

SUB-COMMITTEE
FINCHLEY & GOLDERS GREEN AREA ENVIRONMENT

DATE AND TIME

TUESDAY, 23 SEPTEMBER 2008 AT 7.00 PM

VENUE

**BARNET HOUSE, 1255 HIGH ROAD,
WHETSTONE, N20 0EJ**

TO: MEMBERS OF THE SUB-COMMITTEE (Quorum 3)

Chairman: Councillor Daniel Thomas (Cllr Mike Freer)
Vice-Chairman: Councillor Jazmin Naghar (Cllr Andrew Harper)

Councillors: (Substitutes)
Melvin Cohen (Dean Cohen) Geof Cooke (Anne Hutton)
Ross Houston (Jim Tierney) Andrew McNeil (Colin Rogers)
Monroe Palmer (Jack Cohen)

Janet Rawlings, Democratic Services Manager

Democratic Services contact: Claire Mehegan, tel. 020 8359 2205

CORPORATE GOVERNANCE DIRECTORATE

To view Agenda papers on the website:

<http://committeepapers.barnet.gov.uk/democracy>

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AGENDA ITEM: 6

Page nos. 1- 3

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 September 2008
Subject	Member's Item – Operative Hours of Public Car Parks in North Finchley
Report of	Democratic Services Manager
Summary	This report informs the Sub-Committee of a Member's Item and requests instructions from the Sub-Committee.

Officer Contributors	Claire Mehegan, Democratic Services Officer
Status (public or exempt)	Public
Wards affected	Totteridge, West Finchley, Woodhouse
Enclosures	None
For decision by	Finchley and Golders Green Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not applicable

Contact for further information: Claire Mehegan, Democratic Services - Tel: 020 8359 2205

1. RECOMMENDATIONS

1.1 The Sub-Committee's instructions are requested.

2. RELEVANT PREVIOUS DECISIONS

2.1 Meeting of the General Functions Committee – Decision Item 8, 15 March 2007. In relation to the operative hours of public car parks and controlled parking zone bays in and around Stanhope Road, N12, the Director of Environment and Transport was instructed to take action agreed with local Ward Members in consultation with the Chairman of the Sub-Committee and the Cabinet Member for Environment and Transport.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The matter raised relates to the corporate priority of 'Barnet - A successful city-suburb', specifically 'Improving transport and infrastructure'.

4. RISK MANAGEMENT ISSUES

4.1 None in the context of this report.

5. EQUALITIES AND DIVERSITY ISSUES

5.1 To allow members of the Sub-Committee to bring a wide range of issues to the attention of the Committee in accordance with the Council's Constitution.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

6.1 Any potential budgetary implications that might arise from this item will be covered in the Environment and Transport Team's oral report to the Sub-Committee.

7. LEGAL ISSUES

7.1 None.

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3 - Responsibility for Functions - Area Environment Sub-Committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

8.2 Council Procedure Rules Section 2 – Committees and Sub-Committees – 7.1 A member 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 he/she serves.

- 8.3 The Democratic Services Manager must receive written notice of a Member's Item, at least seven clear working days before the meeting. A working day is deemed to end at 11pm. Any item received after 11pm will be recorded as received on the next working day. The item must be signed by the Member and delivered by hand, fax or e-mail.

9 BACKGROUND INFORMATION

- 9.1 Councillor Geof Cooke has submitted a Member's Item in the following terms:

"I wish to propose to the sub committee that the operative hours of all the public car parks in North Finchley, particularly Lodge Lane, be changed to be the same as the adjoining Controlled Parking Zone as has been done at Stanhope Road. This would remove the incentive for visitors to park in residents' bays particularly in the early evening."

- 9.2 The Environment and Transport Team will be providing an oral report to the Sub-Committee.

10. LIST OF BACKGROUND PAPERS

- 10.1 Email from Councillor Geof Cooke dated 23 August 2008.
- 10.2 Any person wishing to inspect the background paper above should telephone Claire Mehegan on 020 8359 2205.

Legal: JM
CFO: CM

AGENDA ITEM: 7

Page nos. 8 - 10

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 September 2008
Subject	Member's Item – Ways to reduce traffic and make The Groves, NW2 safer
Report of	Democratic Services Manager
Summary	This report informs the Sub-Committee of a Member's Item and requests instructions from the Sub-Committee.

Officer Contributors	Claire Mehegan, Democratic Services Officer, Ian Counce, Chief Highways Officer
Status (public or exempt)	Public
Wards affected	Childs Hill
Enclosures	None
For decision by	Finchley and Golders Green Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not applicable

Contact for further information: Claire Mehegan, Democratic Services - Tel: 020 8359 2205

1. RECOMMENDATIONS

1.1 That the actions of the Director of Environment & Transport be noted.

2. RELEVANT PREVIOUS DECISIONS

2.1 None

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The matter raised relates to the corporate priority of 'Barnet - A successful city-suburb', specifically 'Improving transport and infrastructure'.

4. RISK MANAGEMENT ISSUES

4.1 None in the context of this report.

5. EQUALITIES AND DIVERSITY ISSUES

5.1 Members' Items allow members of the Sub-Committee to bring a wide range of issues to the attention of the Sub-Committee in accordance with the Council's Constitution.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

6.1 Any potential budgetary implications that might arise from this item will be covered in the Environment and Transport Team's oral report to the Sub-Committee.

7. LEGAL ISSUES

7.1 None

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3 - Responsibility for Functions - Area Environment Sub-Committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

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received on the next working day. The item must be signed by the Member and delivered by hand, fax or e-mail.

- 8.4 If the Sub-Committee wishes to pursue this matter further, it will be necessary to instruct the Director of Environment and Transport to produce a safety scheme and costing in respect of this item and report to a future meeting; such report to address funding issues.

9 BACKGROUND INFORMATION

- 9.1 Councillor Monroe Palmer has submitted a Member's Item regarding The Groves, NW2 in the following terms:

"What I propose is:

- That another traffic survey is carried out which is NOT in school holiday period
- That Vehicle activated sign be installed reducing traffic speeds to the lowest possible even if it is 30mph which does make people slow down.
- That signs are painted on entrance roads to The Groves saying 30mph or better still 20mph
- That signs be erected on all Grove roads adjoining Edgware Road repeating the lorry restriction you say exists. These roads are entry points into Barnet.
- That an experimental large vehicle ban be imposed on The Groves"

- 9.2 Traffic management measures have been implemented over the years in the 'Groves' area to reduce the impact of traffic within this predominately residential area.

- 9.3 A site meeting was held in Elm Grove on 28 July to discuss issues relating to the use made by traffic. A speed survey had been carried out on 23 July and a subsequent survey was conducted on 30 July along Elm Grove. The results from both surveys indicated that vehicles were not exceeding the recommended speed limit. This exercise will be repeated once the schools have returned although it is not envisaged that there will be any significant change.

- 9.4 There have been two road traffic incidents recorded by the Metropolitan Police Service in Elm Grove in the last three years that resulted in personal injuries. Excessive speed was not a contributory factor in either of them.

- 9.5 Although there may be a local perception regarding traffic speeds and safety, the lack of any evidence of excessive speeding and recorded accidents where speeding was a factor does not justify any expenditure of additional traffic management measures.

- 9.6 The option of closing Elm Grove to through traffic will not be supported by the police due to the inability of providing a suitable turning area and safety concerns regarding the need to therefore reverse service vehicles.

- 9.7 The Borough-wide 7.5T lorry ban, except for access, includes the roads within the 'Groves' area. The ban is signed at the entry points on the

borough boundary and there are no signs erected within individual streets. A review of the effectiveness / visibility of these boundary signs is to be carried out.

- 9.8 It is suggested that the Director of Environment & Transport writes to the Member with the result of the further speed survey and the outcome of the lorry ban signage review as it may affect this location.
- 9.9 In the longer term there are proposals to substantially alter the junction of Cricklewood Lane with Cricklewood Broadway (A5) as part of the overall transport investment programme that will be delivered in the area as part of the Brent Cross / Cricklewood regeneration. The effect of increasing movement capacity at this junction will reduce delay and thus the attractiveness of the 'Groves' area by through vehicles. The current intrusion of passing traffic experienced by residents will be reduced.

10. LIST OF BACKGROUND PAPERS

- 10.1 - E-mail from Councillor Monroe Palmer dated 8 August 2008.
- Results of speed survey
- Sign survey notes
- 10.2 Any person wishing to inspect the background papers above should telephone Claire Mehegan on 020 8359 2205.

Legal: JM
CFO: MG

AGENDA ITEM: 8

Page nos. 4 - 7

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 September 2008
Subject	Member's Item – Resurfacing Princes Park Avenue London NW11
Report of	Democratic Services Manager
Summary	This report informs the Sub-Committee of a Member's Item and requests instructions from the Sub-Committee.

Officer Contributors	Nazyer Choudhury, Democratic Services Officer
Status (public or exempt)	Public
Wards affected	Golders Green
Enclosures	None
For decision by	Finchley and Golders Green Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not applicable

Contact for further information: Nazyer Choudhury, Democratic Services - Tel: 020 8359 2031

1. RECOMMENDATIONS

1.1 The Sub-Committee's instructions are requested.

2. RELEVANT PREVIOUS DECISIONS

2.1 None

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The matter raised relates to the corporate priority of 'Barnet - A successful city-suburb', specifically 'Improving transport and infrastructure'.

4. RISK MANAGEMENT ISSUES

4.1 None in the context of this report.

5. EQUALITIES AND DIVERSITY ISSUES

5.1 Members' Items allow members of the Sub-Committee to bring a wide range of issues to the attention of the Sub-Committee in accordance with the Council's Constitution.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

6.1 Any potential budgetary implications that might arise from this item will be covered in the Environment and Transport Team's oral report to the Sub-Committee.

7. LEGAL ISSUES

7.1 None.

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3 - Responsibility for Functions - Area Environment Sub-Committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

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8.3 The Democratic Services Manager must receive written notice of a Member's Item, at least seven clear working days before the meeting. A working day is deemed to end at 11pm. Any item received after 11pm will be recorded as

received on the next working day. The item must be signed by the Member and delivered by hand, fax or e-mail.

- 8.4 If the Sub-Committee wishes to pursue this matter further, it will be necessary to instruct the Director of Environment and Transport to produce a scheme and costing in respect of this item and report to a future meeting; such report to address funding issues.

9 BACKGROUND INFORMATION

- 9.1 Councillor Melvin Cohen has submitted a Member's Item regarding Resurfacing Princes Park Avenue London NW11 in the following terms:

“Resurfacing Princes Park Avenue London NW11”

- 9.2 The Director of Environment and Transport will provide a verbal update at the meeting.

10. LIST OF BACKGROUND PAPERS

- 10.1 E-mail from Councillor Melvin Cohen dated 4 September 2008.
- 10.2 Any person wishing to inspect the background paper above should telephone Nazyer Choudhury on 020 8359 2031.

Legal: JM
CFO: CM

AGENDA ITEM: 9

Page nos. 11 - 18

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 September 2008
Subject	2008/2009 School Travel Plan – Implementation Engineering Schemes (STPIES): King Alfred School.
Report of	Cabinet Member for Environment & Transport
Summary	To seek approval for the provision of engineering initiatives identified through the School Travel Plan (STP) process at King Alfred School as part of the 2008/2009 STP Implementation Works.
Officer Contributors	Mike Freestone, Director of Environment and Transport
Status (public or exempt)	Public
Wards affected	Garden Suburb Ward
Enclosures	Appendix A – Risk Assessment report Appendix B – List of proposed measures
For decision by	Finchley and Golders Green Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	Not Applicable

Contact for further information: Mervyn Bartlett, Environment and Transport, 020 8359 3052 or e-mail mervyn.bartlett@barnet.gov.uk

1. RECOMMENDATIONS

1.1 That, subject to the funds being available, the Director of Environment and Transport be instructed to design and implement schemes to provide engineering measures at King Alfred School subject to:-

i. the appropriate consultation with local residents/occupiers and the school community who are directly affected by the proposals, and with public transport operators and the emergency services;

ii. consultation with Ward Members; and

iii. any unresolved material objections being dealt with by the Director of Environment and Transport under delegated powers in consultation with the Cabinet Member for Environment & Transport and the Chairman of this Sub-Committee.

2. RELEVANT PREVIOUS DECISIONS

2.1 Finchley and Golders Green Area Environment Sub-Committee 19 February 2002 decision number 7, 17 September 2002 decision number 5, and 2 December 2003 decision number 10 approving safer routes to school measures at various schools. Finchley and Golders Green Area Environment Sub-Committee decisions number 8 of 7 June 2007, number 11 of 10 March 2008 and number 9 of 19 June 2008 approving School Travel Plan Implementation Engineering Schemes (STPIES).

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The Future Strategy for Traffic Management approved by Cabinet on 5 November 2002 seeks to achieve improvements in traffic movement on the major road network, thus reducing the attraction of alternative, less suitable local roads. Improvements at those junctions that experience heavy congestion, long delays and high levels of personal injury will provide the community with a comprehensive improvement.

3.2 The Sustainable Community Strategy for Barnet 2006 – 2016 Action Plan identifies under the ambition of Growing Successfully – ‘Keep Barnet Moving’ to reduce the number of unnecessary journeys and level of traffic in the Borough by encouraging more sustainable travel through Travel Plans. Barnet’s Local Area Agreement includes a target to reduce the percentage of primary school children travelling to school by car (National Indicator 198).

3.3 The Council’s Corporate Plan 2008/9 – 2011/12 confirms the Council’s commitment to continue the programme to develop School Travel Plans for all schools by the Academic Year 2009/10.

- 3.4 The Borough's adopted Unitary Development Plan (May 2006) indicates that the Council will seek to improve facilities for pedestrians, to reduce walking times, improve the pedestrian environment and to minimise the risk of accidents to pedestrians, with particular attention to those groups most likely to be at risk, such as the elderly, children and people with disabilities. The Council will encourage improvement of pedestrian facilities for crossing roads, at public transport interchanges and in shopping streets. (Policy M6.2). It also states that the pedestrian environment is important to the quality of life of those who live and work in the Borough, in particular those who do not have access to a car or who have mobility problems. (Paragraph 6.1).

4. RISK MANAGEMENT ISSUES

- 4.1 A risk assessment has been carried out for the scheme and is attached as Appendix A.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The introduction of the engineering measures will help to meet the local community needs, and support vulnerable road users to have safer access to the public highway.
- 5.2 The design of crossing points will include tactile paving which directly benefit road users who are blind or visually impaired.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 Transport for London (TfL) has allocated an additional £178,000 on top of the £213,000 reported to the March and June 2008 meetings of the Area Environment Sub-Committees, resulting in a total of £391,000. The funding is in the form of a grant for various measures to promote STPIES within the 2008/09 financial year across the 3 Sub Committee areas.
- 6.2 The cost of the scheme for King Alfred School recommended in this report is approximately £7,000, including implementation fees. Feasibility, design and consultation fees for all 2008/09 STPIES will be from a TfL feasibility grant of £60,000 included in the total above. The introduction of the scheme will be facilitated by the employment of existing staffing arrangements.
- 6.3 The introduction of the measures will meet customer expectations, demonstrating a commitment to listening to the community, and provide value for money by addressing the travel issues identified in the schools' travel plans.
- 6.4 There are no other staffing, ICT or property implications.
- 6.5 Members are requested to approve the action recommended in this report that commits approximately £7,000.

6.6 Schemes have been identified elsewhere in the Borough to fully commit the grant allocation.

7. LEGAL ISSUES

7.1 None

8. CONSTITUTIONAL POWERS

8.1 Constitution Part 3 'Responsibility for Functions' Para 3.10 Area Environment Sub-Committees perform functions that are the responsibility of the Executive relating to highways use and regulation , within the boundaries of their areas in accordance with Council policy and within budget.

9 BACKGROUND INFORMATION

9.1 Central Government requires all schools to prepare a STP by 2010, and officers from the Highways Group are working closely with education colleagues to deliver this target.

9.2 A TfL requirement for approval of grant funding, is that schools must develop and implement a STP. This plan looks at how children travel to school, seeks to reduce the 'school run' and improve safety on the journey to and from school. This is in line with the Council's objective on school travel.

9.3 King Alfred School has been identified for inclusion in the STPIES programme for 2008/09. The King Alfred STP was approved in September 2007. Physical measures required near or on the routes to and from the school have been identified as part of their plan and are listed in Appendix B.

9.4 These measures, subject to feasibility design work, will help to reduce congestion in and around the vicinity of the school by reducing the amount of traffic travelling on the 'school run'. Officers will work with the appropriate personnel at the school to monitor changes to travel modes used by pupils.

9.5 The effectiveness of the STP will be monitored by looking at the changes in pupil travel choices (modal shift) on an annual basis through whole school surveys asking how children travel to school.

9.6 Public consultation will be carried out with residents/occupiers who are directly affected by the proposals, the emergency services, public transport operators and Ward Members. It is recommended that after consultation with the Ward Members any unresolved material objections are dealt with by the Director of Environment and Transport using delegated powers, in consultation with the Chairman of this Sub-Committee and the Cabinet Member for Environment & Transport.

- 9.7 The opportunity will be taken at scheme locations to carry out other maintenance and enhancement works to the physical fabric of the public highway at the same time, to present an overall improvement, as well as minimising overall inconvenience to residents and local occupiers. Where appropriate, proposals will also be examined to ensure they complement and enhance the work being undertaken to make public transport more attractive to use and to further other policy priorities. This is in line with the Future Strategy for Traffic Management approved by Cabinet on 5 November 2002.
- 9.8 Members are requested to approve the action recommended in this report which commits approximately £7,000.

10. LIST OF BACKGROUND PAPERS

- 10.1 School Travel Plan – King Alfred School
- 10.2 Any persons wishing to inspect the above should telephone 020 8359 3052, e-mail mervyn.bartlett@barnet.gov.uk or telephone 020 8359 7603 or e-mail alison.sharpe@barnet.gov.uk

Legal:JM
CFO:MG

Risk Assessment Form				
Scheme:	Pedestrian improvements for STP engineering works King Alfred School			
Objective:	To improve pedestrian safety walking to school. To reduce congestion caused by the 'school run'			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	National Indicator (NI) target to reduce accidents may not be met	L	L	Accept – Scheme objectives will help to meet NI targets
Operational	Use of contractors to carry out works may lead to delays in implementation due to programming	L	M	Reduce – On-site supervision and early programming will reduce any issues from using contractors.
Staffing & Culture	Staff may not be aware of targets and objectives	L	H	Reduce – Promotion and reinforcement of key objectives and corporate plan with all staff
Financial	Inability to maintain works within allocated budget.	L	H	Reduce – Procedures and monitoring in place to minimise risks of financial irregularities.
Compliance	Work outside relevant Legislation and council policies	L	H	Reduce – Procedures in place to audit safety of works and current legislation adhered to and managed.

Key to risk or impact H=high M=Medium L=Low

School	School Travel Plan Targets	Scheme Cost (£)	Proposed measures
King Alfred	<p>Objectives</p> <ul style="list-style-type: none"> • To decrease the congestion around the school • To encourage confidence and road-sense in children • To encourage safe and responsible travel • To address the concerns of parents about independent travel to school • To keep the current bus drop off point and thus maintain safety for pupils by having a drop off point that doesn't require hazardous crossings <p>Targets (To be updated in September 2008)</p> <ul style="list-style-type: none"> • To increase the numbers of pupils walking to school from 71 (11.8%) to 76 (12.7%) by September 2008 • To increase the number of full time staff cycling to work from 9 (10%) to 10 (11%) by September 2008 • Work with Barnet Council to 	£7,000	<p>North End Road</p> <ul style="list-style-type: none"> • Review the appropriateness of the current location and design of the controlled crossing outside King Alfred School and warning and safety signage in the area. Introduce anti-skid surfacing. <p>Wellgarth Road</p> <ul style="list-style-type: none"> • Review appropriateness of existing coach bay to ensure continued suitability.

	implement at least one highway improvement by September 2008		
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AGENDA ITEM: 10

Page nos. 19 - 26

Meeting Finchley & Golders Green Area Environment Sub-Committee

Date 23 September 2008

Subject 2008/2009 Traffic Management Budget – Tranche 2– Finchley & Golders Green Area

Report of Cabinet Member for Environment and Transport

Summary This report seeks to report on requests for schemes funded from this year’s Traffic Management Budget.

Officer Contributors Mike Freestone, Director of Environment and Transport

Status (public or exempt) Public

Wards affected All within the Sub-Committee Area

Enclosures Appendix A : Assessment Process
Appendix B : Stages 1 & 2 : Appraisal
Appendix C : Stage 3 : Assessment
Appendix D : Risk Assessment

For decision by Finchley & Golders Green Area Environment Sub-Committee

Function of Executive

Reason for urgency / exemption from call-in (if appropriate) N/A

Contact for further information: Neil Richardson, Highways Group, Telephone 0208 359- 7525

1. RECOMMENDATIONS

1.1 That it be agreed that there are no schemes contained within this report that justify funding from the Traffic Management Budget.

1.2 That the Director of Environment and Transport be instructed to review future requests for TMB schemes and present results in Tranche 3 in December 2008.

1.2 That the Director of Environment and Transport instructed to inform those people who submitted requests for traffic management measures via letters, Members and Members of Parliament of the Sub-Committee's decisions.

2. RELEVANT PREVIOUS DECISIONS

2.1 Cabinet 22 July 2002, decision item 6 - Assessment and prioritisation methodology for traffic management budget funded schemes approved.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

3.1 The 'Traffic Management - Future Strategy' report approved by Cabinet on 5 November 2002 seeks to achieve improvements in traffic movement on the major road network, thus reducing the attraction of alternative, less suitable local roads. Improvements at those junctions that experience heavy congestion, long delays and high levels of personal injury will provide the community with a comprehensive improvement.

3.2 The Sustainable Community Strategy for Barnet 2006-2016 has an ambition to keep Barnet moving.

3.3 The Council's Corporate Plan 2008/09 –2011/12 'improving transport infrastructure to maximise movement opportunities' confirms the Council's commitment to improve transport traffic flow and roads, to reduce journey times and improve reliability, to improve the transport infrastructure to maximise movement opportunities and to provide a Clean, Green, Safe environment by reducing serious and fatal Personal Injury accidents in road collisions.

3.4 The Borough's adopted Unitary Development Plan May 2006 indicates that the Council will seek to improve facilities for pedestrians, to reduce walking times, improve the pedestrian environment and to minimise the risk of accidents to pedestrians, with particular attention to those groups most likely to be at risk, such as the elderly, children and people with disabilities. The Council will encourage improvement of pedestrian facilities for crossing roads, at public transport interchanges and in shopping streets (Policy M6.2). It also states that the pedestrian environment is important to the quality of life of those who live and work in the Borough, in particular those who do not have access to a car or who have mobility problems.

4. RISK MANAGEMENT ISSUES

4.1 A risk assessment has been carried out and is attached as Appendix D.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The planned programme will include consultation, investigation and design stages and this process is ultimately intended to enhance the quality of life for all within the Borough. An open and fair consultation process will ensure the needs of all sections of the community are taken into consideration, whilst the investigation and design stages will involve the Council formulating solutions for all road users taking into account legislative and policy restrictions.
- 5.2 The outcomes of the consultation, investigation and design stages should result in a safer, more attractive area to live, work and visit, and provide an improved quality of service. However, whether or not a scheme is introduced in any consulted area, all those originally consulted would be advised of the Council's decision.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 The 2008/9 budget for the implementation of traffic management measures at locations not included within the Council's main capital programme initiatives is £46,080. This is divided equally between the areas served by the three Area Environment Sub-Committees, providing £15,360 to fund schemes within the area served by this Sub-Committee.
- 6.2 Seven schemes were under consideration (Appendix B) for the September committee report, however none of the schemes considered were identified as Traffic Management Budget candidates. Schemes either failed to meet the justified criteria or were identified for funding under alternative programmed works.

As there are no recommended schemes for consideration as part of this report, it is recommended that the unallocated budget of £15,360 be retained for consideration by this Committee for Tranche 3 of Traffic Management Budget in December.

- 6.3 There are no staffing, ICT or property implications, and consideration of possible measures demonstrates a commitment to listening to the community, and provides value for money by ensuring that limited resources are only directed to those locations where there is evidence of demand.

7. LEGAL ISSUES

- 7.1 None arise as a result of the actions proposed within this report.

8. CONSTITUTIONAL POWERS

- 8.1 Constitution Part 3 'Responsibility for Functions' Para 3.10 Area Environment Sub-Committees performs functions that are the responsibility of the Executive relating to highways use and regulation within the boundaries of their areas, in accordance with Council policy and within budget.

9 BACKGROUND INFORMATION

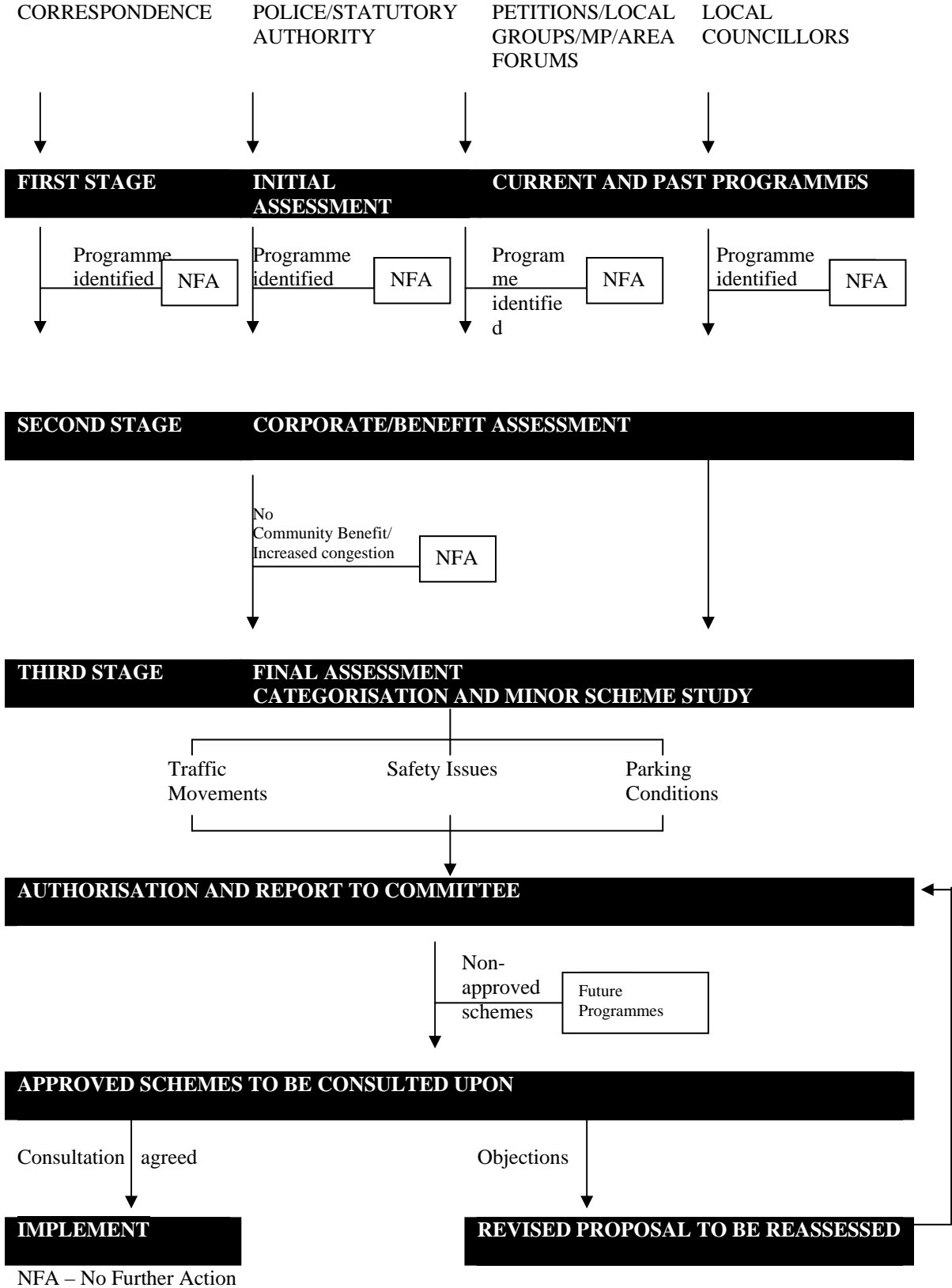
- 9.1 Requests for various traffic management measures have been received via letters, Members and Members of Parliament requesting traffic management schemes in the Finchley & Golders Green Area.
- 9.2 All the requests have been assessed for funding against the agreed assessment criteria in Appendix A. Appendix B, Appraisal, details the schemes that have failed to meet the requirements of Stages 1 and 2 of the criteria together with the reasons why they are not recommended for funding and highlights those requests for schemes proceeding to Stage 3.
- 9.3 The Stage 3 Assessment is detailed in Appendix C to this Report. The Appendix sets out the level of justification for the schemes together with an officer recommendation for funding. No schemes have been recommended for Tranche 2.
- 9.4 Members are requested to approve the action recommended in Appendix C of this report.

10 LIST OF BACKGROUND PAPERS

- 10.1 Individual written requests for traffic management held on office files.
- 10.2 Various traffic surveys linked to above requests
- 10.3 Any persons wishing to inspect the background papers listed above should contact Neil Richardson, Telephone 020-8359 7525.

Legal: SCS
CFO: MG

Traffic Management Assessment



APPENDIX B

TMB Ref	Location Requested	Ward	Traffic Management Requested	Identifier	Stage 1	Stage 2 Criteria						Recommended for Stage 3 Yes / No
						Corporate Plan- Personal Injury Accident (in the last 3 years)	Priority Group Yes / No	Route to/from school Yes / No	Community Benefit Yes / No	Effect- on Road Network Yes / No	Traffic Displacement Yes / No	
F&GG-1	Squires Lane j/w Long Lane	West Finchley	Vehicle Activated Sign	Police	Y	Y(2)	N	Y	N	N	N	N
F&GG-2	Regent's Park Road	Finchley Church End	Pedestrian Crossing	Resident	N	To be investigated as part fo the STP programme for 09/10						N
F&GG-3	Finchley High Road / Creighton Avenue / Park Road East	East Finchley	Junction Safety Improvements	Resident	Y	Y(4)**	N	N	N	N	N	N
F&GG-4	Lullington Garth between Alexandra Grove and Frith Lane	West Finchley	Pedestrian Crossing	Councillor	Y*	Y(2)	N	Y	Y	N	N	Y*
F&GG-5	Fortis Green / High Road / East End Road.	East Finchley	Vehicle Activated Sign & Change of flow direction	Resident	Y	Y(9)	N	N	Y	Y	Y	N
F&GG-6	Pennine Drive	Golders Green	Traffic Calming Measures	Resident	Y	Y(3)	N	N	Y	N	N	N
F&GG-7	Dollis Road	Finchley Church End	Pedestrian Crossing	Resident	N	To be investigated under the LBPN programme for 08/09						N
NOTE:	*As agreed by Cabinet (June 2002), all the requests from the Cllrs should automatically go to the stage 3.											
	** More than 3 Personal Injury Accidents in the last 3 years											

Appendix C - Stage 3 Assessment							
TMB Ref	Location	Identifier	Proposal	Cost	Stage 2 Criteria met	Stage 3 Justification	Recommended for funding
F&GG-4	Lullington Garth between Alexandra Grove and Frith Lane	Councillor	Pedestrian Crossing	N/A	Y*	No	Site investigation indicated that there are sufficient number of crossing points along the route. There is no one location where pedestrian are crossing and not enough pedestrian personal injury accidents to justify.
* As agreed by Cabinet (June 2002), all the requests from the CILrs should automatically go to the stage 3.							

Appendix D

Risk Assessment Form				
Scheme:	Traffic Management Budget requests			
Objective:	To report requests made by public, members and other bodies. No schemes have been recommended for the September Committee Report.			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	Informing the public of decisions made by committee	L	H	Reduce – Approval of report will allow public to be informed
Operational	Processing of requests	L	M	Reduce – Report requests made by public
Staffing & Culture	Lack of awareness of targets and objectives	L	H	Reduce – Regular promotion and communication of key objectives and corporate values with all staff
Financial	Unable to maintain works within budget	L	L	Accept – No financial implications to this report
Compliance	Work outside of relevant legislation and Council policies	L	L	Accept – No work identified in this report.

Key to risk or impact H=high M=Medium L=Low

AGENDA ITEM: 11

Page nos. 27 - 37

Meeting Finchley & Golders Green Area Environment
Date 23 September 2008
Subject Church Lane, N2 – Movement Investigation
Report of Cabinet Member for Environment and Transport
Summary To present the results of the traffic movement investigations carried out in Church Lane N2.

Officer Contributors Mike Freestone, Director of Environment and Transport
Status (public or exempt) Public
Wards affected East Finchley
Enclosures Appendix A: Risk Assessment
Appendix B1-B4: Proposals Drawing
For decision by Finchley & Golders Green Area Environment Sub-Committee
Function of Executive
Reason for urgency / N/A
exemption from call-in (if appropriate)

Contact for further information: Neil Richardson, Highways Group 020 8359 7525

1. RECOMMENDATIONS

- 1.1 That the Director of Environment and Transport be instructed to seek to secure appropriate funding from Transport for London in order to progress the measure to improve pedestrian and cycle facilities on Church Lane.**
- 1.2 That upon successful securing of the funds, the Director of Environment and Transport be instructed to progress with the design, making of the relevant traffic orders, and implementation of the measures identified in this report and inform elected members and frontagers of the proposals.**
- 1.3 That any local objections to the proposals be dealt with by the Director of Environment and Transport in consultation with the Cabinet Member for Environment and Transportation and the Chairman of this Sub-Committee.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Finchley and Golders Green Area Environment Sub-Committee 10 March 2008, decision 7 - instruction to investigate and submit a report on the traffic conditions in Church Lane.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The 'Traffic Management - Future Strategy' report approved by Cabinet on 5 November 2002 seeks to achieve improvements in traffic movement on the major road network, thus reducing the attraction of alternative, less suitable local roads. Improvements at those junctions that experience heavy congestion, long delays and high levels of personal injury will provide the community with a comprehensive improvement.
- 3.2 The Sustainable Community Strategy for Barnet 2006-2016 has an ambition to keep Barnet moving.
- 3.3 The Council's Corporate Plan 2008/09 –2011/12 'improving transport infrastructure to maximise movement opportunities' confirms the Council's commitment to improve transport traffic flow and roads, to reduce journey times and improve reliability, to improve the transport infrastructure to maximise movement opportunities and to provide a Clean, Green, Safe environment by reducing serious and fatal Personal Injury accidents in road collisions.
- 3.4 The Borough's adopted Unitary Development Plan May 2006 indicates that the Council will seek to improve facilities for pedestrians, to reduce walking times, improve the pedestrian environment and to minimise the risk of accidents to pedestrians, with particular attention to those groups most likely to be at risk, such as the elderly, children and people with disabilities. The Council will encourage improvement of pedestrian facilities for crossing roads, at public transport interchanges and in shopping streets (Policy M6.2). It also states that the pedestrian environment is important to the quality of life of those who live and work in the Borough, in particular those who do not have access to a car or who have mobility problems.

4. RISK MANAGEMENT ISSUES

- 4.1 A risk assessment has been carried out and is attached (Appendix A).

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 The planned programme will include consultation, investigation and design stages and this process is ultimately intended to enhance the quality of life for all within the Borough. An open and fair consultation process will ensure the needs of all sections of the community are taken into consideration, whilst the investigation and design stages will involve the Council formulating solutions for all road users, taking into account legislative and policy restrictions.
- 5.2 The outcomes of the consultation, investigation and design stages should result in a safer, more attractive area to live, work and visit, and provide an improved quality of service. However whether or not a scheme is introduced in any consulted area, all those originally consulted would be advised of the Council's decision.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 The 2008/9 budget for the implementation of traffic management measures at locations not included within the Council's main capital programme initiatives is £46,080. This is divided equally between the areas served by the three Area Environment Sub-Committees, providing £15,360 to fund schemes within the area served by this Sub-Committee.
- 6.2 The cost of the scheme recommended in this report is estimated at £20,000, which cannot be met from the 2008/9 allocation. The above cost is associated with improved cycle facilities and an approach will be made to Transport for London to seek funding from the London Cycle Network budget. On-going costs relating to maintenance of the measures are reviewed annually, along with similar measures as appropriate when assessing annual budget requirements and are confined to Highways Group activities. The introduction of the scheme will be facilitated within existing design, consultation and implementation resources.
- 6.3 The investigation of measures will meet customer aspirations, demonstrating a commitment to listen to the community, and there will be an expectation that any measures progressed will be justified on a value for money basis.
- 6.3 There are no other staffing, ICT or property implications.

7. LEGAL ISSUES

- 7.1 None

8 CONSTITUTIONAL POWERS

- 8.1 Constitution Part 3 'Responsibility for Functions' Para 3.10 Area Environment Sub-Committees performs functions that are the responsibility of the

Executive relating to highways use and regulation within the boundaries of their areas in accordance with Council policy and within budget.

9 BACKGROUND INFORMATION

- 9.1 Councillor Andrew McNeil submitted the following Member's Item to the March FGG AESC:

"I should like to table the following as a Member's Item for the Finchley & Golders Green Area Environment Sub-Committee on 10 March: The need for improved speed control and traffic management in Church Lane N2."

- 9.2 An verbal report was made at the March meeting by the Chief Highways Officer detailing the findings of the initial investigations. Based on the surveys carried out and the accident record available, there was no identifiable speeding issue and related pattern of speeding accidents along Church Lane.

- 9.3 The Sub-Committee subsequently instructed the Director of Environment and Transport to investigate and submit a report to a future meeting in respect of the following:

- (i) a 20mph speed limit on Church Lane supported by vehicle actuated signs;
- (ii) signage at either end of Church Lane warning motorists of concealed junctions and the one-way working over the bridge over the tube line;
- (iii) junction signs at Long Lane and King Street;
- (iv) liaison with local schools to bring forward complementary pedestrian measures;
- (v) the extension of the cycle lane from Leslie Road to East End Road; and
- (vi) any other potential measures.

- 9.4 The result of the Highways Group investigation are presented below:

- i) The speed surveys carried out between January and March this year showed 85th percentile speeds ranging from 20.7 mph to 29.3mph, and the mean speeds ranging from 17.2mph to 23.3mph.. The Member's item mentions the potential reduction in the speed limit from 30mph to 20mph.

Two options are available in order to legally reduce the speed limit in Church Lane, which are: the introduction of a localised 20mph speed limit, or the introduction of a 20mph zone in the area.

Guidelines only recommend the introduction of 20mph speed limit in areas where the 85th percentile speed is less than 20mph. As shown above Church Lane does not meet this criterion. The introduction of a 20mph zone requires the speed limit to be self-enforceable using an array of traffic calming measures such as speed tables and speed cushions that need to be located approximately every 60 metres to avoid "braking-accelerating" driving patterns. The associated costs with 20mph zones are high since the road layout, drainage and surfacing need to be reviewed at the same time.

The accident records in Church Lane do not indicate a pattern of speed related accidents, with only one recent incident involving a driver under the influence of alcohol. Furthermore, excluding the junctions with the A1000 and

East End Road, no accidents have been recorded over the past three years in Trinity Road, Long Lane (up to Trinity Road), Elmfield Road, King Street, Leslie Road, Leopold Road, and Elm Garden.

Based on the information given above, officers do not recommend lowering the speed limit in Church Lane as there is no value for money return and funding should be diverted to other locations within the Borough where there is greater network management justification. The introduction of a vehicle-actuated sign to support the existing speed limit is also not recommended, as drivers are not travelling in excess of the current speed limit.

ii) An assessment of the signage for the one way working has been carried out. The signs currently erected along Church Lane are shown in Appendix B of this report. One way directional signs (diagram 606) are present at all the intersections within the one-way section of Church Lane and two 'No Entry' signs (diagram 616) are present at the junction with the High Road. In addition, no left and no right turn advance warning signs (diagram 612 and 613) are present in the side roads. Drivers and Riders who are contravening the one-way system are aware of the restriction and it is therefore unlikely that additional signs would increase compliance. Police enforcement appears to be a better option to deal with any contraventions.

Sightlines as provided by current parking restrictions, are in line with Borough wide practice and are adequate for this type of road. Illegal parking has however been observed to restrict sight lines and this will be addressed through increased enforcement by the Council's Civil Enforcement Officers to resolve this issue.

iii) No accidents have been recorded at either junctions with Long Lane and King Street. It was however noted that some of the road markings are faded and that foliage is obscuring a road sign over the bridge. These two items will be addressed through regular maintenance. Additionally, it is recommended that a reflective bollard (similar to those already present) be erected at the corner of King Street to highlight the junction layout and enhance safety at this location.

iv) Complementary pedestrian measures have recently been implemented as part of the School Travel Plan for Martin Junior and Martin Infant & Nursery Schools. The measures included the widening of the southern footway in Church Lane from outside number 15 to The Walks. An additional one-way directional sign was also provided opposite Trinity Road as part of these proposals.

v) The London Cycle Network (LCN –route no. 54) makes use of Church Lane over the bridge. It is not legal for cyclists to proceed contra-flow along the entirety of the eastern part of Church Lane from the A1000 junction. They are required to access Church Lane via Trinity Road if coming from the north east, or Leslie Road if coming from the southeast.

Councillor McNeil had requested the potential extension of the advisory cycle lane markings from the bridge to the junction with East End Road. Unfortunately, due the road width in that section, additional road markings would need to be contained within the existing westbound lane and would

therefore make little or no difference to the current situation. There have been no accidents involving cyclists on this section and cyclists are not exposed to adverse risk.

There is concern over the layout of the current advisory cycle lane, the lack of forward visibility, and the tendency for vehicles to drive over it. This behaviour is encouraged by the lack of segregation, the current parking arrangement along the northern kerb line of Church Lane, and the position of the existing centre line. All these factors are forcing vehicles to straddle both lanes of traffic when going east and provide little incentive for vehicles to align themselves properly over the bridge. As a result, cyclists have been observed to use the narrow footway over the bridge, leading to conflict with pedestrians.

The issue could be resolved by using the protection of the parked vehicles on the northern side of the bridge and widening the northern footway to accommodate shared use between pedestrians and cyclists. The current road width of 5.7m over the bridge would allow for this widening, which will increase safety and slow down vehicles over the bridge by narrowing the carriageway. An in-slip similar to the one present at the top of Leslie Road should also be built at the top of Trinity Road to assist the movement of cyclists. It is anticipated that up to £20,000 would be required to provide the above and funding will be sought from Transport for London within available LCN funding to Boroughs.

Members may wish to note that an alternative route exists for cyclists coming from Trinity Road using a path and a short subway that links Trinity Road and Manor Park Road. This alternative is however less attractive than the option over the bridge because of environmental factors, required cycle dismount, and safety concerns due to the isolated location.

vi) The carriageway on the eastern section of Church Lane has been noted to be in poor condition. This issue will be addressed when this section of Church Lane is resurfaced later in the financial year.

Appendix B of this report contains a drawing of the above proposals.

10 LIST OF BACKGROUND PAPERS

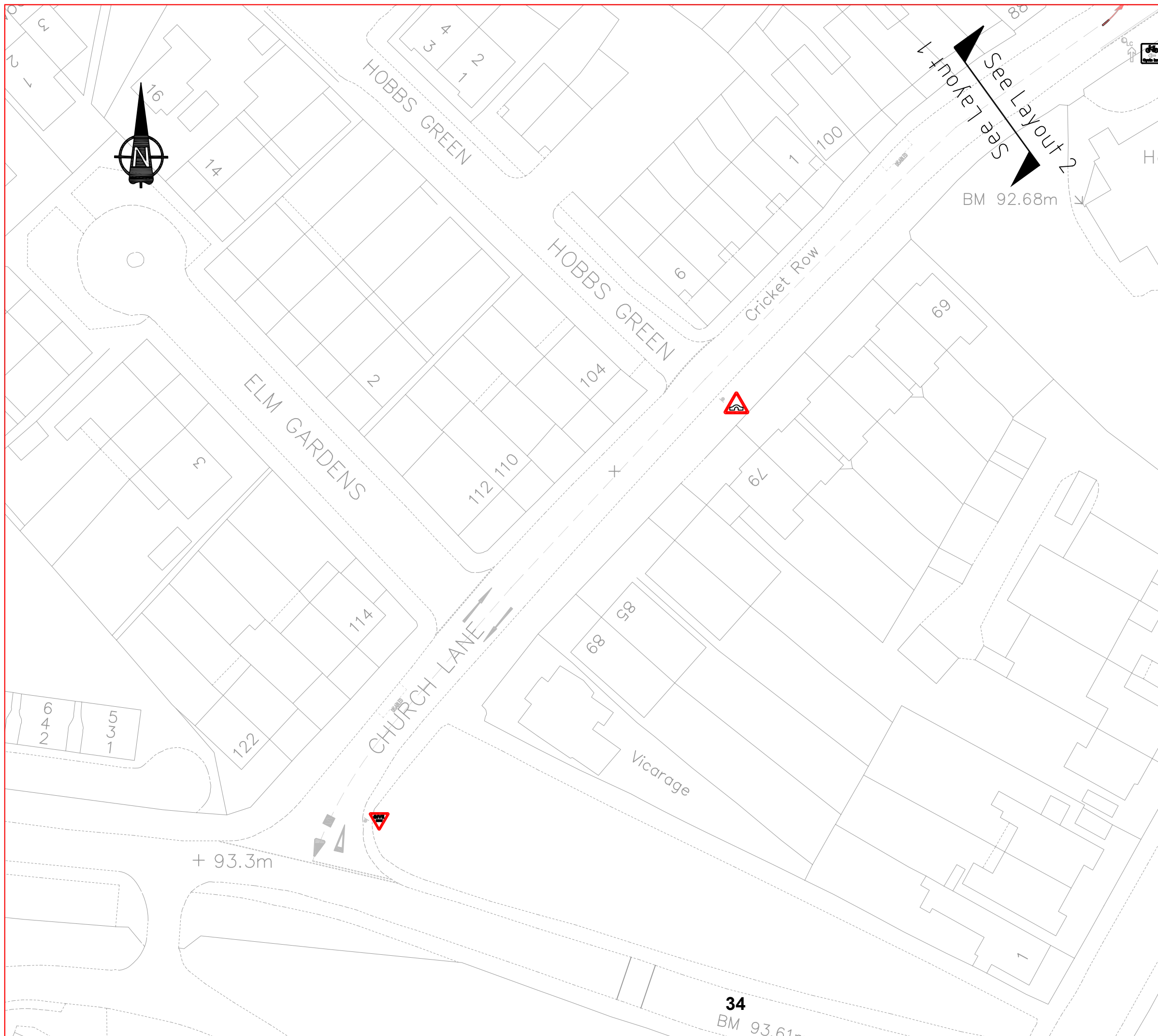
- 10.1 Email from Councillor Andrew McNeil dated 20 February 2008.
- 10.2 Various traffic surveys linked to above requests.
- 10.3 Technical note dated 07/03/08.
- 10.4 Any persons wishing to inspect the background papers listed above should contact Neil Richardson, Telephone 020-8359 7525.

Legal: JM
CFO: MG

Appendix A

Risk Assessment Form				
Scheme:	Traffic Management Budget requests			
Objective:	To report requests made by public, members and other bodies.			
Risk Category	Description	Likelihood of not being met	Impact	Response
Strategic	Informing the public of decisions made by committee	L	H	Reduce – Approval of report will allow public to be informed
Operational	Processing of requests	L	M	Reduce – Report requests made by public
Staffing & Culture	Lack of awareness of targets and objectives	L	H	Reduce – Regular promotion and communication of key objectives and corporate values with all staff
Financial	Unable to maintain works within budget	L	L	Accept – No financial implications to this report
Compliance	Work outside of relevant legislation and Council policies	L	L	Accept – No work identified in this report.

Key to risk or impact H=high M=Medium L=Low



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Revision and Date	Description	Initial
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Michael Freestone, BA, IEng, FIHE, FIHT
Director of Environment and Transport

London Borough of Barnet,
Building 4
North London Business Park
Oakleigh Road South
London N11 1NP
Tel. (020) 8359 2000



SCHEME:
Church Lane

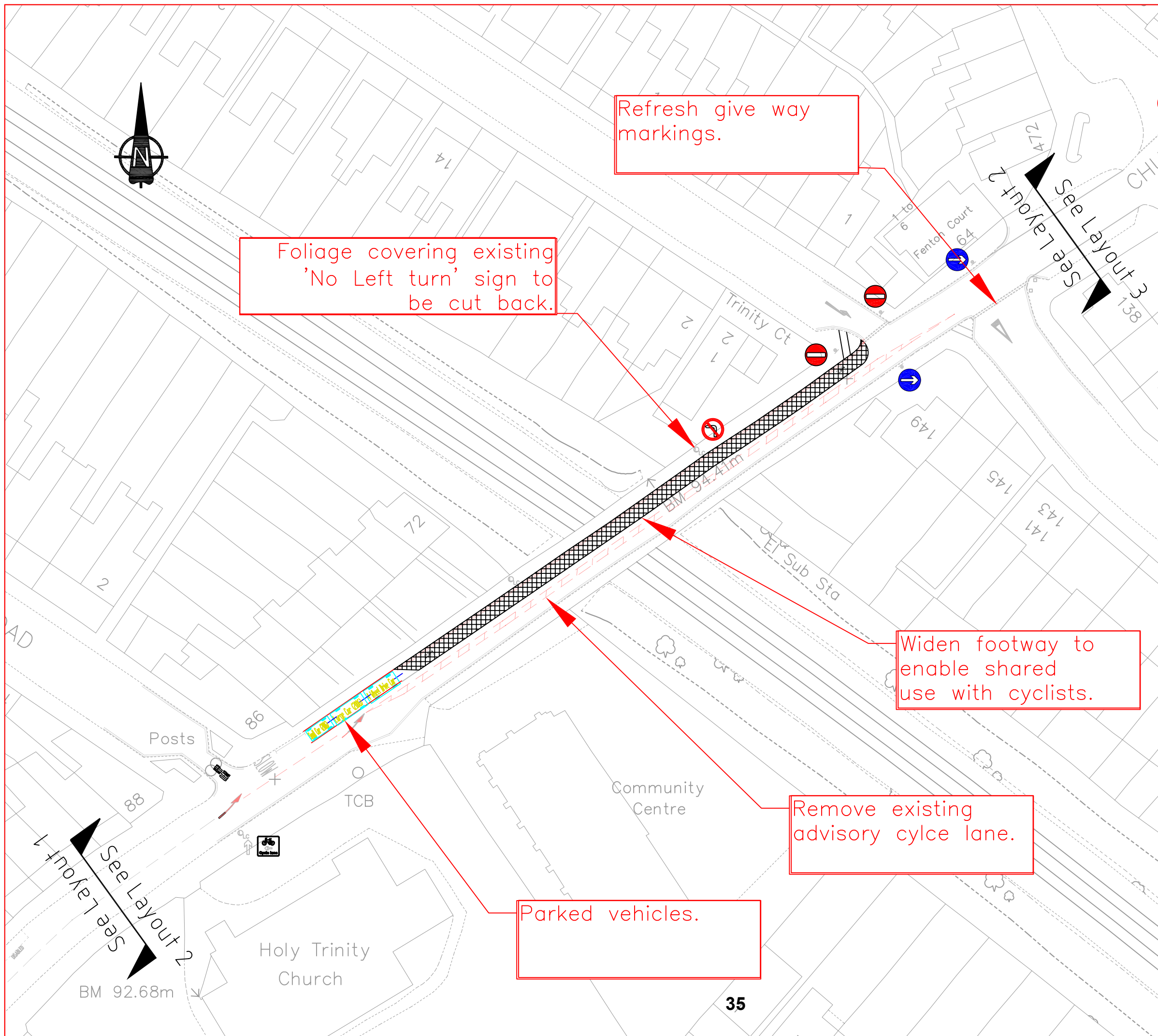
TITLE:
Church Lane
Safety Scheme
Layout 1 of 4

Scales:	1 / 500	Date:	July 2008
Initiated:	IC	Drawn:	AA
		Checked:	NR

DRAWING NO:
60526 - 1

Acad Ref. -

Last update:



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Revision and Date	Description	Initial

Michael Freestone, BA, IEng, FIHE, FIHT
Director of Environment and Transport

London Borough of Barnet,
Building 4
North London Business Park
Oakleigh Road South
London N11 1NP
Tel. (020) 8359 2000

BARNET
LONDON BOROUGH
Environment & Transport

SCHEME: Church Lane

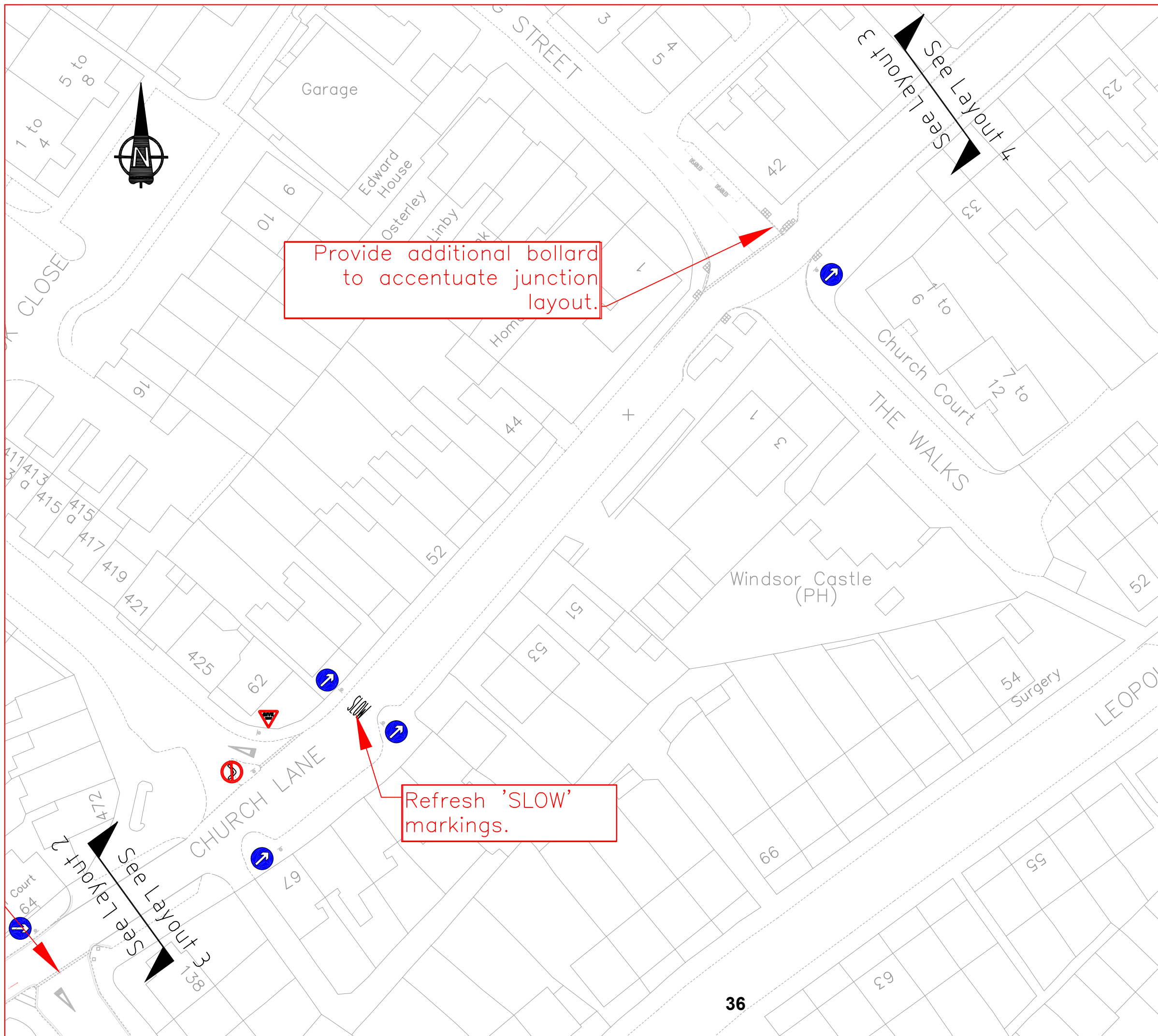
TITLE: Church Lane Safety Scheme Layout 2 of 4

Scales:	1 / 500	Date:	July 2008
Initiated:	IC	Drawn:	AA
		Checked:	NR

DRAWING NO: 60526 - 2

Acad Ref. -

Last update:



Provide additional bollard to accentuate junction layout.

Refresh 'SLOW' markings.

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Revision and Date	Description	Initial
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Michael Freestone, BA, IEng, FIHE, FIHT
Director of Environment and Transport

London Borough of Barnet,
Building 4
North London Business Park
Oakleigh Road South
London N11 1NP
Tel. (020) 8359 2000



SCHEME:
Church Lane

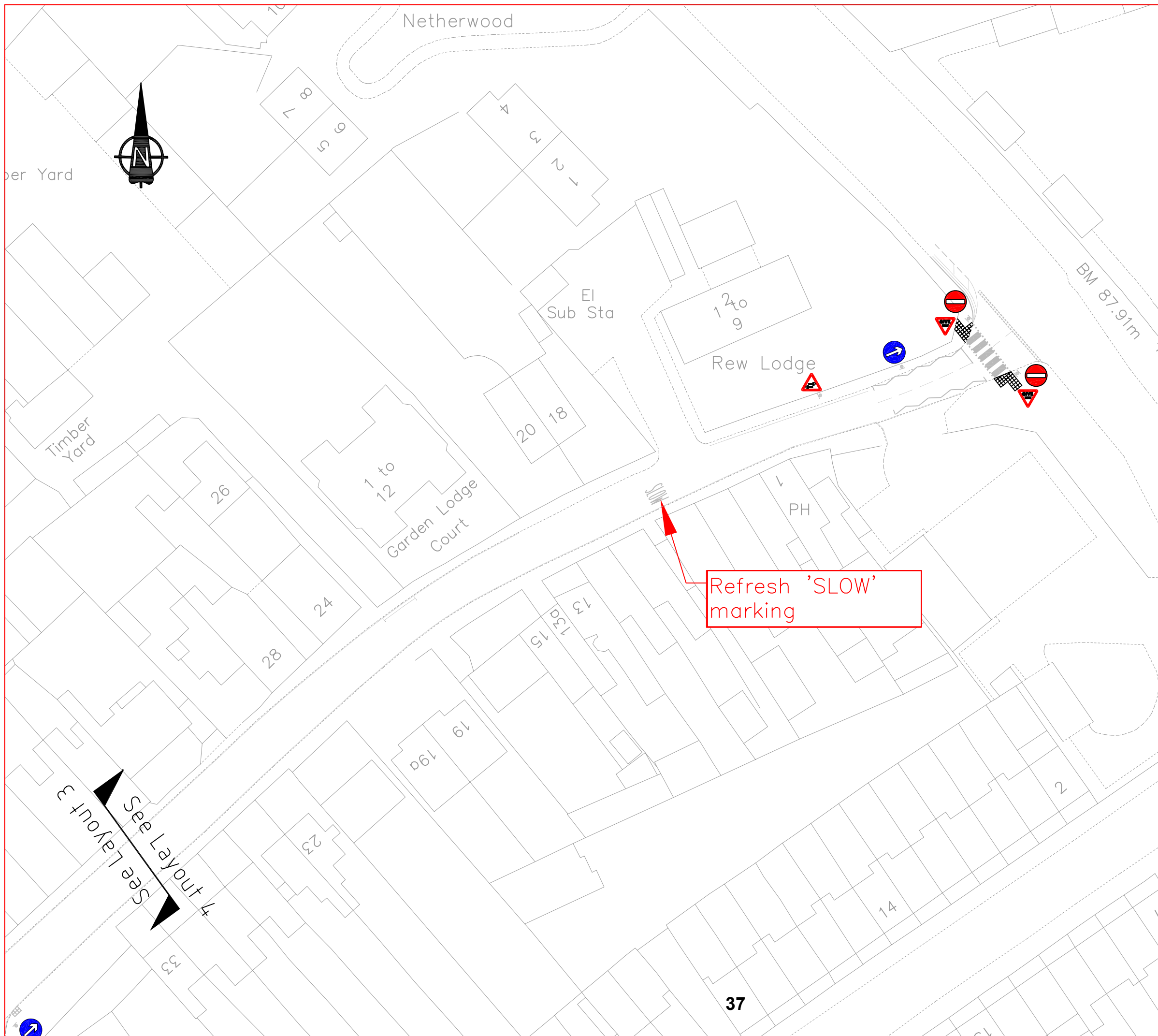
TITLE:
Church Lane Safety Scheme Layout 3 of 4

Scales:	1 / 500	Date:	July 2008
Initiated:	IC	Drawn:	AA
		Checked:	NR

DRAWING NO:
60526 - 3

Acad Ref. -

Last update:



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Revision and Date	Description	Initial
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Michael Freestone, BA, IEng, FIHE, FIHT
Director of Environment and Transport

London Borough of Barnet,
Building 4
North London Business Park
Oakleigh Road South
London N11 1NP
Tel. (020) 8359 2000



SCHEME:
Church Lane

TITLE:
Church Lane
Safety Scheme
Layout 4 of 4

Scales:	1 / 500	Date:	July 2008
Initiated:	IC	Drawn:	AA
		Checked:	NR

DRAWING NO:
60526 - 4

Acad Ref. -

Last update:

AGENDA ITEM: 12

Page Nos. 38 - 45

Meeting	Finchley and Golders Green Area Environment Sub-Committee
Date	23 September 2008
Subject	Proposed Conservation Area Designation at Golders Green Carmelite monastery site, Bridge Lane, NW11
Report of	Director of Planning, Housing and Regeneration
Summary	To report on the proposed designation of a conservation area at 119 Bridge Lane, NW11 (site including the former Carmelite Monastery)

Officer Contributors	Jonathan Hardy – Principal Planner, Urban Design and Heritage
Status (public or exempt)	Public
Wards affected	Golders Green
Enclosures	Site Plan
For decision by	Finchley and Golders Green Area Environment Sub-Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	

Contact for further information: Jonathan Hardy– Principal Planner 020 8359 4655.

1. RECOMMENDATIONS

- 1.1 **That 119 Bridge Lane, NW11 (site including the former Carmelite Monastery) be recommended to Cabinet for designation as a Conservation Area.**
- 1.2 **That interested stakeholders are notified of the Council's decision in writing and the designation recorded statutorily on the Council's planning register and local land charge records.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Planning Application Reference: C09514 for Rebuilding of wall on west boundary & part of entrance driveway: Withdrawn 1988.
- 2.2 Formal Tree Works Application References:
 - TREC09514A to Raise crown to 2m, prune to clear building by 2m and thin crown by 30%, deadwooding of a Norway Maple T1 of Tree Preservation Order: Approved 1993.
 - TREC09514B: Remove Tree of Heaven, T11 of Tree Preservation Order: Approved 1998.
 - C09514C/01/TRE: Norway Maple - lift to 4.5 metres, remove rubbing branch, thin by 15%, reduce back from building by 1.5 metres (T1 of TPO): Approved 2001.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 By designating this site as a conservation area will help meet the Council's (2008/09-20011/12) Corporate Plan priorities and objectives of delivering a Successful City – Suburb, which is Clean, Green and Safe. Conservation area designation will also accord with the Council's 'Three Strands Approach' of Protection, Enhancement and Growth, and in particular, Strands 1 and 2.
- 3.2 Designation will accord with the Council's Adopted Unitary Development Plan policies GBEnv1, GBEnv4 and HC13 which seek to protect and enhance buildings and areas of special value in the Borough and to protect locally listed buildings from demolition.
- 3.3 Local Planning Authorities have a duty under the Planning (Listed Buildings and Conservation Areas) Act, 1990 to review their areas from time to time to consider whether further conservation area designation is called for.

4. RISK MANAGEMENT ISSUES

- 4.1 An application has already been made under the Building Regulations for the demolition of the former monastery building. Should this site not be designated as a conservation area, there would be no planning control over demolition of this important, locally listed building.
- 4.2 It is almost certain therefore, that this historic building would be lost by demolition and its setting destroyed, thus eroding Strands 1 and 2 of the Three Strands Approach. Consequently, an important part of the borough's heritage would be lost.
- 4.3 A claim has been submitted for compensation by the owners against the Council which is currently being assessed separately from this conservation area designation proposal. The proposed designation does not directly affect that claim or the Council's position in terms of risks associated with its pursuance.

5.0 EQUALITIES AND DIVERSITY ISSUES

- 5.1 The preservation and protection of the monastery building from demolition and the added control over future development on the site will ensure that the whole community benefits from its heritage importance in the borough.

5.2 The historic background to the monastery building and its former use is one of considerable interest in terms of diversity and efforts by a religious order and a Nineteenth Century Jewish musician who converted to Catholicism and established the Carmelite Monastery.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

6.1 The designation of the conservation area will result in minimal costs to the Council in respect of statutory consultation and publicity costs, which is to be borne by the Planning, Housing and Regeneration Directorate within approved planning budgets.

6.2 There has been no formal application for planning permission submitted (or previously approved). The monastery building is on the Council's Schedule of Buildings of Local Architectural or Historic Interest and the site contains trees protected by a Tree Preservation Order. The building is currently vacant, except for caretaker operations.

6.3 English Heritage strongly advises in their guidance that the special architectural and historic interest of a proposed conservation area should be clearly defined, preferably in the form of a character appraisal. The appraisal would provide the basis for the positive management of the conservation area, against which future applications would be considered. A formal letter of support has been received from English Heritage dated 14 August 2008 (Appendix 1) supporting designation of the proposed conservation area and efforts to retain secure the buildings' long term preservation.

6.4 The claim for compensation is made under separate provisions and the designation proposal does not affect the financial provisions of that claim.

7. LEGAL ISSUES

7.1 Pursuant to Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council has powers to designate as conservation areas any 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'.

7.2 A Building Preservation Notice (BPN) was served on the owners of the building on 12th December 2007 and this became effective for a maximum period of 6 months. On 5th June 2008, following an assessment and recommendation by English Heritage, the Department of Culture Media and Sport notified the Council that the BPN was not to be upheld and therefore, the building was not to be added to the statutory list. The reason being that whilst the building was recognised for strong local heritage interest it did not warrant inclusion on the national list of buildings of special architectural or historic interest in terms of the strict tests and selectivity of the listing process.

7.3 A claim for compensation 'for loss or damage caused by service of the BPN', was received on 7th August 2008 from Lawyers acting on behalf of the site's owners, Metro Construction Limited, under section 29 of the Planning (Listed Buildings and Conservation Areas) Act, 1990. This is presently being considered by the Council's Legal representatives.

8.0 CONSTITUTIONAL POWERS

8.1 The Council's Constitution - Part 3, Responsibility for Functions; Section 3 – Responsibility for Executive Functions – Area Environment Sub-Committees' responsibilities include making recommendations to Cabinet on the designation of Conservation Areas.

9. BACKGROUND INFORMATION

- 9.1 The proposal to consider the designation of the conservation area has arisen from an immediate threat of demolition to the locally listed monastery. A notice has been received by the Council requesting consent under the Building Regulations to carry out total demolition of the existing buildings on the site.

Site location, surroundings and recent history

- 9.2 The site contains the Carmelite Monastery, founded in 1908 and is located on Bridge Lane in Golders Green, which runs east to west from Finchley Road at Temple Fortune to the North Circular Road. The site is located at the western end of Bridge Lane and has an additional access to the rear from Harmony Close, although this is not currently in use. The total site area is approximately 11, 430 m² (i.e. 1.1 hectares). The frontage of the monastery is set-back from Bridge Lane, behind a brick boundary wall with iron gates. The site also contains a two-storey, detached house in stock brick with a slate roof, located close to the main entrance. A tall, stock brick wall, with substantial buttresses encloses the site. The area around the building is now predominantly residential, although when built the monastery would have been surrounded by open farmland.
- 9.3 The building is one of a small number of remaining Carmelite convents in England. There were once 39 such facilities in the U.K, approximately half of which remain. The Carmelite Order was brought to England from Lyons in France 150 years ago by a Jewish musician, Hermann Cohen, who converted to Catholicism. He opened the first Carmelite house in Kensington. The Carmelite nuns were living alongside the Jewish community of Golders Green since 1908.
- 9.4 The monastery building is partially screened from Bridge Lane and from the surrounding housing by a tall brick wall, which provided privacy, whilst creating a sense of tranquillity and serenity for the nuns. The nuns had homeless people come to their door for food on a daily basis, but they did not leave the convent other than for medical reasons. Food and other necessities were delivered to them. The nuns took a vow of silence and only spoke to each other when necessary. The site was vacated by the nuns in 2007, having been purchased by a developer, although it has remained vacant other than for site security staff.
- 9.5 A formal pre-application meeting with the site's new owners and their representatives took place on 5th December 2007, to discuss future development on the site. At that time, the intention was to convert the monastery building into 30 self-contained residential units and provide a total of 44 new residential units within the grounds. Following the Building Preservation Notice being served in December 2007, discussions with the site owners were curtailed whilst English Heritage considered the architectural and historic merits of the building. There is currently no application for planning permission affecting the site. The building is in immediate danger of demolition and therefore, the need to designate a conservation area is imperative in order to protect its integrity and the special interest of the site.

Reasons for designation of the conservation area

- 9.6 The qualities and special interest of the monastery building and its setting have only recently been fully appreciated, due to its limited access and concealment from public views. This was due to the fact that the order was an 'enclosed' order with virtual no contact with the wider public. This is evident by its high brick boundary wall and separated access for anyone not part of the 'order'. The use of the building was operating until recently, as it was originally intended.

- 9.7 It should be acknowledged that the monastery and its landscape setting are important to this area historically and culturally, as well as the building having architectural merit. These factors have contributed to its local listing, but without conservation area designation the current owners could otherwise proceed with demolition in preparation for a comprehensive re-development of the site.
- 9.8 The Adopted UDP (May 2006) lists specific criteria which are used when assessing whether an area has the special architectural or historic character necessary for designation. Areas exhibiting some or all of the characteristics can be considered appropriate for designation. Those criteria which are considered applicable to the Carmelite monastery site include the following:
- Areas of historic, social, economic or architectural interest;
 - Areas with green open spaces, trees, hedges and other natural elements of exceptional quality, which in relation to the built environment make a significant contribution to the character of an area;
 - Areas with a distinct physical identity that has not been spoilt by insensitive development.
- 9.9 By designating the site as a conservation area will allow the importance of this fine, locally listed building and its garden setting to be fully recognised and will allow the Council to resist its demolition in the absence of successful applications for conservation area consent and planning permission. It needs to be stressed that without conservation area status, the monastery, despite having locally listed status could be demolished without requiring planning permission. As a notification of intent to demolish has already been received by Building Control, the building would otherwise be removed without regard for its architectural, historical and social values to the community of Barnet and beyond.

Historical background and architectural merits

- 9.10 The Carmelite Order has its origins in the early 12th Century centred in on Mount Carmel, Israel. In the mid 15th Century, a formal order of nuns was established, with a constitution providing for a life of prayer, solitude, silence and penance. The late 19th Century saw the beginning of a new wave of Carmels in Britain founded from Paris, the first of which was built in 1878 on a site in Charles Square, Notting Hill, known as the Carmelite Monastery of The Most Holy Trinity. Other Carmels were established in the 20th Century, of which twenty survive and 15 are in England. Unlike Notting Hill, the monastery in Golders Green was founded in 1908 from Lyons. It served a community of Catholics that had been growing in England throughout the 19th Century.
- 9.11 The Golders Green monastery was designed by D. Powell of the architectural practice Sinnott, Sinnott and Powell, in the Gothic Revival style. It is built in London stock brick with red brick and stone dressings, with a slate roof. It consists of four ranges built around a central courtyard and has a bell tower in the south-east corner. Around the courtyard is a stone flagged corridor with large, pointed segmental-arch windows, creating an indoor cloister. The interior of the building is plainly detailed, as might be expected, however, most rooms have original panelled doors, parquet floors, and window shutters. The refectory walls are panelled to dado height and the chapter room has beams across the ceiling supported by carved stone corbels. The chapel is more decorative and has contrasting red brick walls with stone surrounds to the doors, bands of stone on the walls and dark timber roof trusses rising from stone corbels. The stained glass windows in the chapel are later replacements, although the original polished timber floors and benches in the nun's choir survive.

- 9.12 The building appears today, much as it was originally intended and despite some uPVC window alterations, the architectural integrity of the building remains intact and in good order, externally and internally. Despite not being considered worthy of statutory listed building status, English Heritage commented that, "this is clearly a building of some interest".....and, "it now forms an increasingly rare incident in the swathes of 20th Century domestic suburbia in north London". They concluded that the monastery is of considerable local interest as an early-20th Century foundation of the Carmelite order in suburban London, which survives very well and represents the religious practice and the secluded nature of the nuns in this monastic community.
- 9.13 The Victorian Society has registered its support for the proposed designation of the site as a conservation area. In a letter dated 4 August 2008, it comments that, "It forms a peaceful surprising enclave in the suburbs of north London, the character of which should be preserved. These buildings are ultimately very well suited for conversion but the architectural and historic interest of a place such as this which has seen minimal change in the time that it has existed could easily be lost without some form of designation."

Trees and landscape

- 9.14 A Tree Preservation Order 1975 (Carmelite Monastery, Bridge Lane and 99 Princes Park Avenue, NW11) was made on 7th October 1975 and confirmed without modification on 5th March 1976. The Order, which included 13 individual trees and 6 groups (41 trees in total), was made in the light of proposed development at 99 Princes Park Avenue and the monastery land to the rear. Since the Tree Preservation Order (TPO) was made, Harmony Close and Meta Worms Court (a block of sheltered residential accommodation) have been developed on the southern part of the former Monastery site, with road access through part of 99 Princes Park Avenue.
- 9.15 Not all of the trees at the former Monastery site were included in the TPO - e.g. the rows of pollarded Poplars around the boundaries were excluded because of their condition and previous treatment; the orchard was not included because of the exemption provisions applicable at that time in respect of fruit trees.
- 9.16 In January 2008, planning enforcement investigation was undertaken following a complaint about tree removals at the site. The trees and shrubs that had been removed were not protected (i.e. they had not been included in the TPO) so no Council consent would have been required for their treatment. At the time of investigation, it was also apparent that the formal garden had been partially destroyed - but, again, the Council has no powers of control over such activities. In the circumstances, no further action could be taken by the planning enforcement team in respect of removal of vegetation and damage to the garden.
- 9.17 Nevertheless, the large, open, garden setting to the rear of the monastery, with its numerous mature trees and established vegetation, makes a valuable contribution to character and appearance of the locally listed building and is fully justified in being designated as a conservation area.

10. Summary

- 10.1 It is considered that the area including the Carmelite monastery and its grounds are of special architectural and historic interest, which it is desirable to preserve and enhance, and this should be recognised by the designation of a conservation area. Without such designation, all buildings on the site will almost certainly be destroyed and removed.

11. LIST OF BACKGROUND PAPERS

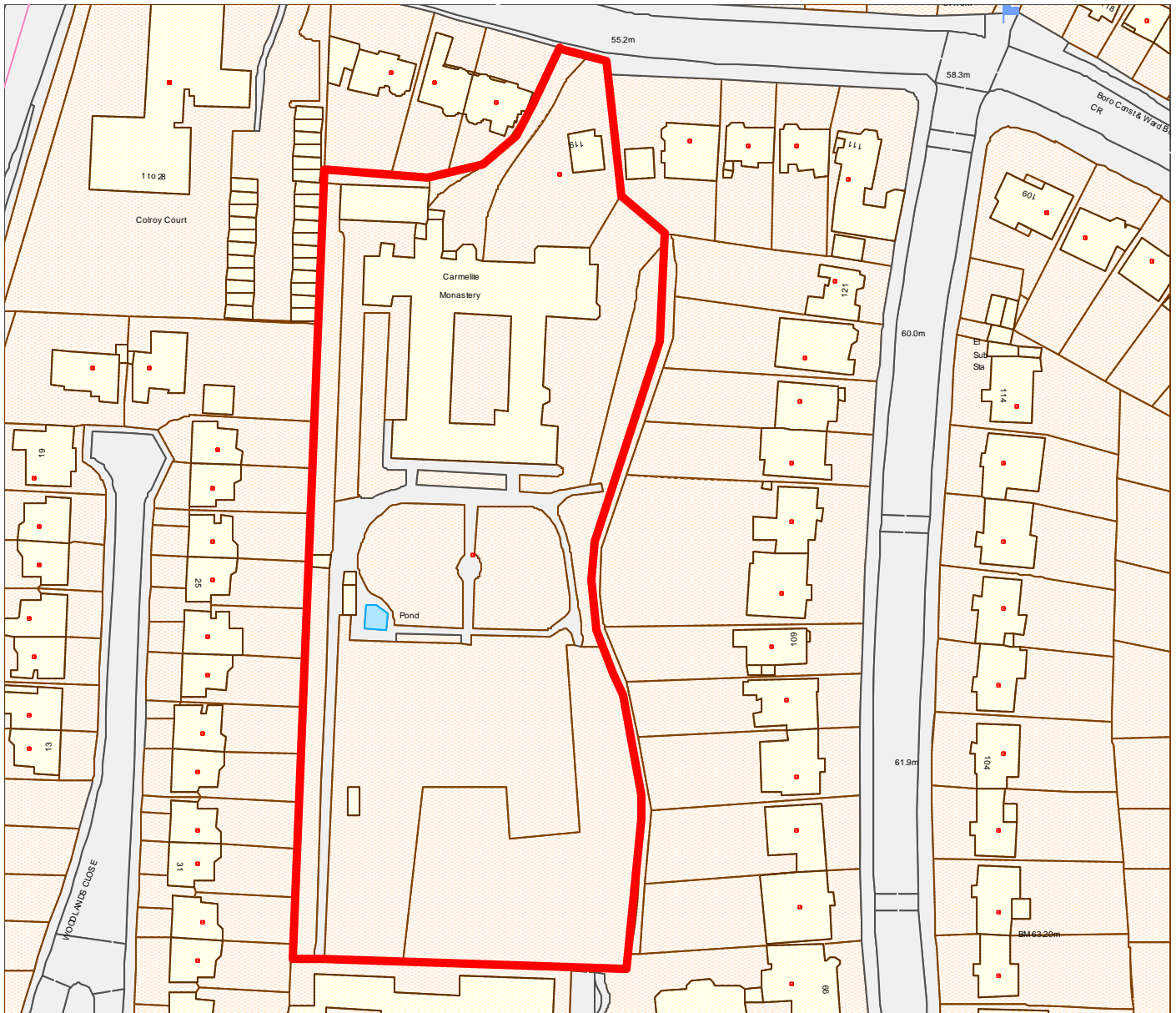
- 11.1 Planning Policy Guidance Note 15 (1994) **43** Planning and the Historic Environment.

- 11.2 English Heritage Guidance (February 2006): Guidance on Conservation Area Appraisals and Guidance on the Management of Conservation Areas.
- 11.3 London Borough of Barnet various planning documents on building preservation notice application and response of the Secretary of State.
- 11.4 Please contact Jonathan Hardy or Karina Sissman to examine these papers (Tel: 0208-359-4655/4985)

Legal: JL
CFO: MG



119 BRIDGE LANE, NW11 9JT



Scale 1:1250

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AGENDA ITEM: 13

Page nos. 46 - 52

Meeting	Finchley and Golders Green Area Environment Sub Committee
Date	23 September 2008
Subject	Glebelands Open Space – Advertising Hoarding
Report of	Director for Resources and CFO
Summary	To ask the Sub-Committee if it wishes to make any comment to the Executive on the proposed lease of a site for the erection of an advertising hoarding to replace 2 previous unauthorised hoardings.

Officer Contributors	Geoff Collins, Property Services
Status (public or exempt)	Public
Wards affected	Woodhouse
Enclosures	Appendix A - Copy of advertisements published in the local newspaper Appendix B – site plan Appendix C – comments received from Councillors
For decision by	Finchley and Golders Green Area Environment Sub Committee
Function of	Executive
Reason for urgency / exemption from call-in (if appropriate)	N/A

Contact for further information: Geoff Collins Tel. 020 8359 7368, geoff.collins@barnet.gov.uk

1. RECOMMENDATIONS

- 1.1 That the Sub-Committee consider whether it wishes to make representations to the Executive in respect of the proposed lease of the advertisement hoarding site on the edge of Glebelands Open Space.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 None.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Corporate Plan commits the Council to create a “successful suburb – growing through successful regeneration and sustainable development”. This proposal contributes to this by regularising what is at present an unauthorised use of Council land and producing an income for the Council.
- 3.2 The Strategic Development Unit has been consulted and confirmed that the proposals in this report do not adversely impact upon any of the Council’s regeneration schemes.

4. RISK MANAGEMENT ISSUES

- 4.1 I have considered whether the issue involved are likely to raise significant levels of public concern or give rise to policy considerations and do not consider that there are any such concerns

5. EQUALITY AND DIVERSITY ISSUES.

- 5.1 Barnet Council is committed to improving the quality of life and wider participation for all in the economic, educational, cultural, social and community life of the Borough.

I have considered whether these proposals will give rise to any issues under the Council’s Equalities or Diversity policies and do not consider that there are any such concerns

6. USE OF RESOURCES IMPLICATIONS (FINANCE, PROCUREMENT, PERFORMANCE AND VALUE FOR MONEY, STAFFING, IT, PROPERTY, SUSTAINABILITY)

- 6.1 There are no procurement, performance, value for money, staffing, IT or sustainability issues. The financial and property implications are set out below.

7. LEGAL ISSUES

- 7.1 The disposal by a local authority of land consisting or forming part of an open space, is permissible subject to the proposed disposal first being advertised in

accordance with the provisions of Section 123 (2A) of the Local Government Act 1972, and any objections to the proposed disposal being considered.

8. CONSTITUTIONAL POWERS

- 8.1 Constitution Part 3 - Responsibility for Functions - Paragraph 3.10 lists the Executive functions of the Area Environment Sub-Committees, which includes the day to day promotion, management and development of open space land.
- 8.2 Constitution Part 4 - Management of Real Estate, Property and Land, Paragraph 7 (i) - Whenever a decision is taken by the Executive or the Executive Director for Resources acting under his delegated powers to advertise the possible disposal or appropriation of open space land, the Executive Director for Resources or designated officer shall report the matter to the next relevant Area Environment Sub-Committee to enable it to decide whether it wishes to make representations to the Executive in relation to the disposal of the open space land.

9 BACKGROUND INFORMATION

- 9.1 Two unauthorised advertisement hoardings have been identified on Council land at the junction with the slip road from the A1000 adjacent to Glebelands. No lease has ever been granted for the adverts although it is believed they have been erected for sufficient time to have an established planning use.
- 9.2 Following invitations to several companies, offers have been received from Outdoor Plus Limited (the present unauthorised company) and J C Decaux UK Ltd. The offers are for a 5 year lease, contracted out of the security of tenure provisions of the Landlord and Tenant Act 1954, with a rent review at the end of the third year.
- 9.3 The best offer received is from J C Decaux UK Ltd who would replace the existing 2 adverts with a single Premiere 1000 hoarding (18m x 5m) or a Premiere 400 (12m x 3m) depending on planning consent.
- 9.4 The tenant will be responsible for the Council's legal and surveyors' costs.
- 9.5 The advertisements detailing the proposed grant of a lease were placed in the Barnet Press for two weeks on 28 February and 6 March 2008. A copy of the advertisement is attached as Appendix A. A copy of the advertisement and the site plan were made available to the public at North London Business Park. No representations were received.
- 9.6 This paper was not completed in time for the last sub committee meeting on 19 June and was therefore circulated by post to committee members for comment and Appendix C details the comments received.
- 9.7 Observations on those comments are as follow:
 - 9.7.1 The Glebelands pond is obscured by undergrowth and therefore not visible from the proposed location of the hoarding..

- 9.7.2 The approximate position of the 'Dick Turpin carved tree' has been marked on the plan at Appendix B. There is a possibility that the tree may be obscured from certain positions and to avoid any possible obstruction it is proposed that the position of the hoarding be amended to that shown on the plan at Appendix B.
- 9.7.3 We are reliably advised that there have been advertisement hoardings on this site since approximately 1992 with the most recent in situ since approx. 2000

10 LIST OF BACKGROUND PAPERS

- 10.1 Any person wishing to inspect the tender invitations should telephone Geoff Collins on (020) 8359 7368

CFO: JF
Legal: JMCK

APPENDIX A



LONDON BOROUGH OF BARNET

EXECUTIVE DIRECTOR OF RESOURCES

SECTION 123(2)(A) OF THE LOCAL GOVERNMENT ACT 1972

Advertisement Hoarding, Glebelands Open Space, adjacent to North
Circular Road and A1000

NOTICE IS HEREBY GIVEN that the Council is proposing to grant a lease for an advertising hoarding situated within Glebelands Open Space and facing the North Circular Road. Two hoardings have been sited in this location on Council land for some years but without the consent of the Council. It is proposed to regularise the situation by granting a lease for 5 years.

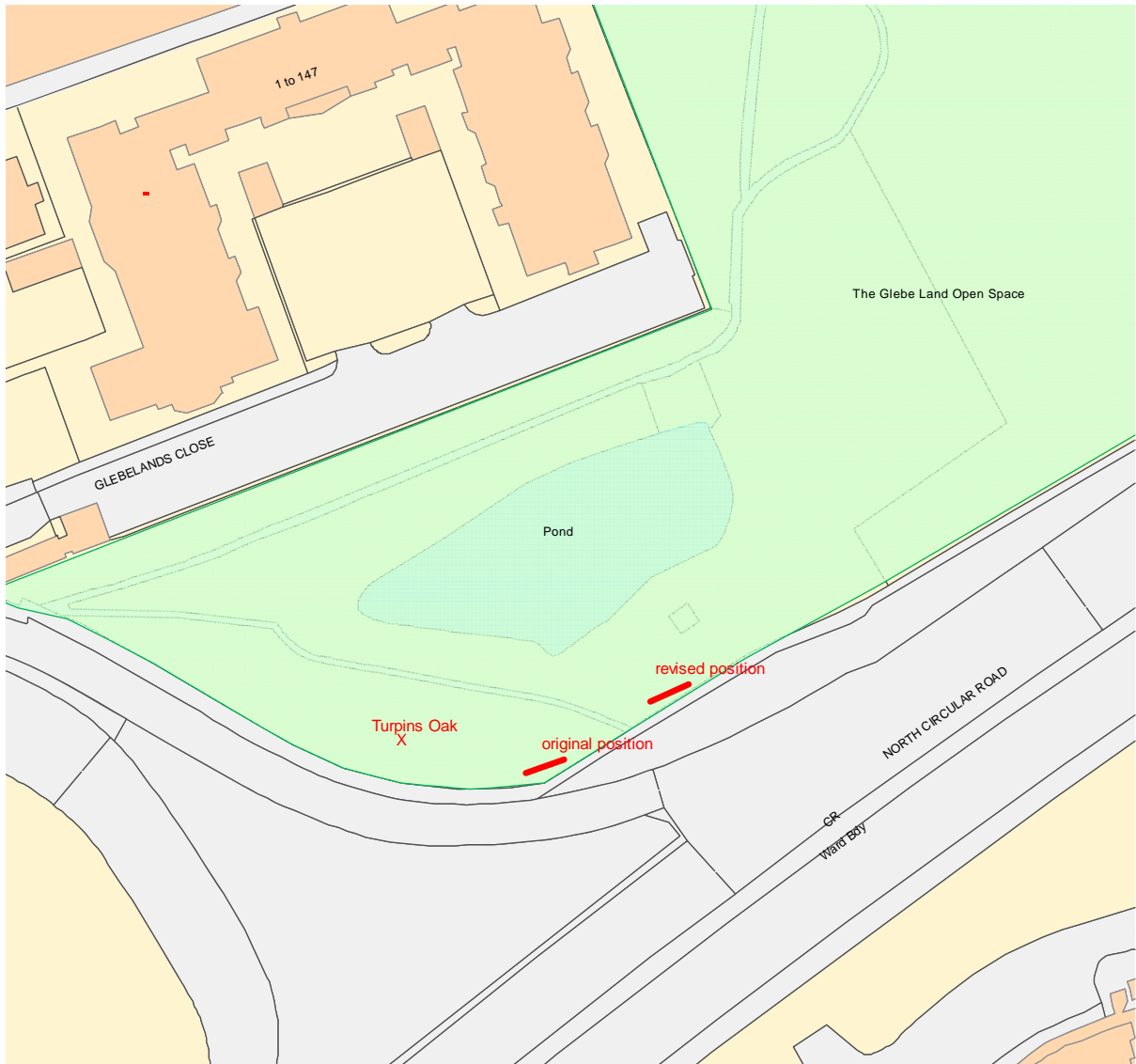
A plan showing the location of the hoarding may be inspected at the offices of the London Borough of Barnet, Building 4, North London Business Park, Oakleigh Road South, New Southgate, London N11 1NP. The plan can be viewed between the hours of 9.00 am to 5.00 pm Mondays to Fridays (excluding public holidays).

Before making any further decision on the proposal, the Council will consider any written representations received. All written representations, which should be addressed to Peter Cridland, Head of Property Services, Property Services and Valuation Group, Building 4, North London Business Park, Oakleigh Road South, London N11 1NP (quoting reference VAL/GGC), must arrive no later than Thursday 20 March 2008.

Dated Thursday 28 February & 6 March 2008.

Peter Cridland
Head of Property Services
First Floor, Building 4.
North London Business Park
Oakleigh Road South
New Southgate
London N11 1NP
Tel No: 020 8359 7306

APPENDIX B



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APPENDIX C

From: Rogers, Cllr Colin Labour
Sent: 30 June 2008 22:19
To: Cridland, Peter
Subject: The Glebelands - advertising hoardings - ref PC?GGC/JS

Dear Mr Cridland

Thank you for your letter of 24 June.

I'm afraid that your belief that two hoardings have been on the Glebelands for sometime is misplaced. They have been there for less than a year.

I am also confused by the nature of the order, as Cllr M Cohen's answer to me, at the Council, concerning hoardings at the NCR/High Rd, if I recollect it correctly, was that the Council would resist further attempts to place hoardings in this locality.

I would therefore state that I have two major objections to any attempt to grant a lease, such as the one you described in your letter.

Yours truly

Colin Rogers

-----Original Message-----

From: Rogers, Cllr Colin Labour
Sent: 01 July 2008 10:29
To: Rogers, Cllr Colin Labour; Cridland, Peter
Cc: Kagan, Gaby; McNeil, Andrew Cllr Labour; Cooke, Cllr Geoffrey Labour; 'MCGUIRK, Kath'
Subject: RE: The Glebelands - advertising hoardings - ref PC?GGC/JS

Dear Mr Cridland

While you are preparing your list of what your 'best efforts' to meet the deadline for cleared reports were, I would ask you to consider that the proposed hoarding(s) will obliterate the view of the 'Dick Turpin' carved tree, and the Glebeland pond. Both these features were the result of considerable Council/Highways Agency expenditure, and obscuring them seems to run counter to the Exchange of Land Act, 1971, which this land was subject to in 1993 (it's a long story, but goes back to the E of Falloden extension of the NCR).

Sincerely

Colin Rogers

-----Original Message-----

From: McNeil, Andrew Cllr Labour
Sent: 03 July 2008 10:22
To: Cridland, Peter
Cc: Cooke, Cllr Geoffrey Labour; Houston, Ross Cllr Labour; Rogers, Cllr Colin Labour
Subject: The Glebelands - advertising hoardings

Thank you for your letter concerning the above.

It worries me that the proposed licensed hoarding will be in a position to obscure the view of the Glebelands pond and the Dick Turpin carved tree, both of which enhance the amenity of this corner of the Glebelands site at a point – on the NCR approach road – where it is of great value.

I further believe that this matter should be brought before the next meeting of the Finchley & Golders Green Area Environment Sub-Committee on 23 September 2008 as I see no harm in delaying the disposal of interest in public open spaces in this case.

Andrew McNeil, Councillor and Member of F&GG Area Sub-Committee