

MEETING

HENDON AREA COMMITTEE

DATE AND TIME

WEDNESDAY 10TH OCTOBER, 2018

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG

TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)

Chairman: Councillor Val Duschinsky
Vice Chairman: Councillor Sarah Wardle

Councillors

Councillor Saira Don Councillor Sara Conway Councillor Elliott Simberg
Councillor Nagus Narenthira Councillor Nizza Fluss

Substitute Members

Councillor Ammar Naqvi Councillor Zakia Zubairi Councillor Linda Freedman
Councillor Mark Shooter Councillor Golnar Bokaei Councillor Laithe Jajeh
Councillor Helene Richman

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 Friday 5th October 2018 at 10AM. Requests must be submitted to Abigail Lewis Abigail.Lewis@barnet.gov.uk 020 8359 4369

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

Andrew Charlwood – Head of Governance

Governance Service Contact: Abigail Lewis Abigail.Lewis@barnet.gov.uk 020 8359 4369

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 the Previous Meeting	5 - 10
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-Pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Comments and Questions (if any)	
6.	Matters referred from the Hendon Area Residents Forum (If any)	
7.	Petitions (if any)	
8.	Members' Items (if any)	11 - 16
9.	Members Items' - Area Committee Funding Applications (if any)	17 - 26
10.	Area Committee Grants Funding	27 - 32
11.	Deansbrook Road, HA8	33 - 50
12.	Barnfield Road/Montrose Avenue - TO FOLLOW	
13.	Progress update on Area Committee actions from previous meeting	
14.	Forward Work Programme	
15.	Any Other Items that the Chairman Decides are Urgent	

FACILITIES FOR PEOPLE WITH DISABILITIES

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

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Decisions of the Hendon Area Committee

27 June 2018

Members Present:-

AGENDA ITEM 1

Councillor Val Duschinsky (Chairman)
Councillor Sarah Wardle (Vice-Chairman)

Councillor Saira Don
Councillor Nagus Narenthira
Councillor Amnar Naqvi (as substitute)

Councillor Nizza Fluss
Councillor Elliot Simberg

Apologies for Absence

Councillor Sara Conway

1. MINUTES OF THE PREVIOUS MEETING

RESOLVED that the minutes of the meeting held on 8 March 2018 be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

Councillor Sara Conway sent her apology, with Councillor Ammar Naqvi present as her substitute

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

None.

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

The Chairman introduced the item which related to two petitions referred up from the 21st March meeting of the Hendon Residents' Forum.

1. The petition titled: Relax parking restrictions around Millbrook Park School was received.

Following comments from Members, the **Committee RESOLVED**;

- a) **Take no action as it was not within the remit of the committee to make a decision and the lead petitioner has been informed.**

2. The petition titled: Proposed CPZ Scout Way, NW7 was received.

Following comments from Members and noting that the petition, the **Committee RESOLVED**;

- a) **To take no action as it would be discussed in conjunction with agenda item 15.**

7. PETITIONS (IF ANY)

None.

8. MEMBERS' ITEMS (IF ANY)

None.

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

Councillor Naqvi introduced the application for gates on the alleyways by the steps on either side of Watling Avenue near the tube station to allow for temporary stop-up and deep cleaning of the area whilst the Council application for permanent stop-up takes place. Councillor Naqvi noted that his is supported by residents, street scene officers and the local police officer.

Following consideration, the committee voted as follows

- 6 – for
- 0 – against
- 1 – abstain

The committee therefore resolved to approve the application for £10,000 and note the implications to the Committee’s CIL funding budget

The committee received Councillor Prager’s application for funding to undertake speed surveys and report back in January 2019 on speeding measures on the following roads in West Hendon - Allington Road, Crespigny Road, Foscoote Road, Sevington Road and Audley Road.

Following consideration, the committee unanimously **resolved to approve the application for £2,500 and note the implications to the Committee’s CIL funding budget**

10. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

The Committee received the report.

The Committee unanimously **RESOLVED to note:**

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

11. DEVONSHIRE ROAD, NW7, INVESTIGATION OF SPEED REDUCTION MEASURES IN THE VICINITY OF ITS JUNCTIONS WITH OAKHAMPTON ROAD AND LEE ROAD.

The committee received the report.

Councillor Narenthira read a statement from Mr Khatri, former ward councillor for Mill Hill.

Following consideration of the item, the Committee voted as follows

For - 6
Against - 0
Abstain - 1

The Committee therefore **RESOLVED**:

1. To note the detail of the feasibility study as outlined in this report to implement additional traffic calming measures along Devonshire Road.
2. To approve the Officer preferred proposal –for High friction antiskid surfacing (Grey) on central area of Devonshire Road either side of its junction with Oakhampton Road/Lee Road, all road markings to be reinstated. As detailed on drawing number BC/001349-03-100-03 (“Preferred Scheme”) in Appendix C
3. To authorise the Strategic Director for Environment to notify residents and stakeholders on the Preferred Scheme.
4. That subject, to no objections being received to the notification, referred to in recommendation 2, the Strategic Director for Environment be authorised to introduce the Preferred Scheme.
5. Should any objections be received as a result of the informal consultation, referred to in recommendation 2, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. To approve the allocation of funding of £8,100 for the Preferred Scheme (CIL from this year’s CIL Area Committee budget) to design and introduce the Preferred Scheme.

12. ELLESMERE AVENUE/THE FAIRWAY, NW7 - FEASIBILITY STUDY.

The committee received the report.

Councillor Simberg moved a motion that was seconded by Councillor Wardle and **unanimously agreed** by the committee to amend recommendation 7 to read as follows.

That the Hendon Area Committee notes the comments regarding parking and speeding in the area and approves the allocation of funding of £4,000 from this year's CIL Area Committee budget to carry out a parking survey and a speed survey in the area to assess parking capacity and the speed levels and report back to a future Hendon Area Committee

The Committee therefore **resolved**

1. **To note the review of the improvements in the area around Ellesmere Avenue/The Fairway as outlined in this report.**
 2. **To approve the Officer preferred option for a 'point no-entry' system on The Fairway junction with Ellesmere Avenue and on Westmere Drive junction with the eastern arm of Ellesmere Avenue as outlined on Drawing BC/001349-02-100-01 at Appendix B ("the Preferred Scheme").**
 3. **To authorise the Strategic Director for Environment to consult residents and stakeholders on the Preferred Scheme.**
 4. **That subject to no objections being received to the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to introduce the Preferred Scheme.**
 5. **Should any objections be received as a result of the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.**
 6. **To approve the allocation of funding of £15,000 from this year's CIL Area Committee budget to design and introduce the Preferred Scheme.**
 7. **That the Hendon Area Committee notes the comments regarding parking and speeding in the area and approves the allocation of funding of £4,000 from this year's CIL Area Committee budget to carry out a parking survey and a speed survey in the area to assess parking capacity and the speed levels and report back to a future Hendon Area Committee**
- 13. GASKARTH ROAD - PROPOSED ONE-WAY SYSTEM BETWEEN PLAYFIELD ROAD AND WATLING AVENUE, HA8.**

The committee received the report.

Following consideration, the committee voted as follows

For 6
Against 0
Abstain 1

The Committee therefore **resolved**

1. **to note the detail of the feasibility study as outlined in this report to implementing a one-way system on Gaskarth Road between Playfield Road and Watling Avenue.**

2. That the Hendon Area Committee approve the officer preferred Option 1 for implementing a one-way system on Gaskarth Road as outlined in Drawing BC/001349-04-100-01 at Appendix B (“Preferred Scheme”).
3. That the Hendon Area Committee authorise the Strategic Director for Environment to consult residents and stakeholders on the Preferred Scheme.
4. That subject to no objections being received to the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to introduce the Preferred Scheme.
5. That the Hendon Area Committee resolve that if any objections are received as a result of the consultation referred to in recommendation 3, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. That the Hendon Area Committee approve the allocation of funding of £17,000 from this year’s CIL Area Committee budget to design and introduce the Preferred Scheme.

14. FLOWER LANE NW7, MILL HILL- FEASIBILITY STUDY

The committee received the report.

Following consideration, the committee unanimously **resolved**

1. To note the review of the improvements outlined in this report and the appendices to this report and as shown on drawing BC/001410-01-DESIGN-01.
2. To approve the officer preferred Option A with kerb built out and double yellow lines as outlined on Drawing BC/001410-01- DESIGN-01 (“Preferred Scheme”)
3. To authorise the Strategic Director for Environment to carry out a consultation on the Preferred Scheme.
4. That subject to no objections being received to the consultation, referred to in 3 above, the Strategic Director for Environment be authorised to introduce the Preferred Scheme.
5. Should any objections be received as a result of the consultation, referred to in 3 above, the Strategic Director for Environment be authorised to consider and determine whether the Preferred Scheme should be implemented or not, and if so, with or without modification.
6. To approve the allocation of funding of £17,050 from this year’s CIL Area Committee budget to design, consult and introduce the Preferred Scheme.

15. RESULTS OF THE STATUTORY CONSULTATION - PROPOSED CPZ IN WATFORD WAY (APEX CORNER) SERVICE ROAD, SCOUT WAY, NORTHWAY CRESCENT AND GLENDOR GARDENS NW7

The committee received the report.

Following consideration, the committee voted as follows

For - 6
Against - 0
Abstain - 1

The Committee therefore **resolved**

1. **To note the summary of the responses received to the statutory consultation on the proposed CPZ Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens.**
2. **To authorise the Strategic Director for Environment to engage with the Mill Hill Ward Councillors and the community with a view to establishing whether there is scope to refine the design of the proposal in Watford Way Service Road/Northway Crescent/Scout Way and to report the outcome back to this Committee.**

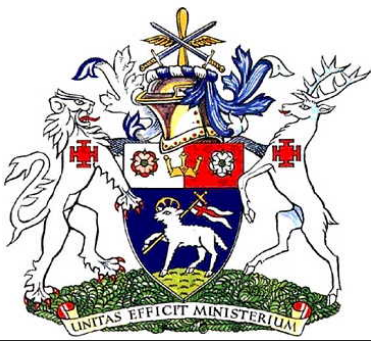
16. FORWARD WORK PROGRAMME

None.

17. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 8.35 pm



Hendon Area Committee

10th October 2018

Title	Member's Items
Report of	Head of Governance
Wards	Hendon and Colindale
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Photos of Orchard Drive
Officer Contact Details	Abigail Lewis, Governance Officer abigail.lewis@barnet.gov.uk 020 8359 4369

Summary

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

Recommendations

1. That the Hendon Area 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 considered the following matter:

<p>Cllr Nizza Fluss</p>	<p>Alexandra Road NW4 - Hendon</p> <p>On page 102 of the Environment Committee report dated 14th March 2018, it states that Alexandra Road, NW4, is still to be completed. This was meant to have been completed in year 3.</p> <p>Furthermore, residents received letters from you dated 21st February 2018 that work would start on the 19 March 2018.</p> <p>This work has not started. The pavement and road need urgent attention.</p> <p>Can you please update me as to why?</p> <ol style="list-style-type: none"> 1 This work postponed from Year 3 to Year 4 2. The work not yet been started despite writing to residents to the contrary. 3. When will this work actually start?
<p>Cllr Nagus Narenthira</p>	<p>Orchard Gate NW9 - Colindale</p> <p>On behalf of 14 properties regarding the proposed Colindale area controlled parking zone reference SC226- feedback as part of consultation process.</p> <p>The properties are blighted everyday by the blocked egress and access to our homes. On bin collection days, the truck is often unable to collect any bins, even from the very end of the road and so household waste is not collected.</p> <p>As can be seen in the photos in appendix 1 – this is causing residents to be unable to get their cars out of the road, with the photo showing there being no more than 0.5 inches of space. One resident has become so distressed by the situation that they have experienced a panic attack during the process of trying to drive through the parked cars.</p> <p>The resident has found communication as far back as 2010, regarding notification to residents that an extraordinary meeting held on August 16th 2010, the matter again was dealing with the issues of egress and access into Orchard gate in NW9 6HU.</p> <p>The situation over the years has caused residents anguish and stress.</p> <p>The residents are asking the Council to do more than just a</p>

	petition but act in a more robust way to support them in securing the appropriate level of yellow lines etc. to prevent complete blockage of the entrance.
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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

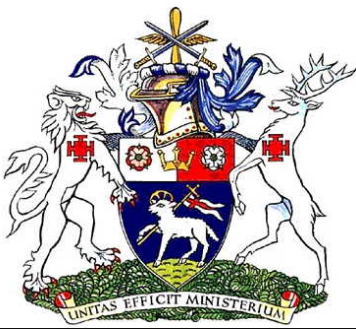
The process for receiving a Member's Item is set out in the Council's Constitution, as outlined in section 5.4 of this report. Members will be requested to consider the item and determine any further action that they may wish in relation to the issues highlighted within the Member's Item.

6. BACKGROUND PAPERS

- 6.1 Email to governance on 5TH September 2018 and 15th September 2018.







Hendon Area Committee

10th October 2018

Title	Member’s Item – Application for Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	Mill Hill and Edgware
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Window Flowers Barnet Council Edgware Town Centre.
Officer Contact Details	Abigail Lewis, Governance Officer Abigail.Lewis@barnet.gov.uk 020 8359 4369

Summary

This report informs the Hendon Area Committee that two 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 Two requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

Title	Ambulance Bay, Millway Clinic, Hartley Avenue
Raised by (Councillor)	Cllr Val Duschinsky
Ward	Mill Hill
Member Request	The Clinic at Hartley Avenue have requested installation of an ambulance bay.
Funding Required (£)	£2,500

Title	Edgware Town Centre Improvements
Raised by (Councillor)	Cllr Sarah Wardle
Ward	Edgware
Member Request	Funding for the installation and upkeep floral displays in Edgware Town Centre. Further information outlined in Appendix 1 - Window Flowers Barnet Council Edgware Town Centre.
Funding Required (£)	£3,395

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; 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

- 5.3.1 Council Constitution, Article 7, Section 7.5 Responsibility for Functions details that the Area Committee is responsible for determining the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget being allocated to the Committee being unspent.

- 5.3.2 Council Constitution, Article 2 Members of the Council, Section 2.3 states any Member will be permitted to have one matter only (with no sub items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget. Member's items sponsoring an application to the Area Committee Budget must be submitted 10 clear working days before the meeting. Items received after that time will only be dealt with at the meeting if the Chairman agrees they are urgent.

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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Tel: 01628 667227 www.windowflowers.com

Jamie Blake
Strategic Director of Environment
London Borough of Barnet
2nd Floor Building 4
North London Business Park,
Oakleigh Road South
London N11 1NP

19th September 2018

Dear Jamie

Re: Edgware Town Centre Floral Displays 2018/19

Further to Paul Dresner's email on Monday, I have the pleasure in providing the following proposal for the supply of winter/spring 2018-19 displays and summer 2019 displays.

Autumn, Winter and Spring 2018-19

Hanging Baskets

Hale Lane (6): *Lamp Column No's: 75, 76, 77, 78, 79 and 80*
Station Road (17): *Lamp Column No's: 9, 11, 12, 13, 14, 15, 18, 20, 21, 22, 24, 25, 26, 27, 29, 30 and 31*

To rental inclusive of seasonal flowers and full maintenance of **twenty-three** 450mm diameter hanging baskets to be positioned on existing brackets from late September 2018 to late May/early June 2019

23 at £65.00 nett each **£1,495.00 nett**

Barrier Troughs

Pedestrian Crossing Rails (2): *Outside Greggs*
Opposite Train Station Rails (11): *Two outside Nando's, then starting again at Money Shop install another nine troughs*
Century House Rails (6): *Starting outside Ryman's towards Manor Crescent*

To rental inclusive of seasonal planting and maintenance of **nineteen** 1200mm x 300mm x 300mm barrier planters from late September 2018 to late May/early June 2019

19 at £100.00 nett each **£1,900.00 nett**

Total Cost for Autumn, Winter and Spring 2018-19 **£3,395.00 nett**



Summer 2019

Hanging Baskets

Hale Lane (6): *Lamp Column No's: 75, 76, 77, 78, 79 and 80*
Station Road (17): *Lamp Column No's: 9, 11, 12, 13, 14, 15, 18, 20, 21, 22, 24, 25, 26, 27, 29, 30 and 31*

To rental inclusive of seasonal flowers and full maintenance of **twenty-three** 450mm diameter hanging baskets to be positioned on existing brackets from late May/early June to late September 2019

23 at £78.75 nett each **£1,811.25 nett**

Barrier Troughs

Pedestrian Crossing Rails (2): *Outside Greggs*
Opposite Train Station Rails (11): *Two outside Nando's, then starting again at Money Shop install another nine troughs*
Century House Rails (6): *Starting outside Ryman's towards Manor Crescent*

To rental inclusive of seasonal planting and maintenance of **nineteen** 1200mm x 300mm x 300mm barrier planters from late May/early June to late September

19 at £138.60 nett each **£2,633.40 nett**

Total Cost for Summer 2019 **£4,444.65 nett**

As these displays will be positioned on the footpaths, there may be an increased risk of vandalism or theft to the displays. The cost to replant or repairs to damaged planters will be charged separately.

We thank you for your valued enquiry and please do not hesitate to contact me if you require any further information.

Yours sincerely

Miles Watson-Smyth
Director
miles@windowflowers.com



Terms of Business

1. All prices quoted subject to VAT at the current rate.
2. Nett Charges payable within 28 days of installation.
3. Contract charges payable quarterly in advance from date of installation.
4. All goods supplied by Windowflowers Limited remain the property of the Company until all charges are paid in full.
5. This Contract shall remain in force until terminated by either party in writing with a minimum of three months notice, after an initial 12 month period.

On behalf of....., I instruct Windowflowers Ltd to proceed with the above work described in their letter of 19th September 2018 in line with their Terms of Business.

Signed..... Name.....

Email..... Date.....

Tel No.....

Do you operate a P/O system YES/NO If yes, please enter the P/O No here:.....

Entity or Business name to be shown on the invoice:

.....

Invoices to be addressed and sent to (*accounts office address*):

.....

.....

.....

.....

We prefer to send our sales invoices to our customers by email. Please provide below the email address to which we should send our invoices and a contact telephone number.

Email Address.....

Accounts Tel No.....

Site Tel No.....

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	<p>Hendon Area Committee 10 October 2018</p>
<p style="text-align: right;">Title</p>	<p>Area Committee Funding - Community Infrastructure Levy update</p>
<p style="text-align: right;">Report of</p>	<p>Finance Manager, Commissioning Group</p>
<p style="text-align: right;">Wards</p>	<p>Burnt Oak, Colindale, Edgware, Hale, Hendon, Mill Hill and West Hendon</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – Allocation of awards, spend and balance available – CIL Reserve</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Gary Hussein, Finance Manager, Commissioning Group Contact: Gary.Hussein@barnet.gov.uk</p>

Summary

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

Recommendations

1. That the Hendon Area Committee notes the amount available for allocation during 2018/19, as set out in Appendix 1
2. That the Hendon 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 Hendon 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 June 2018. The total amount of underspends from 2015 – 2018 is £0.074m, whilst the total funded overspends on schemes total £0.016m. Please note that due to a reduction in CIL Receipts in the ward in 2017/18 the full £0.150m has been adjusted in the opening 2018/19 balance. The total that applied to 2017/18 was £0.092m.

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. Appendix 1 shows the committee balance for 2018/19 to be £0.098m. This takes in account of the amount of unallocated fund from the prior years as well as allocated for the current year together with under and overspends relating to previous financial years, and the 2017/18 CIL adjustment as per 2.1.

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, Article 7, Committees, Forums, Working Groups and Partnerships – the terms reference of Area Committees include:

5) 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.

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>

Hendon	2018/19 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspend 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
Budget allocation	150,000							
Budget C/Fwd	19,728							
Shortfall in CIL 2017/18	(57,893)							
BC/001494-01-02	Alley gates for Watling Avenue, Burnt Oak	(10,000)	-	10,000	- No	No		27/06/2018
BC/001494-02-02	Speeding measures to be implemented in West Hendon	(2,500)	-	2,500	- No	No		27/06/2018
BC/001349-06	Ellesmere Avenue/The Fairway, NW7 - design and introduce the Preferred Scheme	(15,000)	-	15,000	- No	No		27/06/2018
BC/001494-03	Ellesmere Avenue/The Fairway, NW7 - Carry out a parking survey and a speed survey in the area to assess parking capacity and the speed levels	(4,000)	-	4,000	- No	No		27/06/2018
BC/001349-08	Gaskarth Road - Proposed One-Way System between Playfield Road and Watling Avenue - design and introduce the Preferred Scheme.	(18,000)	3,025	18,000	- No	No		27/06/2018
BC/001410-04	Flower Lane NW7, Mill Hill- design, consult and introduce the Preferred Scheme	(17,050)	90	17,050	- No	No		27/06/2018
		45,285	3,115	66,550	-			
	On Hold - Arundel Gardens, Footway Parking	(5,000)						
	2015/16 Underspend returned to CIL reserve	53,292						
	2016/17 Underspend returned to CIL reserve	20,808						
	2017/18 Underspend returned to CIL reserve	0						
	Overspend Funded	(16,345)						
	New Balance	98,041						

Hendon - Outstanding Schemes 2017/18	2017/18 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspend 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
BC/001187-01	Parking - Glendor Gardens	(2,500)	-	2,500	- No	No		02/05/2017
BC/001259-01	Change Island Crossing at Junction of Broadfields Avenue & Broadhurst Avenue to a safer Zebra Crossing - Feasibility Study	(3,000)	2,644	3,000	- No	No		24/07/2017
BC/001349-01	Road safety around Barnfield Road/Montrose Avenue near Annunciation School and Goldbeaters School - Review	(2,500)	1,369	2,500	- No	No		24/07/2017
	Contribution to modernisation of the infant school playground at St Mary's & St Joseph's School	(7,500)	-	7,500	- No	No		24/07/2017
	Increase security at Sheaves Hill Allotments - supply and installation of gate and an access system	(4,329)	-	4,329	- No	No		24/07/2017
	Contribution to modernisation of the school playground at Dollis Junior School	(7,500)	-	7,500	- No	No		24/07/2017
BC/001031-08-05	Bell Lane and Green Lane, including installing a zebra crossing (£20k LIP Funded)	(5,000)	3,778	5,000	- No	No		24/07/2017
BC/001031-06-02	Edgware K Controlled Parking Zone -CPZ - Manns Road & Garden City Statutory Consultation Outcome	(6,000)	4,309	6,000	- No	No		24/07/2017
BC/001108-01-02	Langstone Way, NW7 - Request for Pedestrian Crossing	(25,000)	11,790	25,000	- No	No		24/07/2017
BC/001349-02	Feasibility study around Ellesmere Avenue and the Fairway	(5,000)	4,819	5,000	- No	No		04/12/2017
BC/001349-03	Feasibility study Devonshire Road, NW7	(2,000)	4,900	4,900	2,900 No	No		04/12/2017
BC/001349-04	Feasibility study for making Gaskarth Road a one way	(3,000)	439	3,000	- No	No		04/12/2017
BC/001410-01	Pedestrian Crossing in Flower Lane, NW7, MILL Hill - Feasibility study	(5,000)	1,009	5,000	- No	No		08/03/2018
BC/001410-02	Residents Parking Zone for Daws Lane, NW7, Mill Hill - Informal Consultation	(5,000)	-	5,000	- No	No		08/03/2018
	High quality climbing frame for Dollis Infant School	(7,500)	-	7,500	- No	No		08/03/2018
BC/001410-03	Double yellow lines on Orchard Drive & Stone Grove Junction	(2,000)	3,354	2,000	- No	No		08/03/2018

Hendon - Outstanding Schemes 2016/17	2016/17 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspend 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
BC/001038	Mill Hill Neighbourhood forum, pocket park	(12,000)	12,000	12,000	- No	No		06/07/2016
BC/001118	Salcombe Gardens uplift, Mill Hill (Mayors Shop front project, match funding)	(20,000)	20,000	20,000	- No	No		06/07/2016
BC/001031-01	Page st/Bunns lane/Pursely road - Junction improvements - double mini roundabout	(10,000)	1,958	10,000	- No	No		26/10/2016
BC/001031-06	Garden City parking/Chiltern Road/Manns Road - feasibility study for CPZ	(5,000)	4,252	5,000	- No	No		26/10/2016
BC/001108-02	Brent Green - Traffic improvements	(25,000)	9,756	25,000	- No	No		20/02/2017

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	<h2>Hendon Area Committee</h2> <h3>10 October 2018</h3>
<p style="text-align: right;">Title</p>	<p>Deansbrook Road, HA8</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Burnt Oak, Hale and Edgware</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 - Drawings: BC/001143-14-03_3300-01_001/002/003/004 – Collisions BC/001143-14-03_3300-02 – Speed Survey BC/001143-14-03_FS_100-01 - Proposals</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report summarises the results of a feasibility study investigating traffic calming measures to reduce the reported speed problems on Deansbrook Road, HA8 and outline proposals for consideration to address the concerns at this location.</p>

<h2>Officers Recommendations</h2>
<p>That the Hendon Area Committee:</p>
<ol style="list-style-type: none"> 1. Note the outcome of the review to the improvements on Deansbrook Road as outlined in this report and the appendices.
<ol style="list-style-type: none"> 2. In consideration of the Council’s Policy on traffic calming, agrees the Strategic Director for Environment proposal to progress to detailed design and implementation of the scheme, as outlined in Appendix 1 - Drawing No.

BC/001143-14-03_FS_100-01.
3. Authorise the Strategic Director for Environment to carry out a consultation on the approved proposals.
4. That subject to no objections being received to the consultation, referred to in recommendation 3, the Hendon Area Committee authorise the Strategic Director for Environment to introduce the approved proposal.
5. Agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will in consultation with the relevant ward Councillor consider and determine whether the approved proposal should be implemented or not, and if so, with or without modification.
6. Note that the scheme is funded by the Local Implementation Plan (LIP) 18/19 funding

1. WHY THIS REPORT IS NEEDED

- 1.1 Residents in the area reported speeding problems along Deansbrook Road and as part of the traffic management scheme prioritisation, funding from the Local Implementation Plan (LIP) have been allocated to the investigation and implementation of traffic calming measures on Deansbrook Road, HA8.
- 1.2 This report therefore details the outcome of the investigation carried out to address the issues related to traffic speeding problems on Deansbrook Road. The proposals are being reported to the Hendon Area Committee as they include vertical Traffic Calming measures.
- 1.3 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’.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This approach to prioritise traffic improvements is informed by
- i) Site Observations
 - ii) Collisions data
 - iii) Speed Survey Data

- 2.1.1 **Site Observations:** Deansbrook Road is a main road connecting Mill Hill Broadway to Edgware/Burnt Oak. It is a bus route and it can be virtually divided into two sections: the first section between Lyndhurst Avenue and the Orange Hill/Deans Lane Roundabout is mainly residential with the exception of few local shops between Cressingham Road and Gold Hill; the second section between the roundabout and junction of Deansbrook Road with A5/Edgware Road is the A5109, a major link connecting the A1/A41 Apex Corner to local area and a few amenities are located along this section: Edgware Community Hospital, Watling Park school and some local amenities on Pavilion Way.
- 2.2 **Collisions Data:** As part of this feasibility study, the personal injury data was analysed investigating 36 months of accident data to 30 June 2017. This is the latest data that was available from the police and the 2017 data is provisional and subject to change. Data show a total of 42 collisions mainly caused by speeding or by drivers' poor awareness and a few accidents involving pedestrians crossing the road outside designated crossing point. The collisions data is outlined on attached drawings no. BC/001143-14-03_3300-01_001/002/003/004.
- 2.3 **Speed Survey Data:** Deansbrook Road is currently subject to a 30mph speed limit. A traffic speed survey was conducted on week commencing 2 July 2018 and on week commencing 9 July 2018 on ten locations. The survey was carried out for 24hours for 7 days on the sites shown on attached drawing BC/001143-14-03_3300-02. Results are shown on table 1 below. The figures in Table 1 indicate the 24-hour mean and 85th percentile (free flow) speeds for each location.

Table 1 – Speed Survey Data

	Eastbound		Westbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
Site 1	28.5	23.4	26.7	19.4
Site 2	29.3	23.3	29.1	20.9
Site 3	30.5	24.9	31.7	24.0
Site 4	28.2	22.8	29.2	23.6
Site 5	31.8	26.6	32.8	26.9
Site 6	31.7	26.4	33.5	28.4
Site 7	27.5	22.7	29.0	23.6
Site 8	32.4	26.6	29.4	24.7
Site 9	30.3	25.6	31.7	27.1
Site 10	27.7	22.0	30.8	26.1

The 85th Percentile Speed is the speed at which 85 per cent of vehicles travel at or below along a street or road (under free flow conditions). This measure is not particularly affected by exceptional speeds since the value of the very highest and lowest results does not affect the results. The 85th percentile speed is used in road design to determine the 'design speed' for new features on the road. It is usually close to the speed limit the road and might be characterised as the speed that the majority of motorists consider a sensible maximum for the conditions.

- 2.4 The proposals aim to reduce speeding and improve road safety in the area and they include:
- i. Introduction physical traffic calming measures in form of speed cushions along Deansbrook Road between Lyndhurst Avenue and Heming Road;
 - ii. New uncontrolled crossing with refuge island on Deansbrook Road at its junction with Pavilion Way. This proposal aims to improve pedestrians' safety at this location. A new school has recently been opened at this location and from site visit it has emerged the difficulty of crossing the road along the existing railway bridge;
 - iii. New slow road markings with dragon teeth on Lyndhurst Avenue at its junction with Deansbrook Road and on Deansbrook Road near its junction with Heming Road to mark the beginning and the end of the traffic calming measures.
- 2.5 The proposals (i), (ii), and (iii) are shown on attached drawing no. BC/001143-14-03_FS_100-01.
- 2.6 The speed along Deansbrook Road will be monitored after the implementation of the physical traffic calming measures and a 20mph speed limit might be introduced if speed above limit is still revealed.
- 2.7 Ward Councillors have been consulted on the introduction of vertical measures and no comments have been received at time of publication.
- 2.8 However, after investigating the issues and having considered this to be exceptional circumstances due to the length of the sections of roads and the speeds are high, Officers believe that these measures would be appropriate at this particular area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 In addition to the proposals set out above, the only other options at this stage is not to proceed with any of the proposed improvements or to proceed with part of them, however, this will address only partially the original concern raised by residents regarding the speeding along Deansbrook Road.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved, detailed design would be undertaken. Ward members and residents living in the area 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 2 – Cost Estimate

Detailed Design	£ 5,600
Safety audit, surveys etc	£ 4,000
Consultation & TMO	£ 6,500
Construction (works cost)	£ 28,200
Implementation, supervision and post implementation costs	£ 2,800
TOTAL	£ 47,100

- 5.2.2 The estimated cost of installing the recommended proposals is £47,100 and will be funded through the Local Implementation Plan (LIP) budget of £3.499m of which Traffic Management and Accident Reduction Schemes

has a budget of £0.800m.

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

5.4.3 Furthermore, section 17 of The Traffic Management Act 2004 provides that the local traffic authority shall make such 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 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 safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

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

5.7. Corporate Parenting

5.7.1. Not applicable in the context of this report

5.8. Consultation and Engagement

5.8.1. A statutory consultation will be undertaken as set out above.

5.9. Insight

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

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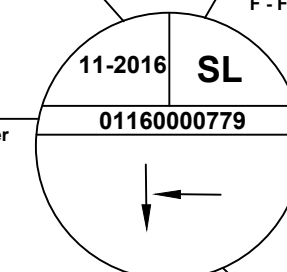
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2018_BC/001143-14-03.
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:

Date (month-year) Accident Severity
SL - Slight
SR - Serious
F - Fatal

Ref. number



Conflict Diagram

- Moving vehicle indicating direction (Car)
- - - Motor cycle/moped
- Bicycle
- Ⓜ Pedestrian injured indicating direction and age
- Ⓜ Pedestrian injured in road not crossing and age
- Ⓜ Passenger injured fallen inside P.S.V. and age
- Ⓜ Vehicle going ahead held up
- Ⓜ Vehicle turning
- Ⓜ Vehicle waiting to turn
- Ⓜ Vehicle stopping
- Ⓜ Vehicle overtaking
- Ⓜ Vehicle loss of control
- Ⓜ Vehicle hit central barrier
- Ⓜ Vehicle hit street furniture
- Involving parked vehicle

REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue
FOR INFORMATION ONLY

Client:
BARNET LONDON BOROUGH

Scheme Ref. BC/001143-14-03
Scheme title
DEANSBROOK ROAD

Drawing title
COLLISION PLOT (1/4)

Scale @ A3:NTS			
Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 03/06/18	Date: 03/06/18	Date: 03/06/18	Date: 03/06/18

BC/001143-14-03_3300-01_001 Rev. 0



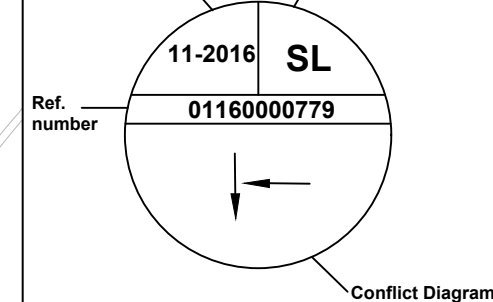
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2018_BC/001143-14-03.
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:

Date (month-year) Accident Severity
 SL - Slight
 SR - Serious
 F - Fatal



- Moving vehicle indicating direction (Car)
- - - Motor cycle/moped
- ... Bicycle
- ⊙ Pedestrian injured indicating direction and age
- ⊙ Pedestrian injured in road not crossing and age
- ⊙ Passenger injured fallen inside P.S.V. and age
- ⊥ Vehicle going ahead held up
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- ⊥ Vehicle waiting to turn
- ⊥ Vehicle stopping
- ↪ Vehicle overtaking
- ⊙ Vehicle loss of control
- ⊥ Vehicle hit central barrier
- ⊙ Vehicle hit street furniture
- Involving parked vehicle

REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue
FOR INFORMATION ONLY

Client:

Scheme Ref. BC/001143-14-03
 Scheme title

DEANSBROOK ROAD

Drawing title
COLLISION PLOT (2/4)

Scale @ A3:NTS

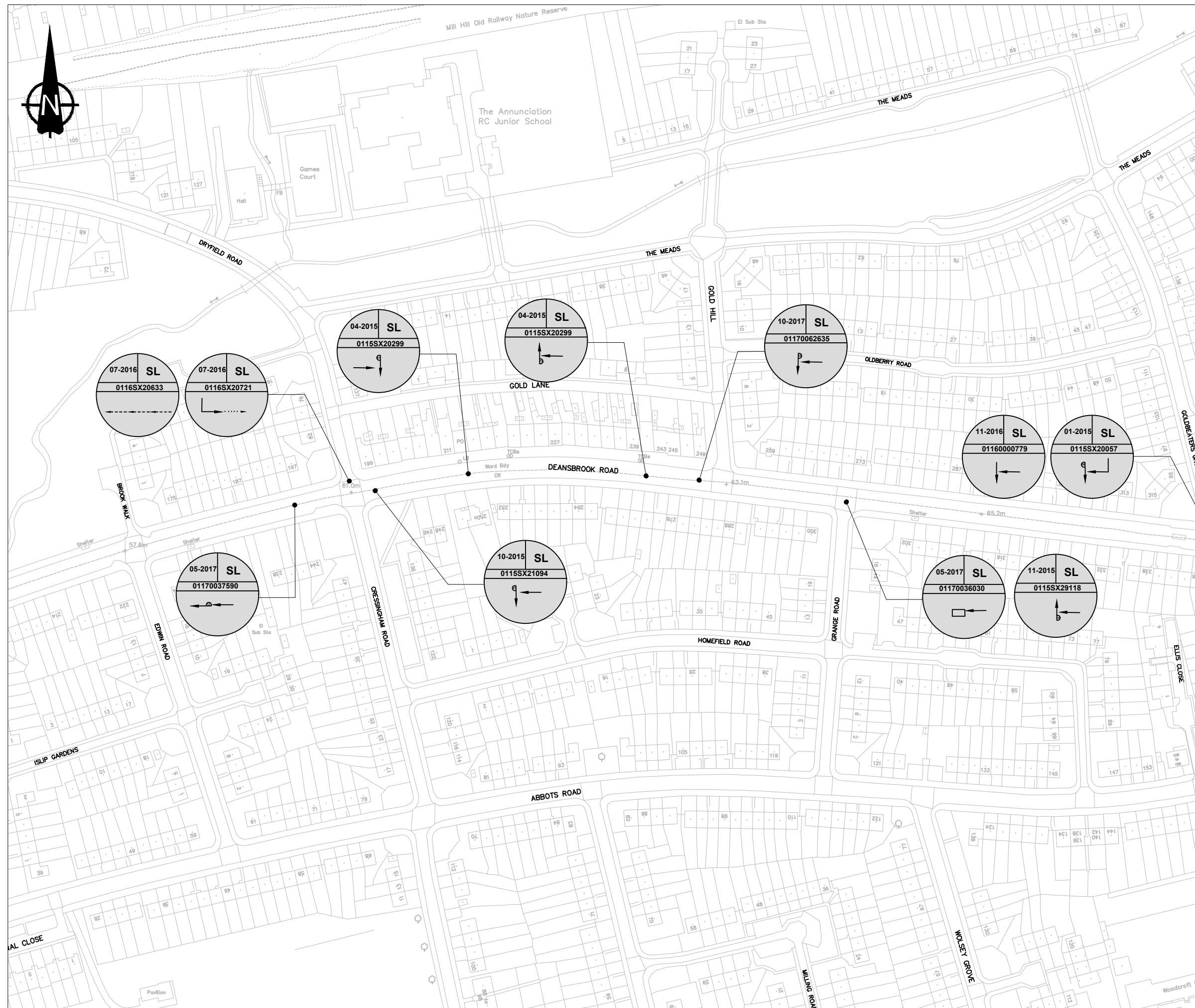
Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 03/06/18	Date: 03/06/18	Date: 03/06/18	Date: 03/06/18

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

BC/001143-14-03_3300-01_002 Rev. 0



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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. C2018_BC/001143-14-03.
 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:

Date (month-year) **Accident Severity**
 SL - Slight
 SR - Serious
 F - Fatal

Ref. number **Conflict Diagram**

11-2016 SL
 0116000779

- Moving vehicle indicating direction (Car)
- - - Motor cycle/moped
- Bicycle
- ⊙ Pedestrian injured indicating direction and age
- ⊙ Pedestrian injured in road not crossing and age
- ⊙ Passenger injured fallen inside P.S.V. and age
- ⊥ Vehicle going ahead held up
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- ⊥ Vehicle waiting to turn
- ⊥ Vehicle stopping
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- ⊙ Vehicle loss of control
- ⊙ Vehicle hit central barrier
- ⊙ Vehicle hit street furniture
- Involving parked vehicle

REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue

FOR INFORMATION ONLY

Client:

BARNET
LONDON BOROUGH

Scheme Ref. BC/001143-14-03

Scheme title

DEANSBROOK ROAD

Drawing title

COLLISION PLOT (3/4)

Scale @ A3:NTS

Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 03/06/18	Date: 03/06/18	Date: 03/06/18	Date: 03/06/18



BC/001143-14-03_3300-01_003

Rev. 0

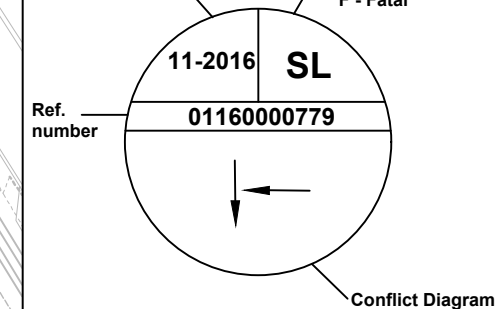
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2018_BC/001143-14-03.
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:

Date (month-year) Accident Severity
 SL - Slight
 SR - Serious
 F - Fatal



- Moving vehicle indicating direction (Car)
- - - → Motor cycle/moped
- → Bicycle
- ⊙ → Pedestrian injured indicating direction and age
- ⊙ → Pedestrian injured in road not crossing and age
- ⊙ → Passenger injured fallen inside P.S.V. and age
- ⊥ → Vehicle going ahead held up
- ↪ → Vehicle turning
- ↪ → Vehicle waiting to turn
- ⊥ → Vehicle stopping
- ↪ → Vehicle overtaking
- ⊙ → Vehicle loss of control
- ⊙ → Vehicle hit central barrier
- ⊙ → Vehicle hit street furniture
- → Involving parked vehicle

REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue
FOR INFORMATION ONLY

Client:

Scheme Ref. BC/001143-14-03
 Scheme title

DEANSBROOK ROAD

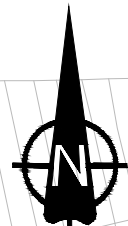
Drawing title
COLLISION PLOT (4/4)

Scale @ A3:NTS

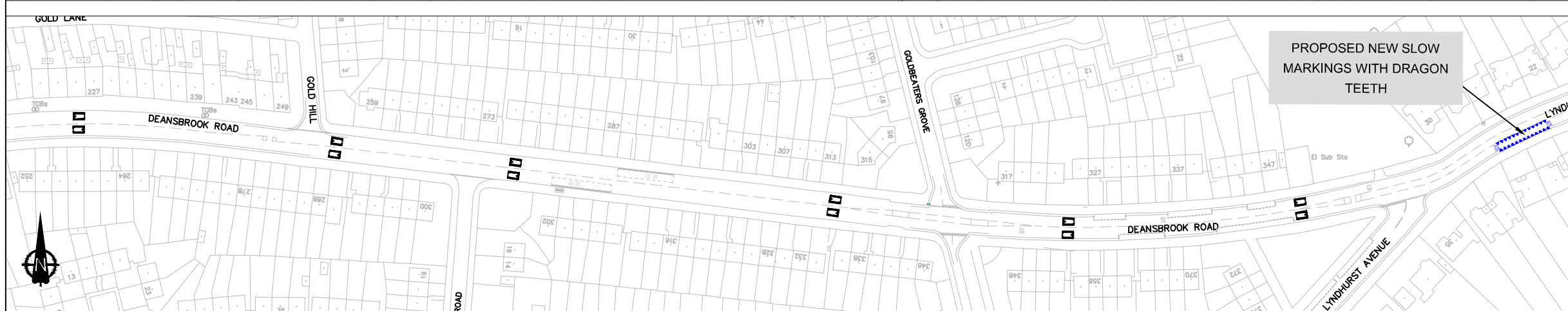
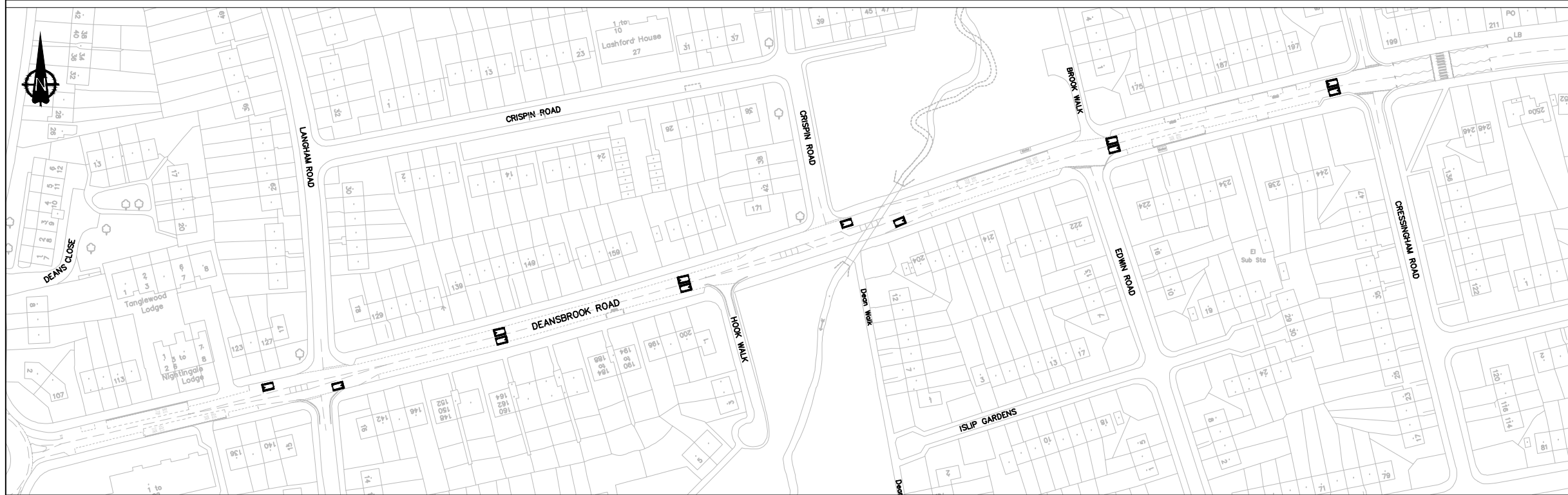
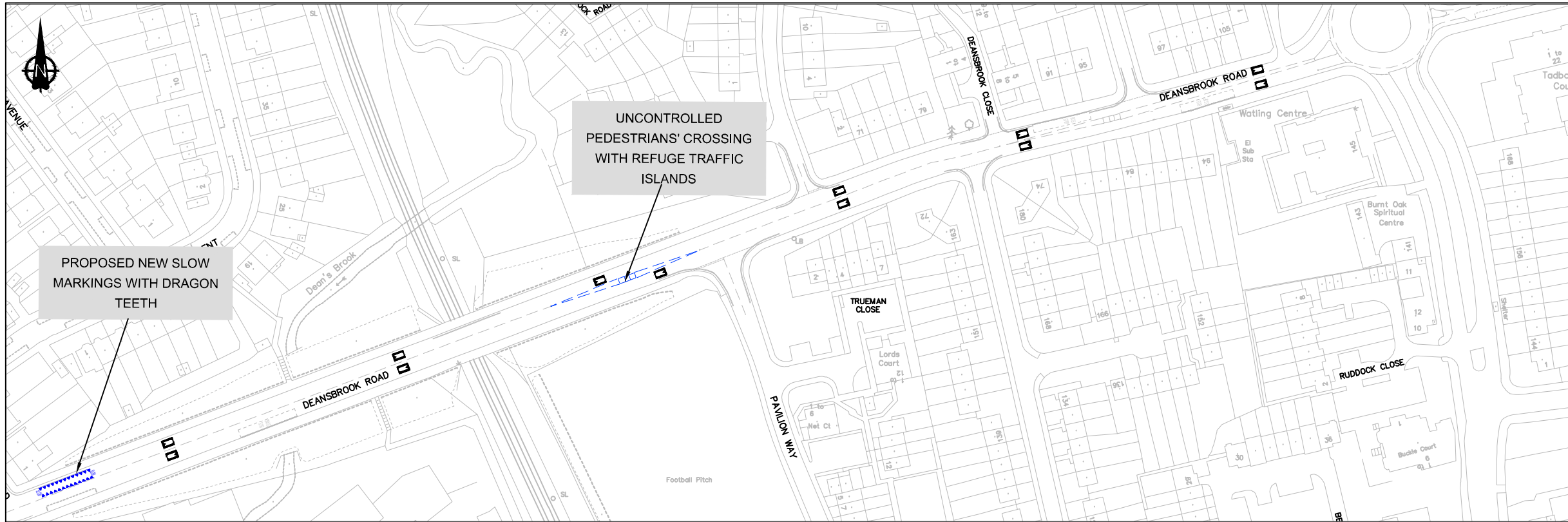
Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 03/06/18	Date: 03/06/18	Date: 03/06/18	Date: 03/06/18

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

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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NOTES:

-  PROPOSED ROAD MARKINGS
-  PROPOSED SPEED CUSHION

REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue
FOR INFORMATION ONLY

Client:


Scheme Ref. BC/001143-14-03
 Scheme title

DEANSBROOK ROAD
 Drawing title

PROPOSALS			
Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 03/06/18	Date: 03/06/18	Date: 03/06/18	Date: 03/06/18

 Traffic and Development
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 North London Business Park, Oakleigh Road South
 London N11 1NP


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 Rev. 0

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