

	<h2>Hendon Area Committee</h2> <h3>26 October 2016</h3>
<p style="text-align: right;">Title</p>	<p>Progress update on Hendon Area Committee Actions October 2016</p>
<p>Report of</p>	<p>Commissioning Director for Environment</p>
<p>Wards</p>	<p>Edgware, Hendon, West Hendon, Mill Hill, Hale, Colindale, Burnt Oak</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix 1 – Progress update report on actions requested by Hendon Area Committee.</p>
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Summary

This report provides Hendon Area Committee with an update on the actions agreed by the Committee on 6 July 2016, on-going Committee approved schemes and new requests that were approved at the January Committee.

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

Recommendations

- 1. That the Committee notes the update and actions set out in Appendix 1 of this report.**
- 2. In the matter of Sunnyfield School, Greyhound Hill, that the committee notes the update in this report.**
 - i. That the Committee agree expenditure of £5,000 from the Area Committee (CIL) Budget to carry out a feasibility study to investigate if a pedestrian facility can be installed on Greyhound Hill, subject to funding being made available.**
- 3. In the matter of the Lubavitch of Edgware Kindergarten, 230 Hale Lane, that the committee notes the update in this report.**
 - i. That the Committee agree to the installation of a school Keep Clear Marking outside the Lubavitch of Edgware Kindergarten 230 Hale Lane and School warning signs.**
 - ii. That the Committee agree expenditure of £3,000 from the Area Committee (CIL) Budget to install the School Keep Markings and School Warning Signs.**
- 4. In the matter of Colindeep Lane, regarding the Installation of speed Cameras.**
 - i. That the Committee note the cost and the annual maintenance fee and that it is not currently proposed to progress with this request as there is insufficient funding.**
- 5. In the matter of Shirehall Lane - Double Yellow lines that the committee notes the update in this report.**
 - i. That the Committee resolve to implement the proposed double yellow lines as per the original proposal.**
- 6. In the matter of Brookside Walk - Lighting of playground path that the Committee notes the update in this report.**
 - i. That the Committee note the detail of the site visit as outlined in this report in relation to Brookside Walk footpath.**
 - ii. That the Committee, having noted the above in (i), give instruction to the Commissioning Director for Environment to escalate the proposal within the report to the Environment Committee to consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.**
- 7. In the matter of Riverdene, Edgware the Committee notes the update in this report.**
 - i. That the Committee agree to the installation of two cherry trees in Riverdene**

outside nos. 51 and 109 Riverdene.

- ii. That the Committee agrees funding of £1,500 to plant the two cherry trees and for an investigation to determine if there are any suitable locations for additional trees to be located in Riverdene. Any findings will be reported to a future Area Committee.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides a progress update and recommended actions of the actions requested by the Hendon Area Committee. These are referenced for the purpose of tracking progress and reporting back to future Committee meetings.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations provide actions following 6 July 2016 and previous Hendon Area Committees.
- 2.2 Appendix 1 provides a progress update on all actions/schemes previously approved for progression by the Hendon Area Committee. It should be noted that not all of these schemes are Area Committee funded but some are funded using alternative funding such as Local Implementation Plan (LIP) funding 2016/17 and/or the 2016/17 Capital allocation for Pavement Work.

Sunnyfield School, Greyhound Hill – Request for Zebra Crossing

- 2.3 In Appendix 1, with reference to the item on Greyhound Hill, a petition was received requesting a zebra crossing be installed on Greyhound Hill outside Sunnyfields School. No funding was agreed to carry out a full feasibility study, therefore it has only been possible to carry out a limited assessment of the site and any accidents that have occurred in the vicinity.
- 2.4 Following a period when Sunnyfields Primary School was not engaged in School Travel Plan work, they are now working with our Safe and Sustainable Travel team. This provides an opportunity for engineering measures to encourage sustainable travel to be identified and prioritised for available funding, as well as developing a range of other initiatives to help with this.
- 2.5 Provision of a zebra crossing is not necessarily the best or only solution and the School Travel Advisor has had positive discussions with the deputy head from the school about a range of other initiatives, such as pedestrian skills training, that could help. It is therefore recommended that the Area Committee authorise the expenditure of £5,000 towards a feasibility study in this area. The results of the feasibility study will be reported at a future Area Committee together with any recommendations or options in relation to the zebra crossing requested on Greyhound Hill or any other highway improvements that may be discovered during the feasibility study.

- 2.6 A zebra crossing on Greyhound Hill has previously been considered as part of the school travel plan process and on that occasion was not recommended. In addition, there have been no pedestrian related accidents in this area. However, Officers consider that there may be merit in reconsidering the pedestrian improvements in the area.
- 2.5 Therefore, if the Committee decision were to carry out a more detailed feasibility study, including speed and pedestrian surveys, £5,000 would be required from the Area Committee budget to commission this study.

Lubavitch of Edgware Kindergarten, 230 Hale Lane

- 2.6 In Appendix 1, with reference to the item on Lubavitch of Edgware Kindergarten, 230 Hale Lane two separate requests were received through the 6 July 2016 Residents Forum and Area Committee. One was for School Keep Clear markings outside the Kindergarten which was requested at the Residents Forum by the Kindergarten itself. The second was a petition, with 94 Signatories, for a pedestrian crossing facility in the same location which was reported to the Area Committee.
- 2.7 No funding was agreed to install School Keep Clear Markings or to carry out a full feasibility study, therefore it has only been possible to carry out a limited assessment of the site and any accidents that have occurred in the vicinity.
- 2.8 The initial assessment raised concerns over the suitability of the location for a formal zebra crossing facility due to the number of crossovers that are located in this area and the presence of another crossing facility on Hale Lane outside Beit Shvidler Primary School further along Hale Lane.
- 2.9 In addition, there have been no pedestrian related accidents in this area.
- 2.9 However, it is considered that the implementation of School Keep Clear marking in this location would benefit the safety of children and improve visibility at the entrances to the nursery. School warning signs on both sides of the Kindergarten are also recommended as they would raise awareness of the presence of the Kindergarten
- 2.10 It is therefore recommended that the Area Committee agree a budget of £3,000 to implement the School Keep Clear markings and the school warning signs.

Colindeep Lane – Request for a Speed Camera

- 2.11 At the July 2016 Area Committee a petition was received relating to '*Install speed cameras Colindeep Lane ASAP*'. The Committee noted that there were 123 signatures on the petition requesting the installation of speed camera on Colindeep Lane.

- 2.12 Officers have contacted Transport for London (Enforcement and On Street Operations (EOS)) regarding the installation of speed camera and have been advised the following:
- 2.13 The initial cost of installing the camera is in the region of £100,000 and there is an annual maintenance fee of £3000 per annum. The Metropolitan Police service will also need to approve any application for Speed Camera.
- 2.14 Officers have been in discussion with the Regeneration Team to ascertain if there is any funding within the Colindale Development Area which would cover the installation of a Speed Camera. However, Officers have been advised that all the funding for Highways improvements has currently been allocated and there would be insufficient funding available to cover the installation of the requested Speed Camera on Colindeep Lane. It is therefore recommended that due to the lack of funding this proposal does not go ahead.

Shirehall Lane, NW4 – Objections to the Double Yellow lines.

- 2.15 The statutory consultation for the proposed double yellow lines commenced on 26 May 2016 and one objection was received during the consultation period.

A summary of the objection is as follows:

- That the proposal would make it more difficult for families visiting the local park;
- That there are no obstructive parking or safety issues at the location;
- That there are no problems at the location.

- 2.16 Having considered the objection it is acknowledged that the implementation of double yellow lines would reduce the amount of available kerbside space used by motorists to park their vehicles, although it is considered that where the restrictions are proposed to be located are where no vehicle should be parked. Although the objector considers that there are no problems at this location, an issue was raised at the Hendon Area Committee about the perceived dangers of crossing Shirehall Lane adjacent to Hendon Park, as pedestrians crossing and waiting to cross at the island opposite the main entrance to the park, cannot be seen by oncoming motorists due to their visibility being hampered by parked vehicles.
- 2.17 The proposal therefore is designed to improve the visibility for pedestrians crossing at this location, and for motorists travelling along the road, and although the objector's comments have been noted, it is considered and recommended that the proposal should still be implemented as proposed.
- 2.18 Funding for the implementation of the yellow lines has previously been approved and no additional funding is required to implement the double yellow lines.

Brookside Walk - Lighting of Playground Path

- 2.19 This report has been provided by the Street Department who have previously provided an assessment of lighting in this area
- 2.20 An Engineer from the Street Lighting Team, has attended site and had a useful discussion with residents, regarding their interest in having additional street lighting installed along the Brookside Walk footpath.
- 2.21 The footpath is certainly used by school children during daylight hours, as evidenced during the visit. However, consideration must certainly be given as to whether it is sensible, or safe, to encourage younger school children and other vulnerable groups, to use such footpaths during the hours of darkness, whether lit or not.
- 2.22 Whilst we are now clear about the residents request and the area in question, our views on the feasibility and desirability of lighting the path remain, broadly, as previously on suggested in an earlier response*. Additionally, there is a section, nearest the A406 underpass, beyond which it would be very unlikely, and at a sensible cost, to be able to light, because of the presence of a culvert.
- 2.23 The revised budget cost, for the works to the required area of the site, with consideration only for standard lighting to achieve an appropriate lighting standard, would be in the region of £30k to £40k, again dependent on a full commissioning request and an appropriate design review.

NB: this does not include any allowance for the potential risks of lighting such an area highlighted below, or any counter measures they may require, such as; additional CCTV; anti-vandal lighting or; lighting designed to reduce or dissuade the use of drugs. Such proposals would, as a minimum, require discussion and consultation with the police and the council's Community Safety Team.

- 2.24 It is clear, from the Officers review of the site, the majority of any lighting, if this were to be considered, would need to be installed along the edge of the existing playground area. The other side of the footpath would be liable to subsidence and potential flooding, because of its proximity to the brook.
- 2.25 Aside from the very real issues regarding the nature corridor, highlighted in the original response, below*, and whilst it is, clearly, not the intention to light the playground itself, any illumination of the footpath will, by association, also illuminate the playground area. Experience suggests this area then has the very real potential of becoming a magnet for undesirable gatherings, together with nefarious and illegal activities, which will be especially prevalent during the hours of darkness.
- 2.26 As the funding recommended is in excess of the Committee's £25,000 budget the Committee are requested to considered whether they are in favour of the proposal to install the street light and if in favour, escalate the matter to the Environment Committee to consider options for funding the scheme from an agreed budget prior to progress of the scheme to detailed design, public, consultation and implementation.

**Earlier correspondence, referred to above:*

This location has cropped up repeatedly, over the last few years and members have been provided with appropriate responses in order to make an informed decision.

The following should provide adequate context and background, but if there are further queries, or additional information is required, this can be provided:

The footpath itself is an integral part of the wider nature corridor, provided by the Dollis Valley Brookside Walk and, as such, has previously been deemed unsuitable for lighting. The reason for this is because it would seriously interfere with local wildlife activities, particularly during the hours of darkness when bats, moths and all manner of nocturnal species are likely to be abroad.

It must be noted here, there is a much safer, very well-lit and convenient alternative route, already available for use after dark, along Bridge Road, together with the perfectly adequate and very well illuminated footpath alongside the North Circular Road. Most of this section has the added safety consideration of CCTV coverage.

As you will already be aware, the Brookside Walk is not a currently lit footpath, like most of the Dollis Valley Brookside Walk and its designated nature corridor. To light the location in question would be a costly affair, as there are no convenient electricity points. Consequently, a separate electricity supply feeder pillar will be required to service the number of assets required to provide an appropriate standard of lighting to this footpath.

Members have previously requested a guide to costs for providing lighting to the footpath, without going to the full expense of a full design and evaluation process. The guide costs, a couple of years ago, was in the order of £70k, although this would require confirmation through a full commissioning and design process.

Riverdene, Edgware

- 2.27 Following the re-planting of a number of Cherry Trees in Riverdene, Edgware in 2014 a request was received for bollards to be installed along the road to prevent parking on the verges.
- 2.28 Location has been reviewed and the Council do not support the installation of this type of bollard due to cost and on-going maintenance that is required.
- 2.29 However, a discussion has taken place with Green Spaces regarding the possibility of installing additional cherry trees on Riverdene. Although new trees are not generally planted as currently there is no budget for this. It is possible to replace existing tree location. There are currently two vacant tree pits in Riverdene outside Nos. 51 and 109 and if funded by the Committee (approx. £600 per tree) Greenspaces can arrange to these to be replanted.

2.30 Green Spaces can also, subject to funding, carry out a review of the rest of the road to see if there are any other suitable locations for additional trees.

2.31 Therefore, it is recommended that funding of £1,500 is approved by the Committee for the two replacement trees and a review of Riverdene by Green Spaces to assess if there are additional locations where trees could be planted.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Area Committee Budgets contribute to the objectives as set out in the Council's 2015-2020 Corporate Plan:

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

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

5.2.1 The cost implications of the actions requested by the Committee for the individual schemes were agreed at previous Hendon Area Committees. These will be funded from either the 2016/17 budget for the area committee or the 16/17 Capital allocation for Pavement Work.

5.2.2 The Committee should note that there are possible further cost implications to the council relating to the individual schemes. These costs will be detailed in the proposed update reports or specific scheme reports presented at future Committee meetings for Members to consider and authorise, reject or refer to the Environment Committee.

5.2.3 Scheme funded using The LIP funding 'Corridors, Neighbourhoods and Supporting Measures Programmes 2016/17' are detailed in Appendix 1. For

the LIP 2016/17 Programme and of the £3,413,000 allocation £1,300,000 has been identified for the following generic areas:- Traffic Management and Road Safety Programme (£500,000), School Travel Schemes Programme (£500,000), Parking Review Programme (£100,000) and 20mph Schemes programme (£200,000)..

5.3 Social Value

5.3.1 Not relevant to this report.

5.4 Legal and Constitutional References

5.4.1 Under the Council's Constitution, 15A Responsibility for Functions, Annex A – the terms of reference of the Area Committees includes to:

- Discharge any functions, within the budget and policy framework agreed by Policy and Resources Committee, of the theme committees that they agree are more properly delegated to a local level including but not limited to local highways and safety schemes;
- Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy and Resources Committee.”

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

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

5.5 Risk Management

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

5.5.2 Schemes address issues such as road safety, schemes will improve the safety and would also help to reduce potential accidents. Schemes will also be beneficial in reducing congestion and where traffic is kept moving the emissions from vehicles are reduced, thereby reducing air pollution.

5.5.3 However, schemes also include construction elements with inherent hazards.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals:

- (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act;
- (ii) to advance equality of opportunity between those with protected characteristics and those without; and
- (iii) to foster good relations between persons with a relevant protected characteristic and those without.

The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposals in this report will disproportionately disadvantage or benefit members of any protected group.

5.6.3 Individual proposals have been or will be subject to further consideration of equalities impacts as they are developed and approved.

5.6.4 LB Barnet Council owes a duty of care to all road users and endeavours to ensure a safe environment for vulnerable user groups.

5.7 **Consultation and Engagement**

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

5.8 **Insight**

5.8.1 Not relevant to this report.

6. **BACKGROUND PAPERS**

6.1 The report of 27 January 2015 Environment Committee Highways Planned Maintenance 2015-16

<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>

6.2 Report to Environment Committee, 11 June 2015 – Role of Area Committees – Managing Highways Priorities.

<https://barnet.moderngov.co.uk/documents/s23705/Review%20of%20Area%20Committees%20their%20relationship%20with%20the%20Environment%20Committee.pdf>

6.3 Minutes of previous minutes that are relevant to Appendix 1 can be found here: <http://barnet.moderngov.co.uk/ieListMeetings.aspx?Committeeld=717>

- 6.4 An update on the review of Area Committee Actions (2015-2016) Report to Hendon Area Committee 21 October 2015.
<http://barnet.moderngov.co.uk/documents/s26623/An%20update%20on%20the%20review%20of%20Area%20Committee%20Actions%202015-2016.pdf>
- 6.5 A Progress update on Hendon Area Committee Actions Report to the Hendon Area Committee on 13 January 2016.
<http://barnet.moderngov.co.uk/documents/s28661/Hendon%20Area%20Committee%20Progress%20Report.pdf>
- 6.6 A Progress update on Hendon Area Committee Actions Report to the Hendon Area Committee on 30 March 2016.

<https://barnet.moderngov.co.uk/documents/g8283/Printed%20minutes%2030th-Mar-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=1>

- 6.7 A Progress update on Hendon Area Committee Actions Report to the Hendon Area Committee on 6 July 2016.

<https://barnet.moderngov.co.uk/documents/g8660/Agenda%20frontsheet%2006th-Jul-2016%2019.00%20Hendon%20Area%20Committee.pdf?T=0>
