

<p style="text-align: center;"><u>MEETING</u></p> <p style="text-align: center;">CHIPPING BARNET AREA COMMITTEE</p>
<p style="text-align: center;"><u>DATE AND TIME</u></p> <p style="text-align: center;">WEDNESDAY 23RD JANUARY, 2019</p> <p style="text-align: center;">AT 7.00 PM</p>
<p style="text-align: center;"><u>VENUE</u></p> <p style="text-align: center;">HENDON TOWN HALL. NW4 4BG</p>

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	MEMBERS' ITEMS - AREA COMMITTEE FUNDING APPLICATIONS (IF ANY) – Photos in Support of Councillor Teare's Item	3 - 4
1.	FORWARD WORK PROGRAMME Appendix 1 – Non Highways Schemes (additional update) Appendix 2 – Highways Schemes	5 - 42

jan.natynczyk@barnet.gov.uk Tel: 0208 359 5129
GovernanceTeam@Barnet.gov.uk

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AGENDA ITEM 9







AGENDA ITEM 12

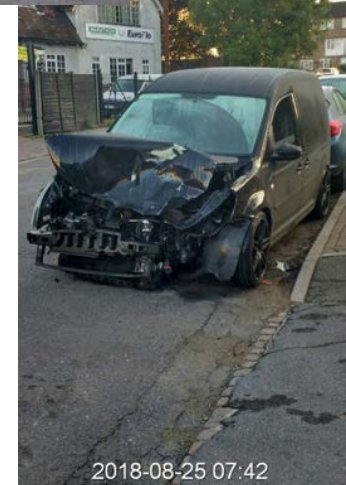
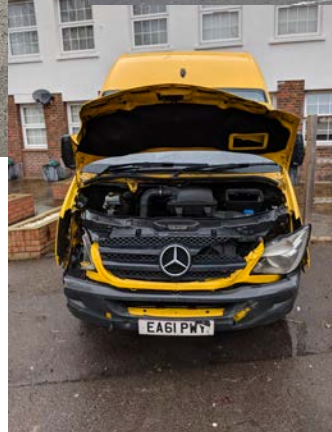


Who we are

- A group of local residents, including Pinkham Way Alliance members, who have lived in the neighbourhood for a number of decades and have come together to improve our streets
- We have witnessed the decline of the area over the last 3 years due to the industrialisation and nuisance caused by businesses in the vicinity – namely TL Motors and the numerous garage businesses at 52 Hampden Road
- We have presented the issues faced by residents to the council through a petition, the Chipping Barnet Resident's Forum, a community meeting and the Chipping Barnet Area Committee
- We have raised awareness through residents meetings, the local press, and are in regular contact with, and have the support of, our local councillors, police and our MP, Theresa Villiers
- **We are now looking for constructive solutions to our problems**



Our streets





Main issues

- **INDUSTRIALISATION**
- **ENVIRONMENT**
- **HEALTH & SAFETY**
- **ANTI SOCIAL BEHAVIOUR**



Resident action to date

- Hundreds of email / letters to Barnet Council and our ward councilors
- Meetings with (80+) residents, councilors and the police
- Meeting and area visit with Theresa Villiers
- Discussions with garage owners
- 150+ photographs of dumped garage cars and illegal work on our roads
- Polite notices on cars asking for garage cars to be removed
- Regular communications with local councilors
- Regular communications with local police
- Saturday surgery: Barry Rawlings, Reema Patel, Pauline Coakley Webb
- Reported cars to Fix My Street




Resident action to date

- Issues referred to the Parking Client Team for investigation and response
- Community Protection team visited local community seven times
 - Warning/advice letter written to garage owners instructing them not to allow any works to be carried out on the public highway
- Requests for nuisance vehicles team monitoring
- Requests to the police to attend to illegal activity.
- Requests for DVLA monitoring vehicles for tax
- Requests for increased parking enforcement officers
- Notified Camden council and fleet owners
- Signed and submitted a parking petition
 - Presented at Chipping Barnet Residents Forum on 19th Feb
 - Referred to the Chipping Barnet area committee meeting on 4th of July



Residents in action

[Report a problem](#) [Sign in](#) [All reports](#) [Local alerts](#) [Help](#)


CLICK MAP TO REPORT A PROBLEM >

Show All reports about Everything


Sort by Newest

1 to 100 of 493 [Next](#)


Abandoned vehicle
07:29, Tuesday




Dumped vehicle
07:26, Tuesday




Extremely Large Patch of Potholes
07:21, 16 May 2018




Vehicle has MOT but is NOT roadworthy as it has NO ENGINE & FLAT TYRES
20:14, 13 May 2018, last updated 13:55, Tuesday




Cover missing from electrical maintenance part
20:14, 10 May 2018



Untaxed vehicle
12:19, 4 May 2018

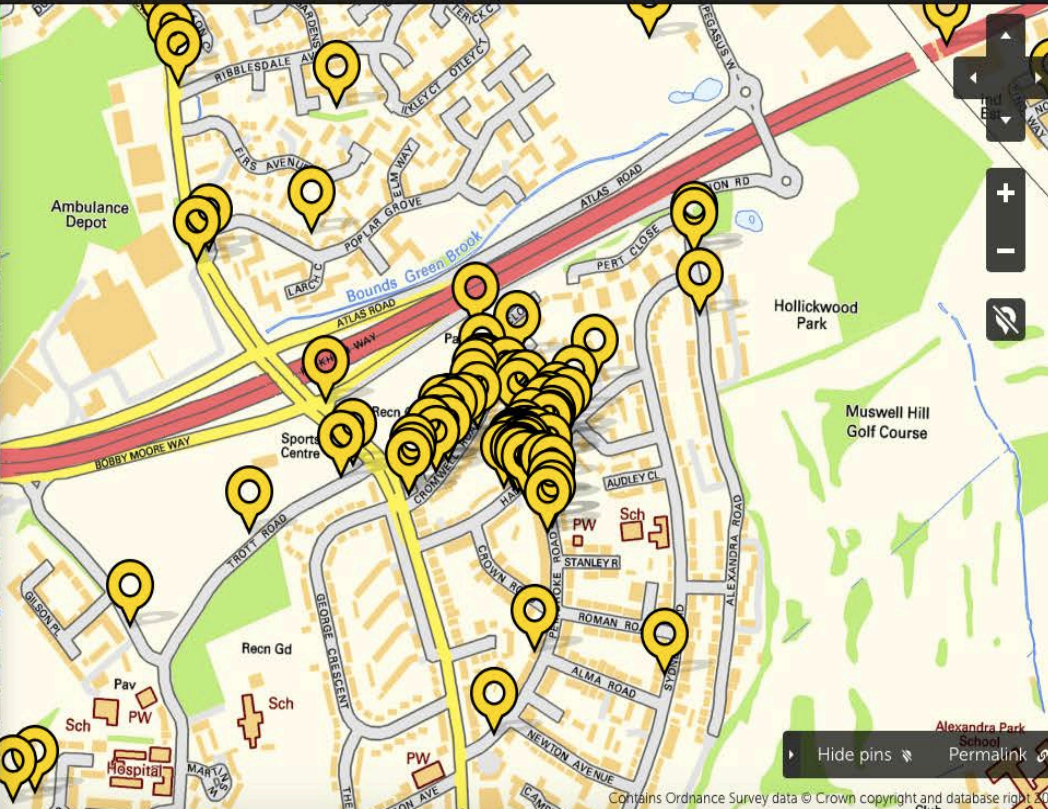


Litter and uncollected fallen leaves and
2:11, 4 May 2018



Get updates

Contains Ordnance Survey data © Crown copyright and database right 2016



11



The result, little change

**WE WANT
ACTION!**

Anti-social behaviour

“Anti-social behaviour covers a wide range of unacceptable activity that causes harm to an individual, to their community or to their environment...Examples of anti-social behaviour include *nuisance, rowdy or inconsiderate neighbours...environmental damage including littering, dumping of rubbish and abandonment of cars...inconsiderate or inappropriate use of vehicles*”

www.police.uk

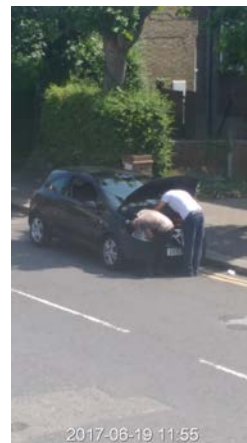
- Noise out of normal business hours
- Business owners / employees abusive to residents
- Threatening council clamping contractors - Hampden Road garages
- Clamper has had to stop clamping vehicles on Hampden Road between Pembroke and Sydney Road – i.e. each side of 52 Hampden Road garages as has been physically threatened by the mechanics.
- Cutting off wheel clamps – Hampden Road garages – reported to police
- Recovery vehicles offloading vehicles 24 hours
- Deliberate dumping of un-roadworthy and unsightly vehicles for months
- Vehicles being stripped of parts on the road
- Intimidating residents – vehicles being driven at residents
- Fleet vehicles (including Camden Council and Kier) in our streets waiting for repair for weeks
- Blocking of emergency access, pavements and disabled parking bays
- Businesses trading in residential streets – Snap on Tools

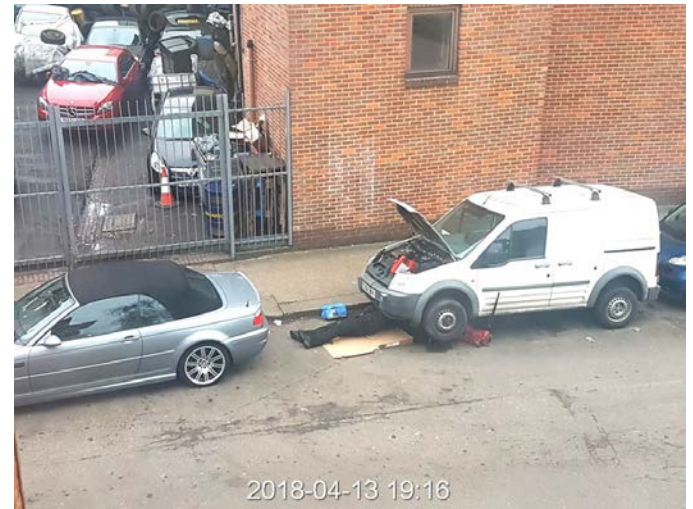




Health and Safety

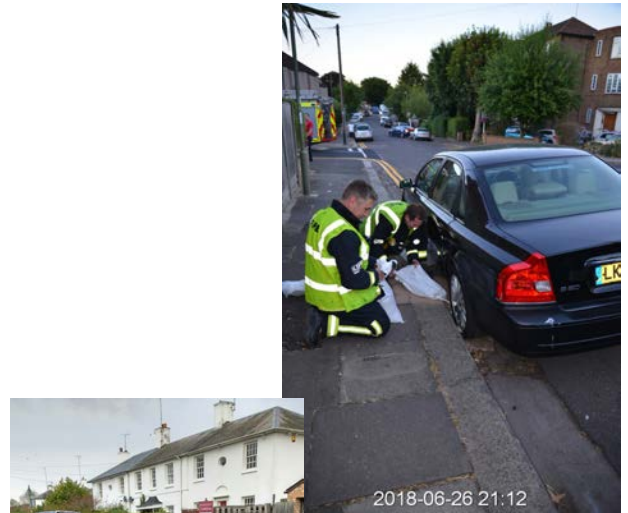
- Blocked access for emergency vehicles
- Careless parking creating blind spots for drivers and pedestrians
- Auto refinishing in Hampden Road garages
- Storage of hazardous / inflammable materials
- Employees health & safety – are they operating within the law?
- Working on vehicles in the street
- Dangerous working practices near a school





Environmental Health

- Oil spills ignored
- Dangerous road conditions
- Fuel leaks requiring fire brigade assistance
- Dangerous vehicles dumped in the street
- Noise & pollution
- Blocked drains from oil and debris
- Poor street cleaning
- Piles of rubbish



Planning enforcement

TL Motors are breaching planning permission:

- 6 complaints have been registered since 2010 – 5 of these are within the last 4 years. 3 since October 2017
- Using residential streets as a garage forecourt and dumping vehicles for months
- Working out of stated business hours
- Working on vehicles in the street
- Recovery vehicles offloading vehicles 24 hours a day
- Are these businesses operating legally and employing and paying people legally?

Planning enforcement

52 Hampden road garages have no planning permission:

- Operating commercial / industrial businesses from four lock-up garages with no planning, environmental, H&S or Highways controls whatsoever
- Using residential streets as a garage forecourt and dumping vehicles for months
- Working until 11pm next to residential houses
- Working on vehicles in the street
- Recovery vehicles offloading vehicles 24 hours a day
- Are these businesses operating legally and employing and paying people legally?

LOCATION: 60 Cromwell Road, London, N10 2PR

REFERENCE: B/03934/09

Received: 27 October 2009

Accepted: 06 November 2009

WARD(S): Coppetts

Expiry: 01 January 2010

Final Revisions: 26 January 2010

APPLICANT: T.L.Motors Ltd

PROPOSAL: Change of use from Class B8 (warehouse) to Sui Generis (car repairs.) Internal alterations to walls and doors, creation of a main reception area, MOT testing bay and removal of existing beams.

RECOMMENDATION: APPROVE SUBJECT TO CONDITIONS

1. The development hereby permitted shall be carried out in accordance with the following approved plans: Site Location Plan, 01, 02, 03, 04, 05A, 06, 07, 08A.

Reason:

For the avoidance of doubt and in the interests of proper planning.

2. This development must be begun within three years from the date of this permission.

Reason:

To comply with Section 51 of the Planning and Compulsory Purchase Act, 2004.

3. Before the development hereby permitted is occupied the parking spaces shown on Plan No. 08A shall be provided and shall not be used for any purpose other than the parking of vehicles in connection with the approved development.

Reason:

To ensure that parking is provided in accordance with the council's standards in the interests of pedestrian and highway safety, the free flow of traffic and in order to protect the amenities of the area.

4. The premises shall be used for car repairs and MOT testing only and no other purpose (including any other purpose in Class B2 of the Schedule to the Town and Country Planning (Use Classes) Order, 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification).

Reason:

To enable the Local Planning Authority to exercise control of the type of use within the category in order to safeguard the amenities of the area.

5. The garage shall not be used for body work repairs or paint spraying.

Reason:

To safeguard the amenities of neighbouring occupiers.

6. Repairs and all other vehicular works shall be carried out inside the building only and at no time shall take place outside of the building.

Reason:

To safeguard the amenities of neighbouring residents from noise resulting from the use.

7. The door on the north east elevation shall not be used by vehicles at any time.

Reason:

To safeguard the amenities of the neighbouring residents.

8. The use hereby permitted shall not be operate or be open to customers before 08:30 or after 17:50 on weekdays or before 09:00 or after 13:00 on Saturdays. It shall remain closed on Sundays and Public Holidays.

Reason:

To safeguard the amenities of occupiers of adjoining residential properties.

9. No deliveries shall be taken at or dispatched from the site on any Sunday, Bank or Public Holiday or before 08:30 am or after 17:50 pm weekdays or before 09:00 am or after 13:00 on Saturdays.

Reason:

To prevent the use causing an undue disturbance to occupiers of adjoining residential properties at unsocial hours of the day.

10. Before the development hereby permitted commences on site, details of all extraction and ventilation equipment shall be submitted to and approved by the Local Planning Authority and implemented in accordance with agreed details before the use is commenced.

Reason:

To ensure that the proposed development does not prejudice the enjoyment or amenities of occupiers of adjoining residential properties.

11. The level of noise emitted from the garage machinery/plant hereby approved shall be at least 5dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

If the noise emitted has a distinguishable, discrete continuous note (whine, hiss, screech, hum) and/or distinct impulse (bangs, clicks, clatters, thumps), then it shall be at least 10dB(A) below the background level, as measured from any point 1 metre outside the window of any room of a neighbouring residential property.

of use of first and second floor of frontage building to separate offices, four storey side extension (in. basement) and construction of new vehicular access from Cromwell Road.

Consultations and Views Expressed:

Neighbours Consulted: 44
Neighbours Wishing To
Speak 0

Replies: 1

The application is reported to committee as the Leader of the Council, Councillor Lynne Hillan, is a director of the company that owns the building the subject of this application.

The objections raised may be summarised as follows:

- Although the garage will bring business to the area the cul-de-sac will be invaded by an overspill of cars from the garage and therefore cause unsightly scenes of broken down cars and cars parked all over the cul-de-sac
- We will need our parking spaces protected

Internal /Other Consultations:

- Development Team, Highways Group -

The proposal is for change of use from class B8 warehouse to sui generis car repairs. A total of 11 members of staff are proposed for the new use. A total of 5 parking bays will be provided accessed via existing vehicle access.

A total of 11 cars a day are expected to the site, which will be accommodated in the 5 car parking spaces which will be turned around to accommodate the customer's cars.

The proposal is not expected to have a detrimental impact on the public highways and is therefore recommended for approval on highways grounds.

- Environmental Health -
No objection subject to conditions and informatives restricting hours of use and noise.

Date of Site Notice: 19 November 2009

2. PLANNING APPRAISAL

Site Description and Surroundings:

The application site relates to a purpose built industrial building that was last in use as a warehouse (B8). The building is sited to the rear of No. 2 Pembroke Road and used to be part of Hampden Works which consisted of the application building and No. 2. The site has been separated for some years and No. 2 is currently in use as offices. The sites are separated by a car parking area and forecourt that belong to the application site. Immediately adjoining the eastern boundary of the site is a garage court.

The application site is a single storey purpose built industrial building on the south east side of Cromwell Road. There are 2no. vehicular entrances to the site, one from Cromwell Road and the other on the front of the building (facing the rear of no. 2 Pembroke). Whilst the area is mainly residential with the purpose built blocks of flats of Strode Close and Haldene Close to the north and the east as well as associated amenity and parking areas there are nevertheless commercial premises as described above and there is also a public house in the immediate locality.

Proposal:

The application seeks planning consent for the change of use of the warehouse building to use for car repairs and MOT testing (sui generis). The vehicular entrance on the northwest elevation which faces directly onto Cromwell Road will be closed to vehicles and used only for pedestrian access. As such a new door is proposed to be installed into the existing roller shutter. The main point of entry and exit for cars will be the shutter facing the rear of the office building at 2 Hampden Way which is on the southwest elevation of the building. To the front there is space for 5 customer cars to be parked.

Planning Considerations:

The proposed use of the site is considered to be an appropriate use given its location and it is not considered to be harmful to the amenities of occupiers of neighbouring properties.

Whilst it is accepted that there will be comings and goings associated with the proposed use this needs to be considered against the current warehouse use of the site which itself would have had the potential for a significant level of traffic generation together with loading / unloading activities taking place in the yard area in front of the building. This application offers the opportunity to impose conditions to minimise the impact of the use on the amenities of neighbouring residents by restricting the hours of use and operation of the building as well as deliveries to and from the site. In addition, the vehicular entrance has been restricted to the south west elevation (facing the rear of the offices) and the existing shutter on the northwest elevation will be used by pedestrians only and not by vehicles to reduce the impact on the residential flats on the opposite side of the street.

The car repairs will take place solely within the building and not on the forecourt/ parking area. Conditions have been imposed in respect of potential noise generation to ensure that any necessary mitigation measures can be provided before the use commences so as to protect the amenities of the occupiers of the neighbouring sites.

There is local concern that the activities of the garage will spill out onto the local highway network. However, the proposals have accounted for the movement of vehicles in and out of the building with the provision of five parking bays for vehicles awaiting servicing and repair within the site. The Highways team have been consulted and consider that the development would have no harmful impact on the public highway as a result of the proposals and therefore have raised no objection to the scheme.

Policy EMP2 of the Adopted Unitary Development Plan seeks to protect employment sites within the borough. The application site is considered to be an employment

generating site and as such any redevelopment should seek to retain employment activity. The proposed use as a car repairs garage would retain sufficient employment capacity on the site. The existing use has 7 full time employees and 1 part time and the proposed use would accommodate 10 full time employees.

3. COMMENTS ON GROUNDS OF OBJECTIONS

Generally addressed above.

4. EQUALITIES AND DIVERSITY ISSUES

The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and supports the council in meeting its statutory equality responsibilities.

5. CONCLUSION

The proposals would have an acceptable impact on the character and appearance of the locality and the amenities of neighbouring occupiers. They are in accordance with council policy and would bring a currently vacant and purpose built commercial building back into use and the application is therefore recommended for approval.

In addition to the noise control measures and details, the scheme needs to clearly set out the target noise levels for the habitable rooms, including for bedrooms at night, and the levels that the sound insulation scheme would achieve.

The details of acoustic consultants can be obtained from the following contacts: a) Institute of Acoustics and b) Association of Noise Consultants.

The assessment and report on the noise impacts of a development should use methods of measurement, calculation, prediction and assessment of noise levels and impacts that comply with the following standards, where appropriate: 1) Department of Environment: PPG 24 (1994) Planning Policy Guidance - Planning and noise; 2) BS 7445 (1991) Pts 1, 2 & 3 (ISO 1996 pts 1-3) - Description and measurement of environmental noise; 3) BS 4142:1997 - Method of rating industrial noise affecting mixed residential and industrial areas; 4) BS 8223: 1999 - Sound insulation and noise reduction for buildings: code of practice; 5) Department of transport: Calculation of road traffic noise (1988); 6) Department of transport: Calculation of railway noise (1995); 7) Department of transport : Railway Noise and insulation of dwellings.

1. MATERIAL CONSIDERATIONS

National Planning Policy Guidance/ Statements:

PPS1 - Delivering Sustainable Development
PPG24 - Planning and Noise

Relevant Unitary Development Plan Policies:

GBEnv1, GBEnv2, D1, D2, D5, ENV12, EMP2.

Relevant Planning History:

B/03933/09 - Under Consideration at Planning and Environment Committee
18/02/10

Erection of two fascia signs to front and side elevation. Erection of a projecting sign to east elevation.

C07172D - Hampden Works - 27/03/1980

Use of premises for general engineering (Established Use Certificate)

C07172C - 2 Pembroke Road - Approved 21/05/1986

Erection of four storey building comprising basement car parking with three floors of offices above, new vehicular access and provision of ten parking spaces

C07172B - Hampden Works - Approved 06/06/1985

Construction of new roof, alterations to industrial building at rear and construction of new vehicular access

C07172A - Hampden Works - Approved 04/07/1984

Construction of new roof and alterations to industrial building at rear, second floor office extension, staircase enclosure, alterations to elevations and change

Crime

- TL. Motors burglary – “several thousand in cash went as they knew it was pay day and they knew where it was”
- Assault on a woman by an employee at Hampden Road garages. Hampden Road mechanics abusive to police investigating this crime
- Police surveillance operation on Hampden Road garages for two weeks (unconnected with the above)
- Drug dealing in Strode Close and behind flats Hampden Road
- Vandalism and graffiti due to vehicles obscuring areas

Untaxed, Un-roadworthy Vehicles with no MOT

- Not enough checks
- Council will not even consider enforcement action on untaxed vehicles for two months? – improve this policy
- More clamping – only visit a problem area “once a month, maybe twice” – not good enough.
- MOTs are of no interest to any authority – vehicle needs to be caught actually moving
- Clearly abandoned vehicles not removed for months – improve this policy

Nuisance parking and abandoned vehicles

Nuisance parking potentially affects the proper enjoyment of a community, and may be treated as a criminal offence under the Clean Neighbourhoods and Environment Act 2005.

NUISANCE PARKING AND THE CLEAN NEIGHBOURHOODS AND ENVIRONMENT ACT 2005

The 2005 Act specifies the following two criminal offences by businesses in relation to nuisance parking:

1. Exposing vehicles for sale on a road;
2. Repairing vehicles on a road.

EXPOSING VEHICLES FOR SALE ON A ROAD

Some garages and other businesses place cars for sale on the street or in lay-bys for extended periods of time, on the streets and in lay-bys. This can cause a significant nuisance to local residents and can take up valuable parking spaces required for local residents.

An individual will be guilty of the offence of parking a vehicle on the road to sell if they do one of the following actions,

1. Leaving two or more motor vehicles parked within 500 metres of each other on a road or roads where they are exposed or advertised for sale, or
2. Causing two or more motor vehicles to be so left.

The local council can prosecute a business for either of the above criminal violations. If an individual or business has been convicted of one of these offences then they can be liable for a fine of up to £2,500.

Local councils can also deal with this matter by issuing a £100 fixed penalty notice which can be reduced to £60 for early payment.

REPAIRING VEHICLES ON A ROAD

The commercial repairing of vehicles should be something that is carried out in a garage or a site which is removed from the road. If cars are left on the street for a prolonged period of time in a state of repair or in lay-bys this may cause a significant nuisance to the local residents of the area. Parking may be significantly limited due to the cars taking up parking spaces and possibly also due to the difficulty of moving them when in a state of repair.

Section 4 of the Clean Neighbourhoods Act makes it an offence for anyone to carry out restricted works on a motor vehicle on a road.

What is meant by restricted works?

Restricted works are defined by the act as the following.

1. Repair
2. Maintenance
3. Servicing
4. Improvement
5. Dismantling
6. Installation of parts
7. Renewal of parts

The local authority can prosecute a business for any of the above restricted works carried out on a car on the road. If an individual or business has been convicted of one of these offences then they can be liable for a fine of up to £2,500.

Local councils can also deal with this matter by issuing a £100 fixed penalty notice which can be reduced to £60 for early payment.

REFUSE DISPOSAL (AMENITY) ACT 1978

Abandoned without lawful authority

Vehicles that have been abandoned on the roads, or on public or private land, can cause significant nuisance to residents, visitors and others. Abandoned vehicles take up valuable parking space and are frequently unsightly. They attract vandalism and may have been used in the course of a criminal offence and should not be ignored.

Under the Refuse Disposal (Amenity) Act 1978, it is the duty of the local authority to remove a vehicle that has been abandoned without lawful authority in the open air or on the highway. They have power to immediately remove any vehicle that is only fit to be destroyed, if they think it has been abandoned.

ABANDONED VEHICLES AND THE CLEAN NEIGHBOURHOODS AND ENVIRONMENT ACT 2005

Where the local authority has been able to identify an individual as having abandoned a vehicle contradictory to the Refuse Disposal (Amenity) Act, the local council can serve a fixed penalty notice of £200.

While the individual is subject to the fixed penalty notice, no criminal proceedings can be brought against them for 14 days. If they do not pay the notice, criminal proceedings can then be brought. A person who is subject to a criminal conviction for abandoning a vehicle will be liable for a maximum penalty of £2,500 or three months' imprisonment, or in some cases both.

ROAD OR HIGHWAY

Subject to the Refuse Disposal (Amenity) Act amended by the Clean Neighbourhoods and Environment Act the local authority is only under a duty to remove cars which have been abandoned on the road or highway.

Highways

- Emergency access Cromwell Road constantly blocked
- Traffic volume too high for one road – Hampden Road
- Large increase in residential flats resulting in higher traffic volume
- Yellow lines – missing from roads near Hollickwood School
- Insufficient road markings around the junction of Cromwell Road, Pembroke Road and Strode close
- White lines missing from historic drop kerbs – blocked resident's garages
- Recovery vehicles offloading vehicles on double yellow lines 24 hours a day
- Non-existent policing of double yellow lines
- Non-existent street cleaning in an increasingly industrialised area

SPEEDING:

- Police speed trap operation in Hampden Road
- Website - have identified regular offenders - this is helping reduce speeding – what can the police do when reported via this method?

Possible traffic calming measures:

- Open two-way access for Cromwell Road?
- Open access to Alexandra Road / Orion Road or Roundabout?
- 20mph speed limit?
- Speed bumps?
- "Slow down" signs?
- Limit Hampden / Pembroke road to one way? One way options?



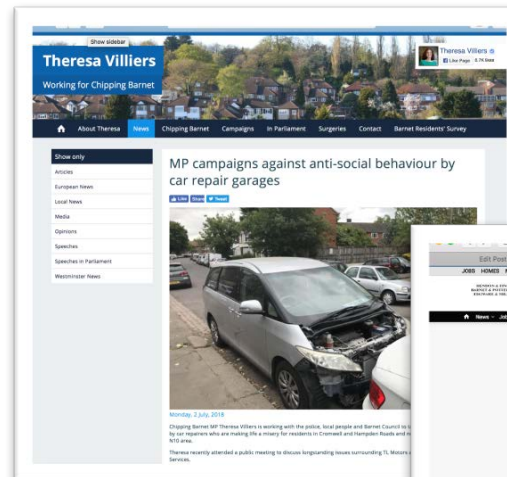
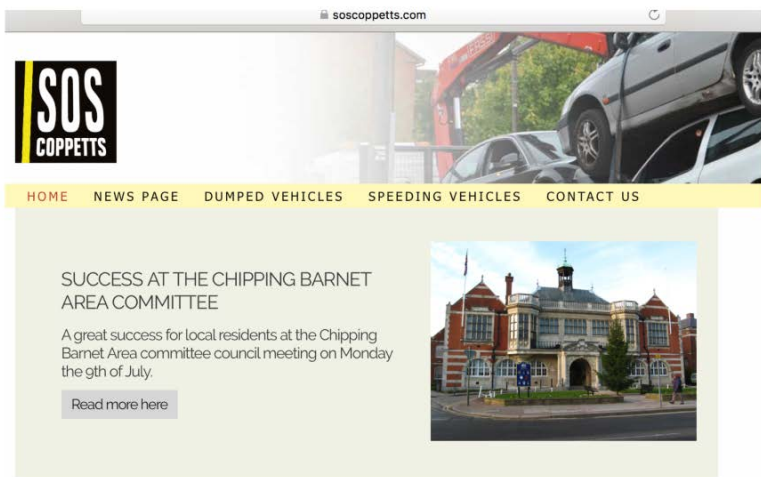
What we want

- TL Motors to be held to their planning conditions
 - Working hours
 - Noise – shutters down
 - Parking – not filling council tenants parking and residential areas with cars, fleet vehicles, vans and motorhomes
 - Held accountable for dumping vehicles
- Hampden Road garages
 - Held accountable for dumping vehicles and creating environmental hazards
 - Held accountable for anti social working hours
 - Held accountable for anti social behavior
 - Held accountable for dangerous working practices
 - Enforce some business working restrictions
- Rigorously enforce the Clean Neighborhood and Environment Act 2005
- Rigorously enforce appropriate parking controls



What we want

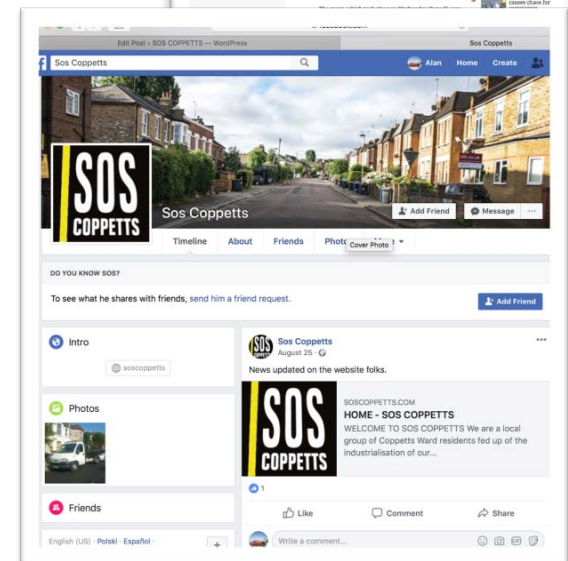
- Enforcement of planning requirements -
TL Motors planning agreement only mentions cars not vans - if TL Motors has signed a contract with Kier then their planning contract has been willfully broken.
- Landlord / Freeholder of TL Motors and Hampden Road garages to take some responsibility if their tenants are acting anti socially.
Clear undertaking from council to respond rapidly if work is going on on road or abandoned or un-roadworthy vehicles
- Environment to pursue which companies take accident damaged cars to Hampden Road - they cannot deliver out of hours - if these cars are a hazard e.g. oil spills they should be removed immediately and the council should bill Hampden Road garages for the cost of removal.
- Hampden Road garages are probably paid for written off cars that sit on the street for a long time even though they probably don't do any work on them.



Save our streets

HELP US

Please email us details of your problem issues and ideally photographs to the SOS





**Thank you from
the SOS Coppetts team**

Traffic & Development



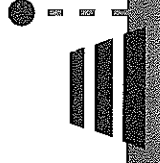
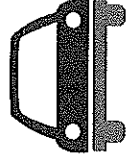
Area Committee



Underhill Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Scheme Start Date	Current Phase End Date	Update
Parking Fitzjohn Avenue Car Park	Car Park Review	Design /Implementation	Implementation	31/03/2019	In progress	Scheme delayed due to issues with the installation of the EVCP's Implementation Jan/Feb 19





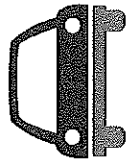
Area Committee



Brunswick Park Ward

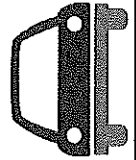
Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Update
Whitehouse Way and Lincoln Avenue - Footway Parking	Footway Parking	Feasibility	Feasibility	N/A	On hold	On Hold
Parking Osidge Lane	Waiting Restrictions	Design /Implementation	Internal review	30/03/2019	In progress	DPR to consider objections to be drafted February 2019
Parking Russell Lane	Waiting Restrictions	Design /Implementation	Internal review	30/03/2019	In progress	DPR to consider objections to be drafted February 2019
Parking Hampden/Arlington	Waiting Restrictions	Design /Implementation	Internal review	30/03/2019	In progress	DPR to consider objections to be drafted February 2019
Osidge Lane - VAS	VAS	Implementation	Implementation	31/03/2019	In progress	Implementation Spring 2019
Parking Chase Way	Waiting Restrictions	Design /Implementation	Statutory Consultation	31/03/2019	In progress	Statutory Consultation to commence



Traffic & Development

							January/February 2019
Parking Brunswick Park Road	Waiting Restrictions	Design /Implementation	Statutory Consultation		31/03/2019	In progress	Statutory Consultation to commence January/February 2019
Parking Cowper Road/Shamrock Way	Waiting Restrictions	Design /Implementation	Statutory Consultation		31/03/2019	In progress	Statutory Consultation to commence January/February 2019
Hampden Way - Speeding	Speed Survey	Implementation	Survey		28/02/2019	In progress	Report to March 2019 Area Committee



Traffic & Development



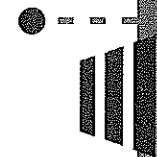
Area Committee



Coppetts Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation and stakeholders.

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Scheme Start Date	Current Phase End Date	Update
20mph The Ridgeway, N11	20mph Schemes	Design /Implementation	Implementation	31/03/2019	In progress	Implementation Spring 2019
Halton Close and Balmoral Close N11 and 8 Surrounding Roads	Footway parking	Feasibility	Feasibility	N/A	On hold	On Hold
Newton Avenue/Pembroke Road Waiting Restriction	Waiting Restrictions	Design /Implementation	Internal review	31/01/2019	In progress	DPR to consider objections to be finalised in January 2019
Strode Road Area – Community Safety Review	Community Safety review	Community Safety review	Safety Review	31/03/2019	In progress	Review Autumn 2018



Traffic & Development

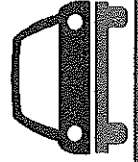


Area Committee

High Barnet Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Scheme Start Date	Current Phase End Date	Update
Hadley Highstone Speeding	Traffic Scheme	Design /Implementation	Complete	31/03/2019	In progress	Scheme Complete



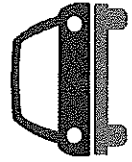


Area Committee

East Barnet Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Scheme Start Date	Current Phase End Date	Update
Victoria Road Phase 2 - Zebra Crossing	Pedestrian Crossing	Design /Implementation	Design	31/03/2019	In progress	Feasibility On-going
Livingstone School – Feasibility	One Way	Feasibility	Feasibility	31/03/2019	In progress	Report to Jan 2019 Area Committee



Traffic & Development

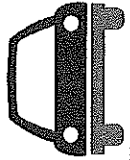


Area Committee

Totteridge Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Scheme Start Date	Current Phase End Date	Update
Great Bushey Drive/Oak Tree Drive	CPZ - New	Design	Internal review	31/03/2019	On hold	On-Hold
Green/Rasper/Sherwood CPZ	CPZ Review	Implementation	Informal Consultation	31/03/2019	In progress	Informal Consultation undertaken by Ward Councillors
Greenway/Southway-Stop line	Stop Line	Implementation	Detailed Design	31/03/2019	In progress	Consultation Feb 2019
Parking Naylor Road/Totteridge Lane	Waiting Restrictions	Design /Implementation	Statutory Consultation	31/03/2019	In progress	Statutory Consultation to commence January/February 2019



Traffic & Development



Area Committee

Oakleigh Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Scheme Start Date	Current Phase End Date	Update
Russell Road/Oakleigh Road North - Banned Right Turn	Banned Turn	Implementation	Consultation	31/03/2019	In progress	Implementation Spring 2019
Oakleigh Road North /Russell Lane - Waiting Restrictions	Waiting Restrictions	Implementation	Consultation	31/03/2019	In progress	Implementation Spring 2019
Parking Oakleigh Road North	Waiting Restrictions	Implementation	Statutory Consultation	28/02/2019	In progress	Statutory Consultation to commence Feb 2019
Parking Netherlands Road	Waiting Restrictions	Design /Implementation	Internal review	30/03/2019	In progress	DPR to consider objections to be drafted February 2019
Gillum Close - Bollards	Bollards	Implementation	Implementation	31/01/2019	In progress	Implementation Jan 19
Refurb Whetstone	Refurb Whetstone	Implementation	Implementation	28/02/2019	In progress	Implementation Spring 2019

