

	<h2>Chipping Barnet Area Committee</h2> <h3>19 February 2018</h3>
<p style="text-align: center;">Title</p>	<p>High Street, Barnet – Pavement Build-outs</p>
<p style="text-align: center;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: center;">Wards</p>	<p>High Barnet</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A - Drawing Number BC/000888-01</p>
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Summary

The report provides an update on progress following the scheme review and details the revised scheme which has been developed with agreement from Chipping Barnet Town Team, Ward Councillors and other interested parties.

Recommendations

1. That the Chipping Barnet Area Committee notes the review of the Chipping Barnet Pavement Build-out scheme, as outlined in this report.
2. That the Chipping Barnet Area Committee approves that the revised scheme, as shown on the enclosed drawing, be progressed to detailed design and public consultation.
3. That the Chipping Barnet Area Committee considers the request for CIL funding to the value of £25,000.
4. That the Chipping Barnet Area Committee gives instruction to the Strategic Director for Environment to carry out a statutory consultation in relation to the parking changes / loading and unloading elements of the approved scheme in order for the scheme to go ahead.

5. That subject to no objections being received to the statutory consultation referred to in recommendation 4, the Chipping Barnet Area Committee instructs the Strategic Director for Environment to proceed to implementation of the proposal.
6. That the Chipping Barnet Area Committee agrees that if any objections are received as a result of the statutory consultations referred to in recommendation 4, the Strategic Director for Environment will consider and determine whether the agreed proposals should be implemented or not, and if so, with or without modification, subject to available funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A previous report to the Chipping Barnet Area Committee in July 2017 detailed the outcome of an informal consultation carried out on a proposal to introduce new measures including pavement build-outs in High Street, Barnet to improve the pedestrian environment and enhance the aesthetics of the High Street.
- 1.2 Comments and objections were received to several elements of the proposed scheme and the decision was taken to review the design and develop a revised proposal following further consultation with the Chipping Barnet Town Team and other interested parties.
- 1.3 Officers and Ward Councillors met on 14th June 2017 to review the outcome of the informal consultation and to consider options to progress the scheme. Due to the level of objections and differing views between various parties, it was agreed that for a scheme to be taken forward there would need to be agreement from all parties on the final layout.
- 1.4 A meeting was held on 4th July 2017 with representation from Council officers, Ward Councillors, the Chipping Barnet Town Team, Barnet Society, Love Barnet, Union Street Residents Association, Barnet Residents Association and the Traders Association to discuss the consultation outcome and stakeholder views. Although there was support in principle for the improvement scheme, it was agreed that there was a need to review certain elements, in particular, the proposed re-positioning of the loading bays away from the High Street and the loss of on-street parking bays near to the shops.
- 1.5 New design options were subsequently produced aimed at developing a compromise and retaining as much parking as possible near to the High Street and providing a loading facility on each side of the High Street, whilst maximising the benefits of the build-outs.
- 1.6 Council officers met on site on 8th August 2017 to review the proposals and discuss the potential to install additional parking bays in Union Street and Salisbury Road.
- 1.7 At a meeting with Councillor Longstaff on 10th October 2017, questions were raised about whether it would be possible to include widening of the Eastern

footway at the two pedestrian crossings and whether the over-run area for buses north of Salisbury Road could be reduced. There was also discussion about whether it would be possible to move the lamp columns to the front of the new kerb line.

- 1.8 Further investigation concluded that the carriageway at the northern crossing was already at the minimum recommended width of 6 metres and therefore widening would not be possible. However the carriageway width at the southern crossing is 8.6 metres and therefore footway widening could be undertaken. Street lighting contractors have been consulted with regard to the feasibility and estimated cost of moving the lamp columns to the front of the proposed new kerb line.
- 1.9 A further meeting was held on 21st November 2017 with representation from all interested parties where the revised scheme was generally agreed across all those present. Proposed changes include an extended build-out at the pedestrian crossing south of Union Street the conversion of two existing parking bays on the western side of the High Street (at the southern end) to allow part-time loading and additional dual use parking spaces for 4 cars on Salisbury Road.
- 1.10 Discussion is ongoing in relation to the street furniture elements which will be developed during detailed design in consultation with interested parties. Street lighting contractors have been consulted with regard to the feasibility and cost of moving the lamp columns to the front of the proposed new kerb line. Details in respect of the type and positioning of benches and cycle facilities will be confirmed at the detailed design stage. Tree pits are the preferred option in respect of the provision of new trees as opposed to planters, however the species of tree selected and the spacing will be agreed in consultation with an arboricultural officer.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The scheme has been revised taking into account objections and concerns raised in respect of certain elements of the scheme during the informal consultation carried out in April 2017 and in further consultation with interested parties.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1.1 Alternative options have been developed and considered at various stages of the design process in response to comments made during the informal consultation and at subsequent meetings held with interested parties.
- 3.1.2 In respect of the provision of loading facilities on the western side of the High Street, consideration was given to a proposal to retain the existing loading bay by creating a dropped kerb area on the proposed build-out. However it was considered that this could negate the purpose of the scheme and may be unsafe for pedestrians.

- 3.1.3 An option to widen the footway at the northern pedestrian crossing was not feasible as the carriageway width was already at the minimum recommended width of 6 metres. There was also no scope to reduce the over-run area north of Salisbury Road as this has been provided to facilitate buses turning left out of Salisbury Road and could impede the movement of buses and other large vehicles out of Salisbury Road.
- 3.1.4 Options to install additional parking bays at the High Street end of Union Street and Salisbury Road in addition to those being proposed on the southern side of Salisbury Road were investigated, however these were not considered feasible due to concerns about access and the effects on traffic flow.

4 POST DECISION IMPLEMENTATION

- 4.1 Once the recommendations are approved a consultation will be carried out and detailed design on the scheme will be completed. Should any objections be received these will be reported back to a future meeting of the Chipping Barnet Area Committee.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.
- 5.1.2 The proposals also help create an environment that encourages an active lifestyle by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.

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

- 5.2.1 The estimated cost for the consultation and detailed design for the scheme is £15,000. The construction cost of works to the western footway is estimated at £200,000, however the cost would rise to approximately £250,000 if renewal of the footway on the eastern side of the High Street is included. In addition to this the Council’s street lighting contractor has estimated the cost of the street lighting elements will be an additional £50,000. These are estimated costs which could fluctuate but will not exceed the overall requested funding.
- 5.2.2 £100,000 has been requested from Transport for London (TfL) to contribute towards the implementation of this scheme from the 2017-18 LIP budget, which TfL have agreed to carry over into the next financial year, and an additional £100,000 has been requested from the 2018/19 TfL LIP allocation. £100,000 will also be requested from TfL within the 2019/20 LIP submission.

5.2.3 In addition to this, Chipping Barnet Area Committee funding of £25,000 is been requested. Should CIL funding not be available, it may not be possible to implement all scheme elements.

5.3 Social Value

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

5.4 Legal and Constitutional References

5.4.1 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.

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

5.4.3 Consultation with all affected frontages, Ward councillors and relevant stakeholders, together with statutory consultees in accordance with the provisions of section 6 the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 is proposed to be conducted.

5.4.4 Article 7 of the Council's Constitution states that Area Committees may take responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees and consider matters relating to Town Centre regeneration and designating conservation areas. Area Committees can also 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

5.5 Risk Management

5.5.1 The scheme is currently only part-funded and therefore there may be a risk that only part of the scheme could be implemented. Stakeholders will be made aware of this risk.

5.5.2 There is a risk of delay to implementation as A1000 is a strategic route and the scheme will require Transport for London authorisation.

5.6 Equalities and Diversity

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities

Duty which requires Public Bodies to have due regard to the need to:

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

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

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

5.8.2 An informal consultation was undertaken on the previous scheme design and a consultation will be carried out with the local community on the revised proposal.

5.9 Insight

5.9.1 The proposals have been informed by site, traffic and pedestrian surveys in the area.

5.8 BACKGROUND PAPERS

5.8.1 Report to the Chipping Barnet Area Committee on 6 July 2016.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8648&Ver=4>

5.8.2 Report to the March 2017 Environment Committee to approved the LIP funding for 2017/18.

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

5.8.3 Report to the Chipping Barnet Area Committee on 17 July 2017.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9306&Ver=4>