	<h2>Hendon Area Committee</h2> <h3>27 June 2018</h3>
<p style="text-align: right;">Title</p>	<p>Ellesmere Avenue/The Fairway, NW7 - Feasibility Study.</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Hale</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 A – Collision Statistics Appendix B – Drawing BC/001349-02-100-01</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

Summary

This report details the feasibility study undertaken to address the parking outside The Fairway and Northway schools and the surrounding area and improve the flow of traffic especially at school opening and closing times.

The report outlines further investigation into the Westmere Drive - Controlled Parking Zone (CPZ) Petition.

Recommendations

1. That the Hendon Area Committee note the review of the improvements in the area around Ellesmere Avenue/The Fairway as outlined in this report.
2. That the Hendon Area Committee 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. 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 £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 in the area and approves the allocation of funding of £2,500 from this year's CIL Area Committee budget to carry out parking survey in the area to assess parking capacity and report back to a future Hendon Area Committee.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Hendon Area Committee of 4 December 2017 considered a Members Item relating to aggressive parking and improvements to traffic flow on Ellesmere Avenue and The Fairway in which the following requirements were outlined:

'The main concern is for the safety of the children attending the two local schools; traffic chaos leads to increase risk of accidents.'

The roads around Ellesmere Avenue and The Fairway are becoming increasingly congested. Traffic is generated by drivers using this area as a cut through and drivers using the Scratchwood slip road, as well as local residents.

There are also two schools in the area-The Fairway and Northway which add to the problem. For their part they are trying to introduce an informal one way system to ease problems at pick up and drop off times. There is a proposed development of approximately 100 residential units planned for the old school site in The Fairway.

Parking is also a problem generated not only by residents but also by various vehicle repair businesses operating at the corner of Ellesmere Avenue and The Fairway.

Funding is required to investigate possible solutions to help relieve these parking/traffic problems'.

1.2 Following discussion of the item, *the Committee RESOLVED that:*

A feasibility study, costing up to £5,000, be agreed, with a report back to a future meeting of this Committee.

Initial Observations

1.3 An initial site visit took place on 3 May 2018 and all potential solutions have been considered and appraised against the reported issues which were raised by the Members Item as detailed in sections 1.1 above.

1.4 There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety along Ellesmere Avenue and The Fairway.

1.5 Although there was a minimal amount of through traffic, the area was heavily parked especially outside and most notably, on the footway, at the school entrances, making it difficult for vehicles to pass and pedestrians to cross. The parking is also dense around the triangle bounded by Ellesmere Avenue and Westmere Drive and around the exit from the scrap yard and vehicle repair business. Possible future parking controls could be considered. A number plate recognition survey will be undertaken to ascertain which vehicles belong to residents and which vehicles are parked there by surrounding car repair businesses. This is outlined further in paragraphs 1.13 below.

1.6 There are a limited number of dwellings with vehicle crossovers on The Fairway; historically residents have not supported the introduction of waiting restrictions (yellow lines) as that would cause a loss of parking close to their homes.

Personal Injury Accident History

1.7 Collision records for the 5 year period to 30 June 2017 have been studied along a length of Ellesmere Avenue, The Fairway and at their junctions with Barnet By-Pass. The collisions are summarised in Appendix A.

1.8 There were 5 collisions during this period, 4 were slight and one serious. The serious collision was as a result a driver apparently losing consciousness and colliding with a bollard, two parked cars and a wall. The remaining four slight collisions were as a result of driver error. Speed was not a contributory factor.

Proposed Layout Improvements

1.9 The proposal is to introduce a 'point no entry', where vehicles will be banned from entering The Fairway at its junction with Ellesmere Avenue, which will

improve access and the safety for children arriving and leaving the schools. The Fairway will remain two-way for traffic allowing residents access to Barnet By-Pass from either The Fairway or Ellesmere Avenue junctions. The 'No-Entry' on Westmere Drive will deter vehicles from using it as a cut through to Barnet By-Pass via Fernside Avenue. Westmere Drive will also be two way for traffic.

1.10 The estimated cost of the proposal will be £15,000.

Summary of Proposals

Option	Brief Description	
1	Point no entry on The Fairway junction with Ellesmere Avenue and point no entry on Westmere Drive 50m from the junction with Ellesmere Avenue.	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - <u>Reduced vehicle traffic on Ellesmere Avenue and The Fairway which will improve the congested situation currently witnessed outside the schools and therefore improve road safety for pupils.</u> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - May slightly increase journey times for residents of The Fairway and Ellesmere Avenue.

Conclusions and Recommendations

1.12 The Officer recommendation is that the scheme chosen should cause the least amount of disruption or inconvenience to residents of Ellesmere Avenue, The Fairway and adjoining roads, at the same time reducing the volume of traffic on The Fairway making it safer for children especially at school opening and closing times.

1.13 Westmere Drive, Petition

1.13.1 Further to the original concerns raised regarding Ellesmere Avenue, at the 23 January 2018 Hendon Residents Forum a petition was considered regarding parking in the area, particularly on Westmere Drive. The petition was titled: Westmere Drive, NW7, Mill Hill, CPZ. A discussion was held and it was suggested that this issue should be investigated further but at the meeting no specific funding was allocated.

1.13.2 There are a number of establishments and commercial developments in the area including garages and Schools that would account for the number of vehicles that park in the area that do not belong to residents. In addition, residents have limited off street parking available to them.

- 1.13.3 It is proposed that survey is undertaken to try to establish the ownership of vehicles in the area to residential and non-residential vehicles and assess the capacity of the roads in the area. Normally to assess the residential parking demand, number plate surveys are undertaken during the day and night. Vehicles parked through the night usually indicates the resident demand. However, due to the nature of the business with garages often holding vehicles for longer period and parking them on street, this means that this type of survey is unlikely to give a true reflection of vehicles that belong to residents.
- 13.3.4 It is therefore suggested that the survey would have to be repeated after a period of time (i.e. 2 weeks) to cross reference the vehicles that are linked to the residents rather than the garages. The cost of the survey would be in the region of £2,500 and this funding is requested from the Hendon Committee Area CIL Budget.
- 1.13.5 In addition, it should be noted that when a CPZ is implemented there is usually a reduction in available kerb side space that can be used for parking bays. This is because of the requirement for bays to be a certain minimum distance and specific distances from driveways and junctions. Also, certain roads may only be wide enough for parking on one side, whereas at present they may be parking illegally on the footway to maximise availability. In the current situation vehicles are likely to be parking in locations that would not be available when formal parking bays and lines are introduced and although non-residential parking may be removed there would also be an overall decrease in the actual number of spaces that would be available.
- 1.13.5 To give an example of the likely effect of implementing formalised parking, following an initial assessment of the road, the number of parking spaces in Westmere Drive would reduce from approximately 63 spaces to 52 spaces, a potential loss of 11 spaces.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are in response to a Members Item calling for improved safety outside The Fairway and Northway Schools.
- 2.2 Additional funding is required to carry out parking surveys in the area to confirm the nature of parking that is occurring in the area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Two other options were investigated but **not** considered to be suitable and therefore are not recommended by officers.
- 3.2 The first option was for a one way system in a clockwise direction along Ellesmere Avenue from its junction with Barnet By-Pass, continuing along The Fairway and terminating at the junction with Barnet By-Pass.
- 3.3 The second option was similar but with the one-way system starting on The Fairway junction with Barnet By-Pass and running anti-clockwise along The Fairway and terminating on Ellesmere Avenue junction with Barnet By-Pass.

- 3.4 These options were considered to disadvantage residents living around the area, encourage 'rat-runs' on the minor streets, increasing overall travel distances and creating a substantial amount of signage street clutter.
- 3.5 The only other option at this stage is not to proceed with any of the proposed improvements; however, this will not address the original concern raised by residents regarding parking and traffic problems in the area.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the Hendon Area Committee's agreement, notification to residents, Metropolitan Police and emergency services would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2018/19 financial year.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals will 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. The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.
- 5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.
- 5.1.3 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 An annual allocation of £150k is made to each Area Committee. The Hendon Area Committee balance is £123k for 2018/2019. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2018/19 due to a lack of CIL awards in 2017/2018 in the Hendon Area.
- 5.2.2 The estimated implementation costs of this preferred option is £15,000 (based on prices contained in Year 4, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest) and is requested from the Area Committee (CIL) budget. In addition, a separate sum of £2,500 is requested to

carry out further parking surveys in the area to ascertain whether it would be beneficial to investigate implementing controlled parking in the area,

5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services, the PFI Contractor, who will charge a commuted sum for the maintenance – the cost of this can be absorbed within existing Council revenue budgets.

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

5.3. Social Value

5.3.1 None in the context of this report.

5.4. Legal and Constitutional References

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

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

5.4.3 The terms of reference of the Area Committees under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments and parks and trees

5.4.4 The Councils Constitution, in Article 7, states that the 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 and parks and trees.

5.5. Risk Management

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

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

5.6. Equalities and Diversity

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

- Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristics and persons who do not share it
- The broader purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services
- Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.

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

5.7. Corporate Parenting

5.7.1 None in the context of this report.

5.8 Consultation and Engagement

5.8.1 Copies of the proposals have been forwarded to The Fairway and Northway schools. The schools were generally in favour of the proposal, however, requested additional crossing points which is outside the scope of this feasibility study.

5.8.2 Public consultation will be carried out on the proposals will be carried out and details of the proposals will also be outlined on the council's website.

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.

6. BACKGROUND PAPERS

6.1. Hendon Area Committee 4 December 2017, Item 10.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MIId=9324&Ver=4>

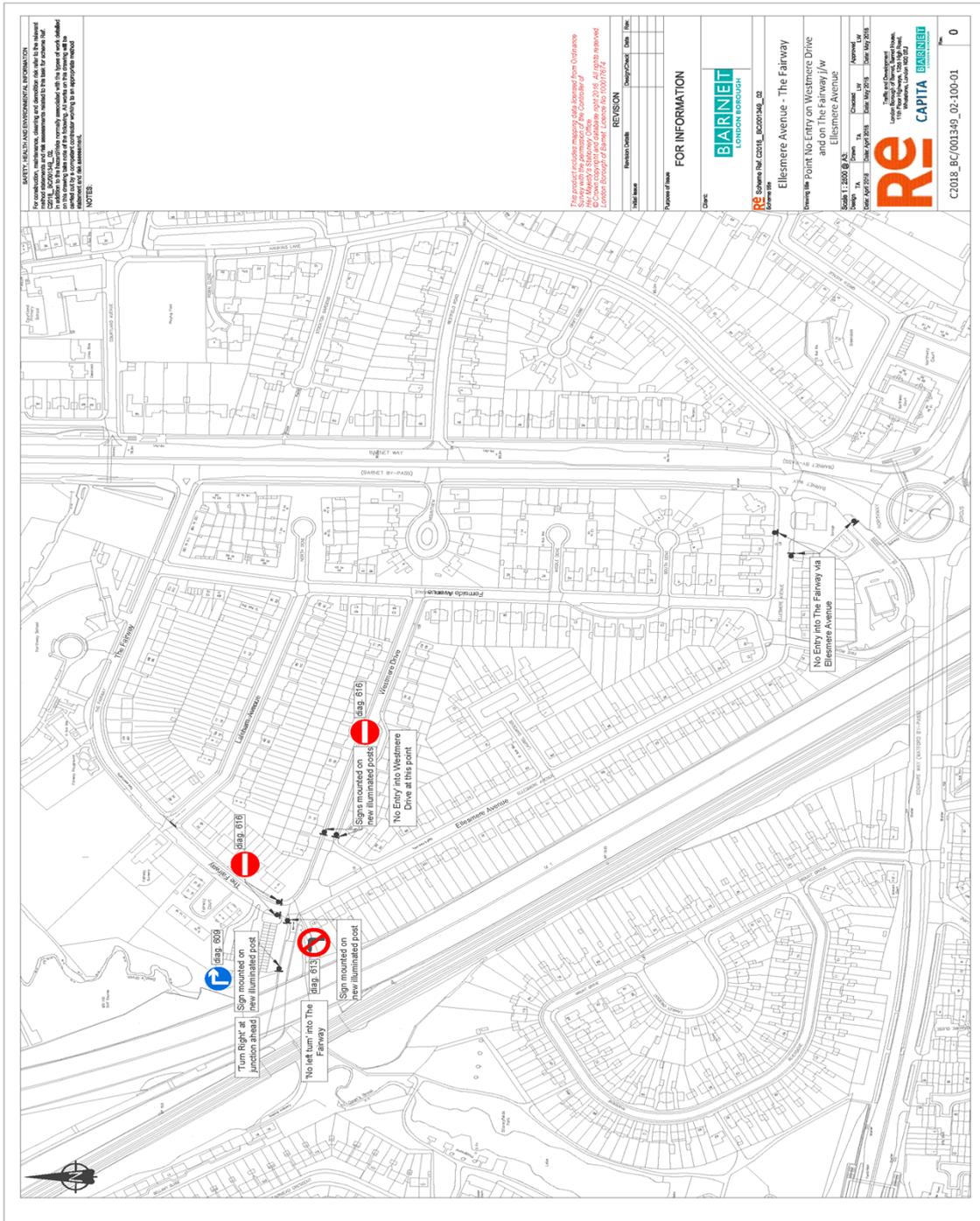
6.2 Hendon Residents Forum 23 January 2018.

Appendix A

Table 1 – Accident Data

REF.	LOCATION	DATE	No. Injuries	SEVERITY	DESCRIPTION
0112SX21028	Barnet By-Pass j/w Ellesmere Avenue	27/11/2012	1	Slight	V1 waiting to turn right into Ellesmere Avenue. V2 going ahead, collided with the rear of V1.
0113SX21055	The Fairway j/w Barnet By-Pass	06/12/2013	1	Serious	Driver of V1 blacked out and collided with a bollard, two stationary vehicles and then a wall.
0114SX20385	Ellesmere Avenue j/w Laurel Gardens	10/05/2014	1	Slight	V2 turned right into Laurel Gardens and collided with stationary V2.
0115SX20168	Barnet By-Pass j/w Ellesmere Avenue	02/03/2015	1	Slight	Motorcyclist lost control at junction but did not collide with any other vehicle.
01170033334	Fernside Avenue 7m north of j/w Westmere drive.	21/04/2017	1	Slight	Vehicle collided with pedestrian standing in road. Not known how collision occurred.

Appendix B



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For information, installation, setting and operation see also the signpost
 CAPSIL 82007416_02.
 The signs are to be installed in accordance with the type of sign, indicated
 on the drawing table and the following. At work on the drawing table the
 signpost must be installed in accordance with the signpost table and the
 signpost table for information.

NOTES

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REVISION

NO.	REVISION	DATE

FOR INFORMATION

DATE

PROJECT NO.

CLIENT

DESIGNER

DRAWN BY

CHECKED BY

DATE

SCALE

PROJECT NAME

PROJECT ADDRESS

PROJECT REFERENCE

PROJECT NUMBER

PROJECT DATE

PROJECT STATUS

PROJECT TYPE

PROJECT LOCATION

PROJECT CONTACT

PROJECT PHONE

PROJECT FAX

PROJECT EMAIL

PROJECT WEBSITE

PROJECT REFERENCE

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