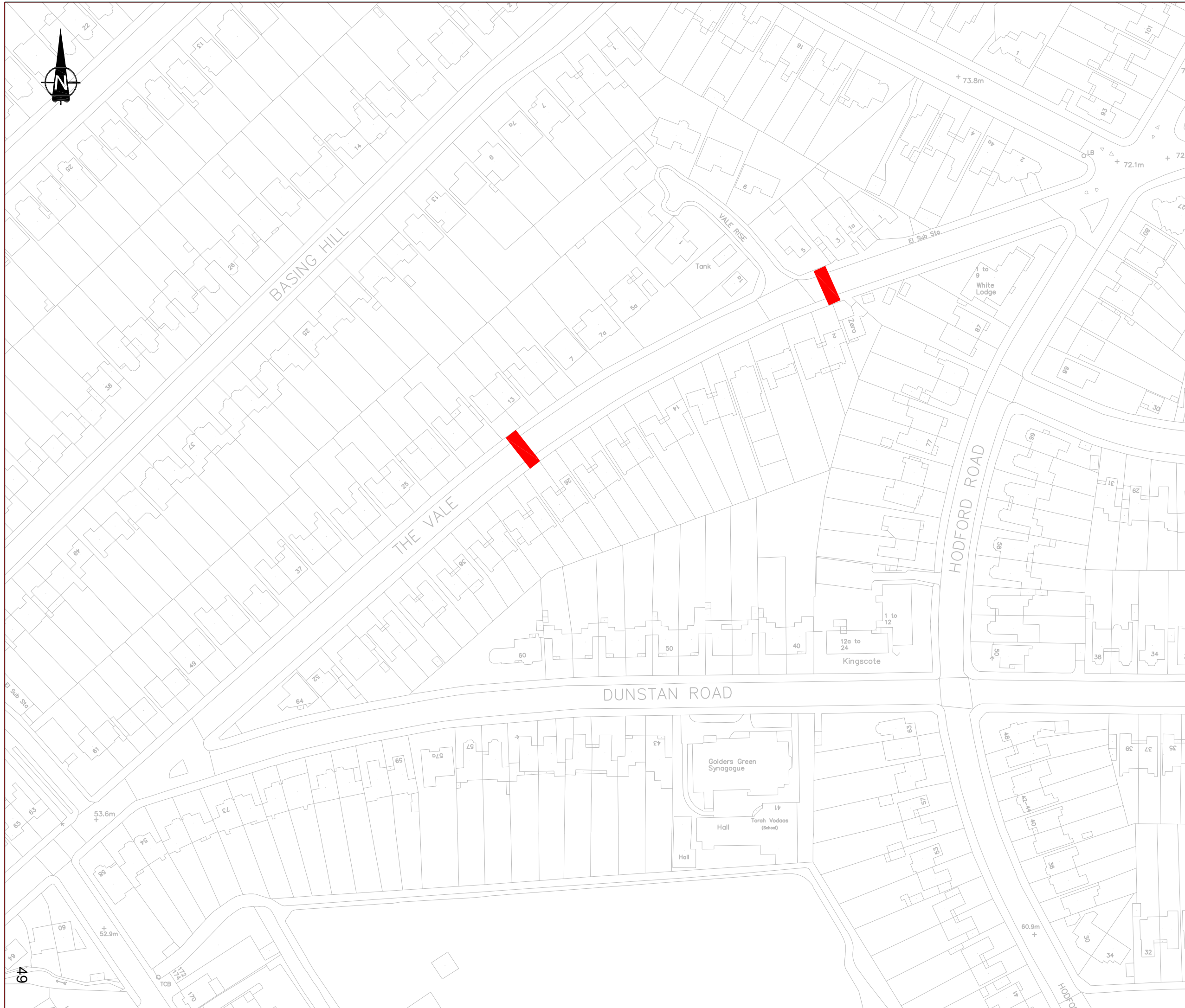
5.9.1 Accident data has been referenced in the report.

6. **BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9742&Ver=4>

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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. BC/00xxx.yy. 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			

Purpose of issue
FOR INFORMATION



RE Scheme Ref. BC/001544-02
Scheme title

THE VALE NW2

Drawing title
SPEED SURVEY

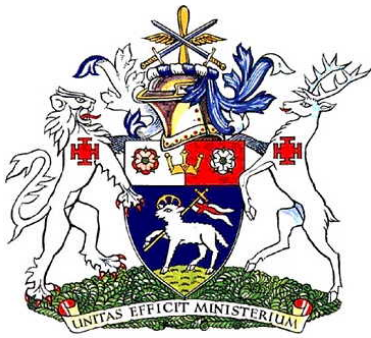
Scale @ A3:

Design	Drawn	Checked	Approved
VR	VR	FR	LW
Date: 15.01.19	Date: 15.01.19	Date: 15.01.19	Date: 15.01.19



BC/001544-02 Rev. 0

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Finchley and Golders Green Area Committee

4 April 2019

Title	Temple Fortune Lane - Speed Survey Results
Report of	Executive Director, Environment
Wards	Garden Suburb
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. BC/001544-03 - Survey Location Plan
Officer Contact Details	Jamie Blake - Executive Director, Environment Jamie.Blake@barnet.gov.uk E-mail – Highways.Correspondence@barnet.gov.uk
Summary	
This report details the results of a speed survey carried out in Temple Fortune Lane, NW11.	

Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the results of the speed survey that was undertaken in Temple Fortune Lane, NW11.
2. That the Finchley and Golders Green Area Committee considers the recommendation to install vehicle activated signs and road markings in Temple Fortune Lane at an approximate cost of £10,000 from F&GG Area Committee CIL funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was raised by Councillor John Marshall following concerns raised about speeding in Temple Fortune Lane. The Hampstead Garden Suburb Residents Association advised that they were concerned about vehicle speeds on this road following the results of speed gun survey carried out in September 2018.
- 1.2 The Residents Association advised that speed checks were undertaken on the evening of 11 September 2018 using a speed gun and that the results indicated that vehicles were travelling at an average speed of 31mph. They also stated that 22% of vehicles were recorded as exceeding the speed limit by more than 10%, ie at 34mph or above.
- 1.3 The Finchley and Golders Green Area Committee approved the allocation of funding to carry out a more comprehensive speed survey and to report the results back to a future Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Temple Fortune Lane is situated in NW11 and joins Finchley Road to the north and Meadway and Hoop Lane to the south. The speed limit in the road is 30mph.
- 2.2 A speed survey was conducted at two locations in Temple Fortune Lane from 20 January 2019 for one week with speeds recorded in fifteen minute intervals for 24 hours a day in the 7 day period. A plan showing the locations where the surveys were carried out is shown on Drawing No. BC/001544-03 - Survey Location Plan.
- 2.3 The speed survey provides both the average speed and the 85th percentile speed, the two figures generally referred to when reporting speed data. The average speed quoted is the mean speed of all vehicles using the road and the 85th percentile speed is the speed at which 85 per cent of vehicles travel at or below along a road or street (under free flow conditions).
- 2.4 The 85th percentile speed could be characterised as the speed that the majority of motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85th percentile speed is not in excess of the signed speed limit by 5mph or more.
- 2.5 The average speeds and 85th percentile speeds that were recorded in Temple Fortune Lane during the 7 day survey in each direction are summarised as follows:

Road	Direction	Average speed (mph)	85th Percentile Speed (mph)
Temple Fortune Lane (site 1)	Northbound	22.7	28.4
	Southbound	24.0	30.1
Temple Fortune Lane (site 2)	Northbound	28.3	33.4
	Southbound	27.3	32

- 2.6 During the week surveyed 9.4% of all vehicles travelling northbound at Site 1 were recorded as exceeding the 30mph speed limit and 1.9% exceeded 35mph (the usual enforceable threshold). In the southbound direction 15.6% exceeded the speed limit and 4.1% exceeded 35mph. At site 2, 34.8% of all northbound vehicles were recorded as exceeding the speed limit and 9.7% exceeded 35mph. In the southbound direction 26.4% of all vehicles were recorded as exceeding the 30mph speed limit and 5.6% exceeded 35mph.
- 2.7 A review of our collision records indicates that there has been one personal injury collision (classified as slight) in Temple Fortune Lane in the three year period from 01.07.15 to 30.06.18 (the most recent data currently available). The incident, involving a car and a pedestrian, occurred on Temple Fortune Lane 50 metres south east of the junction with Finchley Lane. Speed was not cited as a contributory factor in this incident.
- 2.8 In view of the number of vehicles exceeding the speed limit at the southern end of Temple Fortune Lane and in light of the concerns raised by the Hampstead Garden Residents Association, the installation of vehicle activated signs may help to deter speeding on this stretch of road. In addition, SLOW markings to raise driver awareness may be appropriate.
- 2.9 Where possible vehicle activated signs are installed on lighting columns, preferably on the near side of the road. However, in the southern part of Temple Fortune Lane there are only lighting columns on one side of the road and therefore installation on the off-side may be necessary to face northbound traffic. Although the positioning of trees may be a constraint as they can obscure signs, it is considered that that there should be a suitable location to support signs facing both directions to ensure visibility.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option would be to not install any measures in Temple Fortune Lane, however this would not address the concerns raised by residents about speeding.
- 3.2 The proposals presented have been produced with limited investigation. An alternative approach would be for the committee to agree funding of £5,000 to carry out a fuller investigation and feasibility study for alternative traffic calming measures.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee agree with the recommendations in this report, the proposed measures would be implemented and the locations agreed in discussion with Ward Councillors.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 Area Committee funding of £2,000 was agreed at the Finchley and Golders Green Area Committee in October to carry out a speed survey and data analysis. Additional funding estimated at £10,000 would be required should the recommended measures be agreed from the F&GG Area Committee CIL funding allocation.
- 5.2.2 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London borough of Barnet (allowance made in the estimate).
- 5.2.3 The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Council’s Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters

relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

5.5 Risk Management

5.5.1 None in relation to this report.

5.6 Equalities and Diversity

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

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

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

5.6.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

5.8.1 None in relation to this report.

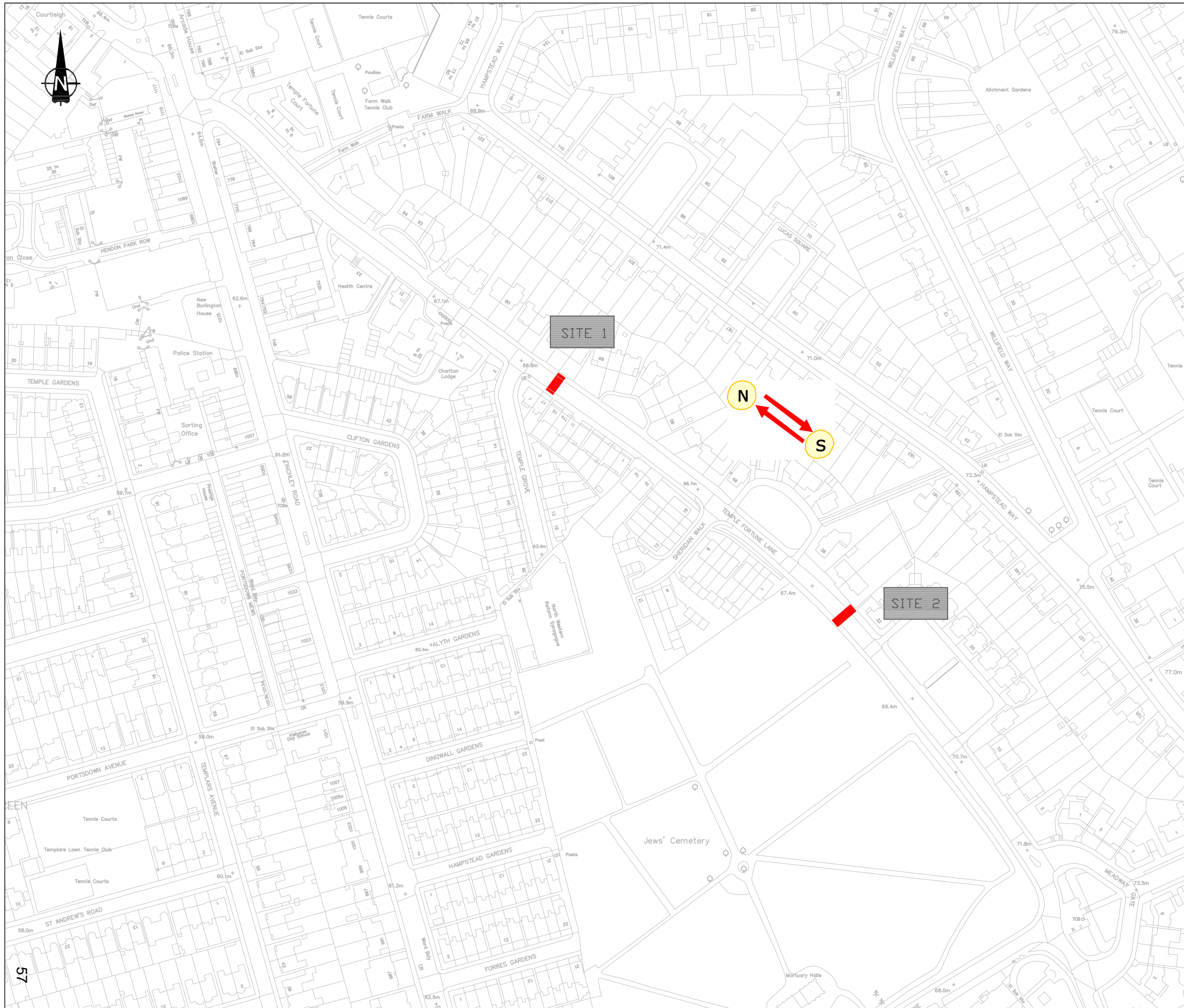
5.9 Insight

5.9.1 Collision data has been referenced in the report.

6 BACKGROUND PAPERS

6.5 Finchley and Golders Green Area Committee meeting October 2018.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9742&Ver=4>

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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. BC/00xxx_yy. 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			

Purpose of issue
FOR INFORMATION

Client:
BARNET LONDON BOROUGH

Scheme Ref. BC/001544-03
Scheme title:
TEMPLE FORTUNE LANE

Drawing title:
SPEED SURVEY

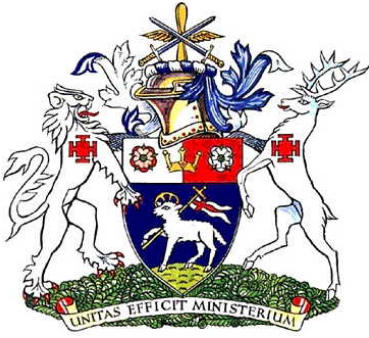
Scale @ A3:

Design	Drawn	Checked	Approved
VR	VR	FR	LW
Date: 15.01.19	Date: 15.01.19	Date: 15.01.19	Date: 15.01.19

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

BC/001544-03 0

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Finchley and Golders Green Area Committee

4 April 2019

Title	Friary Road Traffic Management Measures – update report
Report of	Executive Director, Environment
Wards	Woodhouse
Status	Public
Urgent	No
Key	No
Enclosures	BC001257-04-02-1200-01
Officer Contact Details	Jamie Blake - Executive Director, Environment Jamie.Blake@barnet.gov.uk E-mail – Highways.Correspondence@barnet.gov.uk

Summary

The report provides an update following the introduction of road safety measures installed to address concerns about the speed of traffic in Friary Road, N12.

Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the information about traffic speeds recorded from vehicle activated signs recently installed in Friary Road.
2. That the Finchley and Golders Green Area Committee notes the recommendation that no further action is taken at this time although officers will continue to monitor vehicle speeds in Friary Road.

1. WHY THIS REPORT IS NEEDED

- 1.1 A report was submitted to the Finchley & Golders Green Area Committee on 2 August 2017 outlining a proposed road safety scheme for Friary Road following concerns raised by residents and previously outlined by Councillor Schneiderman in a Members item at the Environment Committee in January 2017.
- 1.2 The scheme comprised of the following measures:
- The installation of two additional vehicle activated signs on the stretch of Friary Road between Mayfield Avenue and Friary Way (the area highlighted as a particular concern);
 - The provision of road markings including SLOW markings and 'dragon's teeth' markings to encourage drivers to drive more slowly;
 - Kerb realignment work at the junction of Mayfield Avenue and Friary Road to tighten the radius of the left turn from Mayfield Avenue into Friary Road and reduce the speed of left turn manoeuvres from Mayfield Avenue into Friary Road.
- 1.3 The Committee approved the provision of road markings and vehicle activated signs in Friary Road, however questions were raised about the impact of the proposed kerb realignment work in respect of reducing traffic speeds and it was agreed that this measure would not be installed at this time. Instead it was agreed to monitor the effectiveness of the signs and road markings and report back to a future Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The measures were installed in Friary Road in March 2018 as per the attached drawing BC001257-04-02-1200-01. New vehicle activated signs were installed, one in each direction, with the addition of speed monitoring equipment and sample speeds recorded at these sites are detailed in the table below:

Eastbound:

Date range	Average (mean) Speed	85th Percentile Speed
09/11/2018 - 12/01/2019	24.1 mph	29.8 mph
06/09/2018 - 09/11/2019	25.1 mph	30.4 mph
02/07/2018 - 01/09/2018	24.9 mph	30.9 mph
21/05/2018 - 02/07/2018	25.1 mph	30.3 mph

Westbound:

Date range	Average (mean) Speed	85th Percentile Speed
09/11/2018 - 12/01/2019	24.7 mph	31.2 mph
06/09/2018 - 09/11/2019	25.0 mph	31.5 mph
02/07/2018 - 01/09/2018	24.9 mph	31.2 mph
21/05/2018 - 02/07/2018	DATA INCOMPLETE	DATA INCOMPLETE

Note:

85th 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.

- 2.2 No Personal Injury Road Traffic Collisions have been recorded in the stretch of Friary Road being reviewed in the five years to 31 July 2018 (the most recent data currently available). There have been two Personal Injury Collisions in the stretch of Friary Road from the junction with Friern Barnet Lane and Friary Way in the same period, one 30 metres south of the junction with Friern Barnet Lane and the other 100 metres south of the junction with Friern Barnet Lane (adjacent to the park). Speed is not cited as a contributory factor in either of these incidents.
- 2.3 After considering the speed survey information and the accidents records, it is not proposed to progress the investigation of any additional traffic management measures at this time. Officers will continue to monitor traffic speeds on an ad hoc basis via the vehicle activated signs.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Alternative option of the kerb realignment work at the junction of Mayfield Avenue and Friary Road to tighten the radius of the left turn from Mayfield Avenue into Friary Road and reduce the speed of left turn manoeuvres from Mayfield Avenue into Friary Road was previously considered but not progressed by the Committee.
- 3.2 Further alternative options are not being considered at this time following speed survey and collision investigation analysis.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location, although monitoring of vehicle speeds will continue to take place.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 Area Committee funding of up to £3,000 was agreed at the Committee in August 2017 to monitor the scheme. As no further action is recommended at this time, no additional funding is required.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

5.5 Risk Management

5.5.1 None in relation to this report.

5.6 Equalities and Diversity

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

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

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

5.6.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

5.8.1 None in relation to this report.

5.9 Insight

5.9.1 None in relation to this report.

6. BACKGROUND PAPERS

- 6.1 Finchley and Golders Green Area Committee August 2017:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9273&Ver=4>
- 6.2 Members Item at the Environment Committee January 2017
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8592&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 BC001257-04-02.

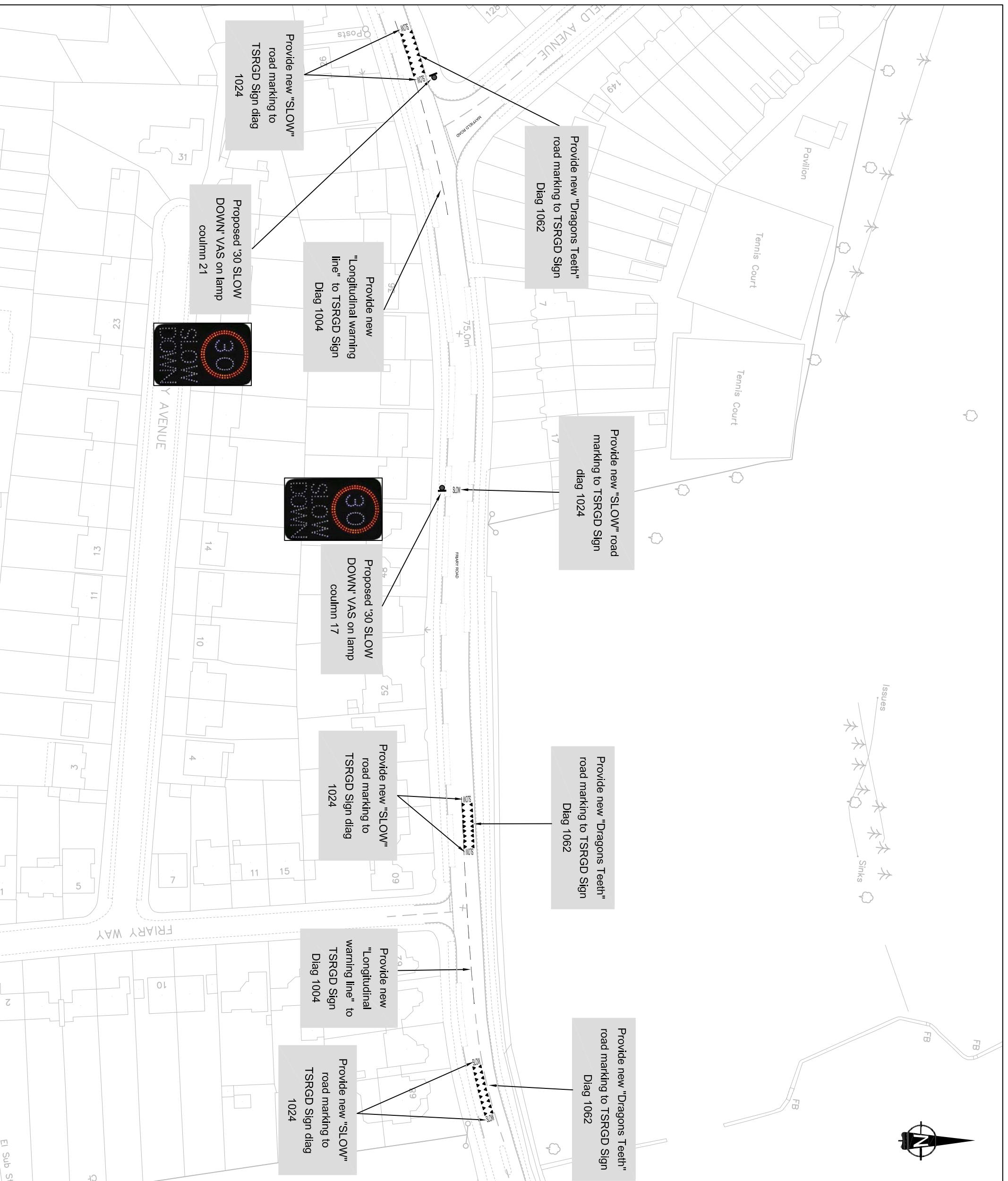
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

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	Details	Design/Check	Date	Rev.

Purpose of Issue
FOR INFORMATION



Client:
FRIARY ROAD

Drawing title
TRAFFIC SIGNS AND ROAD MARKINGS

Scale @ A3: NTS

Design	Drawn	Checked	SHC	Approved	LW

Date: 10/10/17 Date: 17/10/17 Date: 17/10/2017 Date: 17/10/2017



Traffic and Development
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BC-001257-04-02-1200-01

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