

MEETING

FINCHLEY & GOLDERS GREEN AREA COMMITTEE

DATE AND TIME

WEDNESDAY 13TH JANUARY, 2016

AT 7.00 PM

VENUE

AVENUE HOUSE, EAST END ROAD, FINCHLEY, LONDON N3 3QE

TO: MEMBERS OF FINCHLEY & GOLDERS GREEN AREA COMMITTEE (Quorum 3)

Chairman: Councillor Graham Old

Vice Chairman: Councillor Peter Zinkin

Councillor Geof Cooke
Councillor Kath McGuirk

Councillor Alon Or-bach
Councillor Rohit Grover

Councillor Reuben Thompstone

Substitute Members

Councillor Dean Cohen
Councillor Anne Hutton
Councillor Shimon Ryde

Councillor John Marshall
Councillor Arjun Mittra

Councillor Daniel Thomas
Councillor Jim Tierney

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Friday 8th January at 10AM. Requests must be submitted to: Edward Gilbert 020 8359 3469 Email: edward.gilbert@barnet.gov.uk.

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Service contact: Edward Gilbert 020 8359 3469 Email: edward.gilbert@barnet.gov.uk

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	1 - 8
2.	Absence of Members (If any)	
3.	Declaration of Members' Disclosable Pecuniary interests and Non Pecuniary interests (If any)	
4.	Report of the Monitoring Officer (If any)	
5.	Public Comments and Questions (If any)	
6.	Matters referred from the Finchley and Golders Green Area Residents Forum (If any)	
7.	Members' Items (If any)	
a)	Member's Item - Councillor Cooke	9 - 12
b)	Member's Item - Councillor Old	13 - 16
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10.	Update Report on outstanding committee items for Woodhouse Road, Beechwood Avenue, Crescent Road and Regents Park Road	105 - 112
11.	113 Golders Green Road, NW11 - Review of Parking	113 - 120
12.	The Grove, N3 Experimental 'One-way'	121 - 146
13.	Outcome of the statutory consultation on proposals to extend the Golders Green CPZ, the Cricklewood CPZ and introduce a new CPZ on The Vale (Cricklewood end) and its surrounding roads NW11/NW2	147 - 192

14.	Finchley and Golders Green Area Committee Work Programme	193 - 200
15.	Any item(s) the Chairman decides are urgent	

FACILITIES FOR PEOPLE WITH DISABILITIES

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Decisions of the Finchley & Golders Green Area Committee

21 October 2015

Members Present:-

AGENDA ITEM 1

Councillor Graham Old (Chairman)
Councillor Peter Zinkin (Vice-Chairman)

Councillor Geof Cooke
Councillor Kath McGuirk
Councillor Arjun Mitra (as substitute)

Councillor Rohit Grover
Councillor Reuben Thompstone

Apologies for Absence:-

Councillor Alon Or-Bach

1. MINUTES OF LAST MEETING

RESOLVED: That the minutes of the meeting held on 2nd July 2015 be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

An apology for absence was received from Councillor Or-bach. Councillor Mitra was present as a substitute.

3. DECLARATION OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON PECUNIARY INTERESTS (IF ANY)

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

None.

6. MEMBERS' ITEMS (IF ANY)

None.

7. MATTERS REFERRED FROM THE FINCHLEY AND GOLDERS GREEN AREA RESIDENTS FORUM (IF ANY)

None.

8. PETITIONS FOR THE COMMITTEE'S CONSIDERATION

The Committee considered three petitions which were included in agenda pack.

The Committee heard representations from the Lead Petitioners for the 'Include Our Streets' and 'Windsor Road Pavements' petitions.

Following discussion of the petitions, the following was unanimously **RESOLVED**:

Title of petition	Lead petitioner	Resolution
Offer to home 50 refugee families	K. McHugh	That the petition be noted.
Include Our Streets (N12)	Ian Dunn	That the petition be referred to the Children, Education, Libraries and Safeguarding Committee.
Windsor Road Pavements	Lionel Martin	That the petition be noted. It was noted that officers would investigate urgent repairs that may need doing and consider this issue's place within the list of forward works.

9. PERCY ROAD OPEN SPACE MURAL

The Director for Street Scene, Lynn Bishop, introduced the report, which related to proposals for a Percy Road Open Space Mural.

Following discussion of the report, the Committee unanimously agreed the report. Therefore, the following was **RESOLVED**:

- **That the Committee approve the principle of a community mural to be painted at Percy Road Open Space as part of the renewal works being undertaken by the Council.**
- **That authority to approve the final design for the mural be delegated to the local Ward Councillors for West Finchley in consultation with the Director for Street Scene.**

10. ANY ITEM(S) THE CHAIRMAN DECIDES ARE URGENT

The Committee considered an item relating to Moss Hall Crescent Conservation Area Character Appraisal and Management Proposals. Jonathan Hardy, Team Leader – Urban Design and Heritage, provided an overview of the report and its proposals.

Following discussion of the item, the Committee unanimously agreed the recommendations. Therefore, the following was **RESOLVED**:

- **That the Committee approves the updated Article 4 Direction for Moss Hall Crescent Conservation Area, as set out in paragraphs 1.11, 1.12 and 1.13 of**

the report and as shown on the map, found in Section 6 Appendix 2, of the Character Appraisal.

- That the Committee notes the results of the public consultation exercise and the revised text and maps for the recently approved Moss Hall Crescent Conservation Area Character Appraisal and Management Proposals.

11. AN UPDATE ON THE REVIEW OF AREA COMMITTEE ACTIONS (2015-2016)

The Chairman introduced the report, which related to an update on the review of outstanding Area Committee actions.

The Committee noted the amended information provided in the addendum, which included an amendment to the proposed spend on issues relating to Westbury Road.

The Committee further noted that the word 'agree' in recommendation 9.1 should be replaced with the word 'note', as authority for this scheme was given at the last meeting of the Committee.

The Committee also noted that with recommendations 7, 8 and 10 the monies would be apportioned between the area budget and capital budget.

During the course of discussion of the report, Councillor Old moved a motion to add a further recommendation to the report, which was as follows:

- *That Officers provide an update on the progress of following issues, and any potential actions that could be taken to resolve these issues, if applicable:*
 1. *Issue concerning vehicle activated signs and speeding on Woodhouse road.*
 2. *A previous request for road closures of the North Circular end of Beechwood and Edge Hill Avenues.*
 3. *Issue concerning illegal turns from Nether Street and Dollis Road into Crescent Road.*
 4. *Issue concerning a pedestrian refuge in Regent's Park Road near its junction with Spencer Close.*
 5. *Issue concerning a potential change to a CPZ in Golders Garden. This issue was raised at the July meeting of the Area Forum in the form of a petition raised by Mr David Hersh.*

The Committee unanimously agreed the motion.

Following discussion of the report, the Committee unanimously did not approve with recommendation 5, therefore meaning that the proposals were not accepted.

The Committee unanimously agreed the remaining recommendations, noting the aforementioned amendments. The following was therefore **RESOLVED**:

1. **That the Committee notes the update and actions set out in Annex 1 of this report.**

- 2. That the Committee notes and agrees the work plan attached as Annex 2 of this report.**
- 3. In the matter of changing the loading bay outside 113 Golders Green Road and provision of additional loading bay:**
 - i. That the Committee notes the update provided in Annex 1 of this report.**
 - ii. That the Committee agrees the expenditure of £5,000 to undertake a feasibility study on proposals to amend the operational hours of the loading bay.**
 - iii. That the Committee note that the findings of the feasibility study and recommendations will be reported back to the Committee on 13 January 2016.**
- 4. In the matter of the Garden Suburb 'GS' Controlled Parking Zone review:**
 - i. That, subject to no objections being received during the course of statutory consultations referred to in recommendations 2, 3 and 6 of the report submitted to Committee in July 2015, that Officers introduce the CPZ in Heathgate and 'Past this Point' measures in Hill Close through the making of the relevant Traffic Management Orders.**
 - ii. That the Committee note that a report on the results of the consultation and officer's recommendations will be provided at the January 2016 Committee meeting.**
 - iii. That the Committee notes the indicative costs of £17,500, which is being funded from the 2015-16 Local Implementation Plan (LIP) allocation.**
- 5. In the matter of preventing illegal and inconsiderate parking around Finchley Reform Synagogue (FRS) and Kindergarten, 101 Fallow Court Avenue, N12 OBE:**
 - i. That the committee notes the update provided in Annex 1 of this report**
 - ii. That the Committee agrees the expenditure of £2,500 to undertake statutory consultation on School Keep Clear (SKC) proposals.**
 - iii. In the event that no objections during the statutory consultation are received, or where objections are received, officers are able to resolve any such objection(s), that the Committee authorise officers to implement the SKC's through the making of the relevant Traffic Management Orders.**
 - iv. That the Committee agrees that any unresolved material objections to the statutory consultation will be reported back to a future meeting of**

this Committee for consideration, and for a decision on how to proceed.

6. In the matter of addressing the speeding issues in roads around Park View Road:
 - i. The committee note the update provided in Annex 1 of this report.
 - ii. That the Committee agree the expenditure of £15,000 for the installation of Vehicle Activated Signs (VAS) to monitor the traffic speed in Park View Road for a period of 6 months, officers.
 - iii. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016 and this item will be added to the 2016/17 Area Committee Work Programme.
 - iv. That the Committee note that the monies will be apportioned between the area budget and capital budget.

7. In the matter of addressing the speeding on Etchingam Park Road:
 - i. The Committee note the update provided in Annex 1 of this report.
 - ii. That the Committee agree the expenditure of £15,000 for the installation of Vehicle Activated Signs (VAS), to monitor the traffic speed in Etchingam Park Road for a period of 6 months.
 - iii. That the Committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016 and this item will be added to the 2016/17 Area Committee Work Programme.
 - iv. That the Committee note that the monies will be apportioned between the area budget and capital budget.

8. In the matter of issues raised relating to The Vale CPZ incorporating Mortimer Close:
 - i. The Committee note the update provided in Annex 1 of this report.
 - ii. That the Committee agrees the expenditure of £7,000 to undertake statutory consultation on CPZ proposals, which will include Mortimer Close, in October 2015.
 - iii. That the committee note officers will report any objections received in response to the consultation to the Area Committee in January 2016.

9. In the matter of addressing speeding in Friary Way and Valley Avenue:
 - i. The Committee note the update provided in Annex 1 of this report.
 - ii. That the Committee agree the expenditure of £15,000 for the installation of Vehicle Activated Signs (VAS), to monitor the traffic speed in Friary Way and Valley Avenue for a period of 6 months.

- iii. That the Committee agree the expenditure of £5,000 for the issues in relation to Parking in Friary Way/Friary Road as the road is located on the edge of an existing CPZ. – Informal consultation to be undertaken in February 2016.
 - iv. That the Committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016 and this item will be added to the 2016/17 Area Committee Work Programme.
 - v. That the Committee note that the monies will be apportioned between the area budget and capital budget.
10. In the matter of installing 20mph vehicle activated signs on Westbury Road as opposed to the 30mph:
- i. The Committee note the update provided in Annex 1 of this report.
 - ii. That the Committee agree the expenditure of £5,000 for the installation of Vehicle Activated Signs (VAS), to monitor the traffic speed in Westbury Road for a period of 6 months.
 - iii. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016 and this item will be added to the 2016/17 Area Committee Work Programme.
11. In the matter of East Finchley CPZ near Cherry Tree Wood – Request for amendment to operational hours:
- i. The Committee notes the update provided in Annex 1 of this report.
 - ii. That the Committee agrees the expenditure of £10,000 to undertake a feasibility study.
 - iii. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016 and this item will be added to the 2016/17 Area Committee Work Programme.
12. In the matter of Chessington Avenue N3 – Request to review parking arrangement in Chessington Avenue to improve access and visibility.
- i. The Committee notes the update provided in Annex 1 of this report.
 - ii. That the Committee agrees the expenditure of £15,000 to undertake a feasibility study in January 2016.
13. That the Committee notes the Work Programme outlined in Annex 2 of the report and further note that this Committee will have a standing Work Programme Item on every future agenda.
14. That Officers provide an update on the progress of following issues, and any potential actions that could be taken to resolve these issues, if applicable:

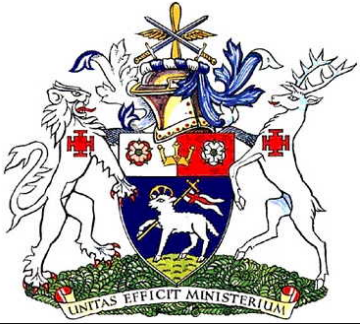
1. Issue concerning vehicle activated signs and speeding on Woodhouse road.
2. A previous request for road closures of the North Circular end of Beechwood and Edge Hill Avenues.
3. Issue concerning illegal turns from Nether Street and Dollis Road into Crescent Road.
4. Issue concerning a pedestrian refuge in Regent's Park Road near its junction with Spencer Close.

12. INSIGHT AND EVIDENCE REVIEW

The item was deferred to the next meeting of the Committee.

The meeting finished at 10.00 pm

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	<p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">13 January 2016</p>
<p style="text-align: right;">Title</p>	<p>Member's Item – Various Issues relating to Lambert Way N12 – Councillor Geof Cooke</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Woodhouse</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Edward Gilbert, Governance Officer Email: edward.gilbert@barnet.gov.uk Tel: 020 8359 3469</p>

Summary
<p>The report informs the Finchley and Golders Green Area Committee of a Member's Item submitted by Councillor Geof Cooke, and requests instructions from the committee.</p>

Recommendations
<p>1. That the Finchley and Golders Green Area Committee instructions in relation to this Member's Item are requested.</p>

1. WHY THIS REPORT IS NEEDED

1.1 Councillor Geof Cooke has requested that the Finchley and Golders Green Area Committee consider a Member's Item relating to various issues concerning Lambert Way, N12. A resident living on Lambert Way has raised, through Councillor Cooke, the following issues:

- The general state of Lambert Way is consistently poor and dirty.
- Rats are spotted on a regular basis, which are being encouraged by food left on the street.
- Fly tipping occurs daily, which has included items such as: planks of wood, mattresses, food waste, oil drums, beds, cabinets, glass, fridges and more.
- There are very few street lights on the road, making the street a target for fly tipping and potential crimes.
- Some crimes are already being committed, including the consumption of drugs by some groups on the road.
- There are no parking restrictions on Lambert Way; often this means that the road is hard or impossible to enter or exit. This is due to delivery drivers parking near the top of the road and some other drivers parking at dangerous places on the road in order to briefly visit shops.

1.2 Councillor Geof Cooke has included the following requests from the resident who has raised these issues:

- That the number of street lights on the road is reviewed.
- That the possibility of installing security cameras on the road is considered.
- That there is greater enforcement on fly tipping offences.
- That parking restrictions on the road are considered.
- That regular and additional cleaning visits are made to the road in order to ensure that its state improves.

2. REASONS FOR RECOMMENDATIONS

2.1 No recommendations have been made. The Finchley and Golders Green Area Committee are therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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

5.2.1 None in the context of this report.

5.3 Social Value

5.3.1 Members Item's provide an process for Members to request Officer reports for discussion within a Committee setting at a future meeting.

5.4 Legal and Constitutional References

5.4.1 Section 6 of the Council Constitution's Meeting Procedure Rules (section 6) states that a Member, including appointed substitute Members of a committee may have one item only on an agenda that he/she serves. Member's items must be within the terms of reference of the decision making body which will consider the item.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

5.6.1 Member's Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.7 Consultation and Engagement

5.7.1 None in the context of this report.


5.8 Insight

5.9 The process for receiving a Member's Item is set out in the Council's Constitution, as outlined in section 5.4 of this report. Members will be requested to consider the item and determine any further action that they may

wish in relation to the issues highlighted within the Member's Item.

6. BACKGROUND PAPERS

6.1 Email to the Governance Service on 26th November 2015.

	<p>Finchley and Golders Green Area Committee</p> <p>13 January 2016</p>
<p style="text-align: center;">Title</p>	<p>Member's Item – The condition of Holders Hill Road NW4 and its parking arrangements – Councillor Graham Old</p>
<p style="text-align: center;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: center;">Wards</p>	<p>Finchley Church End</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>None</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Edward Gilbert, Governance Officer Email: edward.gilbert@barnet.gov.uk Tel: 020 8359 3469</p>

<p>Summary</p>
<p>The report informs the Finchley and Golders Green Area Committee of a Member's Item submitted by Councillor Graham Old, and requests instructions from the committee.</p>

<p>Recommendations</p>
<p>1. That the Finchley and Golders Green Area Committee instructions in relation to this Member's Item are requested.</p>

1. WHY THIS REPORT IS NEEDED

1.1 Councillor Graham Old has requested that the Finchley and Golders Green Area Committee consider a Member's Item relating to various issues concerning the condition of Holders Hill Road NW4 and its parking arrangements. The following points have been raised in relation to this issue:

- The whole road, which is the B552, needs resurfacing to a standard which can take the constant pounding it gets from council dump carts, building suppliers trucks, cranes, buses, cars, etc.
- The pavement on the north side of the road (the cemetery side) is in need of repaving.
- Traffic flow is impaired by the parked vehicles, especially in the stretch from the Cemetery to Holders Hill Circus
- An enforced 30 mph limit would make life easier for the whole neighbourhood and travellers through it.
- It would also be useful to review the CPZ in the road when there is an event at the Allianz Stadium.

2. REASONS FOR RECOMMENDATIONS

2.1 No recommendations have been made. The Finchley and Golders Green Area Committee are therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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

5.2.1 None in the context of this report.

5.3 Social Value

5.3.1 Members Item's provide an process for Members to request Officer reports for discussion within a Committee setting at a future meeting.

5.4 Legal and Constitutional References

5.4.1 Section 6 of the Council Constitution's Meeting Procedure Rules (section 6) states that a Member, including appointed substitute Members of a committee may have one item only on an agenda that he/she serves. Member's items must be within the terms of reference of the decision making body which will consider the item.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

5.6.1 Member's Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.7 Consultation and Engagement

5.7.1 None in the context of this report.

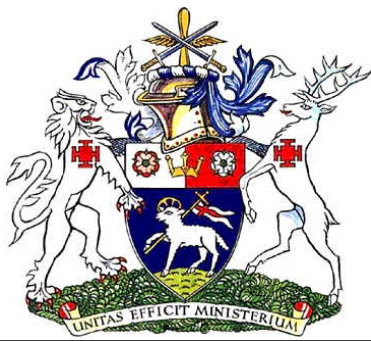
5.8 Insight

5.9 The process for receiving a Member's Item is set out in the Council's Constitution, as outlined in section 5.4 of this report. Members will be requested to consider the item and determine any further action that they may wish in relation to the issues highlighted within the Member's Item.

6. BACKGROUND PAPERS

6.1 Email to the Governance Service on 6th December 2015.

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Finchley and Golders Green Area Committee

13 January 2016

Title	Progress update on Finchley and Golders Green Area Committee Actions
Report of	Commissioning Director - Environment
Wards	Golders Green, Finchley Church End, West Finchley, Woodhouse, East Finchley, Garden Suburb, Childs Hill
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Progress update report on actions requested by Finchley and Golders Green Area Committee
Officer Contact Details	Mario Lecordier – Strategic Lead, Transport and Highways Mario.lecordier@barnet.gov.uk Tel: 020 8359 5258 Richard Chalmers – Associate Director (Highways) Email: Richard.chalmers@capita.co.uk Tel: 07713 787346

Summary

This report provides Finchley and Golders Green Area Committee with an update on the actions agreed by the Committee on 21 October 2015, on-going Committee approved schemes and new requests that were approved at the October Committee.

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

The Committee Work Programme (item 14) has also been updated and takes into account the items and updates officers will report back on at future meetings as detailed in the summary.

Recommendations

- 1. That the Committee notes the update and actions set out in Annex 1 of this report.**
- 2. In the matter of changing the loading bay outside 113 Golders Green Road and provision of additional loading bay:**
 - i. The Committee note the update provided in appendix 1 and that the results of the feasibility study will be reported back to the January 2016 Area Committee.**
- 3. In the matter of the Garden Suburb 'GS' Controlled Parking Zone review:**
 - i. The Committee note the update provided in appendix 1 and that the results of the consultation will be reported back to the January 2016 Area Committee.**
- 5. In the matter of reviewing the CPZ in Oakfield Road, NW11:**
 - i. That the Committee notes the update provided in appendix 1 of this report**
 - ii. That the Committee agrees the expenditure of £20,000 to undertake a feasibility study in March 2016.**
 - iii. That the Committee note that a report on the findings of the feasibility study and officer recommendations will be provided at the June 2016 Area Committee meeting.**
- 6. In the matter of preventing illegal and inconsiderate parking around Finchley Reform Synagogue (FRS) and Kindergarten, 101 Fallow Court Avenue, N12 OBE:**
 - i. That the Committee notes the update provided in appendix 1.**
- 7. In the matter of addressing the speeding issues in roads around Park View Road:**
 - i. That the Committee notes the update provided in appendix 1.**
- 8. In the matter of addressing the speeding on Etchingham Park Road:**
 - i. That the Committee notes the update provided in appendix 1.**
- 9. In the matter of issues raised relating to The Vale CPZ incorporating Mortimer Close:**
 - i. The Committee note the update provided in appendix 1 and that the results of the statutory consultation will be reported back to the January 2016 Area Committee.**
- 10. In the matter of addressing speeding in Friary Way and Valley Avenue and Parking on Friary Way:**

<p>i. That the Committee notes the update provided in appendix 1.</p>
<p>11. In the matter of installing 20mph vehicle activated signs on Westbury Road as opposed to the 30mph:</p> <p>i. That the Committee notes the update provided in appendix 1.</p> <p>ii. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016 and this item will be added to the 2016/17 Area Committee Work Programme</p>
<p>12. In the matter of East Finchley CPZ near Cherry Tree Wood – Request for amendment to operational hours:</p> <p>i. The Committee notes the update provided in Appendix 1 of this report</p> <p>ii. That the Committee agrees the expenditure of £10,000 to undertake a feasibility study.</p> <p>iii. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016 and this item will be added to the 2016/17 Area Committee Work Programme.</p>
<p>13. In the matter of Chessington Avenue N3 – Request to review parking arrangement in Chessington Avenue to improve access and visibility.</p> <p>ii. The Committee notes the update provided in Appendix 1 of this report</p> <p>iii. That the Committee agrees the expenditure of £15,000 to undertake a feasibility study in January 2016.</p>
<p>14. In the matter of Windsor Road Pavements</p> <p>i. The Committee notes the update provided in Appendix 1 of this report</p> <p>ii. That the Committee notes the expenditure for improvements to the Windsor Road Pavements.</p>

1. WHY THIS REPORT IS NEEDED

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

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations provide an update on progress and action following approval of the individual schemes at the 21 October Finchley and Golders Green Area Committee.
- 2.2 Appendix 1 provides a progress update on these actions, In addition, this appendix has been expanded to include all schemes previously approved for progression by the Finchley and Golders Green Area Committee. It should be noted that not all of these schemes are funded but some are funded using alternative funding such as Local Implementation Plan (LIP) funding and or the 2015/16 Capital allocation for Pavement Work as agreed in the 27 January 2015 Environment Committee Report – Highway Planned Improvement Programme 2015/16.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Officers have assessed the appropriate actions needed to progress the requests of the Chipping Barnet Area Committee and have set out the appropriate recommendations. There are no alternative options to consider. However, the Committee could decide not to proceed with a recommended option.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Area Committee Budgets contribute to the 2015-2020 Corporate Plan:

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

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

- 5.2.1 The cost implications of the actions requested by the Committee for the individual schemes were agreed at the 21 October 2015 Finchley and Golders Green Area Committee. These will be funded from either the 2015/16 budget for the area committee or the 2015/16 Capital allocation for Pavement Work.
- 5.2.2 The Committee should note that there are possible further cost implications to the council relating to the individual schemes. These costs will be detailed in the proposed update reports presented at future Committee meetings for Members to consider and authorise, reject or refer to the Environment

Committee.

5.2.5 The LIP funding 'Corridors, Neighbourhoods and Supporting Measures Programme' is detailed in Appendix 1 and of the £3,300,000 allocation £1,395,000 has been identified for the following generic areas, Traffic Management and Road Safety Programme (£500,000), School Travel Schemes Programme (£500,000), Parking Review Programme (£100,000) and 20mph Schemes programme (£259,000).

Available area committee budgets;

	<i>Base budget 2015/16</i>	<i>Unallocated funds from 2014/15</i>	<i>CIL income</i>	<i>Allocation through Corporate Grants programme</i>	<i>Total 2015/16 allocation through Committees</i>
<i>Finchley & Golders Green</i>	£100,000	£14,628	£111,905	-£17,000	£209,533

5.3 Social Value

5.3.1 Not relevant to this report

5.4 Legal and Constitutional References

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

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

5.5 Risk Management

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

5.6 Equalities and Diversity

5.6.1 The proposals are not expected to disproportionately disadvantage or benefit individual members of the community. The due diligence carried out by officers for the actions requested by the area Committee will enable the Council to comply with the Public Sector Equality Duty placed on it under Section 149 of the Equality Act 2010; specifically to:

- Check that proposed interventions are inclusive and consider any equality implications they may raise
- Identify any equality considerations relevant to the broader allocation of resources more effectively
- Gain a more comprehensive understanding of the needs of different groups in the community through the additional insight gained by reviewing the actions proposed

5.7 **Consultation and Engagement**

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

5.8 **Insight**

5.8.1 Not relevant to this report.

6. **BACKGROUND PAPERS**

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

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

6.2 The report to Environment Committee, 11 June 2015.

[Role of Area Committees - Managing Highways Priorities](#) PDF 356 KB

6.3 Minutes of previous minutes that are relevant to Annex 1 and 2 can be found here: <http://barnet.moderngov.co.uk/ieListMeetings.aspx?Committeeld=712>

6.4 An update on the review of Area Committee Actions (2015-2016) Report to Finchley and Golders Green Committee 21 October 2015.

<http://barnet.moderngov.co.uk/documents/s26609/An%20update%20on%20the%20review%20of%20Area%20Committee%20Actions%202015-2016.pdf>

Appendix 1: Progress Report - Finchley and Golders Green Area Committee

RAG STATUS

(Blue) Not Started	(Amber) In Progress/on track	(Red) Behind	(Purple) On hold	(Green) Completed
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REF	Expected Outcome	Indicative costs	Lead Officer	RAG Status
FGG001/2015 Re17	113 Golders Green Road – Loading Bay Change of hours of loading bay outside 113 Golders Green Road and provision of additional loading bay.	£5k Area Funded	Gavin Woolery- Allen	Report to the 13 January 2016 with the outcome of the feasibility study. (Amber)
FGG002/2015 Re30	Garden Suburb ‘GS’ Controlled Parking Zone Review - That, subject to no objections being received to the statutory consultations referred to in recommendations 2, 3 and 6 of the report submitted to committee, that Officers introduce the CPZ in Heathgate and ‘Past this Point ‘ measures in Hill Close through the making of the relevant Traffic Management Orders.	£17,500 LIP Funded 15/16	Gavin Woolery- Allen	Informal consultation on proposals for the Garden Suburb CPZ review has been completed. The results of this consultation will be reported to F&GG AC in January 2016. Implementation in 15/16 (Amber)
FGG003/2015	Oakfields Road, NW11 – Review of Parking The CPZ in Oakfield Road NW11	£20k	Gavin Woolery- Allen	The recommendation at 21 Oct Committee was a Feasibility study in

<p>Re43</p>	<p>is reviewed as problems are being encountered due to close proximity of the CPZ boundary.</p>			<p>January 2016, and report back to F&GG AC in March 2016. However, following discussions on this report, the Committee unanimously did not approve these recommendations, therefore meaning that the proposals were not accepted.</p> <p>Subsequently, it was requested that the Committee include this proposal as it was included in the list of Schemes that were reported to the 27 January Environment Committee.</p> <p>Therefore, if approved, the timescales have been revised to undertake Feasibility study in February/March 2016 and report results to June/July 2016 Area committee.</p> <p>(Blue)</p>
<p>FGG004/2015 RF2</p>	<p>FRS Synagogue and Kindergarten, Fallow Court Avenue, N12 – Parking Prevent/stop illegal and inconsiderate parking around FRS Synagogue and Kindergarten, 101 Fallow Court Avenue, N12 OBE.</p>	<p>£2,500 Area Funded</p>	<p>Gavin Woolery-Allen</p>	<p>Proposal for School Keep Clear marking outside the nursery has been added to the Parking works programme and will be progressed in the new year.</p> <p>(Blue)</p>

FGG005/2015 RF3	Park View Road - Road Safety To address the 'issues' relating to roads around Park View Road.	VAS £7k - Capital Allocation for Pavements £5k Feasibility Study – Area Funded	Lisa Wright	Vehicle Activated Signs (VAS) have been ordered and will be installed in both directions at the end of Jan/ beginning of Feb 2106. The VAS will monitor vehicle speeds and flows and the results of this monitoring exercise will be reported to the F&GG AC with recommendations for any additional measures, if they are required. (Amber)
FGG006/2015 FF4	Etchingam Park Road – Speeding The speeding on Etchingam Park Road is addressed.	VAS £7k - Capital Allocation for Pavements £5k Feasibility Study – Area Funded	Lisa Wright	Vehicle Activated Signs (VAS) have been ordered and will be installed in both directions at the end of Jan/ beginning of Feb 2106. The VAS will monitor vehicle speeds and flows and the results of this monitoring exercise will be reported to the F&GG AC with recommendations for any additional measures, if they are required. (Amber)
FGG007/2015 RF6	The Vale CPZ Extension (incorporating Mortimer Close) Issues relating to parking in Mortimer Close are addressed by including Mortimer Close in the extension to The Vale CPZ.	£7k – Area Funded	Lisa Wright	The Statutory Consultation has been completed. The results of this consultation will be reported to F&GG AC in January 2016. The implementation costs of approx. £50,000 will be funded from the 16/17

				LIP funding unless funding is made available in 15/16 due to schemes not progressing following objections during the statutory consultation process. (Amber)
FGG008/2015 RF14	Friary Way and Valley Avenue – Speeding Speeding in Friary Way and Valley Avenue is addressed. There was also an issue relating to Parking in Friary Way/Friary Road as the road is located on the edge of an existing CPZ.	VAS £7k - Capital Allocation for Pavements £5k Feasibility Study – Area Funded Parking £5K - Feasibility Study – Area Funded	Lisa Wright/Gavin Woolery-Allen	Vehicle Activated Signs (VAS) have been ordered and will be installed in both directions at the end of Jan/ beginning of Feb 2106. The VAS will monitor vehicle speeds and flows and the results of this monitoring exercise will be reported to the F&GG AC with recommendations for any additional measures, if they are required. (Amber) The issues in relation to parking – Informal consultation to be undertaken in February 2016.
FGG009/2015	Westbury Road, 20 mph Consideration be given to installing 20mph vehicle activated signs on Westbury Road as opposed to the 30mph.	£5K – Area Funded	Lisa Wright	Vehicle Activated Signs to monitor vehicle speed in this road have been installed. The results of the monitoring were to be reported to the January 2016 Area Committee with recommendations for proposed measures. However, residents and Ward Councillors requested that the monitoring is not undertaken at this time of year as

				<p>speeds are not considered to be representative of the summer months.</p> <p>Therefore report deferred to the Oct 2016 Area Committee following on-going monitoring in the spring/summer months.</p> <p>(Amber)</p>
FGG010/2015	<p>Review of East Finchley CPZ</p> <p>Review of the East Finchley CPZ around Cherry Tree Wood.</p>	£10k – Area Funded	Gavin Woolery-Allen	<p>Undertake Feasibility study in February 2016 and report results to July 2016 Area committee.</p> <p>(Blue)</p>
FGG013/2015	<p>Chessington Avenue</p> <p>Review parking arrangement in Chessington Avenue to improve access and visibility</p>	£15K – Area Funded	Gavin Woolery-Allen	<p>Undertake Feasibility study in February 2016 and report results to July 2016 Area committee.</p> <p>(Blue)</p>
FGG014/2015	<p>Beechwood Avenue</p> <p>Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures</p>	TBC (£200,000)	Lisa Wright	<p>Outline design options for the closures (closed with gates or bollards) have also been produced together with a budget estimate. The budget estimate for construction of the closure for the three roads is approximately £100k. This makes no allowance for detailed design costs, statutory utility diversion costs, land use issues or TfL requirements. Additional costs and contingencies to cover means that an overall budget cost</p>

				<p>of double this (i.e. £200k) would be appropriate.</p> <p>The results of the feasibility study will be reported to F&GG AC in January 2016.</p> <p>(Blue)</p>
FGG015/2015	<p>Crescent Road –</p> <p>Issue concerning illegal turns from Nether Street and Dollis Road</p>	£25,000 Area Funded	Lisa Wright	<p>Feasibility Study has recommended a combination of measures for Crescent Road, these include:</p> <ul style="list-style-type: none"> • Along Crescent Road - Signing and Road Markings. • At the junction of Dollis Park and Lyndhurst Gardens Buildouts - Warning Signing and Road Markings and; • At the junction of Dollis Road, Nether Street and Crescent Road - New Crossing Location at the Existing Buildout. <p>The results of the feasibility study will be reported to F&GG AC in January 2016.</p> <p>(Blue)</p>
FGG016/2015	<p>Regent's Park Road -</p> <p>Regent's Park Road near its junction with</p>	£15,000 Area Funded	Lisa Wright	<p>Request from a resident of Spencer Close for a pedestrian refuge on Regents Park Road has also been</p>

	Spencer Close - Pedestrian refuge			<p>identified as beneficial for residents and school children in the area, particularly crossing to or from bus stops.</p> <p>The results of the feasibility study will be reported to F&GG AC in January 2016.</p> <p>(Blue)</p>
FGG017/2015	<p>Woodhouse Road, N12</p> <p>Issues concerning vehicle activated signs and speeding on Woodhouse Road.</p>	LIP Funded as part of a wider scheme	Lisa Wright	<p>The 2015/16 LIP work programme includes a programme of work to develop and introduce 20mph areas around schools. The development of a 20mph area for Woodhouse Road, around the schools in that area is therefore taking place during 2015/16 with implementation of this expected in 2016/17.</p> <p>The proposal is likely to involve provision of signage and potentially other measures to address traffic speed, that will address the issues raised.</p> <p>(Amber)</p>
FGG/18/2016	<p>The Grove, N3</p> <p>Proposed On-way system on The Grove.</p>	£22k - Capital Allocation for Pavements	Lisa Wright	<p>Report to the Jan 2016 Committee with the officer recommendation is that the schemes goes ahead as per the original proposal on an experimental basis to allow residents the opportunity to comment on the actual proposal and</p>

				how they are operating. Subject to the agreement of funding. (Amber)
	The Vale, NW11 – Width Restriction Experimental removal of the width restriction and the implementation of a 20mph zone on The Vale, NW11	£25k - Capital Allocation for Pavements		Following the on-going issues around the width restriction on The Vale a request has been received from Ward Councillor to removal the width restriction on an experimental basis and install a 20mph zone to reduce the speed of vehicles on the road. The experimental measures will be in place for a minimum of 6 months to assess the impact on The Vale and surrounding roads. Report back to Oct 2016 Committee. (Amber)
	New Schemes Agreed at 21 October Area Committee			
FGG019/2015	Windsor Road, N3 – Review of Pavement Condition	NRP	Chris Chrysostomou	Undertake a review of the pavement on Windsor drive and take the necessary remedial action. (Amber)

Finchley and Golders Green

FGG001/2015 (Re17) : Outcome expected:

113 Golders Green Road – Loading Bay

Change of hours of loading bay outside 113 Golders Green Road and provision of additional loading bay.

Request raised at Committee:

Loading bay outside 113 Golders Green Road - Request to change the hours of operation of this bay to 6pm and consider the possibility of an additional bay at this location. Raised by Cllr Dean Cohen.

Lead Officer: Gavin Woolery-Allen

Officer response and background information

The request for a reduction in hours of the loading bay and an additional bay has been noted and Officers will assess the request this autumn along with requests for all minor parking changes, when a prioritised list of schemes will be agreed and taken forward as appropriate.

This action was in the backlog report submitted to the Environment Committee on 15 July 2015.

The Area Committee of 2 July 2015 referred this item onto its work programme for consideration at its October 2015 meeting, when additional resources from CIL may be available to fund it.

Area Committee on 21 October 2015 agreed :

1. That the Committee agrees the expenditure of £5,000 to undertake a feasibility study on proposals to amend the operational hours of the loading bay.
2. That the findings of the feasibility study and recommendations are reported back to the F&GG Area Committee on 13

January 2016.

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget

£5k

Conclusion/Actions/ Recommendation for Committee on 13 January 2016

Recommendations:

- i. The Committee note the update provided in appendix 1 and that the results of the feasibility study will be reported back to the January 2016 area Committee.

FGG002/2015 (Re30) : Outcome expected

Garden Suburb 'GS' Controlled Parking Zone Review

That, subject to no objections being received to the statutory consultations referred to in recommendations 2, 3 and 6 of the report submitted to the Area Committee, that Officers introduce the CPZ in Heathgate and 'Past this Point ' measures in Hill Close through the making of the relevant Traffic Management Orders.

Request raised at Committee:

To receive a report setting out the findings from the Garden Suburb CPZ review and recommendations to consider.

Lead Officer: Gavin Woolery-Allen

Officer response and background information

In backlog report to Environment Committee on 15 July 2015.

Area Committee on 2 July 2015 referred this item onto its work programme for consideration at its October meeting, when additional resources from CIL may be available to fund it.

The Committee meeting minutes state:

That the Committee note the details contained within this report and approve the following at an estimated cost of £5,000 for item numbers 2, 3, 6 and 8, and £1,500 for item number 4, and £11,000 for item number 7:

1. That the details and results of the Garden Suburb Controlled Parking Zone (CPZ) review are noted.
2. That Officers should carry out a statutory consultation on a proposal to introduce a "Past this Point" method of parking control in Hill Close, the layout of which is set out in Annex F to this report;
3. That Officers should carry out a statutory consultation on a proposal to introduce a CPZ for Heathgate, the layout of which is set out in Annex G to this report;

4. That Officers should, prior to carrying out the statutory consultation referred to in 3 above, carry out an informal consultation with residents of South Square to establish whether they would be in favour of a CPZ being introduced;
5. That the results of the informal consultation referred to in 4 above should be considered by the Commissioning Director, Environment in consultation with the relevant Ward Councillors to decide whether a statutory consultation should be carried out on a proposal to introduce a CPZ in South Square;
6. That subject to the decision by the Commissioning Director, Environment referred to in 5 above, Officers should carry out a statutory consultation on a proposal to introduce a CPZ for South Square concurrent with the statutory consultation outlined in 3 above;
7. That, subject to no objections being received to the statutory consultations referred to in recommendations 2, 3 and 6 above, that Officers introduce the CPZ in Heathgate and 'Past this Point ' measures in Hill Close through the making of the relevant Traffic Management Orders;
8. That any unresolved material objections to the statutory consultations referred to in recommendations 2, 3 and 6 above, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.

That, subject to no objections being received to the statutory consultations referred to in recommendations 2, 3 and 6 of the report submitted to Committee in July 2015 , that Officers introduce the CPZ in Heathgate and 'Past this Point ' measures in Hill Close through the making of the relevant Traffic Management Orders.

- ii. That the Committee note that a report on the results of the consultation and officer's recommendations will be provided at the January 2016 Committee meeting
- iii. That the Committee notes the indicative costs of £17,500 To be funded from 2015-16 LIP allocation.

Indicative costs

Estimated costs - £17,500 - To be funded from 2015-16 LIP allocation

Conclusion/Actions/ Recommendation for Committee on 13 January 2016.**Recommendations**

- The Committee note the update provided in appendix 1 and that the results of the consultation will be reported back to the January 2016 Area Committee.

FGG003/2015 (Re43) : Outcome expected:**Oakfield Road, NW11 – Review of Parking**

The CPZ in Oakfield Road NW11 is reviewed as problems are being encountered due to close proximity of the CPZ boundary.

Request raised at Committee:

Oakfields Road, NW11 – Review of Parking provisions as problems are being encountered due to being on the boundary of a CPZ.

Lead Officer: Gavin Woolery-Allen**Officer response and background information**

This request to amend the CPZ has been recorded. In line with the need to review how CPZs are introduced, managed and reviewed as highlighted in the recently agreed Council's Parking Policy this request will be assessed to determine if there is sufficient local support and any traffic-related advantages to acceding to the request and then determine whether there is sufficient justification to consult as requested.

In backlog report to Environment Committee on 15 July 2015.

Area Committee on 2 July 2015 referred this item onto its work programme for consideration at its October 2015 meeting, when additional resources from CIL may be available to fund it.

Area Committee on 21 October 2015 :

It was recommended that the following was undertaken:

- Feasibility study to be undertaken in January 2016.
- Note: Oakfield Road is one of many controlled roads in this area so it is unlikely that this road can be considered without investigating the potential impact on neighbouring streets and whether controls would also be required in surrounding roads.
- Report to March 2016 Area Committee providing outcomes of the feasibility study and officer recommendations.

Recommendation:

1. That the Committee agrees the expenditure of £20,000 to undertake feasibility study in January 2016 and report the results of the findings to the F&GG Area Committee in March 2016.

Following discussion of the report, the Committee unanimously did not approve with these recommendations, therefore meaning that the proposals were not accepted.

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget

£20k

Conclusion/Actions/ Recommendation for Committee on 13 January 2016

Actions: Request that the Committee include this proposal as it was included in the list of Schemes that were reported to

the 27 January Environment Committee.

Recommendation:

- i. That the Committee notes the update provided in appendix 1 of this report**
- ii. That the Committee agrees the expenditure of £20,000 to undertake a feasibility study in March 2016.**
- iii. That the Committee note that a report on the findings of the feasibility study and officer recommendations will be provided at the June 2016 Area Committee meeting.**

FGG004/2015 (RF2) : Outcome expected

FRS Synagogue and Kindergarten, Fallow Court Avenue, N12

**Prevent/stop illegal and inconsiderate parking around FRS Synagogue and Kindergarten, 101 Fallow Court Avenue, N12
OBE**

Request raised at Committee:

Area Committee requested officers provide an update on this issue and make recommendations as to how to address it where appropriate.

(This was referred to the area committee by the resident's forum).

Lead Officer: Gavin Woolery-Allen (for the SKC Markings)

Officer response and background information

Action from Area Committee on 2 July 2015 - originally referred from Residents' Forum (Item 2).

In response to the concerns raised at the Area Forum, officers have now met with the manager and a senior member of the synagogue to explore what can be done to address some of the concerns raised.

The synagogue has occupied this site for over 50 years and serves a community of over 1000 people. Regular activities such as worship services, classes, community events are held at the synagogue. Services are generally held on Friday night from 6.30 to 8pm, Saturday 10.30am to 1pm and religious classes are held on Sunday morning between 9.15am and 12.15pm. The largest religious festivals which can attract in excess of 200 people are held offsite and not locally.

The synagogue is used as a kindergarten which can accept a maximum of 60 children but currently caters for approximately 35 children. The main entrance is in Fallow Court Avenue with a rear entrance in Granville Road. The hall is hired for private functions until 11pm. The facility is also used to provide accommodation for the homeless in winter and prayers are the hall is used by the

Muslim community for prayers during Ramadan.

The Synagogue Kindergarten is required to have a Travel Plan (TP) covering the children and their families that attend the Nursery and the Nursery Staff following their planning approval to consolidate the number of children attending. The TP includes a range of initiatives to try to reduce car use and encourage more walking, cycling and public transport use. The Council's Sustainable Travel coordinator has met with the Kindergarten to assist them in creating a robust yet realistic TP. The TP is required to be reviewed annually and was due to be submitted in June 2015. It is in development but has been delayed due to personal circumstances of one of the Travel Plan Champions.

In light of the on-going issues with the residents, the Synagogue has decided to produce a voluntary TP. The sustainable Travel coordinator has met with a Synagogue representative in March 2015 to give advice on their voluntary TP. They were aiming to have it in place and being implemented prior to resubmitting a revised planning application for the redevelopment of the Synagogue.

The Sustainable Travel coordinator has visited the site on a number of occasions at different times of day and observed that there can be issues with parents dropping off and picking up children but these are generally short lived and spaced out across a period of time in quite a wide area due to the Kindergarten encouraging parents not to drop off right at the gate. Proposal for School Keep Clear markings are being developed to formalise the arrangement the Kindergarten puts in place using cones and their security guard. The Kindergarten seem to be responding to the concerns raised by residents appropriately.

There is clear evidence that the synagogue staff understand their civic responsibilities and act accordingly by providing advice on where to park to users and regularly reminding parents to park considerately. To this end, the synagogue informs nearby residents of main events by way of a letter drop and weekly emails to the community. There is a clearly visible sign on the main gate advising users not to block residents' drive and to park responsibly.

The problems experienced in Fallow Court Avenue is in common with similar problems experienced near schools and religious establishments across London and indeed nationally. However during the visit officers were satisfied that the synagogue management are doing everything they can to advise their congregation of the need to be considerate to their neighbours.

In conclusion, the Council alone cannot solve this problem and the solution lies with every road user behaving responsibly and

courteously towards their neighbours. There is evidence that the synagogue has taken steps to ensure that they behave as responsible neighbours as detailed above. They have also indicated that they will continue to advise new users, particularly new parents to the Kindergarten of the concerns of nearby residents.

In addition, School Keep Clear Marking are proposed outside the Synagogue which incorporates a nursery .

Area Committee on 21 October 2015 agreed :

Recommendation

- 1 That the Committee agrees the expenditure of £2,500 to undertake statutory consultation on School Keep Clear (SKC) proposals.
2. In the event that no objections to the statutory consultation are received, or officers are able to resolve any such objection(s), authorise officers to implement the SKC's through the making of the relevant Traffic Management Orders;
3. That any unresolved material objections to the statutory consultation, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget

£2,500

13 Jan 2016 - Conclusion:

Report back to Committee not required.

Action:

Requested has been added to the Parking Work Programme and will be progressed in in the new year.

FGG005/2015 (RF3):

Park View Road – Speeding

To address the speeding issues in roads around Park View Road (Referred from the resident forum).

Request raised at Committee:

Area Committee requested officers provide an update on this issue and make recommendations as to how to address it where appropriate.

Lead Officer: Lisa Wright

Officer response and background information

Action from Area Committee on 2 July 2015 - originally referred from Residents' Forum (Item 3).

Area Committee on 21 October 2015 agreed :

Actions

- Install VAS in December 2015 for a period of 6 months to monitor traffic speed and collect data.
- Data to be analysed and further appropriate interventions to be recommended by officers.
- Findings to be reported to a future meeting of the F&GG AC in 2016. (To be added to 2016-17 forward plan)

Recommendation:

1. That the Committee agrees the expenditure of £15,000 for the installation of Vehicle Activated Signs (VAS), monitoring of speed for a period of 6 months and reporting the findings to a future meeting of the F&GG Area Committee in 2016.

Indicative costs –

£7K To be funded from funded from the 2015/16 Capital allocation for Pavement Work for the VAS

£5K - To be funded from funded from the 2015/16 Capital allocation for Pavement Work for the feasibility study

Conclusion/Actions/ Recommendation for Committee on 13 January 2016

Recommendations:

- i. **The Committee notes the update provided in appendix 1.**

FGG006/2015 (FF4) : Expected Outcome

Etchingham Park Road – Speeding

The speeding on Etchingham Park Road is addressed.

Request raised at Committee:

Area Committee requested officers provide an update on this issue and make recommendations as to how to address it where appropriate.

Lead Officer: Lisa Wright

Officer response and background information

Action from Area Committee on 2 July 2015 – originally referred from Residents' Forum (Item 4).

Area Committee on 21 October 2015 agreed :**Actions:**

- Install VAS in December 2015 for a period of 6 months to monitor traffic speed and collect data.
- Data to be analysed and further appropriate interventions to be recommended by officers.
- Findings to be reported to a future meeting of the F&GG AC in 2016. (To be added to 2016-17 forward plan)

Recommendation:

That the Committee agrees the expenditure of £15,000 for the installation of Vehicle Activated Signs (VAS), monitoring of speed for a period of 6 months and reporting the findings to a future meeting of the F&GG Area Committee in 2016.

Indicative costs –

£7K To be funded from funded from the 2015/16 Capital allocation for Pavement Work for the VAS

£5K - To be funded from funded from the 2015/16 Capital allocation for Pavement Work for the feasibility study

Conclusion/Actions/ Recommendation for Committee on 13 January 2016**Recommendations:**

- ii. **The Committee notes the update provided in appendix 1.**

FGG007/2015 :

The Vale CPZ Extension (incorporating Mortimer Close)

Issues relating to the CPZ in Mortimer Close are addressed.

Request raised at Committee:

As per background information section.

Lead Officer: Gavin Woolery-Allen

Officer response and background information

It was therefore RESOLVED:

That the Committee note the outcome of the informal consultation as detailed within this report and approve the following, at an estimated cost of £7,000:

1. That statutory consultation is carried out on the proposals, as illustrated on Drawing Numbers 22251CWTV_02b, to
 - a) extend the Monday to Friday 11am to midday Golders Green 'H' CPZ into Granville Road NW2 and Mortimer Close NW2;
 - b) extend the Monday to Friday 10am to 11am Cricklewood 'C1' CPZ into The Vale NW11, between Hendon Way and Claremont Road, and into Pentland Close and Woodvale Way NW2;
 - c) introduce a length of 'At any time' waiting restriction on Mendip Drive NW2;
 - d) convert a resident permit holder only parking bay on Sanderstead Avenue NW2 to business permit holders only;
 - e) Introduce a new CPZ operational between 1pm and 8pm Monday to Sunday into Garth Road and Cloister Road NW2.

Area Committee on 21 October 2015 agreed :

The Statutory consultation is being funded by the LIP. The implementation costs of approx. £50,000 are currently unfunded - this would need to be referred to the Environment Committee.

Actions:

- Statutory Consultation in October 2015.
- Report any consultation outcome and officer recommendations to January 2016 Area Committee.

Recommendations:

1. That the Committee agrees the expenditure of £7,000 to undertake statutory consultation on CPZ proposals to include Mortimer Close in October 2015 and that any objections received are reported to the F&GG Area Committee in January 2016.
2. In the event that no objections to the statutory consultation are received, or officers are able to resolve any such objection(s), the Committee authorise officers to implement the changes through the making of the relevant Traffic Management Orders;
3. That any unresolved material objections to the statutory consultation, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget

£7K for Mortimer Close

Conclusion/Actions/ Recommendation for Committee on 13 January 2016

- i. The Committee note the update provided in appendix 1 and that the results of the statutory consultation will be reported back to the January 2016 Area Committee.

FGG008/2015 (RF6) : Expected Outcomes

Friary Way and Valley Avenue - Speeding

Speeding in Friary Way and Valley Avenue is addressed.

(item referred by residents forum)

Request raised at Committee:

Area Committee requested officers provide an update on this issue and make recommendations as to how to address it where appropriate.

Lead Officer: Lisa Wright

Officer response and background information

Action from Area Committee on 2 July 2015 - originally referred from Residents' Forum (Item 14).

Area Committee on 21 October 2015 agreed :

Actions:

- Install VAS in December 2015 for a period of 6 months to monitor traffic speed and collect data.
- Data to be analysed and further appropriate interventions to be recommended by officers.
- Findings to be reported to a future meeting of the F&GG AC in 2016. (To be added to 2016-17 forward plan)
- There was also an issue relating to Parking in Friary Way/Friary Road as the road is located on the edge of an existing CPZ. – Informal consultation to be undertaken in Feb 16.

Recommendations:

1. That the Committee agree the expenditure of £15,000 for the installation of Vehicle Activated Signs (VAS), monitoring of speed for a period of 6 months and reporting the findings to a future meeting of the F&GG Area Committee in 2016.
2. That the Committee agree the expenditure of £5,000 for parking review in Friary Way / Friary Road.
3. Findings to be reported to a future meeting of the F&GG Area Committee in 2016.

Indicative costs –

£7k - Capital Allocation for Pavements

£5k Feasibility Study – Area Funded

Parking £5K - Feasibility Study – Area Funded

Conclusion/Actions/ Recommendation for Committee on 21 October 2015

Recommendations:

1. That the Committee notes the update provided in appendix 1.

<p>FGG009/2015 : Expected Outcome</p> <p>Westbury Road – 20mph</p> <p>Consideration be given to installing 20mph vehicle activated signs on Westbury Road as opposed to the 30mph.</p>
<p>Request raised at Committee:</p> <p>Area Committee requested officers to bring a report to the next meeting of the Committee regarding the feasibility of this suggestion.</p> <p>(Councillor Kath McGuirk)</p>
<p>Lead Officer: Lisa Wright</p>
<p>Officer response and background information</p> <ul style="list-style-type: none"> • 30 mph VAS were installed in Westbury Road in March 2015 and speeds are currently being monitored. • Residents of Westbury Road requested that the speed limit on Westbury Road is reduced to 20 mph and the VAS signs amended accordingly. • Data to be analysed and the findings to be reported to a the March 16 meeting of the F&GG AC. <p>Recommendation:</p> <ol style="list-style-type: none"> 1. That the Committee agrees the expenditure of £5,000 for the report into reducing the speed limit of Westbury Road to 20 mph. To be presented to the January 2016 F&GG Area Committee.
<p>Indicative costs – To be funded from the 2015/16 Area Committee revenue budget - £5K</p>

Conclusion/Actions/ Recommendation for Committee on 21 October 2015. Recommendation:

- 1. That the Committee notes the update provided in appendix 1.**
- 2. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016 and this item will be added to the 2016/17 Area Committee Work Programme**

<p>FGG0010/2015 :</p> <p>Review of East Finchley CPZ</p> <p>Review of the East Finchley CPZ around Cherry Tree Wood.</p>
<p>Request raised at Committee:</p> <p>As per background information section.</p>
<p>Lead Officer: Gavin Woolery-Allen</p>
<p>Request to undertake a review of the hours of operation of the CPZ around Cherry Tree Wood in the East Finchley CPZ.</p> <p>Area Committee on 21 October 2015 agreed :</p> <ul style="list-style-type: none"> i. The Committee notes the update provided in Annex 1 of this report ii. That the Committee agrees the expenditure of £10,000 to undertake a feasibility study. iii. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016 and this item will be added to the 2016/17 Area Committee Work Programme.
<p>Indicative costs – To be funded from the 2015/16 Area Committee revenue budget</p> <p>£10K</p>
<p>Conclusion/Actions/ Recommendation for Committee on 21 October 2015</p> <p>The Statutory consultation is being funded by the LIP. The implementation costs of approx. £50,000 are currently unfunded - this would need to be referred to the Environment Committee.</p> <p>Actions:</p>

- Statutory Consultation in October 2015.
- Report any consultation outcome and officer recommendations to January 2016 Area Committee.

Recommendations:

1. That the Committee agrees the expenditure of £7,000 to undertake statutory consultation on CPZ proposals to include Mortimer Close in October 2015 and that any objections received are reported to the F&GG Area Committee in January 2016.
2. In the event that no objections to the statutory consultation are received, or officers are able to resolve any such objection(s), the Committee authorise officers to implement the changes through the making of the relevant Traffic Management Orders;
3. That any unresolved material objections to the statutory consultation, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.

FGG0013/2015 : Chessington Avenue - Parking Review Review parking arrangement in Chessington Avenue to improve access and visibility.
Request raised at Committee: As per background information section.
Lead Officer: Gavin Woolery-Allen
Officer response and background information Area Committee on 21 October 2015 agreed :
Indicative costs – To be funded from the 2015/16 Area Committee revenue budget £15K
Conclusion/Actions/ Recommendation for Committee on 13 January 2016 Recommendations: 1. The Committee notes the update provided in Annex 1 of this report

2. That the Committee agrees the expenditure of £15,000 to undertake a feasibility study in January 2016.

FGG0019/2015 :

Windsor Road – Review of Pavements

Request raised at Committee:

As per background information section.

Lead Officer: Gavin Woolery-Allen

Officer response and background information

A petition was received which was report to the 21 October F&GG Area Committee stating that:

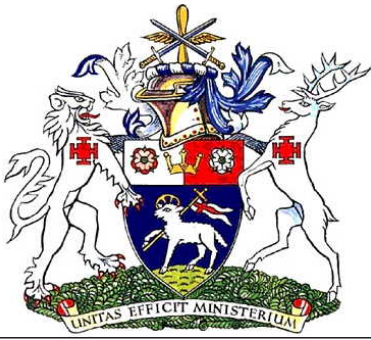
As the pavements in Windsor Road have not been renewed or repaired for many years, and in the view of the fact that many slabs have now been lifted, been broken, or create trip hazards for all residents and visitors, but particularly for the elderly and for children, we the undersigned residents of Windsor Road do earnestly petition and request that early in the next financial year the pavements in this road should be thoroughly re-laid as has already happened in many nearby roads.

Area Committee on 21 October 2015 agreed :

That the petition be noted.

It was noted that officers would investigate urgent repairs that may need doing and consider this issue's place within the list of

forward works.
Indicative costs – NRP? £TBC
Conclusion/Actions/ Recommendation for Committee on 13 January 2016 Recommendations: <ol style="list-style-type: none">1. The Committee notes the update provided in Annex 1 of this report2. That the Committee notes the expenditure for improvements to Windsor Road Pavements.



Finchley and Golders Green Area Committee

13 January 2016

Title	Finchley and Golders Green Insight and Evidence Review – establishing priorities for Area Committee budgets allocations
Report of	Director of Strategy and Communications
Wards	Child’s Hill, East Finchley, Finchley Church End, Garden Suburb, Golders Green, West Finchley, Woodhouse
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: Insight and Evidence Review – Executive Summary Appendix B: Insight and Evidence Review
Officer Contact Details	Daniel Bailey, Business Intelligence Officer, daniel.bailey@barnet.gov.uk , 020 8359 3482 Sara Elias-Basset, Community Engagement, Participation & Strategy Lead, sara.elias-basset@Barnet.gov.uk , 020 8359 5320 Stephen Evans, Director of Strategy and Communications, stephen.evans@Barnet.gov.uk , 020 8359 3021

Summary

At 24 June 2015 Community Leadership Committee and 9 July 2015 Policy and Resources Committee, changes were agreed to the way that Area Committee budgets are allocated, together with additional funding being made available to each Area Committee through the Community Infrastructure Levy.

As a result of these changes, Area Committees have greater budgets and flexibility to allocate these funds to local issues and needs.

The purpose of this report and the attached Insight and Evidence reviews in Appendix A and Appendix B, is to provide some insight into the current local issues that are impacting the Finchley and Golders Green constituency, in relation to issues such as health, employment, crime and housing to help the Committee consider where and how it might prioritise the funding it has available to it in order to help address any issues of concern

The Insight and Evidence Review Appendix B, identified three overarching themes that are specifically important to areas within Finchley and Golders Green:

- Increasing Diversity and Community Cohesion
- Inequality across areas of the constituency
- High Levels of Theft and Handling

Recommendations

1. That the Committee note and discuss the specific issues highlighted in this report in relation to:

- **Increasing Diversity and Community Cohesion**
- **Inequality across areas of the constituency**
- **High Levels of Theft and Handling**

2. Based on the issues highlighted in the Insight & Evidence Review, that the Committee decides if it wishes to set any priorities for the allocation of the funding it has available to it and instruct officers to come back with costed proposals to help address any areas of concern.

1. WHY THIS REPORT IS NEEDED

Background

Additional resources for the Area Committees

- 1.1 At 9 July 2015 Policy and Resources Committee agreed for 15% of the Community Infrastructure Levy (CIL) receipts to be allocated to local Area Committees. This is to be capped at £150,000 per year per constituency and is ring-fenced for infrastructure schemes. The funding from the CIL is in addition to the £100,000 a year that was previously available to each Area Committee until 2017/18.
- 1.2 It was also agreed that in 2015/16 CIL allocations for 2013/14 and 2014/15 would be amalgamated, supporting a more even distribution across Committees.
 - 1.2.1 The total funding available to the Finchley and Golders Green Area Committee in 2015/16 is set out in the table below:

Proposed funding to be allocated by each Area Committee in 2015/16

	<i>Base budget 2015/16</i>	<i>Unallocated funds from 2014/15</i>	<i>CIL income</i>	<i>Allocation through Corporate Grants programme</i>	<i>Total 2015/16 allocation through Committees</i>
<i>Finchley & Golders Green</i>	£100,000	£14,628	£111,905	-£17,000	£209,533

Changes to Funding Allocations

- 1.3 In June 2014 the Policy & Resources Committee delegated £100,000 per year to each Area Committee, for the four years 2014/15 to 2017/18, to be spent in their local area. In September 2014, the Community Leadership Committee agreed a procedure for administering the budgets for 2014/15 through an open public grants process.
- 1.4 For the first year, the agreed process was adopted as a pilot scheme, and the Committee instructed officers to review it at the end of the first year of operation and put forward recommendations to amend and improve the process. This was incorporated into a wider review of how the Area Committees and Residents' Forums have operated in 2014/15.
- 1.5 The outcome of the review recommended that the open public grants process was not repeated in 2015/16 and that Area Committees instead move to a new system which would give Members more of an opportunity to plan and direct how they spend their funds. It was agreed that £17,000 from each Area Committee would be transferred to the Corporate Grants Programme. These recommendations were approved at 24 June 2015 Community Leadership Committee.
- 1.6 The new system allows for Area Committees to continue funding proposals put forward by residents but it also allows for Members to set aside a proportion of the budget to respond to low level - environmental or non-environmental - issues as and when they emerge through various routes including Resident Forums or issues brought by individual Members.
- 1.7 If other issues – either environmental or non-environmental - are flagged up as significant local problems by officers, through existing needs assessments or other evidence-gathering processes, Members can instruct officers to investigate the issue and bring possible options for projects which could address it back to the Committee, with funding used to implement the preferred option if it was considered a local priority. This provides Members with the opportunity to allocate some of the funding they have available to them on local issues based on evidence and insight.

Purpose of the Report

- 1.8 The purpose of this report is to provide an overview of some of the local issues that are impacting upon the Finchley and Golders Green constituency, based on various sources of evidence including the 2015-2020 Barnet JSNA, Public Health Outcomes Framework, GLA population projections, Adults Social Care Outcomes Framework and local analysis. This can then be used to help the Area Committee set priorities for the coming year, that funding can then be allocated against.
- 1.9 The insight identified three overarching themes that are specifically important to areas within Finchley and Golders Green:

Increasing Diversity and Community Cohesion

- 1.10 The Finchley and Golders Green constituency is one of the most diverse in the borough, with residents coming from a variety of different ethnic and religious backgrounds, such as Christian (34.8%), Jewish (21.1%) and Indian (7.2%).
- 1.11 Within the Finchley and Golders Green constituency, the main driving factor for growth over the next five years is the redevelopment work around Brent Cross Cricklewood. It is likely that a large proportion of residents who move into these new homes will be from outside of the area. This could further increase the diversity of the population.
- 1.12 Within such a diverse population, it is important to support and encourage community cohesion across the area. Community cohesion is important, as without it different groups can work against one another, which can cause tension, violence and discrimination.

Inequality across Areas of the Constituency

- 1.13 The Finchley and Golders Green constituency is the most affluent constituency in the borough, with some of the highest earners of all Barnet residents (see Appendix B page 21). However, this masks areas of deprivation within the area.
- 1.14 Deprivation levels across the whole constituency are quite low; however the 2010 indices of multiple deprivation indicated that the most deprived location in the whole borough was the Strawberry Vale estate in East Finchley (see Appendix B page 21). When looking at household income, although Garden Suburb and Finchley Church End have the highest average incomes across all three constituencies, East Finchley and Golders Green have the fifth and sixth lowest incomes across the borough (see Appendix B page 21).
- 1.15 Overall the Finchley and Golders Green constituency also has the lowest rate of benefit claimants of all three constituencies; 8.4% of the working age population. However once again, specific areas of the constituency have much higher rates than the constituency average. By ward Golders Green (11.3%) and Child's Hill (10.8%) have the third and fourth highest rates of benefit claimants across all wards in the borough. These two wards also

have the joint second highest number (22) of 16-19 year olds who are not in employment, education or training across the whole borough.

- 1.16 It is also useful to look at health at the ward rather than the constituency level due to wide ranging differences across different areas. Once again, the high life expectancies of areas such as Garden Suburb and Finchley Church End act to mask some areas of concern, as West Finchley, Golders Green and Childs Hill are amongst the five wards with the lowest life expectancies in the borough (see Appendix B page 25).
- 1.17 These pockets of deprivation across the constituency create high levels of inequality across the area. In order to combat these it may be necessary to prioritise support at smaller geographical areas, rather than taking a whole constituency approach.
- 1.18 One of the best ways to improve levels of deprivation is to move people into work. Voluntary and community sector organisations relating to economic development and unemployment are well developed in some of the most deprived areas of the borough, such as Colindale and Burnt Oak, however there is weaker voluntary and community sector provision in areas of Finchley and Golders Green which also have some noteworthy levels of deprivation.

High Levels of Theft and Handling

- 1.19 Despite Finchley and Golders Green having the second highest crime rate of all three constituencies, (63.0 reported crimes per 1,000), the majority of wards within Finchley and Golders Green compare quite favourably to other areas of the borough.
- 1.20 However reported crime levels in Child's Hill are the second highest across the borough; there are 90.5 reported crimes for every 1,000 people in the population. This is the second highest of all wards in the borough, although there has been some progress with this over the past three years with the level of reported crime in Child's Hill reducing from 98.3 in 2012.
- 1.21 Across all wards in the constituency, theft and handling is most frequently reported crime, accounting for around two fifths of all reported crimes. Violence against the person and Burglary are also quite prominent types of crime in the constituency, accounting for around one fifth each of all reported crime.

Recommended areas of focus

- 1.22 Increasing Diversity and Community Cohesion
 - Improving community cohesion
 - Supporting people as they move into the area
- 1.23 Inequality across areas of the constituency
 - Placed based commissioning, to target specific areas with:

- Tackling deprivation and unemployment
- Improving health and lifestyle

1.24 High Levels of Theft and Handling

Examples of Programmes and Services

1.25 The following programmes of work are examples of the types of initiatives that could be delivered to target priority areas. Officers would investigate the specific circumstances and local opportunities to develop a tailored programme which would deliver the best outcomes.

Increasing Diversity and Community Cohesion

- Community groups are a great way of promoting community cohesion within an area. These can take the form of **sporting activities**, or could be linked into wider community based activities such as **community gardens** or **environmental projects**.
- Local **sports clubs and activities** offer a great opportunity to build community cohesion and encourage participation in physical activity. Barnet already delivers **daily walking schemes** from four locations within the borough, and there is opportunity to try and develop these further at a more local level.
- **Community gardens** or **environmental projects** offer a great way of improving community cohesion, whilst encouraging residents to take more of an interest in the care and upkeep of their local area.
- There are a variety of services and programmes that could be funded to help support new resident's moving into the area and help build community cohesion. Localised **communication campaigns** could be used to help increase awareness of the services and support that are available to residents. **Mentoring programmes** would also provide a way of providing support and guidance to residents who have just moved into the area, this would be especially useful for international migrants.
- For international migrants who have just moved into the borough, not being able to speak the language or understand the culture can act as a significant barrier to them being able to use their skills and engage with the local community. **English language and cultural programmes** help to alleviate some of these issues, as well as bring together residents from different ethnic and religious backgrounds which can help to build community cohesion. **The Conversation Café** is already providing English language sessions in four locations across the borough and with strong take-up there is an opportunity to expand these programmes in the future.

Deprivation and employment

- The highest proportion of people claiming out-of-work benefits are claiming Employment Support Allowance, a sickness related benefit. Residents claiming this benefit may have health barriers to employment, amongst other barriers such as lack of skills, experience or long periods without work. The Council is working closely with the four JobCentres in Barnet as well as the college to support people in a rounded or more holistic way. For example, the **Barnet Welfare Reform Task Force** brought together a range of services, including JobCentre Plus, Barnet Homes and wider services such as mental health support, into one place. An evaluation of the service indicated that the strongest results in terms of both getting people into work and also wider outcomes around improving people's overall health and wellbeing were highest when clients engaged with all services and received health and employability support side by side. The Jobcentre also works alongside council teams to support care leavers, offenders and families into work.
- Building on this model, the **Burnt Oak Opportunity Support Team (BOOST)** has recently been setup in Burnt Oak. This is a community based multi-agency team consisting of staff from Jobcentre Plus, Barnet Homes, Barnet Council's Benefits Service and Education and Skills team. A community partner, **Love Burnt Oak**, will also support the team's work through a local **Work Club**, language and skills classes. By locating all the services together in Burnt Oak, BOOST will be able to offer residents the targeted support they need to help them develop the skills they need to move into employment and build close links with local employers.
- **Area Forums** could support community based projects that help people find employment and / or move out of poverty. The sorts of programmes that could be beneficial are: **mentoring, skills development, skills retraining** – which may be especially useful for the older working population, **IT skills training, confidence and wellbeing support** and **money management**.

Health and lifestyle

- Barnet has a number of outdoor gyms installed in parks across the borough. **Outdoor gym activator programmes** are already being run across the borough, to encourage the public to engage with the gyms. There is an opportunity to build on programmes such as these, as well as introducing new programmes that offer low cost **physical activity classes** in parks and open spaces.
- In Harrow, youth and community centres are being used to provide **low cost physical activity programmes** for the community. Utilising these spaces

provides an opportunity to offer **locally based gyms and fitness classes**, at relatively low costs to the public.

- **Local sports clubs**, offer a great opportunity to build community cohesion and encourage participation in physical activity. Barnet already delivers **daily walking schemes** from four locations within the borough, and there is opportunity to try and develop these further at a more local level. Supporting these types of programmes in the local community can not only help to improve the general health of the population, but it can also help to promote community cohesion across the area.

High Levels of Theft and Handling

- Location based multi-agency problem solving. This is where partners consider the crime and anti-social behaviour in the area and devise a local plan to address the impact on the victim/community, action/intervention with the offender and addressing location based issues. The Committee could fund **area based community safety officers** who work with the local community, members, partners (for example the police, probation, immigration) and the business and voluntary sector to respond to and provide long term solutions to local crime and anti-social behaviour issues.
- Increasing community confidence and raising awareness of services to support victims of crime and anti-social behaviour by running a **localised communication campaign** to increase awareness of services; and running localised, **resident based community safety summit** to promote the safety of the area.
- Spot purchasing of **mobile CCTV** would fund the moving of a camera, or installation of a new one in areas where there are persistent problems of anti-social behaviour to deter offenders and support evidence gathering.
- Establishing **neighbourhood watch schemes**. This is most applicable in areas of high burglary.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The process for allocating Area Committee Budgets was approved by the Community Leadership Committee and Policy & Resources Committee to allow Area Committees to help support local issues and areas of need.
- 2.2 These recommendations are required to ensure that priorities are based on insight into the current needs within the Finchley and Golders Green constituency.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 None

4. POST DECISION IMPLEMENTATION

4.1 This report does not require any direct decision to be made. The report should provide insight to help support future funding decisions made by the Area Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The recommendations set out in this report further the principles of the Corporate Plan 2015-2020 by seeking to ensure that Area Committee operations and the resources they allocate improve quality of life for people in each local area, support communities to help themselves, and work efficiently to ensure value for money.

5.1.2 The decision will contribute to the Health and Wellbeing Strategy's aim to improve wellbeing in the community by helping Area Committees to prioritise funding to reflect the needs of communities in their local area.

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

5.2.1 The total funding available to the Finchley and Golders Green Area Committee in 2015/16 is set out in the table below:

Proposed funding to be allocated by each Area Committee in 2015/16

	<i>Base budget 2015/16</i>	<i>Unallocated funds from 2014/15</i>	<i>CIL income</i>	<i>Allocation through Corporate Grants programme</i>	<i>Total 2015/16 allocation through Committees</i>
Finchley & Golders Green	£100,000	£14,628	£111,905	-£17,000	£209,533

5.2.2 Officer support for the Area Committee budget allocation is required but has so far been managed within existing workloads.

Support has come from the Governance Service, Strategy Unit and Finance, with support from Legal and Delivery Units as appropriate. Some transactional finance support will also be required post-decision to provide audit and due diligence and arrange for funds to be released.

5.3 Legal and Constitutional References

5.3.1 The Council has statutory duties to promote the wellbeing and health of its residents for example in the Care Act 2014.

5.3.2 The Constitution section Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees' functions include "in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level.

5.4 Risk Management

5.4.1 The recommendations set out in this report and its appendices are designed to mitigate risk, by allowing funding decisions to be based on insight that demonstrates local areas of need.

5.5 Equalities and Diversity

5.5.1 The 2010 Equality Act outlines the provisions of the Public Sector Equality Duty. This requires public bodies to have due regard to the need to:

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

5.5.2 The recommendations set out in this report are designed to ensure that Area Committees are able to reflect the needs of different communities within their local area in their own decisions, and to give Area Committees a route to feed these into the decisions made by Theme Committees.

5.5.3 The protected characteristics are:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex;
- sexual orientation.

5.6 Consultation and Engagement

5.6.1 None

5.8 Insight

5.8.1 All recommendations put forward in this report are based on insight and analysis from a variety of sources including the 2015-2020 Barnet JSNA, Public Health Outcomes Framework, GLA population projections, Adults

Social Care Outcomes Framework and local analysis.

6. BACKGROUND PAPERS

- 6.1 Area Environment Sub-Committees - Draft Funding Arrangements (Policy & Resources Committee, 10 June 2014).
- 6.2 Area Sub-Committees - Budget Allocation Draft Framework (Community Leadership Committee, 25 June 2014).
- 6.3 Developing a Community Participation Strategy for Barnet (Community Leadership Committee, 25 June 2014).
- 6.4 Community Participation Strategy: Area Committee Budget Arrangements and Wider Community Funding (Community Leadership Committee, 11 September 2014).
- 6.5 Community Participation Strategy: Implementation Plan (Community Leadership Committee, 11 March 2015).
- 6.6 Review of Area Committees and their relationship with the Environment Committee (Environment Committee, 11 June 2015)
- 6.7 Review of Area Committees – operations and delegated budgets (Community Leadership Committee, 24 June 2015)

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APPENDIX A – Finchley and Golders Green Insight and Evidence Review

Executive Summary

1 Overview of Findings

1.1 Increasing Diversity and Community Cohesion

The Finchley and Golders Green constituency is one of the most diverse in the borough, with residents coming from a variety of different ethnic and religious backgrounds, such as Christian (34.8%), Jewish (21.1%) and Indian (7.2%).

Within the Finchley and Golders Green constituency, the main driving factor for growth over the next five years is the redevelopment work around Brent Cross Cricklewood. It is likely that a large proportion of residents who move into these new homes will be from outside of the area. This could further increase the diversity of the population.

Within such a diverse population, it is important to support and encourage community cohesion across the area. Community cohesion is important, as without it different groups can work against one another, which can cause tension, violence and discrimination.

1.2 Inequality across Areas of the Constituency

The Finchley and Golders Green constituency is the most affluent constituency in the borough, with some of the highest earners of all Barnet residents (see page 21). However, this masks areas of deprivation within the area.

Deprivation levels across the whole constituency are quite low; however the 2010 indices of multiple deprivation indicated that the most deprived location in the whole borough was the Strawberry Vale estate in East Finchley (see page 21). When looking at household income, although Garden Suburb and Finchley Church End have the highest average incomes across all three constituencies, East Finchley and Golders Green have the fifth and sixth lowest incomes across the borough (see page 21).

Overall the Finchley and Golders Green constituency also has the lowest rate of benefit claimants of all three constituencies; 8.4% of the working age population. However once again, specific areas of the constituency have much higher rates than the constituency average. By ward Golders Green (11.3%) and Child's Hill (10.8%) have the third and fourth highest rates of benefit claimants across all wards in the

borough. These two wards also have the joint second highest number (22) of 16-19 year olds who are not in employment, education or training across the whole borough.

It is also useful to look at health at the ward rather than the constituency level due to wide ranging differences across different areas. Once again, the high life expectancies of areas such as Garden Suburb and Finchley Church End act to mask some areas of concern, as West Finchley, Golders Green and Childs Hill are amongst the five wards with the lowest life expectancies in the borough (see page 25).

These pockets of deprivation across the constituency create high levels of inequality across the area. In order to combat these it may be necessary to prioritise support at smaller geographical areas, rather than taking a whole constituency approach.

One of the best ways to improve levels of deprivation is to move people into work. Voluntary and community sector organisations relating to economic development and unemployment are well developed in some of the most deprived areas of the borough, such as Colindale and Burnt Oak, however there is weaker voluntary and community sector provision in areas of Finchley and Golders Green which also have some noteworthy levels of deprivation.

1.3 High Levels of Theft and Handling

Despite Finchley and Golders Green having the second highest crime rate of all three constituencies, (63.0 reported crimes per 1,000), the majority of wards within Finchley and Golders Green compare quite favourably to other areas of the borough.

However reported crime levels in Child's Hill are the second highest across the borough; there are 90.5 reported crimes for every 1,000 people in the population. This is the second highest of all wards in the borough, although there has been some progress with this over the past three years with the level of reported crime in Child's Hill reducing from 98.3 in 2012.

Across all wards in the constituency, theft and handling is most frequently reported crime, accounting for around two fifths of all reported crimes. Violence against the person and Burglary are also quite prominent types of crime in the constituency, accounting for around one fifth each of all reported crime.

2 Recommended areas of focus

- Increasing Diversity and Community Cohesion
 - Improving community cohesion
 - Supporting people as they move into the area

- Inequality across areas of the constituency
 - Placed based commissioning, to target specific areas with:
 - Tackling deprivation and unemployment
 - Improving health and lifestyle

- High Levels of Theft and Handling

3 Summary of Key Facts

3.1 Population

- The total population of the Finchley & Golders Green constituency is 122,930. Over the next five years this population is projected to increase by 4.7% taking the population to 128,731. This is the second highest rate of growth out of all three Barnet constituencies behind Hendon.
- Across most wards within the constituency population growth is projected to be between 0-3.0 per cent over the next five years. However, Golders Green is projected to increase by 21.9%, taking its population to 23,129. This will make it the most populous ward in the constituency, overtaking Child's Hill. Growth in Golders's Green is being driven by the redevelopment works taking place around Brent Cross Cricklewood.
- Finchley & Golders Green has the largest community of Jewish residents in the borough, 21.1% of the total population. The Jewish community is largest in Golders Green, Garden Suburb and Finchley Church End. In these wards Judaism is the most common religion.

3.2 Employment

- 92.9% of the economically active people in Finchley and Golders Green are in employment. Only Hendon has the lower rate of 92.4%, whereas Chipping Barnet has a rate of 97.6%.
- Although by benefit claimants, Finchley and Golders Green has the lowest rate of all three constituencies, with only 8.4% of working age residents in receipt of benefits.
- The most frequently claimed benefit is Employment Support Allowance (ESA), a sickness related benefit, which accounts for 4.4% of all claims. At one time, JSA made up the highest level of claims but in recent years this has and now only accounts for 1.6% of claims in Finchley and Golders Green. Residents claiming ESA this benefit may have health barriers to employment, amongst other barriers such as lack of skills, experience or long periods without work.
- At ward level there is significant variance across the constituency. Garden Suburb (4.6%), Finchley Church End (6.5%) and West Finchley (7.3%) have some of the lowest levels of benefit claimants in the whole borough. Whereas, over 10.0% of working age residents in Golders Green and Childs Hill are currently claiming benefits – the third and fourth highest rates of benefit claimants across the whole of the borough.
- At constituency level, Finchley and Golders Green has the lowest number of 16-19 year olds who are not in employment, education or training (78). Although by ward, Child's Hill and Golders Green have the joint second highest number (22) of 16-19 year olds who are not in education, employment or training across all wards in the borough.

3.3 Deprivation

- Households in Finchley and Golders Green have an average household income of £45,400. This is the highest average income of all three constituencies and is above the Borough average of £41,468.
- The Finchley and Golders Green constituency has a wide spread of incomes. Garden Suburb and Finchley Church End have the highest average incomes of all wards in the borough, with incomes of £55,491 and £49,814 respectively. However, East Finchley and Golders Green have average household incomes below the Barnet average of £41,468.
- At ward level the highest areas of deprivation are generally located towards the west of the borough; however data from the 2010 Indices of Multiple Deprivation identified the Strawberry Vale estate in East Finchley as having the highest rate of deprivation within the whole of Barnet.
- 13.5% of households across Barnet have an average household income below the national poverty threshold of £17,500. Across Finchley & Golders Green, East Finchley has the highest rate of households with income poverty, 14.5% this is the fourth highest rate across the borough.

3.4 Health

- Average life expectancy is a good measure of the overall health of a population. It is quite difficult to compare Finchley and Golders Green with other areas of the borough as there is a wide range of life expectancies across the different wards.
- Garden Suburb (86.9) and Finchley Church End (86.3) have the two highest average life expectancies from birth of all Barnet wards. Whereas, West Finchley, Golders Green and Childs Hill have among the shortest. This indicates a high level of inequality across different areas of the constituency.
- Childs Hill was also identified in the 2015-2020 Barnet JSNA as having some of the highest rates of mortality from stroke in the borough, along with Burnt Oak and Colindale.
- Despite one of the highest life expectancies of all wards, Finchley Church End has the highest proportion (9.1%) of babies born with a low birth weight (i.e. less than 2500 g).

3.5 Crime

- The Finchley and Golders Green constituency has the second highest rate of reported crimes of all three constituencies; 63.0 reported crimes for every 1,000 people in the population, compared to Hendon with 68.7 and Chipping Barnet with 53.2.
- The highest reported crime rate is in Childs Hill, where 90.5 crimes are reported for every 1,000 people in the population, although since 2012/13 the number of reported crimes in Child's Hill has decreased by 7.9 reported crimes for every 1,000 people in the population.

- The most frequent type of reported crime across all wards in the Finchley and Golders Green constituency is theft and handling, which accounts for approximately 39.0% of all reported crimes.

3.6 House prices

- Finchley and Golders Green has the highest house prices in Barnet. Only Woodhouse has average house prices below the Barnet average of £479,664 and the five out the top six most expensive wards are within Finchley and Golders Green.

APPENDIX B -

Finchley and Golders Green Constituency Insight and Evidence Review

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1 Introduction

This insight report uses a variety of data sources to compare the current position of the Finchley and Golders Green constituency and its composite wards with the other areas of the London Borough of Barnet. From this analysis the report identifies local issues that are specifically relevant to the Finchley and Golders Green constituency or areas within it.

This report is designed to support Area Committee Members to identify priority topics that maybe supported by additional funding from the Committee.

An overview of the key findings is given below. This is then followed by a summary of the key facts.

2 Overview of Findings

2.1 Increasing Diversity and Community Cohesion

The Finchley and Golders Green constituency is one of the most diverse in the borough, with residents coming from a variety of different ethnic and religious backgrounds, such as Christian (34.8%), Jewish (21.1%) and Indian (7.2%).

Within the Finchley and Golders Green constituency, the main driving factor for growth over the next five years is the redevelopment work around Brent Cross Cricklewood. It is likely that a large proportion of residents who move into these new homes will be from outside of the area. This could further increase the diversity of the population.

Within such a diverse population, it is important to support and encourage community cohesion across the area. Community cohesion is important, as without it different groups can work against one another, which can cause tension, violence and discrimination.

2.2 Inequality across Areas of the Constituency

The Finchley and Golders Green constituency is the most affluent constituency in the borough, with some of the highest earners of all Barnet residents (see page 21). However, this masks areas of deprivation within the area.

Deprivation levels across the whole constituency are quite low; however the 2010 indices of multiple deprivation indicated that the most deprived location in the whole borough was the Strawberry Vale estate in East Finchley (see page 21). When looking at household income, although Garden Suburb and Finchley Church End have the highest average incomes across all three constituencies, East Finchley and Golders Green have the fifth and sixth lowest incomes across the borough (see page 21).

Overall the Finchley and Golders Green constituency also has the lowest rate of benefit claimants of all three constituencies; 8.4% of the working age population. However once again, specific areas of the constituency have much higher rates than the constituency average. By ward Golders Green (11.3%) and Child's Hill (10.8%) have the third and fourth highest rates of benefit claimants across all

wards in the borough. These two wards also have the joint second highest number (22) of 16-19 year olds who are not in employment, education or training across the whole borough.

It is also useful to look at health at the ward rather than the constituency level due to wide ranging differences across different areas. Once again, the high life expectancies of areas such as Garden Suburb and Finchley Church End act to mask some areas of concern, as West Finchley, Golders Green and Childs Hill are amongst the five wards with the lowest life expectancies in the borough (see page 25).

These pockets of deprivation across the constituency create high levels of inequality across the area. In order to combat these it may be necessary to prioritise support at smaller geographical areas, rather than taking a whole constituency approach.

One of the best ways to improve levels of deprivation is to move people into work. Voluntary and community sector organisations relating to economic development and unemployment are well developed in some of the most deprived areas of the borough, such as Colindale and Burnt Oak, however there is weaker voluntary and community sector provision in areas of Finchley and Golders Green which also have some noteworthy levels of deprivation.

2.3 High Levels of Theft and Handling

Despite Finchley and Golders Green having the second highest crime rate of all three constituencies, (63.0 reported crimes per 1,000), the majority of wards within Finchley and Golders Green compare quite favourably to other areas of the borough.

However reported crime levels in Child's Hill are the second highest across the borough; there are 90.5 reported crimes for every 1,000 people in the population. This is the second highest of all wards in the borough, although there has been some progress with this over the past three years with the level of reported crime in Child's Hill reducing from 98.3 in 2012.

Across all wards in the constituency, theft and handling is most frequently reported crime, accounting for around two fifths of all reported crimes. Violence against the person and Burglary are also quite prominent types of crime in the constituency, accounting for around one fifth each of all reported crime.

3 Recommended areas of focus

- Increasing Diversity and Community Cohesion
 - Improving community cohesion
 - Supporting people as they move into the area

- Inequality across areas of the constituency
 - Placed based commissioning, to target specific areas with:
 - Tackling deprivation and unemployment
 - Improving health and lifestyle

- High Levels of Theft and Handling

4 Summary of Key Facts

4.1 Population

- The total population of the Finchley & Golders Green constituency is 122,930. Over the next five years this population is projected to increase by 4.7% taking the population to 128,731. This is the second highest rate of growth out of all three Barnet constituencies behind Hendon.
- Across most wards within the constituency population growth is projected to be between 0-3.0 per cent over the next five years. However, Golders Green is projected to increase by 21.9%, taking its population to 23,129. This will make it the most populous ward in the constituency, overtaking Child's Hill. Growth in Golders's Green is being driven by the redevelopment works taking place around Brent Cross Cricklewood.
- Finchley & Golders Green has the largest community of Jewish residents in the borough, 21.1% of the total population. The Jewish community is largest in Golders Green, Garden Suburb and Finchley Church End. In these wards Judaism is the most common religion.

4.2 Employment

- 92.9% of the economically active people in Finchley and Golders Green are in employment. Only Hendon has the lower rate of 92.4%, whereas Chipping Barnet has a rate of 97.6%.
- Although by benefit claimants, Finchley and Golders Green has the lowest rate of all three constituencies, with only 8.4% of working age residents in receipt of benefits.
- The most frequently claimed benefit is Employment Support Allowance (ESA), a sickness related benefit, which accounts for 4.4% of all claims. At one time, JSA made up the highest level of claims but in recent years this has and now only accounts for 1.6% of claims in Finchley and Golders Green. Residents claiming ESA this benefit may have health barriers to employment, amongst other barriers such as lack of skills, experience or long periods without work.
- At ward level there is significant variance across the constituency. Garden Suburb (4.6%), Finchley Church End (6.5%) and West Finchley (7.3%) have some of the lowest levels of benefit claimants in the whole borough. Whereas, over 10.0% of working age residents in Golders Green and Childs Hill are currently claiming benefits – the third and fourth highest rates of benefit claimants across the whole of the borough.
- At constituency level, Finchley and Golders Green has the lowest number of 16-19 year olds who are not in employment, education or training (78). Although by ward, Child's Hill and Golders Green have the joint second highest number (22) of 16-19 year olds who are not in education, employment or training across all wards in the borough.

4.3 Deprivation

- Households in Finchley and Golders Green have an average household income of £45,400. This is the highest average income of all three constituencies and is above the Borough average of £41,468.
- The Finchley and Golders Green constituency has a wide spread of incomes. Garden Suburb and Finchley Church End have the highest average incomes of all wards in the borough, with

incomes of £55,491 and £49,814 respectively. However, East Finchley and Golders Green have average household incomes below the Barnet average of £41,468.

- At ward level the highest areas of deprivation are generally located towards the west of the borough; however data from the 2010 Indices of Multiple Deprivation identified the Strawberry Vale estate in East Finchley as having the highest rate of deprivation within the whole of Barnet.
- 13.5% of households across Barnet have an average household income below the national poverty threshold of £17,500. Across Finchley & Golders Green, East Finchley has the highest rate of households with income poverty, 14.5% this is the fourth highest rate across the borough.

4.4 Health

- Average life expectancy is a good measure of the overall health of a population. It is quite difficult to compare Finchley and Golders Green with other areas of the borough as there is a wide range of life expectancies across the different wards.
- Garden Suburb (86.9) and Finchley Church End (86.3) have the two highest average life expectancies from birth of all Barnet wards. Whereas, West Finchley, Golders Green and Childs Hill have among the shortest. This indicates a high level of inequality across different areas of the constituency.
- Childs Hill was also identified in the 2015-2020 Barnet JSNA as having some of the highest rates of mortality from stroke in the borough, along with Burnt Oak and Colindale.
- Despite one of the highest life expectancies of all wards, Finchley Church End has the highest proportion (9.1%) of babies born with a low birth weight (i.e. less than 2500 g).

4.5 Crime

- The Finchley and Golders Green constituency has the second highest rate of reported crimes of all three constituencies; 63.0 reported crimes for every 1,000 people in the population, compared to Hendon with 68.7 and Chipping Barnet with 53.2.
- The highest reported crime rate is in Childs Hill, where 90.5 crimes are reported for every 1,000 people in the population, although since 2012/13 the number of reported crimes in Child's Hill has decreased by 7.9 reported crimes for every 1,000 people in the population.
- The most frequent type of reported crime across all wards in the Finchley and Golders Green constituency is theft and handling, which accounts for approximately 39.0% of all reported crimes.

4.6 House prices

- Finchley and Golders Green has the highest house prices in Barnet. Only Woodhouse has average house prices below the Barnet average of £479,664 and the five out the top six most expensive wards are within Finchley and Golders Green.

5 Data Tables and Analysis

5.1 Demographics

5.1.1 Population

- The total population of the Finchley & Golders Green constituency is 122,930.
- The largest ward in Finchley and Golders Green is Childs Hill which has 20,695, the second largest of all wards in the borough.
- Finchley and Church End has the smallest population of 16,015.

Table 5-1: Population by Ward, 2015

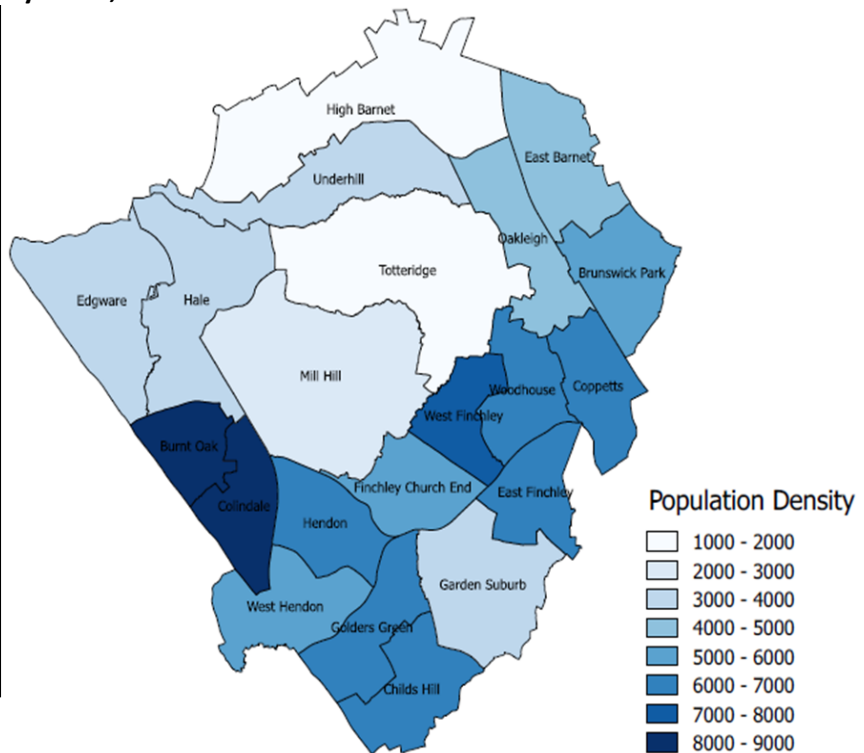
Ward Name	Total Population
Colindale	21658
Childs Hill	20695
Mill Hill	20187
Golders Green	18979
Hendon	18886
Burnt Oak	18090
West Hendon	17961
Edgware	17927
Woodhouse	17919
Hale	17353
Coppetts	17236
West Finchley	16959
Brunswick Park	16402
East Finchley	16285
East Barnet	16173
Underhill	16153
Garden Suburb	16078
Finchley Church End	16015
Oakleigh	15774
High Barnet	15367
Totteridge	15169

Source: GLA 2013 Population Projections (Borough Preferred Option)

- By population density, West Finchley is the largest ward in Finchley and Golders Green with 7,860 people per square km, and Finchley and Church End remains as the least populated with 5,891 per square km.

Figure 5-1: Population Density by Ward, 2015

Ward Name	Population by Km ²
Brunswick Park	5,179
Burnt Oak	8,774
Childs Hill	6,708
Colindale	8,237
Coppetts	6,352
East Barnet	4,325
East Finchley	6,506
Edgware	3,235
Finchley Church End	5,891
Garden Suburb	3,410
Golders Green	6,401
Hale	3,208
Hendon	6,671
High Barnet	1,855
Mill Hill	2,156
Oakleigh	4,766
Totteridge	1,733
Underhill	3,559
West Finchley	7,860
West Hendon	5,252
Woodhouse	6,854

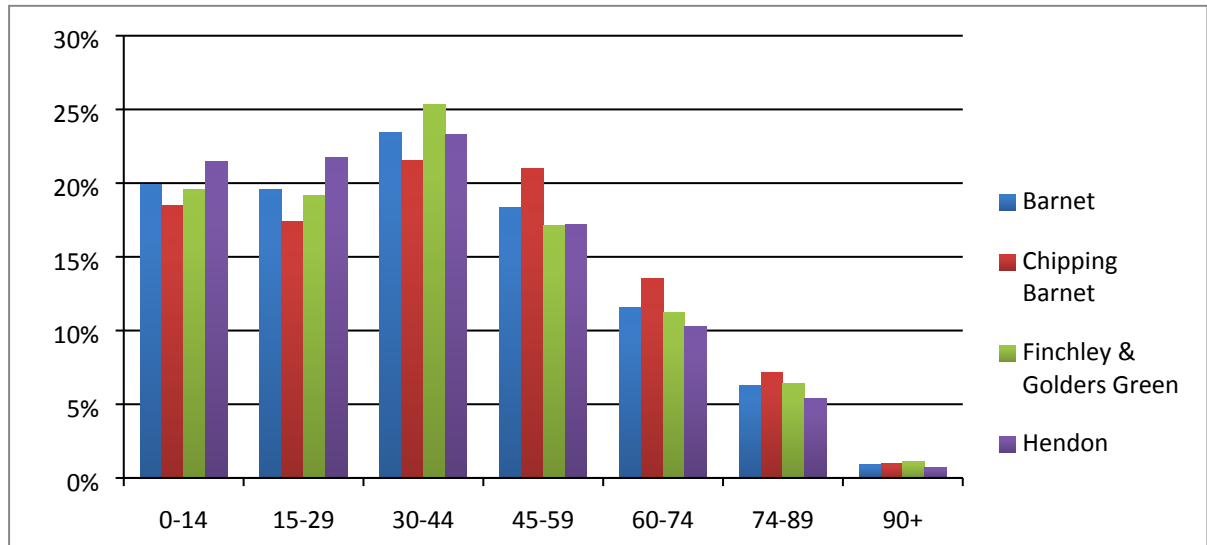


Source: GLA 2013 Population Projections (Borough Preferred Option)

5.1.2 Population by Age

- 25.3% of the Finchley and Golders Green population are aged 30-44 years old, this is this is the highest proportion of 30-44 year olds across all three constituencies.
- 18.8% of the Finchley and Golders Green population are aged 60 or above, this is the second largest of all three constituencies behind Chipping Barnet.
- 19.4% of the Finchley and Golders Green population are aged 29 or below, this is the second largest of all three constituencies behind Hendon.

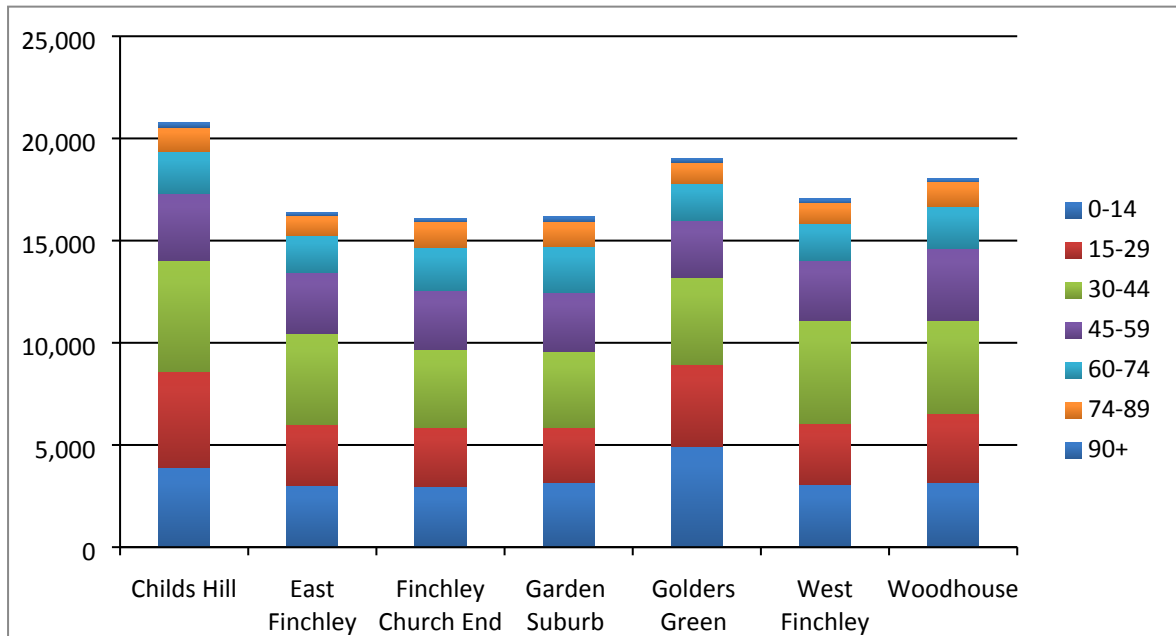
Figure 5-2: Barnet constituency populations, by age group



Source: GLA 2013 Population Projections (Borough Preferred Option)

- Golders Green has the youngest age structure of all wards in Golders Green, with 26.0% of residents aged 0-14. Equally Golder Green has the smallest proportion of people aged 60 or over, 16.1% compared to the constituency average of 18.8%.

Figure 5-3: Finchley and Golders Green population by Ward and 15 Year Age Band



Source: GLA 2013 Population Projections (Borough Preferred Option)

5.1.3 Population Growth

- During the period 2015 to 2020, the Finchley and Golders Green population is projected to increase by 4.7% taking the population to 128,731. This is the second highest rate of growth of all three Barnet constituencies behind Hendon.
- Across most wards within the constituency population growth is projected to be between 0-3 per cent over the next five years. However, Golders Green is projected to increase by 21.9%, taking its population to 23,129. This will make it the most populous ward in the constituency, overtaking Child's Hill. Growth in Golders's Green is being driven by the redevelopment works taking place around Brent Cross Cricklewood.

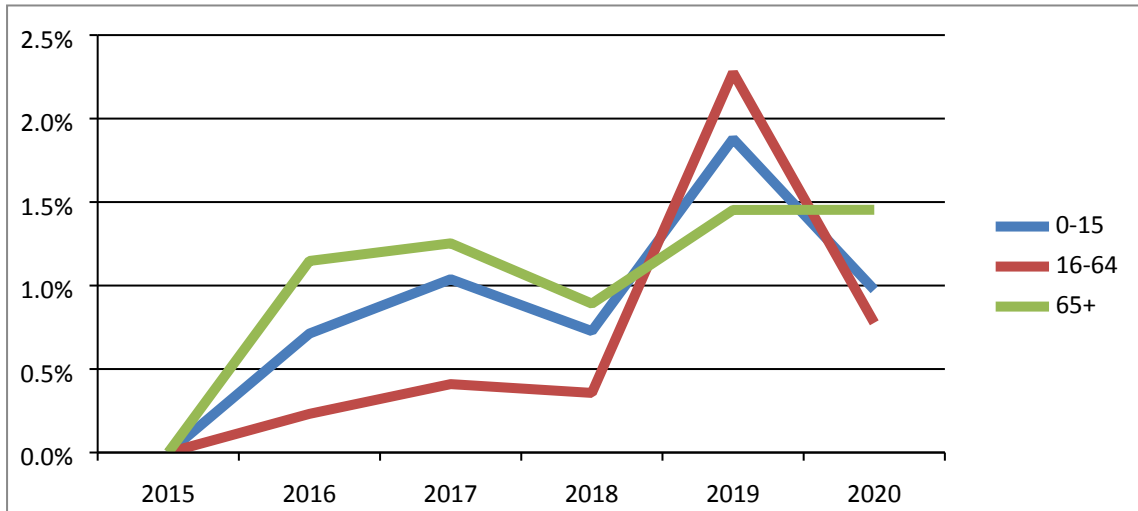
Figure 5-4: Population by Ward, 2015 – 2020

Ward Name	2015	2020	% Growth 2015- 2020
Colindale	21658	31005	43.2%
Golders Green	18979	23129	21.9%
Mill Hill	20187	22159	9.8%
Childs Hill	20695	21268	2.8%
Edgware	17927	19154	6.8%
Hendon	18886	18785	-0.5%
Woodhouse	17919	18318	2.2%
Burnt Oak	18090	18278	1.0%
West Hendon	17961	18266	1.7%
West Finchley	16959	17418	2.7%
Hale	17353	17275	-0.4%
Coppetts	17236	17098	-0.8%
Brunswick Park	16402	16865	2.8%
East Barnet	16173	16353	1.1%
East Finchley	16285	16280	0.0%
Finchley Church End	16015	16210	1.2%
Garden Suburb	16078	16108	0.2%
Underhill	16153	16080	-0.5%
Oakleigh	15774	15702	-0.5%
Totteridge	15169	15562	2.6%
High Barnet	15367	15438	0.5%

Source: GLA 2013 Population Projections (Borough Preferred Option)

- Growth is projected across all age groups, with the highest level of growth projected in the 65 and over age group (6.4%). The 0-15 age group is projected growth of 5.4% and the 16-64 age group to grow by 4.1%.

Figure 5-5: Finchley and Golders Green Population Growth, by Broad Age Group (2015-2020)

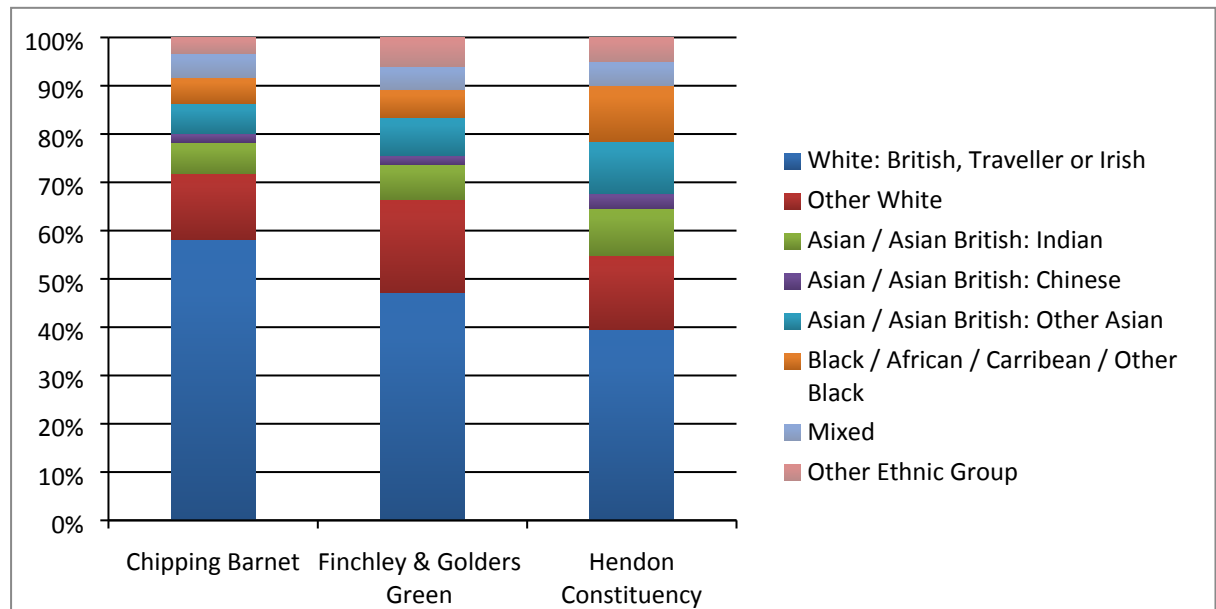


Source: GLA 2013 Population Projections (Borough Preferred Option)

5.1.4 Ethnicity

- The Chipping Barnet population is mainly white, with 66.5% of the population either White: British, Traveller or Irish or White: Other. This is the second highest rate of all three constituencies and is above the overall Barnet rate of 64.1%.

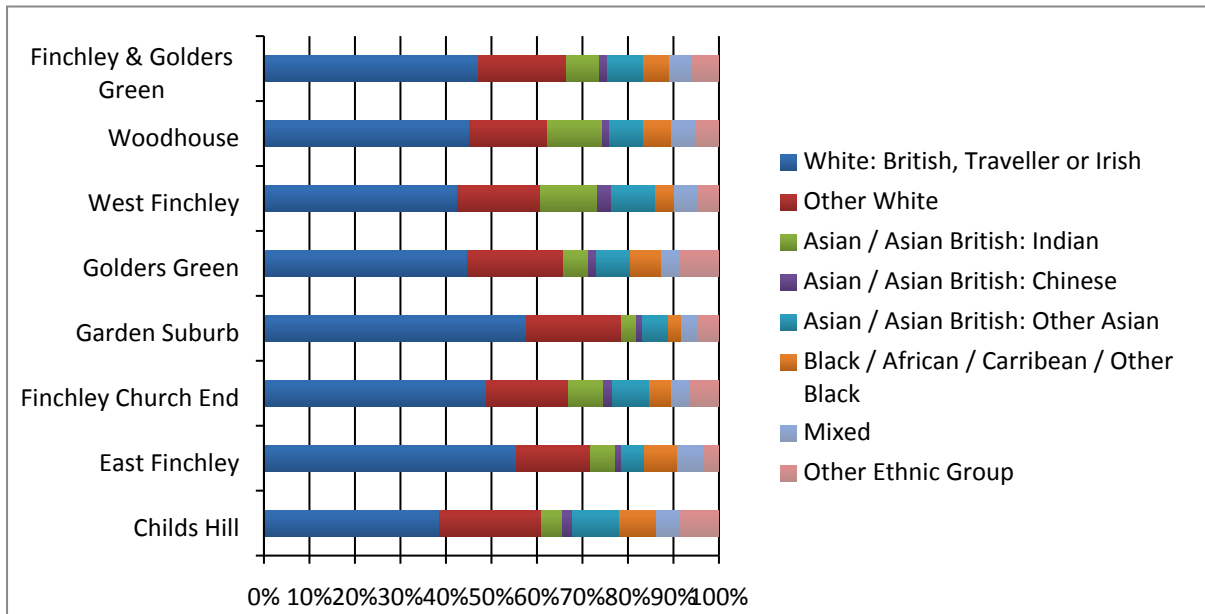
Table 5-2: Barnet Constituencies by Ethnicity



Source: 2011 Census

- Across all wards White is the largest ethnic group. Childs Hill has the smallest proportion of White British residents (38.5%), although they have the highest proportion of Other White (22.6%).
- West Finchley and Woodhouse have the largest Indian communities, 12.6% and 11.39% respectively.

Figure 5-6: Finchley and Golders Green population by ethnicity and ward

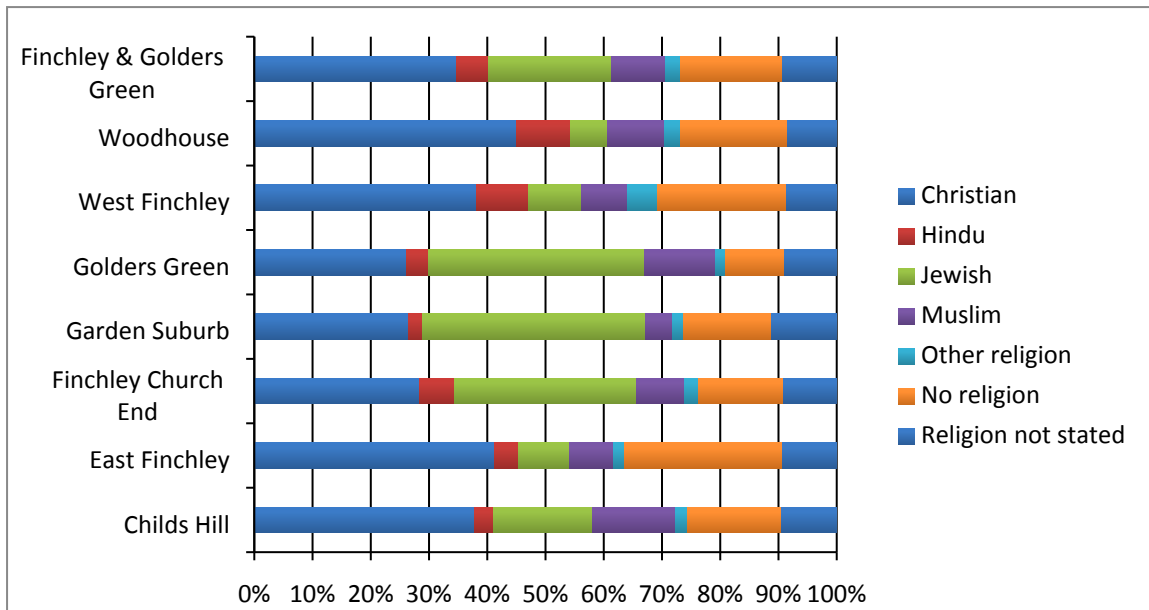


Source: 2011 Census

5.1.5 Religion

- Finchley and Golders Green has the largest community of Jewish residents in the borough, 21.1% of the total population. The Jewish community is largest in Golders Green, Garden Suburb and Finchley Church End. In these wards Judaism is the most common religion.

Figure 5-7: Religious Category by Ward

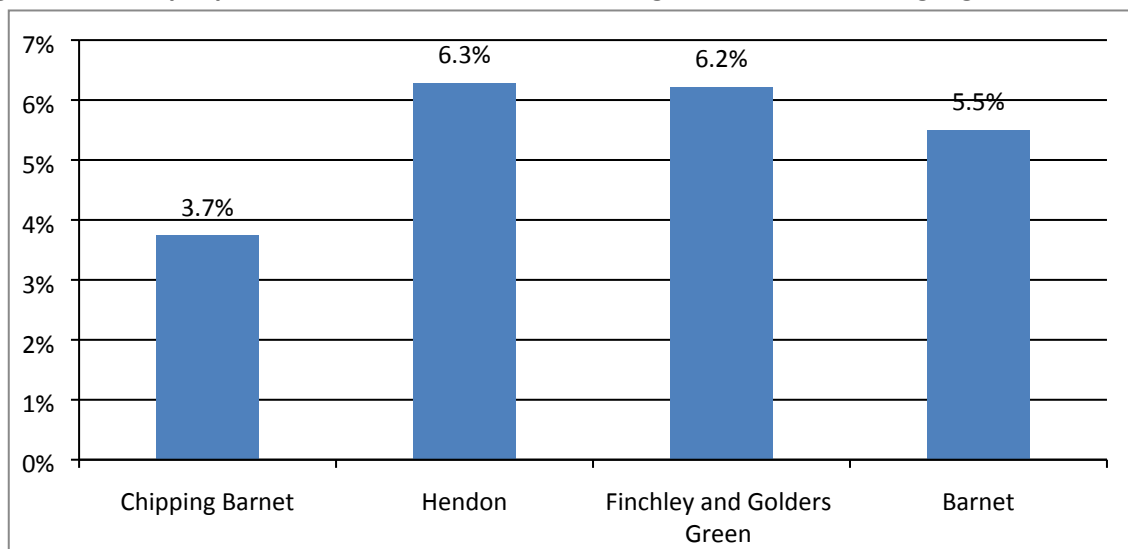


Source: 2011 Census

5.1.6 Primary language

- In 2011, 6.2% of residents in Finchley and Golders Green did not speak English as their main language. This was the second highest rate of all three constituencies, and above the Barnet average of 5.5%.

Figure 5-8: % of people in household who don't have English as their main language



Source: 2011 Census

- By ward, Child's Hill had the joint highest proportion of residents who did not speak English as a main language (8.8%).
- Only Garden Suburb (4.3%) and East Finchley (4.3%) had a lower proportion of residents than the Barnet average, who did not speak English as their main language.

Table 5-3: % of people in household who don't have English as their main language

Names	% No people in household have English as a main language
Childs Hill	8.8%
West Hendon	8.8%
Colindale	8.5%
Hendon	7.6%
West Finchley	7.6%
Burnt Oak	6.7%
Woodhouse	6.3%
Finchley Church End	5.8%
Golders Green	5.7%
Coppetts	5.4%
Totteridge	5.2%
East Finchley	4.3%
Edgware	4.3%
Garden Suburb	4.3%
Hale	4.1%
Brunswick Park	3.8%
Mill Hill	3.8%
Oakleigh	3.3%
East Barnet	2.9%
High Barnet	2.7%
Underhill	2.7%

Source: 2011 Census

5.2 Environment

5.2.1 Labour Market

- At constituency level, Finchley and Golders Green has the lowest employment rate (63.1%) of all three constituencies. However, this doesn't show the full picture as this does not take into account economic activity levels. People such as students or retirees are not classified as economically active.
- Therefore a better indicator is to compare the difference between the level of economic activity and the employment rate. When this is taken into account Finchley and Golders Green and Hendon are more comparable as they both have similar levels of economically active residents who are in employment.

Table 5-4: Economic Activity and Employment Rates by constituency, Apr 2014 – Mar 2015

Area	Economically Active		Employment Rate		Variance	
	No.	%	No.	%	No.	%
Chipping Barnet	63,400	71.5%	61,600	69.4%	1,800	2.1%
Finchley and Golders Green	56,200	68.3%	52,200	63.1%	4,000	5.2%
Hendon	62,000	78.1%	57,300	72.0%	4,700	6.1%

Source: ONS annual population survey

5.2.2 Benefit Claimants

- Across constituencies, Finchley and Golders Green has the lowest rate of people aged 16-64 claiming benefits (8.4%).
- Across the whole of Barnet, there has been a downward trend in the amount of people claiming JSA, whereas ESA claimants have been on the rise. This has now resulted in ESA being the claimed benefit across the whole borough. In Finchley and Golders Green, ESA claimants account for 4.4% of all claimants, compared to only 1.6% for JSA.

Table 5-5: Working-age client group – main benefit claimants (February 2015)

Benefit Type	Chipping Barnet		Hendon		Finchley and Golders Green	
	No.	% of 16-64 population	No.	% of 16-64 population	No.	% of 16-64 population
Total claimants	6,640	9.0%	8,570	10.1%	6,910	8.4%
By statistical group						
Job seekers	1,100	1.5%	1,430	1.7%	1,330	1.6%
ESA and incapacity benefits	3,330	4.5%	4,200	4.9%	3,600	4.4%
Lone parents	610	0.8%	850	1.0%	510	0.6%
Carers	700	0.9%	1,010	1.2%	630	0.8%
Others on income related benefits	130	0.2%	200	0.2%	200	0.2%
Disabled	650	0.9%	740	0.9%	540	0.7%
Bereaved	140	0.2%	130	0.2%	100	0.1%
Main out-of-work benefits†	5,160	7.0%	6,690	7.9%	5,640	6.9%

†Main out-of-work benefits includes the groups: job seekers, ESA and incapacity benefits, lone parents and others on income related benefits

Source: DWP benefit claimants - working age client group

- Whereas, Garden Suburb, Finchley Church End and West Finchley have some of the lowest levels of benefit claimants, this is not the case across the whole of the constituency.
- Over 10.0% of working age residents in Golders Green and Childs Hill are currently claiming benefits – the third and fourth highest rates of benefit claimants across the whole of the borough.

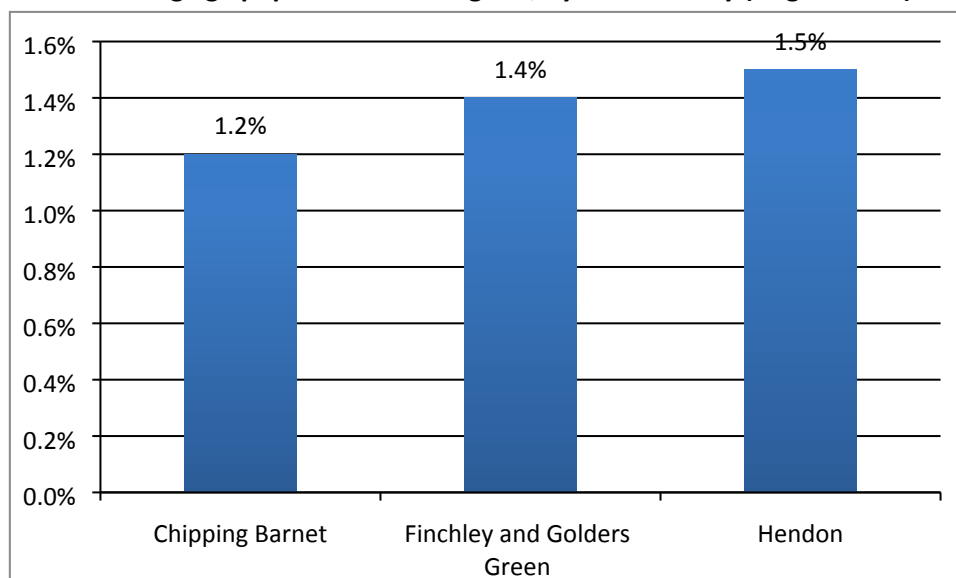
Table 5-6: Working-age client group – main benefit claimants by ward (February 2015)

Ward Name (February 2015)	Total	JSA	ESA / IB	Lone Parents	Carers	Income related benefits	Disabled	Bereaved	Total Claimants % of Working Age Population
Burnt Oak	1760	265	890	180	225	40	140	20	14.8%
Underhill	1265	200	665	110	135	25	110	20	12.4%
Golders Green	1295	210	700	85	145	25	115	15	11.3%
Childs Hill	1515	315	815	125	120	55	70	15	10.8%
West Hendon	1305	260	655	115	130	35	95	15	10.8%
Colindale	1530	270	730	220	150	40	100	20	10.3%
East Barnet	1065	190	505	110	115	15	105	25	10.3%
Coppetts	1200	205	630	125	100	20	95	25	10.1%
Hale	1060	170	520	85	140	20	105	20	9.8%
Woodhouse	1170	210	595	100	110	35	100	20	9.7%
East Finchley	980	165	515	80	105	25	80	10	9.0%
Brunswick Park	935	140	450	60	120	25	115	25	8.9%
Edgware	925	130	445	70	115	25	120	20	8.4%
Hendon	1045	200	525	85	110	20	90	15	8.4%
Oakleigh	810	135	360	105	100	20	75	15	8.2%
High Barnet	765	125	410	55	75	10	70	20	7.8%
Mill Hill	960	145	450	90	140	15	100	20	7.4%
West Finchley	835	195	425	50	65	20	65	15	7.3%
Finchley Church End	660	135	335	40	60	25	55	10	6.5%
Totteridge	605	95	295	40	75	15	70	15	6.5%
Garden Suburb	455	105	220	30	40	10	45	5	4.6%

Source: DWP benefit claimants - working age client group

- More recent data is available on JSA claimants.
- In August 2015, Finchley and Golders Green had the lowest proportion of working age residents who claimed JSA (1.4%).
- Of these, only 10.7% of claimants were aged between 18 and 24, the lowest rate of all three constituencies.

Figure 5-9: % of working age population claiming JSA, by constituency (August 2015)



Source: ONS Jobseeker's Allowance by age and duration

Table 5-7: JSA claimants by age and duration, by constituency (August 2015)

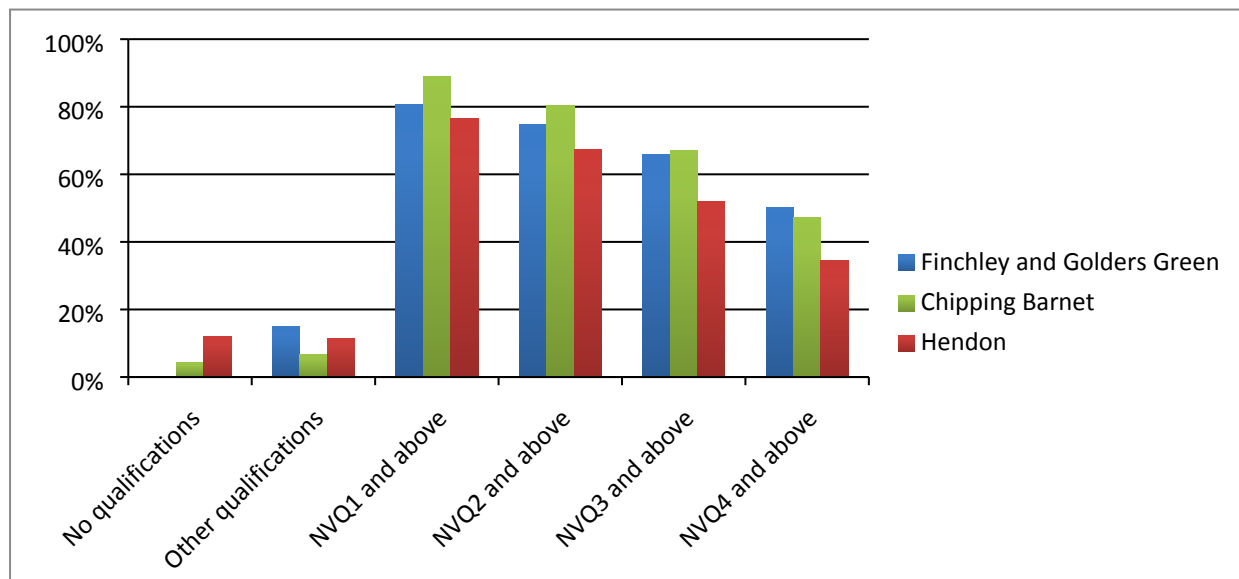
	Chipping Barnet		Hendon		Finchley and Golders Green	
	No.	% of JSA Claimants	No.	% of JSA Claimants	No.	% of JSA Claimants
By age of claimant						
Aged 18-24	135	15.2%	170	13.6%	120	10.7%
Aged 25-49	520	58.7%	755	60.2%	705	63.2%
Aged 50 and over	230	26.1%	325	26.1%	290	26.0%
By duration of claim						
Up to 6 months	505	57.1%	705	56.4%	615	55.0%
Over 6 up to 12 months	175	19.9%	260	20.9%	230	20.6%
Over 12 months	205	23.0%	285	22.7%	270	24.4%

Source: ONS Jobseeker's Allowance by age and duration

5.2.3 Qualifications

- Chipping Barnet has the highest proportion of residents with NVQ levels 1-3. Although, Finchley and Golders Green have proportionally more residents with NVQ level 4 and above than Chipping Barnet; 47.2% and 50.1% respectively.

Figure 5-10: % qualifications held by working age population, by constituency (Jan 2014 – Dec 2014)

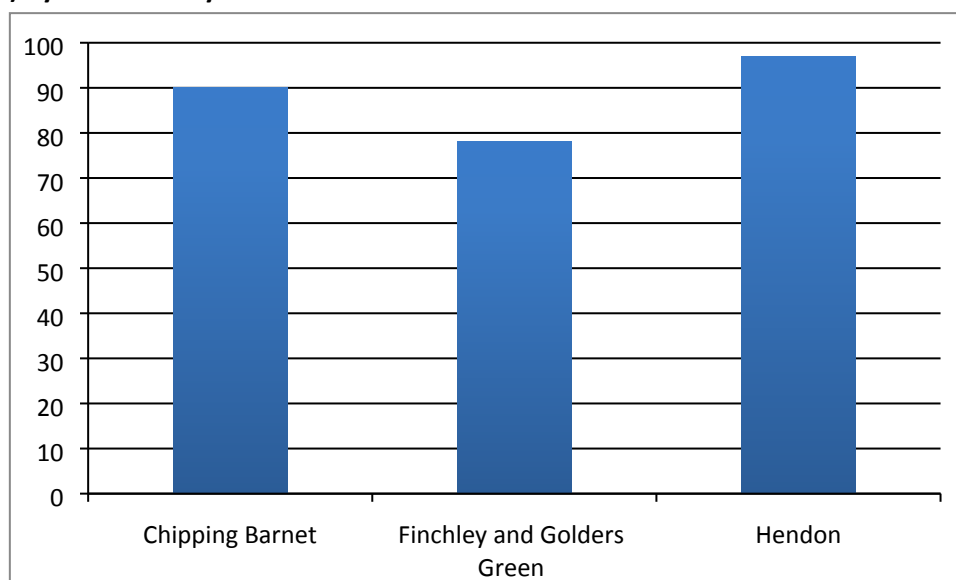


Source: ONS annual population survey

5.2.4 Not in Employment, Education or Training (NEET)

- At constituency level, Finchley and Golders Green has the lowest number of 16-19 year olds who are not in employment, education or training (78).

Figure 5-11: Number of 16-19 year olds who are not in employment, education or training (NEET) by constituency



Source: West London Partnership Support Unit, March 2015

- Although by ward, Child’s Hill and Golders Green have the joint second highest number (22) of 16-19 year olds not in education, employment or training across all wards in the borough.

Table 5-8: Number of 16-19 year olds who are not in employment, education or training (NEET) by ward

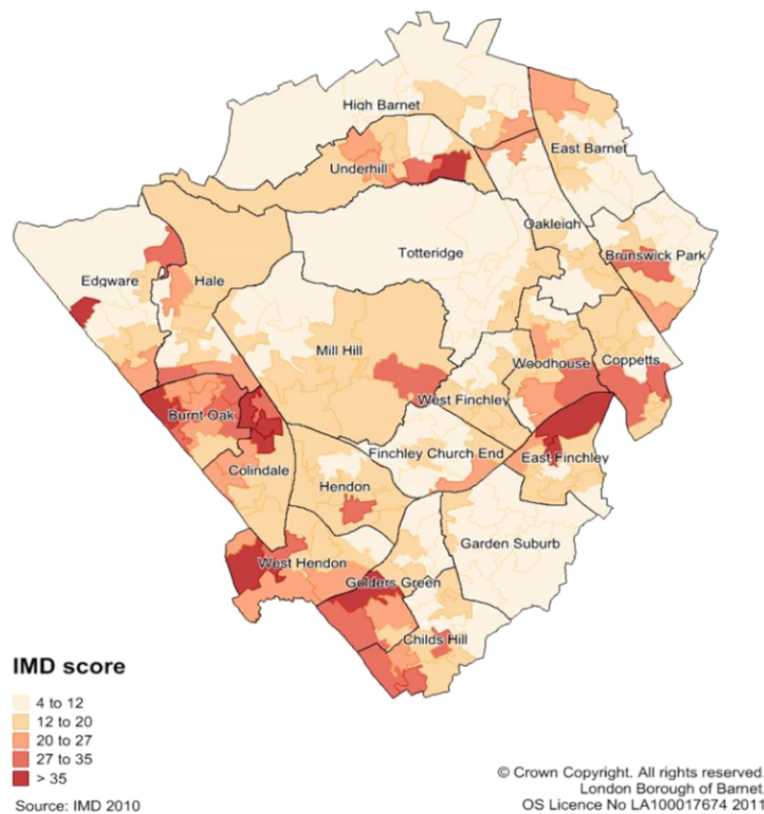
Ward	No.
Burnt Oak	26
Underhill	26
Childs Hill	22
Golders Green	22
Colindale	18
Coppetts	16
Brunswick Park	15
Edgware	13
Hale	13
Mill Hill	13
High Barnet	11
East Barnet	10
East Finchley	9
Oakleigh	9
West Hendon	9
West Finchley	8
Woodhouse	7
Finchley Church End	5
Garden Suburb	5
Hendon	5
Totteridge	3

Source: West London Partnership Support Unit, March 2015

5.2.5 Deprivation

- The Index of Multiple Deprivation (IMD 2010) is the primary source for measuring deprivation in England and Wales. The Index is made up of seven categories known as 'indices', each for a distinct type or 'domain' of deprivation. These domains relate to income, employment, health and disability, education, skills and training, barriers to housing and services, living environment and crime, reflecting the broad range of deprivation that people can experience.
- By ward, Within Barnet, the 2010 figures show the west of the Borough has higher levels of deprivation in Colindale, West Hendon and Burnt Oak. Although the Strawberry Vale estate in East Finchley is identified as the most deprived area of the Borough and falls within the 11% most deprived in the country.

Figure 5-12: IMD 2010 Scores for 2010 by LSOA



5.2.6 Household Income

- The average household income in Chipping Barnet is £45,400. This is the highest average income of all three constituencies and is above the Borough average of £41,468.

Table 5-13: Average household income, by constituency, 2015

Area	Average Household Income
Chipping Barnet	£43,295
Finchley and Golders Green	£45,400
Hendon	£37,737
Barnet	£41,468

Source: CACI Paycheck 2015

- At ward level the Finchley and Golders Green constituency has a wide spread of incomes. Garden Suburb and Finchley Church End have the highest average incomes of all wards in the borough, with incomes of £55,491 and £49,814 respectively. However, East Finchley and Golders Green have average household incomes below the Barnet average of £41,468.

Figure 5-14: Average household income, by Ward, 2012 and 2015

Area Name	2012	2015	% Change
Garden Suburb	£44,701	£55,491	24.1%
Finchley Church End	£39,201	£49,814	27.1%
Totteridge	£39,875	£49,783	24.8%
High Barnet	£39,765	£48,540	22.1%
West Finchley	£38,348	£47,000	22.6%
Oakleigh	£37,558	£45,919	22.3%
Mill Hill	£38,524	£44,596	15.8%
Edgware	£35,705	£44,158	23.7%
Childs Hill	£36,192	£42,165	16.5%
Coppetts	£36,402	£41,726	14.6%
Hendon	£33,579	£41,557	23.8%
Woodhouse	£34,946	£41,549	18.9%
East Barnet	£35,204	£41,491	17.9%
Brunswick Park	£35,740	£41,266	15.5%
Hale	£34,527	£41,148	19.2%
East Finchley	£35,905	£40,907	13.9%
Golders Green	£32,625	£40,877	25.3%
West Hendon	£31,773	£36,642	15.3%
Underhill	£31,100	£34,342	10.4%
Colindale	£27,295	£30,125	10.4%
Burnt Oak	£25,745	£25,930	0.7%

Source: CACI Paycheck 2015

5.2.6.1 Poverty

- Household incomes can be used to measure poverty. Poverty is defined by the government as being 60% of median net incomes which relates to the official poverty line being equivalent to £17,217.
- In 2015, 13.5% of households in Barnet had an income below the poverty threshold. Once again, across the Finchley and Golders Green has a high level of diversity when looking at Poverty.
- Garden Suburb, Finchley Church End and West Finchley have amongst the lowest proportion of homes living below the poverty threshold in Barnet. Whereas East Finchley, Golders Green and Childs Hill have amongst the seven highest rates of households living below the poverty threshold across the borough.

Figure 5-15: % of homes living in poverty, Ward and 2015

Area Name	% in Poverty
Burnt Oak	26.1%
Colindale	22.0%
Underhill	18.0%
West Hendon	16.1%
East Finchley	14.5%
Golders Green	13.5%
Childs Hill	13.3%
Hale	13.1%
Hendon	13.0%
Coppetts	12.8%
Woodhouse	12.7%
Brunswick Park	12.6%
East Barnet	12.5%
Edgware	11.9%
Mill Hill	11.6%
Oakleigh	10.6%
West Finchley	10.3%
High Barnet	9.7%
Totteridge	9.3%
Finchley Church End	8.8%
Garden Suburb	6.9%

Source: CACI Paycheck 2015

5.2.6.2 Child Poverty

- As with household poverty levels, the proportion of children living in poverty in Finchley and Golders Green varies across different areas of the constituency.
- Finchley Church End and Garden Suburb have some of the lowest levels of child poverty across the borough. Whereas other areas of the constituency, such as Childs Hill and East Finchley and have much higher rates of child poverty; with some of the highest across the whole borough.

Figure 5-16: Children Living in a Low Income Family

Ward	Number of all children living in a low-income family	% of all children living in a low-income family	% of all children living in poverty
Colindale	1460	30.9%	37.5%
Burnt Oak	1595	28.5%	36.0%
Underhill	940	24.8%	26.2%
Childs Hill	940	22.3%	25.0%
Coppetts	815	21.1%	25.0%
East Finchley	630	18.9%	22.8%
East Barnet	680	17.4%	19.7%
Woodhouse	640	17.3%	20.9%
Hale	800	17.0%	21.2%
West Hendon	655	16.8%	21.6%
Edgware	725	15.9%	23.7%
Mill Hill	720	15.5%	21.9%
Oakleigh	555	15.5%	18.0%
Brunswick Park	565	14.1%	18.0%
Golders Green	825	14.0%	17.5%
Hendon	515	11.9%	16.5%
West Finchley	345	11.4%	15.7%
Totteridge	355	11.3%	12.8%
Finchley Church End	300	9.6%	12.2%
High Barnet	310	9.5%	10.7%
Garden Suburb	255	7.9%	7.7%

Source: HMRC snapshot as at 31 August 2012

5.3 Health and Lifestyle

5.3.1 Life Expectancy

- Average life expectancy is a key summary indicator of health. Averages are provided from birth and from the age of 65, both by gender.
- Garden Suburb and Finchley Church End have the two highest average life expectancies from birth of all Barnet wards. Whereas, West Finchley, Golders Green and Childs Hill have among the shortest. This indicates a high level of inequality across different areas of the constituency.

Figure 5-17: Life expectancy at birth, 2009-2013

Area	Male	Female
Garden Suburb	84.9	89.0
Finchley Church End	84.2	88.4
Edgware	84.0	87.0
Mill Hill	83.6	86.7
Totteridge	82.5	86.3
Colindale	81.8	86.0
West Hendon	80.7	86.0
Hale	81.6	85.6
East Barnet	81.0	85.2
East Finchley	82.2	84.9
Brunswick Park	82.3	84.8
Barnet	81.2	84.6
Oakleigh	81.0	84.4
High Barnet	81.8	84.2
Hendon	80.2	84.1
Woodhouse	81.9	84.0
Underhill	78.2	83.7
West Finchley	82.2	83.5
Golders Green	80.4	82.9
Childs Hill	79.4	82.6
Coppetts	79.1	81.9
Burnt Oak	76.0	81.4

Source: ONS 2013, Life expectancy at birth by ward

Figure 5-18: Life Expectancy at 65, 2009-2013

Area	Male	Female
Edgware	22.7	25.7
Garden Suburb	22.3	25.4
Finchley Church End	22.1	25.2
Mill Hill	22.3	25.2
West Hendon	18.8	23.6
Totteridge	20.2	23.5
Colindale	21.8	23.3
East Barnet	19.0	23.1
East Finchley	20.1	23.0
Hale	20.5	23.0
Hendon	19.4	22.4
Barnet	19.8	22.2
Brunswick Park	20.4	22.1
High Barnet	19.4	22.1
Oakleigh	19.6	21.8
Woodhouse	19.9	21.7
Underhill	18.4	21.6
West Finchley	20.1	21.5
Golders Green	19.6	21.0
Childs Hill	17.3	20.8
Burnt Oak	16.7	19.3
Coppetts	17.3	18.6

Source: ONS 2013, Life expectancy at age 65

5.4 Community Assets

- There is also a broad range of voluntary and community organisations operating in Barnet and which have come into being independently of the Council. The largest available dataset is drawn from the Charities Commission register of charities, and suggests that there are 1,235 registered charities operating in Barnet. 638 (51.7%) are based in or near Barnet and 597 (48.3%) come from outside the Borough¹.
- For the 638 charities which are also based in the Borough, it is possible to give a breakdown of the wards in which they are based. The data refers to the registered address of the charity rather than to the address from which it operates services and these may not always be the same.

Figure 5-19: Geographical breakdown of charities based in and operating in Barnet, by ward

Ward	All
Brunswick Park	16
Burnt Oak	17
Childs Hill	31
Colindale	14
Coppetts	16
East Barnet	22
East Finchley	17
Edgware	48
Finchley Church End	36
Garden Suburb	46
Golders Green	74
Hale	25
Hendon	43
High Barnet	42
Mill Hill	40
Oakleigh	26
Totteridge	25
Underhill	18
West Finchley	29
West Hendon	31
Woodhouse	22

**Percentage of all Barnet-based charities which are in this ward*

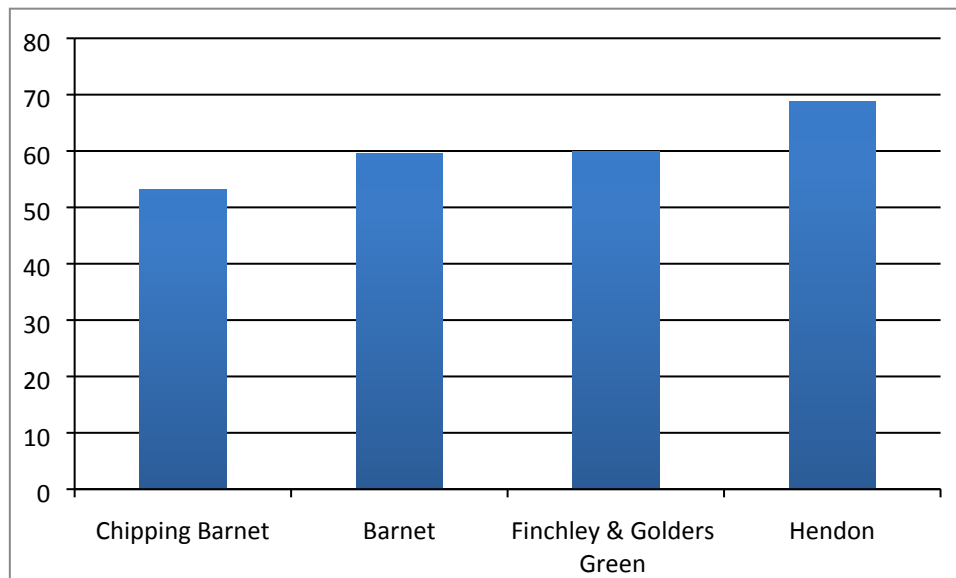
Source: Charities Commission February 2015

¹ Data in this section has been compiled from the Charities Commission's register of charities who state that they operate in Barnet, as of February 2015, combined with Charities Commission data on VCS organisations who have contracts with Barnet Council to provide services, either directly to the Council or to residents.

5.5 Crime

- The Finchley and Golders Green constituency has the second highest rate of reported crimes of all three constituencies; 63.0 reported crimes for every 1,000 people in the population, compared to Hendon with 68.7 and Chipping Barnet with 53.2.

Figure 5-20: Average Reported Crime per 1,000 of the population



Source: Crime rates by ward in the Metropolitan police area, May 2015

- In 2014/15, across most wards Finchley and Golders Green, crime rates are close to, or below the constituency average of 63.0 crimes per 1,000 of the population.
- However, in Childs Hill, which has the highest rate of crime in the constituency and the second highest across the whole borough, reported crime rates per 1,000 are 90.5.
- Although positively, since 2012/13 the number of reported crimes in Child's Hill has decreased by 7.9 reported crimes for every 1,000 people in the population.
- The most frequent type of reported crime across all wards in the Finchley and Golders Green constituency is theft and handling, which accounts for approximately 39.0% of all reported crimes.

Table 5-9: Crime Rates (per 1,000 of the population) across Barnet, 2012-2015

Area	2012/13	2013/14	2014/15	Change 2012/13 - 2014-15
West Hendon	97.0	104.1	99.9	2.9
Childs Hill	98.3	84.8	90.5	-7.9
Coppetts	83.6	80.6	75.6	-8.0
Hendon	73.3	72.9	72.6	-0.6
Edgware	81.9	66.6	71.4	-10.5
Woodhouse	82.0	68.5	69.3	-12.7
Burnt Oak	60.8	62.1	68.5	7.7
Garden Suburb	69.7	51.3	65.1	-4.5
Mill Hill	74.5	67.3	62.8	-11.7
Golders Green	70.7	57.5	61.3	-9.4
Colindale	62.7	54.1	58.9	-3.7
Underhill	57.8	57.1	57.9	0.1
High Barnet	68.1	61.8	56.3	-11.7
West Finchley	62.9	58.4	55.2	-7.6
Finchley Church End	60.6	45.6	52.0	-8.6
Oakleigh	61.2	49.9	49.7	-11.4
Brunswick Park	54.7	49.9	49.4	-5.3
East Finchley	58.6	44.1	47.5	-11.0
Hale	52.4	49.7	46.8	-5.6
East Barnet	56.9	45.7	44.0	-12.9
Totteridge	43.1	37.1	39.7	-3.4

Source: Crime rates by ward in the Metropolitan police area, May 2015

Table 5-10: Types of crime by ward, 2014/2015

Wards	Violence Against the Person	Sexual Offences	Robbery	Burglary	Theft and Handling	Criminal Damage	Drugs	Other Notable Offences
Brunswick Park	25.4%	2.3%	1.4%	24.5%	29.7%	9.5%	5.0%	2.2%
Burnt Oak	41.5%	2.3%	3.4%	10.0%	23.7%	12.8%	3.9%	2.3%
Childs Hill	25.7%	1.7%	2.7%	16.9%	39.8%	7.1%	4.7%	1.5%
Colindale	35.4%	1.6%	2.4%	10.1%	28.4%	14.5%	5.3%	2.3%
Coppetts	23.5%	1.5%	2.1%	11.2%	47.6%	10.0%	2.2%	1.8%
East Barnet	32.9%	0.8%	2.5%	23.5%	23.9%	10.4%	4.8%	1.1%
East Finchley	24.8%	2.3%	3.4%	20.4%	38.0%	7.1%	2.7%	1.3%
Edgware	25.0%	1.7%	3.3%	10.8%	46.7%	8.1%	2.4%	2.1%
Finchley Church End	18.6%	2.4%	1.4%	23.8%	40.0%	10.2%	2.8%	0.8%
Garden Suburb	17.6%	1.0%	1.7%	20.2%	50.9%	6.1%	0.9%	1.6%
Golders Green	21.4%	1.0%	1.1%	16.2%	50.9%	6.6%	1.7%	1.1%
Hale	26.9%	1.7%	2.1%	15.8%	37.1%	11.0%	3.5%	1.8%
Hendon	28.2%	2.1%	3.0%	13.2%	38.3%	9.0%	4.8%	1.6%
High Barnet	23.3%	1.0%	2.4%	16.8%	38.8%	8.6%	6.6%	2.5%
Mill Hill	24.6%	1.3%	2.2%	16.0%	43.2%	7.7%	3.0%	2.0%
Oakleigh	24.3%	1.5%	2.0%	24.8%	32.0%	8.0%	4.9%	2.4%
Totteridge	24.6%	2.2%	2.4%	23.2%	36.6%	7.2%	2.4%	1.4%
Underhill	32.4%	4.0%	1.8%	15.1%	23.9%	14.2%	6.7%	1.9%
West Finchley	27.9%	1.9%	1.6%	18.5%	35.5%	9.4%	3.7%	1.5%
West Hendon	21.7%	1.6%	2.5%	10.6%	52.2%	6.3%	3.8%	1.4%

Source: Crime rates by ward in the Metropolitan police area, May 2015

5.6 House Prices


- Finchley and Golders Green is the most expensive constituency to live in Barnet. Only Woodhouse has average house prices below the Barnet average of £479,664 and the five out the top six most expensive wards are within Finchley and Golders Green.
- Over the past year, house prices in High and Brunswick Park have seen some of the biggest declines of anywhere in the borough; -9.2% and -9.6% respectively.
- Whereas, all other wards in the constituency have seen average house prices increase, with the largest increase in Oakleigh (36.4%).

Figure 5-21: Average House Prices in Barnet

Ward	2014/15 Q1	2014/15 Q2	2014/15 Q3	2014/15 Q4	2015/16 Q1	2014/15 Q1 - 2015/16 Q1 Growth
Childs Hill	£828,707	£1,057,425	£548,608	£851,949	£1,212,577	46.3%
Garden Suburb	£1,083,837	£1,544,133	£1,086,373	£1,177,948	£1,091,279	0.7%
Totteridge	£605,851	£759,467	£762,613	£688,370	£743,452	22.7%
Golders Green	£697,190	£607,467	£667,306	£589,987	£720,025	3.3%
East Finchley	£480,585	£593,494	£573,599	£444,874	£669,531	39.3%
Finchley Church End	£805,661	£809,233	£617,877	£679,265	£622,394	-22.7%
Oakleigh	£445,549	£599,040	£449,089	£500,278	£607,652	36.4%
Mill Hill	£671,996	£671,280	£495,948	£644,034	£602,522	-10.3%
Hendon	£398,548	£439,165	£528,672	£682,080	£595,805	49.5%
West Finchley	£441,243	£516,566	£461,734	£474,769	£577,142	30.8%
Edgware	£430,049	£484,568	£446,982	£543,174	£504,523	17.3%
High Barnet	£533,023	£477,515	£462,438	£536,633	£484,233	-9.2%
Woodhouse	£384,477	£512,952	£450,077	£464,344	£474,250	23.3%
Underhill	£445,912	£469,371	£391,296	£385,657	£473,409	6.2%
Hale	£442,214	£449,292	£424,954	£443,293	£467,582	5.7%
East Barnet	£389,003	£410,458	£372,751	£415,463	£454,617	16.9%
Coppetts	£377,258	£415,874	£415,624	£428,556	£444,579	17.8%
West Hendon	£363,865	£402,792	£385,919	£406,470	£413,057	13.5%
Brunswick Park	£447,496	£436,606	£431,514	£441,012	£404,369	-9.6%
Colindale	£298,576	£309,727	£307,224	£303,670	£317,537	6.4%
Burnt Oak	£257,244	£247,320	£293,324	£309,460	£296,959	15.4%

Source: Land registry 2015

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	AGENDA ITEM 10 Finchley and Golders Green Area Committee 13 January 2016
<p style="text-align: center;">Title</p>	<p>Update Report on outstanding Committee items for Woodhouse Road, Beechwood Avenue, Crescent Road and Regents Park Road.</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: center;">Wards</p>	<p>Finchley Church End, West Finchley, Woodhouse</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>None</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Lisa Wright, highwayscorrespondence@barnet.gov.uk, 020 8359 3555</p>

<h2>Summary</h2>
<p>At the 21 October 2015 Finchley and Golders Green Area Committee a report was consider that provided the Committee with an update of a review conducted on actions and matters raised at previous area committee meetings.</p> <p>However it was noted that a number of actions were missing from this update so this report provides an update on these items which include:</p> <ul style="list-style-type: none"> • Woodhouse Road – Speed Restriction • Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures. • Crescent Road - Issue concerning illegal turns from Nether Street and Dollis Road • Regent’s Park Road near its junction with Spencer Close - Pedestrian refuge • Golders Gardens – Issue was raised at the July meeting of the Area Forum for a potential change to the CPZ in the form of a petition raised by Mr David Hersh.

Recommendations

- 1. That the Committee notes the update and actions set out in this report.**
- 2. In the matter of issues concerning vehicle activated signs and speeding on Woodhouse Road.**
 - i. That the Finchley and Golders Green Area Committee notes the update provided in this report.**
 - ii. That the Finchley and Golders Green Area Committee agrees that the matter will be considered as part of the on-going investigations for a 20 mph zone on Woodhouse Road.**
- 3. In the matter of Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures.**
 - i. That the Finchley and Golders Green Area Committee notes the update provided in this report.**
 - ii. That the Finchley and Golders Green Area Committee either:**
 - a. decides not to proceed with the proposal or**
 - b. agrees to proceed with the Proposal to undertake the closure of roads and notes that as the expenditure of £200,000 is in excess of the £25,000 area budget limit the proposal is referred to the Environment Committee for funding consideration.**
- 4. In the matter of Crescent Road - Issue concerning illegal turns from Nether Street and Dollis Road**
 - i. That the Finchley and Golders Green Area Committee notes the update provided in this report.**
 - ii. That the Finchley and Golders Green Area Committee agrees the expenditure of £25,000 to develop and introduce the measures at three locations identified in the report, including addressing issues at the junction of Crescent Road with Dollis Road/Nether Street.**
- 5. In the matter of Regent's Park Road near its junction with Spencer Close - Pedestrian refuge.**
 - i. That the Finchley and Golders Green Area Committee notes the update provided in this report.**
 - ii. That the Finchley and Golders Green Area Committee agrees the expenditure of £15,000 to undertake development of a proposal to introduce a pedestrian refuge on Regents Park Road in the vicinity of Spencer Close.**

6. In the matter of a potential change to the CPZ in Golders Gardens

i. This issue will be added to the prioritisation list to be considered by the Environment Committee in March 2016.

1. WHY THIS REPORT IS NEEDED

1.1 At its meeting on 21 October 2015 a report was submitted providing 'An update on the review of the area committee Actions (2015-2016)'.

1.2 The Chairman introduced the report, which related to an update on the review of outstanding Area Committee actions. During the course of discussion of the report, Councillor Old moved a motion to add a further recommendation to the report, which was as follows:

- That Officers provide an update on the progress of following issues, and any potential actions that could be taken to resolve these issues, if applicable:

1. Issue concerning vehicle activated signs and speeding on Woodhouse Road.
2. A previous request for road closures of the North Circular end of Beechwood Avenue and Edge Hill Avenue.
3. Issue concerning illegal turns from Nether Street and Dollis Road into Crescent Road.
4. Issue concerning a pedestrian refuge in Regent's Park Road near its junction with Spencer Close.

1.3 This report provides an update on the above schemes with recommendations on Action to be taken.

2. REASONS FOR RECOMMENDATIONS

2.1 Woodhouse Road – Speed Restriction

2.1.1 The 2015/16 work programme includes a programme of work to develop and introduce 20mph areas around schools that had requested such a measure through their School Travel Plans. The prioritised schools included Summerside School whose travel plan identified a 20mph scheme on Woodhouse Road.

2.1.2 Development of a 20mph area for Woodhouse Road, around the schools in that area is therefore taking place during 2015/16 with implementation of this expected in 2016/17. The proposal is likely to involve provision of signage and potentially other measures to address traffic speed, that will address the issue raised.

2.2 Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures

- 2.2.1 A transport assessment of the impact of closure of the Tillingbourne Gardens, Beechwood Avenue and Edge Hill Avenue at the junctions with the North Circular Road has been undertaken in order to have evidence to confirm to TfL Network Assurance that the proposal will not have a significant adverse impact on the strategic road network.
- 2.2.2 Outline design options for the closures (closed with gates or bollards) have also been produced together with a budget estimate. The budget estimate for construction of the closure for the three roads is approximately £100k. This makes no allowance for detailed design costs, statutory utility diversion costs, land use issues or TfL requirements. Additional costs and contingencies to cover means that an overall budget cost of double this (i.e. £200k) would be appropriate.
- 2.2.3 A cost benefit assessment of the transport benefits of the scheme shows that these are too low for this to proceed from LIP funding in 2015/16, even though some reduction in traffic accidents on the North Circular Road may result. Future prioritisation may produce a slightly different result, but the high cost makes it unlikely that it could be justified as a future LIP funded transport scheme.
- 2.2.4 In view of the high cost of this work members may wish to consider whether other potential benefits justify the cost. However, due to the expected cost of the scheme, which is in excess of the £25,000 Area Committee Budget limit, if agreed for progression it will need to be referred up to the Environment Committee for funding approval.

2.3 Crescent Road - Issue concerning illegal turns from Nether Street and Dollis Road

- 2.3.1 A feasibility study has been undertaken to review the existing traffic management measures along Crescent Road and the pedestrian crossing arrangements for pupils accessing St Mary's School along Dollis Road and on Dollis Park.
- 2.3.2 This identifies possible proposals at three locations:
- Site 1 – along Crescent Road.
 - Site 2 – at the junction of Dollis Park and Lyndhurst Gardens and;
 - Site 3 – at the junction of Dollis Road, Nether Street and Crescent Road.
- 2.3.3 The report recommends a combination of measures with estimated works costs as below.
- Site 1 - Signing and Road Markings - £3.5k
 - Site 2 - Buildouts, Warning Signing and Road Markings - £11.5k
 - Site 3 - New Crossing Location at the Existing Buildout - £5k

2.3.4 The proposal for Site 3 - the Dollis Road/Crescent Road junction identifies:

- i. Re-positioning of the existing 'No Entry' signing to make this clearer.
- ii. Removal of redundant roundabout signing/clutter to improve visibility to cyclists.
- iii. Shortening of the existing pedestrian crossing refuge to ease left turn movements for larger vehicles (refuse vehicle, fire tender etc).
- iv. Provision of a new 'desire line' crossing point with tactile paving at the existing build-out north-west of the existing island
- v. providing a raised overrun area to discourage illegal right turn manoeuvres from Dollis Road into Crescent Road so improving pedestrian north-south crossing movements.

2.3.5 The total estimated cost for this package including an allowance for detailed design and supervision costs would be £25k. A cost benefit assessment of the transport benefits of the scheme shows that these are too low for this to proceed from LIP funding in 2015/16.

2.4 Regent's Park Road near its junction with Spencer Close - Pedestrian refuge

2.4.1 In addition to the request from a resident of Spencer Close a pedestrian refuge on Regents Park Road has also been identified as beneficial for residents of Regency House and school children in the area, particularly crossing to or from bus stops. Nevertheless a cost benefit assessment of the transport benefits of the scheme shows that these are too low for this to proceed from LIP funding in 2015/16.

2.4.2 A location to the north-east of Spencer Close appears feasible and a budget cost of £15,000 has been identified to introduce a refuge and make associated adjustments, including to parking provision, to allow this.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Woodhouse Road – Speed Restriction

3.1.1 Vehicle activated signs might be introduced separately, but this is likely to involve abortive work as they would conflict with the proposed 20mph scheme.

3.2 Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures

3.2.1 The committee is asked to decide whether they wish to proceed with the high cost option available or choose not to proceed.

3.3 Crescent Road - Issue concerning illegal turns from Nether Street and Dollis Road

- 3.3.1 Alternative proposals for Site 1 included introduction of traffic calming in the form of speed cushions and for Site 2 a raised junction table, a zebra crossing option or a mini-roundabout option.
- 3.3.2 These are higher cost options and officers consider they do not provide significantly greater benefits in these particular locations to justify the additional costs.
- 3.3.3 At Site 3 alternative layouts for islands and pedestrian facilities have been identified, but have disadvantages in terms of impact on larger vehicles that need to service the area or in terms of moving pedestrians further from the desire line.
- 3.4 **Regent's Park Road near its junction with Spencer Close - Pedestrian refuge**
 - 3.4.1 No alternatives have been identified other than not providing a facility, as the crossing facility has been requested at a specific location.

4. POST DECISION IMPLEMENTATION

- 4.1 Once authorised by the relevant Committee the implementation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.
- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally. The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.
- 5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

- 5.2.1 Estimated costs for Crescent Road and Regents Park Road will be funded from the 2015/16 budget allocation for the Area Committee or the 2015/16 Capital allocation for Pavement Work. Environment Committee approval will be required for the funding of the Beechwood Avenue Proposal.
- 5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will charge a commutable sum with the cost contained within existing budgets.
- 5.2.4 Procurement of the works would be via the existing London Highways Alliance Contract, Transport for London and the Council's Street Lighting provider as appropriate. The work will be carried out under the existing PFI and LOHAC term maintenance contractual arrangements.
- 5.3 Social Value**
- 5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations in relation to this work.
- 5.4 Legal and Constitutional References**
- 5.4.1 The Council as Highway Authority has a statutory duty to promote and improve road safety pursuant to section 39(3) of the Road Traffic Act 1988. The schemes set out in this report, to the extent they relate to road safety, have been assessed by Officers in accordance with such statutory duty.
- 5.4.2 The Council as Highway Authority has the necessary legal powers to make improvements to the Highway under the Highways Act 1980 and to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984 ("the 1984 Act").
- 5.4.2 Section 122 of the 1984 Act imposes a statutory duty on the Council to exercise its functions in relation to Traffic Management Orders so as to secure (so far as practicable having regard to the matters specified in Section 122(2) below) the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Section 122(2) specifies the matters to be had regard to as: (a) the desirability of securing and maintaining reasonable access to premises; (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and (d) any other matters appearing to the local authority to be relevant.
- 5.4.3 Officers have assessed the proposed Traffic Management Orders in compliance with the Council's statutory duty, and consider the proposed

orders meet the aim of Section 122 so far as reasonably practical for the reasons set out in this report.

- 5.4.4 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees' functions include "in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to: Local highways and safety schemes".

5.5 Risk Management

- 5.5.1 No risks have been identified in relation to this decision. Health and safety risks will be considered through the design and implementation process.

5.6 Equalities and Diversity

- 5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies **to have due regard** to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
 - advance equality of opportunity between people from different groups
 - foster good relations between people from different groups

The benefits to disabled people and those more vulnerable to injury in road traffic accidents are slightly greater than to the population as a whole, but generally the proposals included within this report benefit all sections of the community and do not disproportionately affect any group.

5.7 Consultation and Engagement


- 5.7.1 Consultation and engagement with residents and Ward Councillors will be undertaken as required.

5.8 Insight

- 5.8.1 Not relevant to this report.

6. BACKGROUND PAPERS

- 6.1 21 October 2015 Finchley and Golders Green Area Committee Report - An update on the review of Area Committee Actions (2015-2016) and Area Committee the minutes and recommendations of that report.

	<p>Finchley and Golders Green Area Committee</p> <p>13 January 2016</p>
<p style="text-align: right;">Title</p>	<p>113 Golders Green Road, NW11 – Review of Parking</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>Golders Green</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A - Drawing No. 21729_919-2.dwg</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager, Traffic and Development 020 8359 3555</p>

Summary

This report informs the Finchley and Golders Green Area Committee of the review of parking outside 113 Golders Green Road, NW11 and recommends the implementation of changes to the loading facilities to 113 Golders Green Road, NW11.

Recommendations

1. That the Finchley and Golders Green Area Committee notes the review of parking outside 113b Golders Green Road, NW11;
2. That the Finchley and Golders Green Area Committee approves the proposal to change the loading bay/parking bay outside No.113 Golders Green Road NW11 as outlined in drawing 21729_919-2.dwg and that Officers should progress to a statutory consultation on the proposed changes.
3. That, subject to no objections being received to the statutory consultation referred to in 2 above, that Officers introduce the changes through the making

of the relevant Traffic Management Orders;

- 4. That any unresolved material objections to the statutory consultation referred to in 2 above, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council has received concerns raised by The London Jewish Family Centre at 113b Golders Green Road regarding the ability for parents to drop off and collect their children outside their premise. There is hatched yellow no parking markings in front of their premise in a small service road which falls under Transport for London's (TfL's) responsibility, and these motorists were receiving tickets for parking in this area. TfL have been approached about the possibility of removing this hatching to allow motorists to park in this area whilst dropping off at the Family Centre, but this has been declined due to TfL's wish to keep this area under the railway bridge free at all times for access.
- 1.2 There is also a split-use parking and loading bay on the public highway on Golders Green Road outside No. 113 that operates as follows:
- Loading Only between 8am and 10am, and between 4pm and 6.30pm Monday to Saturday, and between 9.30am and 11am, and between 4pm and 6.30pm on Sundays
 - 15 minute maximum-stay free parking, between 10am and 4pm, Monday to Saturday, and between 11am and 4pm on Sundays
- 1.3 These controls are reportedly preventing parking and dropping off for Family Centre users and therefore it has been requested to change the hours of operation of this bay and consider the possibility of an additional bay at this location.
- 1.4 The request for a reduction in hours of the loading bay and an additional bay has been assessed and it is proposed that in order to be of assistance to the users of the Family Centre, that the restriction on the existing bay is changed to the following:
- Loading Only between 8am and 10am, Monday to Saturday, and between 9.30am and 11am on Sundays
 - 15 minute maximum-stay free parking, between 10am and 6.30pm, Monday to Saturday, and between 11am and 6.30pm on Sundays

Such a change would allow users of the Family Centre to be able to park in the bay for up to 15 minutes when collecting their children.

- 1.5 In terms of the request for additional parking provision, it is considered that all kerbside space along Golders Green Road has already been utilised, either in

the form of existing parking places, bus stops, yellow lines, pedestrian crossing markings, and such like.

- 1.6 Therefore it is considered that an additional bay cannot be provided.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The proposed changes to the loading/parking place outside No. 113 Golders Green Road seek to address the concerns of users to the Family Centre.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option of removing the hatching on TfL's land to allow visitors to park in this area whilst dropping off at the Family Centre has already been explored although this has been declined due to TfL's requirement to keep this area under the railway bridge free at all times for access.

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementations will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan states in its strategic objectives that it will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough. The plan also acknowledges that the future success of the Borough depends on effective transport networks.

- 5.1.2 The Council's Health and Wellbeing Strategy aims to promote a healthy and independent life for its residents. Making improvements to the pedestrian environment could help improve health and wellbeing by encouraging residents to make journeys by foot.

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

- 5.2.1 The costs of carrying out a statutory consultation which includes drafting the relevant Traffic Management Orders and legal notices, advertising, writing to all frontages and considering feedback and objections to the proposed measures, are estimated to be £2,500.

- 5.2.2 The estimated costs of introducing the measures which includes the making of Traffic Management Orders and a change in the signage by the bay, is estimated to be £1,000.
- 5.2.3 The estimated costs outlined in 5.2.1 and 5.2.2 above will be funded from the 2015/16 budget for the Area Committee as agreed at the Finchley and Golders Green Area Committee 21 October 2015.
- 5.2.4 The works to introduce the changes will be carried out through the Council's internal DLO contractor.
- 5.2.5 The necessary parking related signage will require on-going routine maintenance which will be met by the Special Parking Account although it should be noted that this change should not significantly impact that budget as there is already an existing sign in situ, which will be replaced.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 There are no legal references in the context of this report.
- 5.4.2 The Council's Constitution Responsibility for Functions – Annex A: Area Committees (Section 15A) provides that the Hendon Area Committee is authorised to discharge various functions including local highways and safety schemes, within the Hendon area in accordance with the budget and policy framework.
- 5.4.3 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.5 Risk Management

- 5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

5.6 Equalities and Diversity

- 5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
 - advance equality of opportunity between people from different groups
 - foster good relations between people from different groups.

5.6.2 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community.

5.7 Consultation and Engagement

5.7.1 Statutory consultation and engagement with residents and Ward Councillors will be undertaken following the recommendation by the Committee and authorising Officers.

5.8 Insight

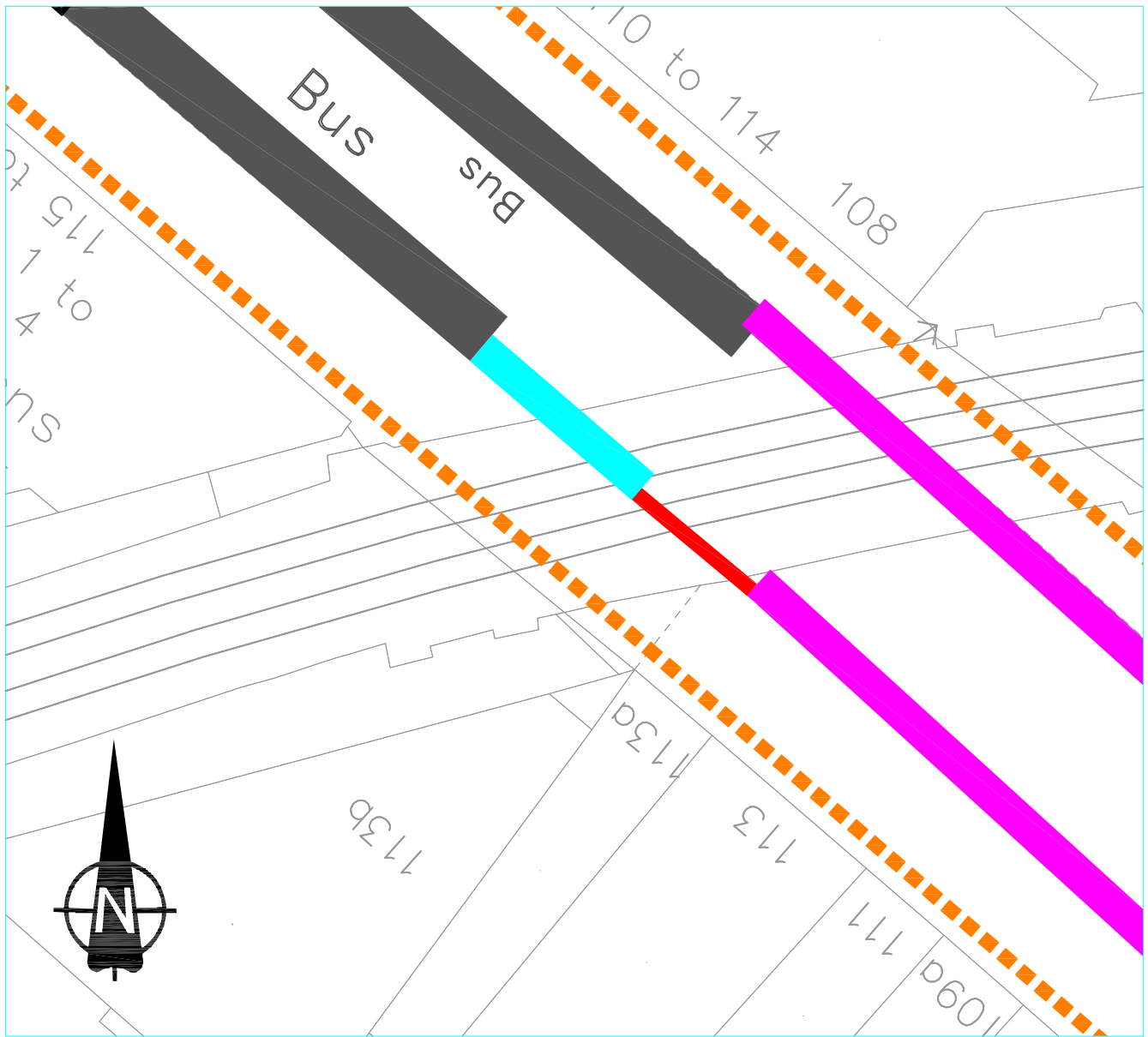
5.8.1 No issues in relation to this report.

6 BACKGROUND PAPERS

6.1 2 July 2015 Finchley and Golders Green Area Committee Report – Review of Area Committee Operations and Delegated Budgets
<http://barnet.moderngov.co.uk/documents/s24254/Review%20of%20Area%20Committee%20Operations%20and%20Delegated%20Budgets.pdf>

6.2 An update on the review of Area Committee Actions (2015-2016) Report to Finchley and Golders Green Committee 21 October 2015.
<http://barnet.moderngov.co.uk/documents/s26623/An%20update%20on%20the%20review%20of%20Area%20Committee%20Actions%202015-2016.pdf>

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KEY

- Proposed conversion of loading bay to:
Loading Only 8am-10am Monday to Saturday and 9.30am-11am Sunday
and
15 minute maximum stay 'Free' parking 10am-6.30pm Monday to Saturday and 11am-6.30pm
Sunday**
- Existing Pay by Phone Bay**
- Existing "At Any Time" Waiting restriction**
- Existing 8am-9.30am & 5.30pm-6.30pm
Mon-Fri Loading restriction**

Initiated by GWA	SCHEME: LOADING/PARKING BAY REVIEW	Development and Regulatory Services	
Drawn by KG			
Checked by GWA	TITLE: GOLDERS GREEN ROAD OPTION 2	London Borough of Barnet Barnet House 1255 High Street, Whetstone London N20 0EJ Tel. 020 8359 2000	DRAWING No.
Date 23/12/2015			Scales N.T.S.
			Acad. Ref. S:\WaitRest\21729_919

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	AGENDA ITEM 12 Finchley and Golders Green Area Committee 13 January 2016
<p style="text-align: right;">Title</p>	<p>The Grove, N3 Experimental ‘One-way’</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>West Finchley</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – Consultation Responses Appendix B - Drawing Nos. 60692-CM-001, 002 and 003 Appendix C – Consultation Feedback</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager, Highwayscorrespondence@barnet.gov.uk, 020 8359 3555</p>

<h3>Summary</h3>
<p>The report seeks a Committee decision on progressing with the proposed Experimental ‘One-way’ system at The Grove.</p>

<h3>Recommendations</h3>
<p>1. That the Committee note the outcome of the Public Consultation as presented in this report.</p>
<p>2. That Officers are delegated the authority to implement the Experimental ‘One-way’ scheme on The Grove as illustrated in drawings No. 60692-CM-001, 002 and 003.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 Following a petition by residents in June 2012 and with local ward member support, the Finchley and Golders Green Area Environment Sub-Committee approved the implementation of an experimental 'One-Way' system on The Grove, N3. During the Committee meeting on 25 June 2013 The Committee instructed the Director of Place to introduce the one-way system together with associated road signs and carriageway markings at the affected junctions.
- 1.2 To address the above issue and to speed up the process, it was proposed to introduce the 'One-Way' system on an experimental basis to resolve the disproportionate traffic volumes currently using The Grove, N3 as a short cut.
- 1.3 Unlike the permanent scheme, the introduction of the experimental scheme will start the consultation process and allow residents to inform the Council in writing of their views on the proposal during this time, so that a decision can then be made in the future of the scheme. Therefore a consultation is not required in advance of the implementation of the scheme.
- 1.4 The full impact of the measures will be assessed during the life of the experiment including parking demand and congestion. The experiment will be in operation for a minimum of 6 months, but no longer than 18 months.
- 1.5 To complement the improvements, a mini roundabout and junction priority changes incorporating a 'No-Entry' are being introduced at the junction of Grove Avenue and The Grove. The planned improvements are as shown in Appendix D (drawings No. 60692-CM-001, 002 and 003).
- 1.6 A letter was delivered to the affected properties and businesses on 11 February 2014 to inform of the proposals and the implementation of the scheme.
- 1.7 However, mixed comments were received from residents immediately after delivery of the above letter. Officers were then instructed to carry out a formal consultation to allow local residents and businesses to give their views prior to the implementation of the experimental measures. The results are shown in Appendices A and C.
- 1.8 48 responses were received and of the responses received, 23 were in favour of the scheme, 21 against and 4 did not give a definitive answer.
- 1.9 Those who were in favour of the Experimental 'One-Way' at The Grove believe that this may discourage motorists using The Grove as a 'rat-run'. As the road alignment of The Grove is narrow with bends and parked vehicles on both sides of the road, vehicles travelling on The Grove do not give way to traffic coming in the opposite direction causing congestion and creating an unsafe environment for pedestrians to cross the road. Vehicles are also travelling at speed on The Grove.
- 1.10 The comments that were received from those who objected generally centred on concerns that traffic from The Grove and Grove Avenue will be forced to turn into The Grove (eastern arm) and cause congestion, especially at Pope's Drive (behind Tesco). The proposal will also cause inconvenience for

residents who live on the western arm of The Grove. Residents have raised concerns that if The Grove is made into a One-Way system, vehicles may travel at higher speeds in the 'One-Way' section.

1.11 Other suggestions from residents include:

Suggestions	Officer's comment
Elimination of parking on one side of The Grove as there is restricted width for 2 vehicles to bypass each other and causing congestions.	This may increase the speed of traffic as the road will be widened. In addition, parking demand is high on The Grove therefore it may not be feasible to remove parking.
Provision of 20mph speed limit on The Grove.	This can be considered as a separate request after the experimental period.
Reverse 'One-Way' system (North to South)	The reverse suggested 'One-Way' would have a greater negative impact to local residents as their only means of entering the area would be from The Grove junction with Ballards Lane.

1.12 Appendix A shows a drawing which indicates the locations of the residents who responded with their preferences on the proposals. Appendix B indicates the locations of the original petitioners. Summary of individual comments are shown in Appendix C.

1.13 Following the results of the Consultation email confirmation was received from the Ward Councillors in July 2014 which advised that the scheme should be implemented for a trial period. The scheme was therefore anticipated to commence on 27 October 2014. However, at this time a number of objections were received and the scheme was put on hold whilst the objections were reviewed.

1.14 To date the decision to progress with the scheme has not been taken therefore this report has been written to confirm the Committees decision. The officer recommendation is that the scheme goes ahead as per the original proposal on an experimental basis to allow residents the opportunity to comment on the actual proposal and how they are operating. If no objections are received then the scheme will be made permanent. However, if objections and concerns are raised over the operation of the One-Way system during the experimental period this will be considered and a decision taken on whether to continue with the scheme with amendments or to remove the scheme.

2 REASONS FOR RECOMMENDATIONS

2.1 The recommendation is for a decision to be made on whether the original scheme that was put on hold should be implemented.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 See Paragraph 1.11 above.

4 POST DECISION IMPLEMENTATION

4.1 The experimental scheme will be in operation for a minimum period of 6 months and a decision will be made on whether to make all or any aspects of the scheme permanent or not.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.

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

5.2.1 The scheme was originally funded from the Local Implementation Plan funding for 14/15, but was not implemented during that financial year and the funding is no longer available. The LIP 15/16 funding was considered at the 27 January Environment Committee where proposals had previously been requested via Area Committees or in response to incidents and investigations that had commenced. It was proposed that investigation of these continue, but that any recommendations were taken forward only if they could be shown to perform better in benefit/cost terms. This scheme did not rate highly from the benefit/cost terms and was therefore not included within the 15/16 LIP Programme.

5.2.2 Therefore, if it is recommended that if the Scheme is to be implemented it would be considered as part of the Area Committee Backlog Schemes and funded from the 2015/16 budgets for the Area Committee. The estimated cost of this scheme is £22,000.

5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.

5.2.4 Procurement of the works would be via the existing London Highways Alliance Contract, Transport for London and the Council’s Street Lighting provider as appropriate. The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

5.2.5 There are no Staffing, IT or Property implications arising out of this report.

5.3 Social Value

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

5.4 Legal and Constitutional References

- 5.4.1 The Council as Highway Authority has the necessary legal powers to make improvements to the Highway under the Highways Act 1980 and to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 5.4.2 Section 16 of the Traffic Management Act 2004 places an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.3 The Council's Constitution Responsibility for Functions, Appendix A sets out within the terms of reference the functions which an Area Committee can discharge, which includes local highways and safety schemes.
- 5.5 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees' functions include "in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to: Local highways and safety schemes".

5.5 Risk Management

- 5.5.1 The issues involved are not likely to give rise to policy considerations as the proposed measures would provide pedestrian access points without having a major impact on traffic flow.
- 5.5.2 There would be some minor disruption whilst the work is being completed but this would be minimised through traffic management in discussion with contractor undertaking the work.

5.6 Equalities and Diversity

- 5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
 - advance equality of opportunity between people from different groups
 - foster good relations between people from different groups

- 5.6.2 The benefits to disabled people and those more vulnerable to injury in road traffic accidents are slightly greater than to the population as a whole, but generally the proposals included within this report benefit all sections of the community and do not disproportionately affect any group.
- 5.6.3 The introduction of 'One-Way' system on The Grove would assist in improving safety for pedestrians and have the effect of reducing number of vehicles using this road.
- 5.6.4 The introduction of the roundabout would reduce speed of traffic at the junction of The Grove / Grove Avenue improving safety for motorists.

5.7 Consultation and Engagement

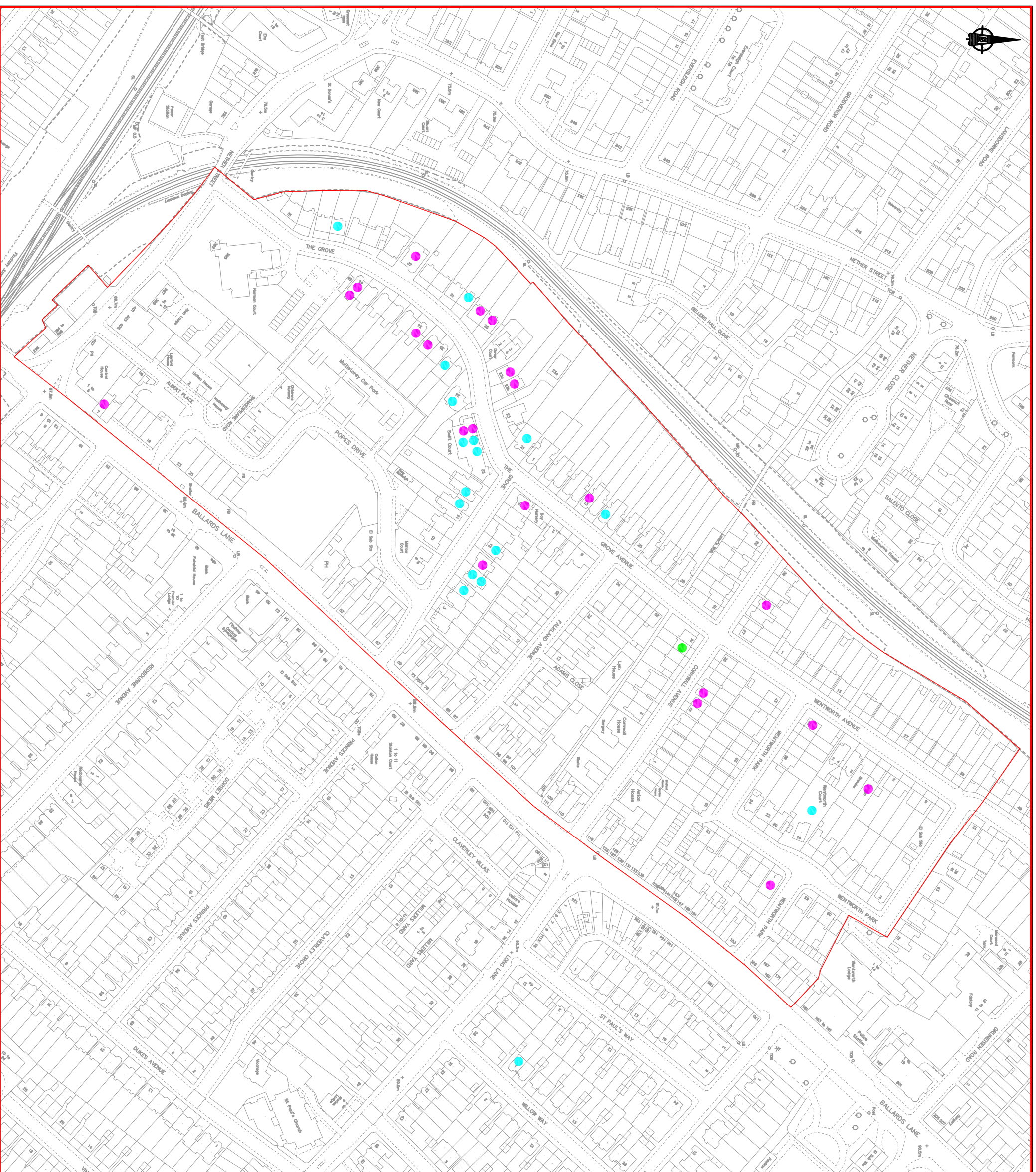
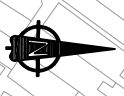
- 5.7.1 Statutory Consultation will be carried out on an experimental basis to implement the proposed One-way systems and residents will be able to comment on the proposals during this period.

5.8 Insight

- 5.8.1 Not relevant to this report.

6. BACKGROUND PAPERS

- 6.1 The Finchley and Golders Green Area Environment Sub-Committee approved the implementation of an experimental 'One-Way' system on The Grove, N3 during the Committee meeting on 25 June 2013.
- 6.2 Environment Committee Report 27 Jan 2015 Highways Planned Improvement Programme 15/16.
<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>



NOTES:-

KEY

- In favour of 'One-Way' System
- Against 'One-Way' System
- Other comments
- Consultation Area

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Revision and Date	Description	Initial

Pam Wharfe
Director for Place

North London Business Park
Oakleigh Road South
New Southgate N11 1NP
Tel. 020 8359 2000



SCHEME:
TRAFFIC MANAGEMENT SCHEME
THE GROVE N3

TITLE:
Experimental One-Way System
Consultation Results
Appendix A

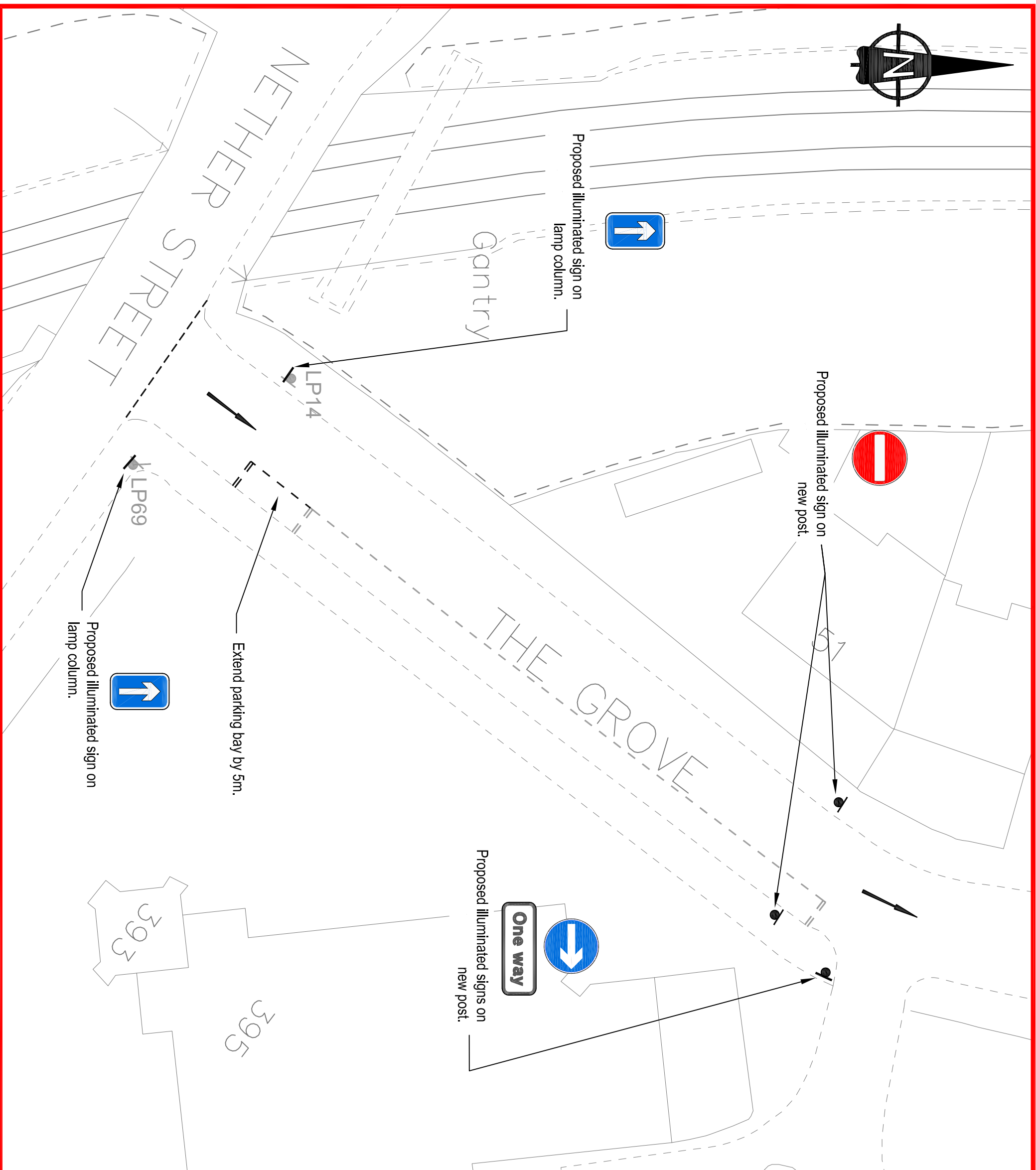
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Initiated: LW **Drawn:** JC **Checked:** NR

DRAWING NO.: 60692-A

Acad Ref.: -

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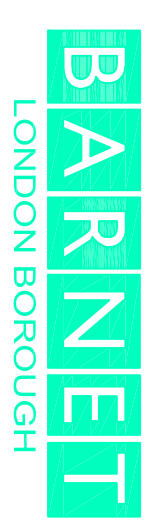
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2. FULL HEIGHT KERB FACES TO BE 125mm MINIMUM TO SUIT PROPOSED LEVELS.
3. ALL COVERS AND IRONWORK TO BE ADJUSTED ON SITE TO SUIT PROPOSED LEVELS.
4. ALL ROAD MARKINGS AND TRAFFIC SIGNS ARE IN ACCORDANCE TO TSRGD 2002 AND BS EN 12899-1:2007.
5. ALL SIGNS TO HAVE A MINIMUM VERTICAL CLEARANCE OF 2.1m AND A HORIZONTAL CLEARANCE OF 450mm.

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SCHEME:
TRAFFIC MANAGEMENT SCHEME
THE GROVE, N3

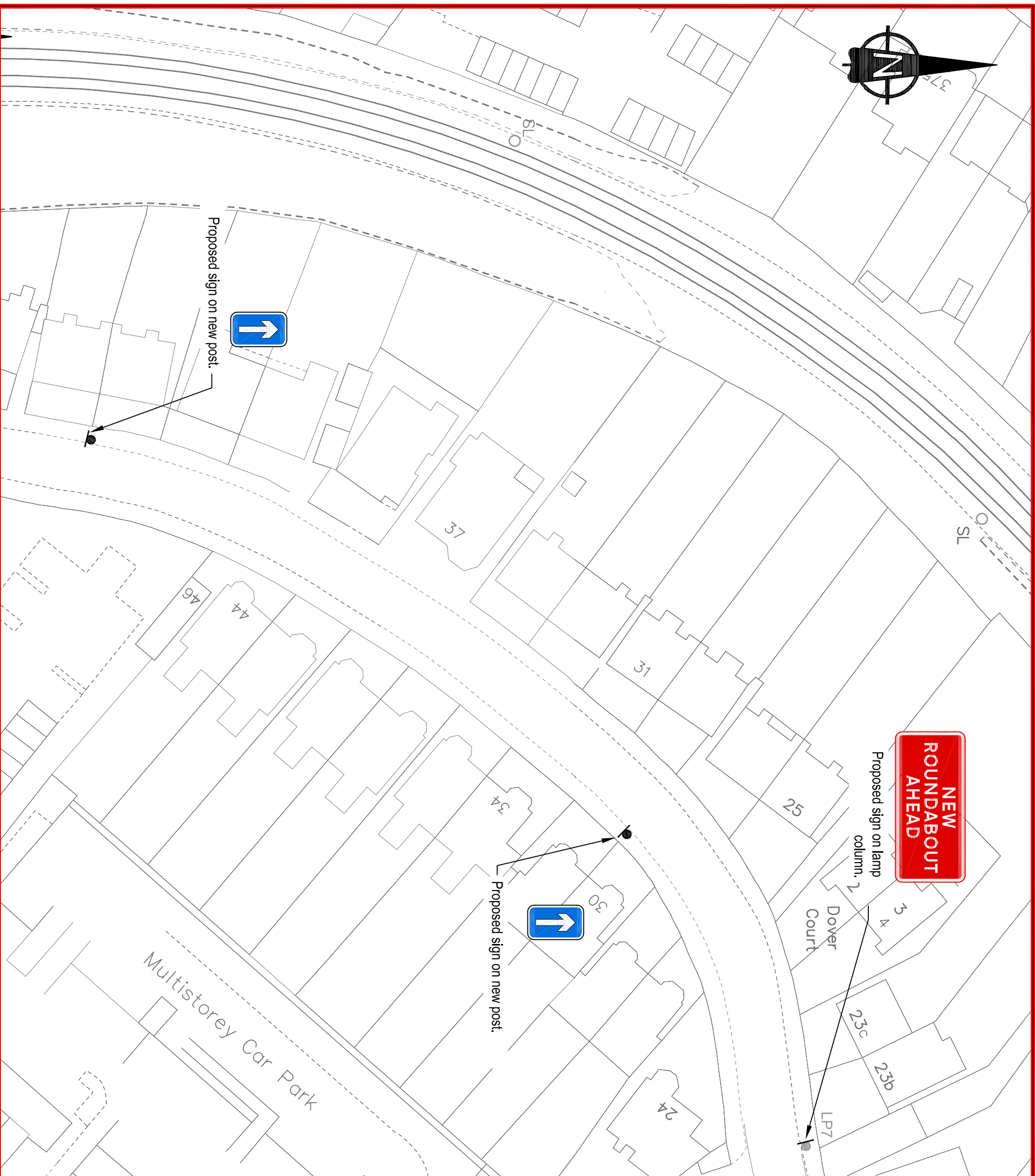
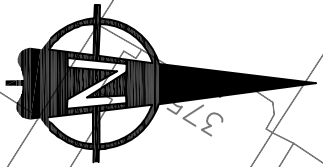
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GENERAL ARRANGEMENT
SHEET 1 OF 3

Scales: 1:250 @ A3
Date: 06/11/2013

Initiated: TN
Drawn: JC
Checked: NR

DRAWING NO.: 60692-CN-001

Acad Ref.



NOTES:-

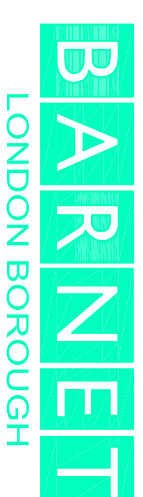
1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE LONDON BOROUGH OF BARNET TERM MAINTENANCE CONTRACT 2007-2013.
2. FULL HEIGHT KERB FACES TO BE 125mm MINIMUM TO SUIT PROPOSED LEVELS.
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SCHEME:
TRAFFIC MANAGEMENT SCHEME
THE GROVE, N3

TITLE:
GENERAL ARRANGEMENT
SHEET 2 OF 3

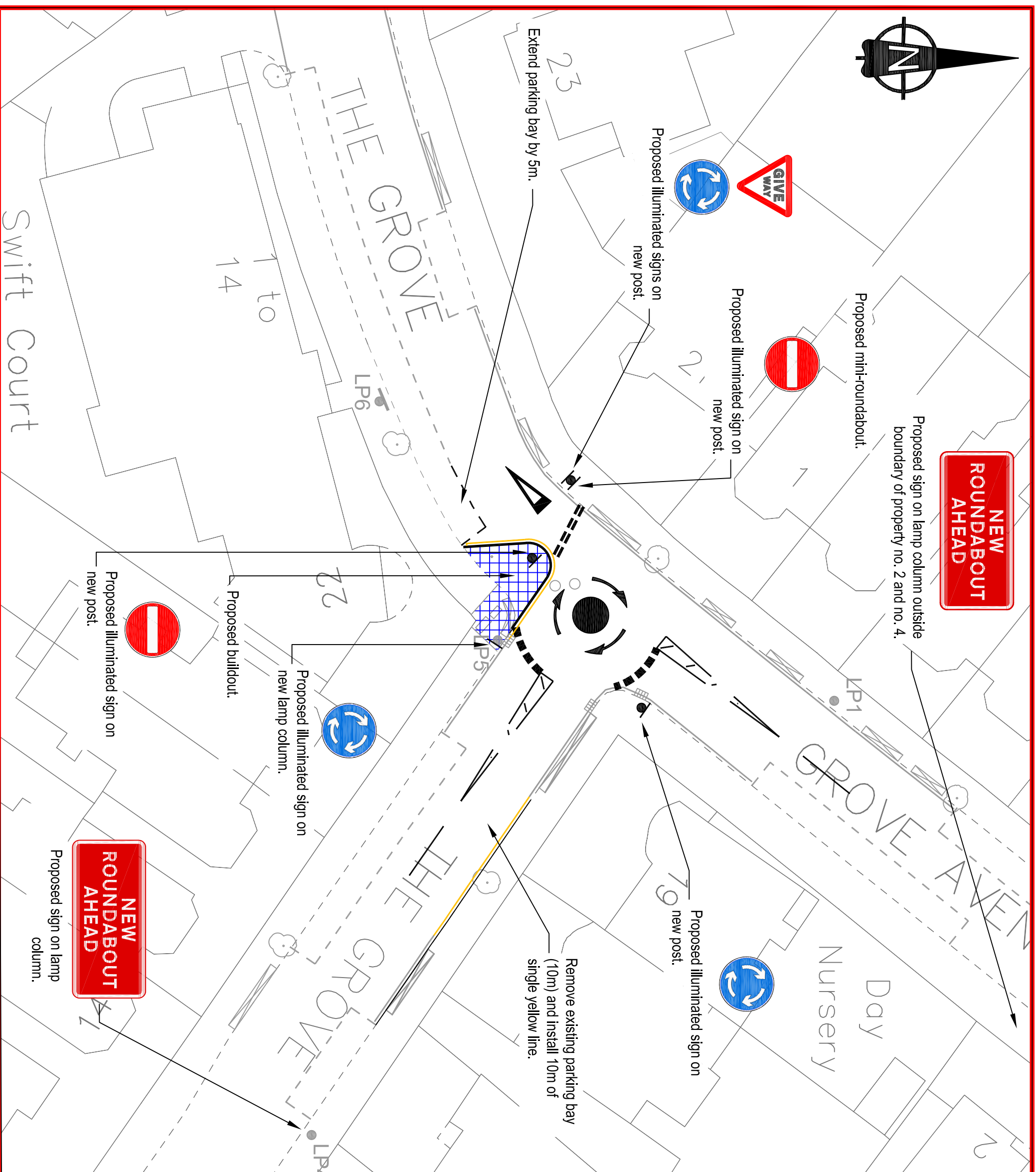
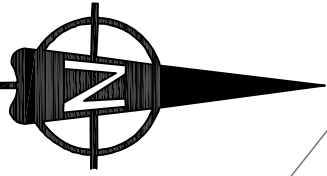
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Initiated: TN **Drawn:** JC **Checked:** NR

DRAWING NO.:

60692-CN-002

Acad Ref.



NOTES:-

1. ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE LONDON BOROUGH OF BARNET TERM MAINTENANCE CONTRACT 2007-2013.
2. FULL HEIGHT KERB FACES TO BE 125mm MINIMUM TO SUIT PROPOSED LEVELS.
3. ALL COVERS AND IRONWORK TO BE ADJUSTED ON SITE TO SUIT PROPOSED LEVELS.
4. ALL ROAD MARKINGS AND TRAFFIC SIGNS ARE IN ACCORDANCE TO TSRGD 2002 AND BS EN 12899-1:2007.
5. ALL SIGNS TO HAVE A MINIMUM VERTICAL CLEARANCE OF 2.1m AND A HORIZONTAL CLEARANCE OF 450mm.

KEY:

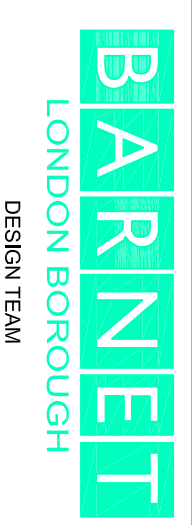
 Proposed buildout.

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SCHEME:
TRAFFIC MANAGEMENT SCHEME
THE GROVE, N3

TITLE:
GENERAL ARRANGEMENT
SHEET 3 OF 3

Scales: 1:250 @ A3

Initiated: TN	Drawn: JC	Checked: NR
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DRAWING NO.: 60692-CN-003

Acad Ref.

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Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
18/03/2014 24/03/2014				1	Regular users of The Grove on foot and by car. Scheme will have a knock on effect on adjacent roads esp Ballards Lane which is congested at peak hours. Congestion on the road is only for about half an hour in the morning rush hour. The only time road is blocked temporarily in the morning peak is when the recycling lorry comes at rush hour.	Suggestion: in order to reduce road congestion at peak times would be to eliminate parking from one side of the road (eg could be with a single yellow line so parking can still happen in the less busy times of day). More parking spaces could be added to the side where parking is allowed. This would not lead to cars speeding through since the road is still narrow and windy, but it would reduce the congestion at peak times.
24/03/2014		1			I thoroughly agree with implementing the one way traffic scheme as traffic uses WENTWORTH PARK AND WENTWORTH AVENUE constantly as a 'rat - run' and some mornings the traffic is so bad that I cannot get my car out the garage due to the sheer volume of traffic. They use these side roads to avoid the congestion on Ballards Lane and end up clogging all the side streets.	
24/03/2014				1	Making the Grove a one way street will seriously impact on our travel time as it will force us to use Ballards Lane instead, which is normally very congested in peak hours. I appreciate that there is a significant issue with speeding up and down the Grove, Grove Avenue and Wentworth Avenue and that the Grove is often deadlocked with traffic moving in both directions.	However, there are multiple steps that could be taken to address this: 1. Widening the roadway by removing residents parking bays on the Grove on one side of the road 2. Adding speed bumps 3. Making this thoroughfare a 20 mile an hour zone supported by speed cameras All of these should be attempted first before changing the area to a one way system.
24/03/2014				1	I would be against the one way system on the grove as it causes disruption to my commute to work and back. I am not sure I understand the reason why it requires a one way system to be honest.	
24/03/2014		1			As residents a few houses north of the proposed mini-roundabout, we were looking forward to the experiment, which seems a very good idea. We shall be most disappointed if you fail to go ahead with it.	
25/03/2014		1			Provided the proposed scheme does not increase/add to the problems faced by Cornwall Avenue as outlined above, my partner and I would have no objections to the scheme.	Cornwall Avenue has been used more and more by traffic as a 'rat run' and consequently particularly, but not only, during peak travelling times, Cornwall Avenue becomes very busy and often dangerous, owing to the high speeds at which some vehicles travel. Parking is limited and is used by surrounding workers as well as residents, both sides of the street are in continuous use by parked vehicles, apart from the period between 2pm and 3pm when said workers move their vehicles to avoid parking fines. Narrow road, vehicles increase their speed, so they pass through quickly before a vehicle coming in the opposite direction tries to do the same.
24/03/2014				1	Cause even greater congestion behind Tesco. a roundabout would be dangerous as it would be forcing vehicles to go above brakes depth through a major puddle on the nursery corner.	putting a speed restriction on Wentworth & Grove Ave to 20mph would do that more simply (and would hopefully stop the fast movers from bothering to come this way)

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
24/03/2014		1			The Grove is primarily used as a cut through to avoid traffic along Nether Street, and cars therefore use Wentworth Ave, Grove Avenue and The Grove as a way of avoiding that road, and rejoining it as it rises up to meet Ballards Lane. By creating a one-way system along the lower part of The Grove, I believe traffic will continue to use Wentworth and Grove Avenues and simply turn left up The Grove and use Popes Drive and Albert Place behind Tesco to achieve the same effect that they are doing now – or worse, continue up The Grove and turn right onto Ballards Lane, ignoring the No Right Turn sign (this is already a frequent occurrence).	Need to reconsider exactly where traffic seeking to leave Nether Street needs to be rediverted to. If join onto Ballards Lane, a more suitable route needs to be found. Pope's Drive - illegal parking. Some more thought being given to how traffic currently going along Wentworth and Grove Avenues should be diverted to reach Ballards Lane. Careful monitoring of the impact on the junction between The Grove and Ballards Lane (to see if the incidence of the No Right Turn being ignored increases) and also on Popes Drive/Albert Place, where I think the impact of the scheme as it stands will be most severe.
25/03/2014		1			This experiment has already been carried out once. Although a very good idea, the problem is that the commuters will use it as rat run and with no traffic coming the other way they speed up, which is what happened last time, with children going to Moss Hall, it might cause a child fatality.	But if the traffic was one way going from south to north in the mornings and then in the evenings it was one way north to south than it would not be used as a rat-run, and be safe for children and residents of the area, who should be priority not the DRIVERS. I say this as a Driver and Resident. If the above idea is too complicated then there should be a very good traffic speed restrictions. CUT SPEED DOWN TO 20 MPH. with enforcement cameras every 500 yards. or better still make it an average speed cameras.
25/03/2014		1			Fast vehicle speed on The Grove, witness fights and the screeching of brakes as cars hurtle towards each other.	Address the "radius left turn" into and out of Nether Street at the junction of Ballards Lane and Regents Park Road. At this junction you should have a pedestrian crossing light which stays on Green unless the WAIT button is depressed. You should reinstate the double white line and the Give Way sign as it is this red stop light (when there are NO pedestrians) which unnecessarily holds up traffic. This will be effectively like the American system of turning red on a right. The stop light for both of these left turns is ridiculous as traffic is held up along Regents Park Road and Ballards Lane unnecessarily.

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
25/03/2014 7/04/2014				1	<p>The resulting scheme benefits only those residents, and actively makes the traffic situation worse for residents at our end of The Grove, and most likely also those in Falkland and Cornwall Avenue, who will have to take the additional traffic flow barred from the new one way section.</p> <p>Ensure the parameters of this consultation cover the overall traffic situation and an appropriate solution for all - rather than an attempt to push through the scheme proposed, even on an experimental basis.</p> <p>The increased two-way traffic flow in our already busy section of The Grove as a result of the scheme as proposed, and the difficulties and dangers that heightens for residents, in terms of getting in & out of our own driveways, and the safety of pedestrians, including our children, crossing the road.</p> <p>The overcrowding of Albert Place in the section up to Nether Street, again worsened by the proposed plan which forces all southbound traffic down that road - the issues with drivers not observing lane protocol at the Albert Place junction with Nether Street, and the narrowing caused by illegal parking on yellow lines, which r</p> <p>The increased problems this scheme will cause with articu</p> <p>A regular occurrence for Grove North residents: a Tesco delivery truck queuing in the mouth of Pope's Drive effectively blocking half the road. I only wish I had a camera with me two days before, when as well as a truck parked at this point, there was a second truck queuing in The Grove between Pope's Drive and Ballards Lane.</p>	<p>A solution to the abuse of the no-right turn at the junction of The Grove & Ballards Lane, which is dangerous as well as illegal, and will be substantially worsened given any increased traffic flow in this part of the Grove.</p> <p>The use of the mouth of Pope's Drive as a place for drivers to do U-turns, despite it being one way - something else that will be far more problematic and dangerous with the increased traffic flow, if the scheme proposed is implemented.</p>
25/03/2014 6/4/2014				1	<p>Echo the above response (Mr. Paul Leiw)</p> <ul style="list-style-type: none"> - There are already plenty of rat runners using the upper part of The Grove and yet the scheme only addresses those using the lower end of the road - There is inadequate parking at our end of the road and taking away two of the existing spaces is not acceptable - The plans showing the mini roundabout do not take into account that the nursery is ON he corner and not further along - or that it has a forecourt for parents to park in order to drop off and pick up their children - a mini roundabout here would make that impossible. <p>If there has to be something done and a one way system put in place on an experimental basis we ask that</p> <ul style="list-style-type: none"> a) no parking spaces are removed b) that it runs N to S thus allowing cars to travel to Nether Street from Grove Avenue (and thereby not forcing cars up the north end of The Grove). This would still allow one way traffic and alleviate bottle necks but would mean that rat runners could only use this as a short cut in the mornings and not in the evenings - the original proposal would allow the opposite flow but would still allow people to short cut along the road at will yet would cause severe detriment to all other roads in the vicinity. 	<p>The no right turn signs at the junction of The Grove (North) and Ballards Lane are ignored countless times a day - it is only a matter of time until there is a fatality. We see near misses every single day caused by people who wilfully ignore the signs.</p> <ul style="list-style-type: none"> - People use Pope's Drive (junction with The Grove) to do u-turns and drive back into The Grove despite the fact that Pope's Drive is one way. Again there are near misses every day and again no action is ever taken by the authorities.

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
26/03/2014				1	<p>if the one way scheme comes into operation, there will be even heavier traffic on Ballards Lane, which is currently already heavily congested, Regents Park Road, The Grove, Nether Street and the surrounding streets.</p> <p>I hope you will abandon this experimental scheme for the good people of Finchley Central, who already have to live with heavily congested narrow roads everyday.</p>	
25/03/2014		1			<p>I'm in favour of the proposed scheme.</p> <p>The scheme will cause some inconvenience as travelling south I'll have to get out across busy traffic onto Ballards Lane and will no longer be able to drive down The Grove to Nether Street.</p> <p>The Grove is currently narrow and dangerous with traffic allowed in both directions and often driving faster than is safe. It's unsafe for pedestrians to cross for most of it's length as the bends and parked cars on both sides make it hard for all road users to see each other.</p> <p>also cut down on rat-running.</p>	<p>One similar alternative would be to keep it two-way BUT still close the Grove Ave end as currently proposed.</p> <p>This would still reduce the amount of traffic, stop rat-running, but still allow the residents on this stretch to exit onto Nether Street.</p>
26/03/2014				1	<p>Firstly, we would prefer to do nothing other than install a mini-roundabout/traffic calming at the junction of The Grove/Grove Avenue where most of the accidents have taken place over the past 4 decades.</p> <p>The S/N proposal would force all of the traffic from Grove Avenue to turn left into The Grove north.</p> <p>The junction of The Grove/Grove Avenue is already a congested and dangerous. This is where parents using the nursery pick up/drop off and walk with children. Any increase in traffic flows is a serious increase in risk.</p> <p>Much congestion would result at the entrance to Pope's Drive, the road alongside Tesco and in Albert Place, a small lane and would soon fill up at rush hours. The entrance to Pope's Drive is used by Tesco lorries and customers; added volume from The Grove would increase congestion, where drivers often make U-turns.</p> <p>It would increase the number of drivers tempted to turn right from The Grove into Ballards Lane, an illegal turn.</p>	<p>There is no need to remove these two parking spaces outside no.17 (the dentist) as it is irrelevant to the traffic flows. It is already difficult to find a space to park in The Grove north.</p> <p>Introduce the one-way system in the other direction, North to South.</p>

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
27/03/2014 5/4/2014		1			<p>The traffic should be able to turn right instead of the existing left turn only into Ballard's Lane, from The Grove, perhaps via another mini roundabout.</p> <p>This is because all the traffic coming down Grove Avenue wanting to get into either Nether Street or Regents Park Road, has to turn left at the new proposed roundabout & then turn right into Popes Drive, past Tesco's to access Nether street.</p> <p>Congestion will built up together with the additional traffic exiting from Tesco car park.</p> <p>However I think it would be a lot more simpler & less of a traffic congestion problem, if the traffic went ONE WAY ALONG The Grove from Grove Avenue to Nether Street, having no need for the roundabout.</p>	
27/03/2014		1			<p>If The Grove is made one-way it would divert the traffic for Moss Hall School on to Nether Street which is already congested during peak time. We appreciate that The Grove is prone to accidents with traffic in both directions and cars parked on both sides and a possible solution could be to allow cars to be parked on one side only.</p>	
27/03/2014			1		<p>Concerned that all the traffic that arrives at the one-way system at the proposed new round-about would simply turn left up towards Tesco and zoom round the back of Tesco to reach Nether Street. At the back of Tesco is a day nursery. How would the parents of children attending the day nursery get their children across to the day nursery at the peak hour of 9 a.m? It would be immensely dangerous. There is a pedestrian crossing, but cars come round at speed and when the crossing stops traffic then cars will come down out of the Tesco car park.</p> <p>also against round-about at T junctions. They are totally unnecessary and are very dangerous indeed as no-one seems to know who has the right of way. Cars travelling along a straight road are think they have right way. They do not see a car approaching wanting to turn to the right across their path. A typical place where accidents are likely is by the Moss Hall School. I saw a near accident there at that round-about when a car wanted to turn right and a car proceeding straight along Nether Street simply did not stop – I strongly suspect because the driver had not seen the new round-about there.</p>	<p>A one-way system might be better if it went the other way in The Grove and traffic was stopped coming off of Nether Street.</p> <p>Car would then simply turn left at the traffic lights and proceed down the nearest left hand turning if they wished to get into The Grove, or Grove Avenue.</p>

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
27/03/2014		1			<p>I totally support the idea of access only from Nether Street. If anyone needs to approach The Grove from Nether Street they can thus avoiding extra traffic currently being syphoned towards Ballards Lane. That section of The Grove is very hard to negotiate if vehicles are coming the other way and at least once a week I witness the road being blocked.</p> <p>However as I drive through and around The Grove at least twice a day I can advise you that there is a large volume of traffic that currently heads south down this section of The Grove and I can't see where else this traffic will go to apart from Albert Place. Currently it takes 5 to 10 minutes to get into my car park just from Tesco's which will only get worse so where were you planning for all these cars to go to ?</p>	Barnet has closed off Crescent Road and Gordon Road over the years which has caused increased congestion on Nether Street so the traffic in the above Para will only add to this. Maybe you should consider re-opening Gordon Road as another experimental one-way scheme(south bound only) to ease further congestion on Nether Street ?
31/03/2014				1	<p>I believe that any one way system would negatively affect me and other local residents all day every day of the year. It would also be adding to traffic on the already congested surrounding roads eg Nether Street.</p> <p>Proposed one way traffic system will be inconvenient to the residents of Swift Court. This will be inconvenient as:</p> <ol style="list-style-type: none"> 1. It is a large detour if you need to go towards Nether Street 2. We will need to sit in traffic queues in The Grove where it meets Ballards Lane as it is going to be congested due to the diverted traffic 3. We will not be able to turn right on to Ballard's Lane unless the no right turn restriction is lifted. Even if the no right turn restriction is lifted, we will need a new traffic light system there to stop on coming traffic from the left which is continuous and only stopped periodically by the pedestrian crossing traffic lights. The alternative is that we would need to turn right in to Popes Drive which is likely to be more congested due to diverted traffic. 	<p>I believe a solution would be to allow ONLY the residents of The Grove to travel in both directions down The Grove. We could then exit The Grove onto Nether Street or onto Grove Avenue/ Ballards Lane as needed without taking unnecessary detours or getting held up in traffic where The Grove meets Ballards Lane or down Popes Drive.</p> <p>The no entry with a proposed roundabout at the junction of Grove Avenue/ The Grove could still remain so that non- residents cannot enter The Grove here. Traffic could still enter The Grove via Nether Street as proposed so that it remains one way for non-residents.</p>
31/03/2014		1			We would welcome a change to the current flow of traffic up and down our part of the Grove. It is sometimes a nightmare because of the many parked cars and people driving too fast both ways .	

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
29/03/2014				1	<p>I believe that any one way system would negatively affect me and other local residents all day every day of the year. It would also be adding to traffic on the already congested surrounding roads eg Nether Street.</p> <p>Proposed one way traffic system will be inconvenient to the residents of Swift Court. This will be inconvenient as:</p> <ol style="list-style-type: none"> 1. It is a large detour if you need to go towards Nether Street 2. We will need to sit in traffic queues in The Grove where it meets Ballards Lane as it is going to be congested due to the diverted traffic 3. We will not be able to turn right on to Ballard's Lane unless the no right turn restriction is lifted. Even if the no right turn restriction is lifted, we will need a new traffic light system there to stop on coming traffic from the left which is continuous and only stopped periodically by the pedestrian crossing traffic lights. The alternative is that we would need to turn right in to Popes Drive which is likely to be more congested due to diverted traffic. 	<p>I believe a solution would be to allow ONLY the residents of The Grove to travel in both directions down The Grove. We could then exit The Grove onto Nether Street or onto Grove Avenue/ Ballards Lane as needed without taking unnecessary detours or getting held up in traffic where The Grove meets Ballards Lane or down Popes Drive.</p> <p>The no entry with a proposed roundabout at the junction of Grove Avenue/ The Grove could still remain so that non- residents cannot enter The Grove here. Traffic could still enter The Grove via Nether Street as proposed so that it remains one way for non-residents.</p>
29/03/2014				1	<p>I believe that any one way system would negatively affect me and other local residents all day every day of the year. It would also be adding to traffic on the already congested surrounding roads eg Nether Street.</p> <p>Proposed one way traffic system will be inconvenient to the residents of Swift Court. This will be inconvenient as:</p> <ol style="list-style-type: none"> 1. It is a large detour if you need to go towards Nether Street 2. We will need to sit in traffic queues in The Grove where it meets Ballards Lane as it is going to be congested due to the diverted traffic 3. We will not be able to turn right on to Ballard's Lane unless the no right turn restriction is lifted. Even if the no right turn restriction is lifted, we will need a new traffic light system there to stop on coming traffic from the left which is continuous and only stopped periodically by the pedestrian crossing traffic lights. The alternative is that we would need to turn right in to Popes Drive which is likely to be more congested due to diverted traffic. 	<p>I believe a solution would be to allow ONLY the residents of The Grove to travel in both directions down The Grove. We could then exit The Grove onto Nether Street or onto Grove Avenue/ Ballards Lane as needed without taking unnecessary detours or getting held up in traffic where The Grove meets Ballards Lane or down Popes Drive.</p> <p>The no entry with a proposed roundabout at the junction of Grove Avenue/ The Grove could still remain so that non- residents cannot enter The Grove here. Traffic could still enter The Grove via Nether Street as proposed so that it remains one way for non-residents.</p>
28/03/2014		1			<p>First we would like to state that we are strongly in favour of a six month trial of a one way system for The Grove. We are part of the original group which organised the petition of residents in The Grove. This petition drew attention to Barnet Council that the traffic situation in this street was dire...it was used as a cut through, cars sped along the road but there were also long queues at rush hour with drivers becoming irate and even fighting.</p>	

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
28/03/2014				1	As I am sure you are aware The Grove is a two lane road but is severely restricted in width because of vehicles parked on both sides of the road. The width restriction means that there is not sufficient space for two cars (or even a car and a bicycle) travelling in opposite directions to pass. Vehicles have to stop in the few places where there is sufficient space for two vehicles to pass. This causes serious congestion. Creating a one way system would alleviate this problem.	There is a serious risk to pedestrians walking down Nether Street and crossing the Grove. This is particularly dangerous for young children walking to school in the mornings as there is a long queue of vehicles on Nether Street and a Long queue of vehicles on the Grove due to the traffic lights at Finchley Central and the Congested traffic on Ballards Lane/Regents Park Road. Vehicles turning into the Grove from Nether Street cannot easily see pedestrians crossing the Grove and pedestrians crossing the Grove cannot easily see vehicles turning. When a gap occurs in the line of traffic on Nether Street any vehicle wanting to turn into the Grove takes advantage of this and may not be able to see pedestrians crossing the Grove. Result - fast accelerating vehicle hits pedestrian. The proposal to make the Grove one way for vehicles turning into the Grove from Nether Street does not address this danger. A box junction at the Grove Nether Street junction would also not address this danger.
27/03/2014		1			I strongly favour the proposed one-way scheme on an experimental basis, with a further consultation taking place one year later. There is frequently traffic congestion occurring, even at non-rush hour times, owing to the narrowness and high volume of cars parked on the part of The Grove that nears Nether street. This results in cars having to 'back up', and as sometimes both drivers are not willing to back up, there can be confrontational scenes. (I have witnessed 3 such scenes myself). The proposed mini roundabout in the middle of the road is also a great idea.	
31/03/2014		1			I have no problem with making that section of The Grove one way, in fact I think its a good idea as it may discourage using our road as a rat run	Cars use Wentworth Avenue as a 'rat run' to avoid traffic jams on Ballards Lane at peak times. I suppose that this is unavoidable but the speed that they travel along Wentworth Avenue is uncomfortably close, and sometimes higher than, 30 miles an hour and therefore feels inappropriate for a primarily residential road - provide traffic calmin and reduction measures. <u>Nether Street between Essex Park and Moss Hall Grove</u> - This section of pavement is far too narrow for the amount of pedestrian traffic on it at peak times (school drop off and pick up), particularly given that as it is so straight cars travel along this section at 30 mph or more. Kids are encouraged to walk/scoot to school but in order that parents can feel this is safe, the pavement must feel like a safe place to be. No railing beside the section next to the school playing field - dangerous for children. - provide railings and widen pavement. <u>Wentworth Avenue / Essex Park junction</u> - Cars that are waiting for Junior school pupils regularly park on the double yellow lines around this junction. Cars who are us

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
31/03/2014		1		1	We would like to inform you that we strongly feel the 'one-way' proposal should not go ahead. In the morning during rush hour the one way road will create traffic to build up on The Grove and Grove Avenue. This will cause further traffic to build up on Popes Drive – Albert Place leading to a situation that will be beyond control.	To help reduce the amount of traffic on our roads, we will benefit from more roads, wider roads and more control on parking on narrow roads in this area to ease the flow of traffic. We recommend that you paint double Yellow line on Nether Street so traffic can flow easily and to open Gordon Road to allow the flow the traffic. A lot of traffic currently builds up in the morning on the small roundabout on Nether Street.
02/04/2014		1			please go ahead with the trial one-way system on The Grove. We've had our personal cars damaged on so many occasions. We also suffer when people refuse to give way to allow us access to our own drive way.	
01/04/2014		1			have one concern that this experiment might lead to an increase in traffic speed beyond legal limit in one way part of the Grove therefore car speeds should be monitored during the experiment, or speed limit should be reduced to a 20MPH limit. Otherwise we fully support your suggestions for this experimental one way traffic scheme.	
02/04/2014		1			I would like to confirm that we are totally supporting the six month trial of a one way system for The Grove and that we very much agree with what our neighbours Steve & Mary Isaacs point of view. We moved to The Grove exactly a year ago, myself, my husband and our son of 6yrs old. From the very first days I noticed that the street traffic was particularly heavy, especially in the morning and afternoon rush hours. Drivers were also speeding through our street in order to, as I found out later, to cut through and avoid the traffic light of the main street. As a result, this traffic makes our street at the least noisy and seriously extremely dangerous.	
02/04/2014		1		1	Is it intended to retain the "No Right Turn" into Ballards Lane at the top of The Grove? If so, there will be drivers (from the north) arriving (via Grove Avenue) at the new "No Entry" sign in the western arm of The Grove who, being obliged to turn left into the eastern arm of The Grove, will then be involved in a loop of left turns - unless they know and take the circuitous route round the back of Tesco's! The scheme might well reduce traffic in the western (proposed one-way) part of The Grove but would INCREASE traffic in the eastern arm of The Grove. Thus residents of the western arm would be advantaged to the great detriment of residents of the eastern arm and also of residents of Falkland Avenue and Cornwall Avenue. This might be alleviated by removing the No-Right-Turn at the top of The Grove (into Ballards Lane) - but was this not requested originally by local residents? If the scheme is implemented it should include the removal of this No-Right-Turn into Ballards Lane (often ignored anyway, I think)	


Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
03/04/2014				1	<p>We do not support the proposal for the following reasons:</p> <ul style="list-style-type: none"> · Our section of the road (Grove North) already experiences high volumes of traffic and the proposed experiment will generate additional volumes (as derived from your June 2013 report) and creates further safety risks for residents and visitors. · We believe there will be other knock-on effects that will create further disruption and dis-harmony on Grove North (increased congestion at the Albert Place/Nether street junction, increased congestion at The Grove/Ballards Land Junction (and further illegal right-hand turns and increased congestion at the entrance to Popes Drive) · The removal of the parking spaces outside number 17 The Grove will make it harder for families to park (during pick-up/drop off at the nursery) and also increases the likelihood of visitors to park across resident's driveways at other times. · A one-way system in the Grove South will increase the speed of the traffic making an accident more likely and more dangerous for pedestrians 	
05/04/2014				1	<p>definitely DO NOT want The Grove to become a one way road especially as per the suggestion in both letters dated 11.02.14 and 24.03.14.</p>	<p>I would like to suggest a better solution would be to remove permit parking bays which are on The Grove which is a blind corner and were the traffic blockage starts outside houses number 47 & 45 and also remove the bay outside number 41 The Grove. These could be replaced by additional bays outside number 27 The Grove (next to my house 29).</p> <p>I would like you to increase the parking bay outside 23C and also number 23B as it finishes too far away from their drop down curb and the bay is too small for 2 cars because of this and would not obstruct the view of a driver coming out of these properties as the parking bays are far to short of the entrance to their drive ways. This would stop cars speeding along the curve of the road and would be a simple way to improve the traffic flow.</p>

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
07/04/2014				1	<p>I do not support the proposal of a one-way system from Nether Street along The Grove as I believe it would create congestion problems in roads in the vicinity. I also believe it would result in an increase in traffic speed along The Grove which would put residents and pedestrians at risk. I would prefer things to be left as they are at present. However, if an experimental one-way system was to be introduced, I believe it should flow in the opposite direction to the one proposed i.e. south from The Grove/Grove Avenue to Nether Street.</p> <p>Traffic avoid the traffic signals and use The Grove and travel at fast speed along the first section of The Grove where parking bays are initially only present on one side, making it extremely dangerous for other residents and myself to pull out of our drives.</p> <p>As there is no right turn at the top of The Grove north, cars wishing to join Nether Street and no longer able to do so via The Grove will have to use Popes Drive, which is of course used by Tesco delivery lorries and Tesco customers and there are often long delays due to congesti</p>	
05/04/2014				1	<p>The scheme will just move traffic on to other already congested roads by effectively blocking an existing route. By preventing traffic to pass through The Grove to Nether Street will increase the abuse of the No Right Turn at the junction of The Grove and Ballards Lane which already happens quite regularly.</p> <p>In the morning the traffic on Ballards Lane is often hugely congested at the traffic lights by Finchley Central tube. Blocking the route to Nether Street from The Grove will only serve to push more traffic via Ballards Lane or Pope's Drive/Albert Place.</p>	
05/04/2014		1			<p>As a Grove resident of 30+ years, I have seen our road change from a relatively quiet street to a mad house. It is now used as a very narrow cut-through and the drivers using it are bad tempered and reckless. We have daily problems of bad driving, impatience and downright madness. To change to a one-way system would alleviate the chaos.</p>	

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
05/04/2014				1	<p>The one way system will have the impact of increasing the speed of cars coming up the one way road in The Grove - this results in more danger to cars and pedestrians in that section of the road.</p> <p>The one way system will increase traffic flow in the northern part of The Grove, as all cars will now have to turn left into The Grove from Grove Ave. This will:</p> <ul style="list-style-type: none"> - Increase congestion at the junction of The Grove and Grove Ave (where a Nursery School exists) - Increased risk to pedestrians on The Grove north as a result of increased traffic - Increased traffic turning into Popes Drive to get out of the neighbourhood - resulting in increased danger the shoppers of the Tesco Superstore crossing the road to the car park - Increased congestion at the Albert Place/Nether Street junction which is already a very busy and difficult intersection to pass. - Increased congestion at The Grove/Ballards Lane junction - where right turns are illegal. <p>I believe the one way system should be north to south, and not south to north. This would much better serve the needs of the community.</p>	
04/04/2014		1			<p>I am all for the road being one way. The cars go far too fast both ways, my children are at the stage where they are starting to walk out by themselves and I am not happy when they cross the road.</p> <p>Drivers going from Finchley to West Finchley/ Woodside Park use it as a cut through and the road is not wide enough for cars parked both sides and two way traffic, plus it creates a lot of buildup.</p> <p>If you go ahead with the one way system, you must let drivers turn right on to Ballards Lane.(corner where Santander used to be, now empty shop) If they cannot turn right on to Ballards Lane, the build up in rush hour in Popes Drive will be even worse than it is now.</p>	
04/04/2014		1			<p>We support the experimental scheme which should be implemented without delay</p>	
04/04/2014		1			<p>having received the plans, were very happy with the 'one-way' proposal. It was re-assuring that this action had been decided upon by the Council having carried out several surveys of the road and concluding that this section of The Grove is no longer fit for two-way traffic.</p>	
07/04/2014				1	<p>Objection to the proposals.</p> <p>Increased congesteion at The Grove / Grove Avenue;</p> <p>Increased risk to pedestrians because of the incresed traffic in The Grove North;</p> <p>Increased congetstion at the entrance to Pope's Drive;</p> <p>Increased congestion at Albert Place / Nether Street junction</p> <p>Increase congestion at The Grove / Ballards Lane junction;</p> <p>One driveway will be on roundaboiut side and one will be on 'one-way' side.</p>	

Date In	Original CCU / Email	In Favour	Objecting	Other	Comments	Other comments outside proposals
04/04/2014				1	We would like to inform you that we strongly feel the 'one-way' proposal should not go ahead. In the morning during rush hour the one way road will create traffic to build up on The Grove and Grove Avenue. This will cause further traffic to build up on Popes Drive – Albert Place leading to a situation that will be beyond control.	We recommend that you paint double Yellow line on Nether Street so traffic can flow easily and to open Gordon Road to allow the flow the traffic. A lot of traffic currently builds up in the morning on the small roundabout on Nether Street. By opening up Gordon Road for cars only, the public will be able to use an alternative route and avoid the roundabout to travel to work.
03/04/2014		1			We agree with the proposed experimental traffic system as planned and believe it will both control traffic flow and reduce the speed of traffic approaching the proposed new mini-roundabout from Grove Avenue. The previous table calming measure was removed a few years ago	In the morning traffic starts to build up from 7.30 a.m. in Grove Avenue with traffic both diverting from Ballards Lane and arriving from Wentworth Avenue. In the evening the build up starts from 5 p.m. and extends over a longer period and therefore less congestion occurs. Recommendation - to introduce a 20 mph speed limit on all the surrounding roads interconnecting with Ballards Lane, those involved in the experimental scheme and particularly to the rear of Tescos.
12/04/2014				1		Putting up a sign saying Beware, Children or something similar at The Grove / Grove Avenue. This would be especially relevant if the trial one way system is introduced. Concil to set up meeting including councillors and residents to debate how the system might work, to propose any objections or possible changes, and in this way to own the scheme rather than feeling it was being imposed on them.
11/04/2014		1			The width of the road especially near the bend is not sufficient. In the last year the traffic in our road seems to have increased and people refuse to give way.	
14/04/2014				1	This will result in adding to the morning congestion along Ballards Lane (and thus more drivers seeking a faster route) and the junction of Nether Street and Dollis Road.	congestion I have noticed on the lower end of The Grove to Nether Street junction, is caused by the number of cars parked on both sides of the road with few places to pull in to pass. Why not perhaps place some double yellow "no parking at any time" markings on the westerly side of the road where it is most narrow on the small bend about 100m from the junction and extending for about 80m towards Grove Avenue. The only suggestion I can offer if you do go ahead with the suggested scheme would be to take out the bollards at the junction of Gordon Road and Dollis Road and allow some traffic on Nether Street to divert down either Lansdowne, Grosvenor, Eversleigh or Elm Park Roads onto Gordon Road and turn right only for Holders Hill Circus.
13/04/2014			1		it is very congested, unfortunately I think the one way system will make this problem even worse. Unfortunately your drawings do not extend to the road where the tesco car park is and I believe this is the problem area. As I'm sure you know that is already a one way system and already very congested in the mornings. I believe by introducing the one way system as planned this will only make that problem worse as it will direct even more cars there as there will be no other option.	

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	<p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">13 January 2016</p>
<p style="text-align: center;">Title</p>	<p>Outcome of the statutory consultation on proposals to extend the Golders Green CPZ, the Cricklewood CPZ and introduce a new CPZ on The Vale (Cricklewood end) and its surrounding roads NW11/NW2.</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director, Environment</p>
<p style="text-align: center;">Wards</p>	<p>Childs Hill, Golders Green</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A – Consultation areas, consultation letters and drawings. Appendix B – Summary of comments and objections received in statutory consultation period. Appendix C – Recommendation Drawing. THEVALECWGGGC_05</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Karen Grinter karen.grinter@barnet.gov.uk Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk</p>

<h2>Summary</h2>
<p>In February and March 2014 Officers carried out an informal consultation with residents living, and businesses operating, in the uncontrolled section of The Vale NW11, in Woodvale Way, Hamlet Square, Pentland Close, Elsinor Gardens, Compton Close, Ophelia Gardens, Granville Road, Garth Road, Cloister Road regarding parking and whether they would like a CPZ to be introduced in their roads.</p> <p>On 2 July 2015, the Finchley and Golders Green Area Committee resolved for Officers to undertake a statutory consultation with the community in respect of the following proposals:</p>

- To extend the Monday to Friday 11am to 12midday Golders Green 'H' CPZ into Granville Road NW2;
- To extend the Monday to Friday 10am to 11am Cricklewood 'C1' CPZ into The Vale NW11, between Hendon Way and Claremont Road, and into Pentland Close and Woodvale Way NW2; and
- To introduce a new CPZ operational between 1pm and 8pm Monday to Sunday into Garth Road and Cloister Road NW2.

It was also agreed to propose to convert a resident permit holder parking bay on Sanderstead Avenue NW2 to business permit holders only and introduce a length of 'At any time' waiting restriction on Mendip Drive NW2.

Accordingly, this report details the outcome of the statutory consultation, which was carried out on 22 October 2015, and asks the Committee to consider the recommendations made as a result of the representations obtained through the consultation.

Recommendations

That the Committee note the outcome of the statutory consultation as detailed within this report at an estimated cost of £48,000 and approve the spend of £7,000 through the Area Committee budget for the inclusion of Mortimer Close:

- 1. That the measures are introduced as originally proposed, through the making of the relevant Traffic Management Orders, with the exception of the modifications outlined below and shown on Drawing Number THEVALECWGGGC_05:**
 - (a) That the proposed resident permit parking place on Cloister Road to the side of No. 62 Hendon Way should be amended to a shared-use resident permit, business permit and short stay pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.**
 - (b) That the proposed resident permit parking place on Cloister Road to the side of No. 64 to 76 Hendon Way (Palm Hotel) should be amended to a pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.**
 - (c) That the proposed shared-use resident permit and business permit parking place in Garth Road to the side of No. 78 Hendon Way, should be amended to incorporate a short stay pay by phone (maximum stay 3 hours) provision with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.**
 - (d) That the proposed shared-use resident permit and pay by phone (maximum stay 2 hours) in Garth Road to the side of No. 64 to 76 Hendon Way (Palm Hotel) should be amended to a pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30**

minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00

(e) That the proposed resident permit parking place outside the Clinic on Garth Road should be amended to a short stay pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50 and up to 3 hours £2.00.

2. That provision is made within the Traffic and Development Section's work programme to carry out a focussed review of the measures and their impacts, within the 2016/17 financial year.

1. WHY THIS REPORT IS NEEDED

This report provides the Committee with the outcome of the statutory consultation on proposals to extend certain Controlled Parking Zones (CPZs) and introduce a new Controlled Parking Zone (CPZ) into The Vale and surrounding roads, carried out on the 22 October 2015 and asks the Committee to consider the recommendations made as a result of the representations received during the consultation process and to seek a decision from the Committee on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 An informal consultation was carried out in February and March 2014, by way of questionnaires being delivered to properties in the area of The Vale NW11, asking amongst other things whether or not they would like a CPZ introduced in their roads. The outcome of the informal consultation was reported to the Finchley and Golders Green Area Committee on 2 July 2015.
- 2.2 Prior to the Finchley and Golders Green Area Committee of the 2 July 2015, representations were made from a resident at the Finchley and Golders Green Area Resident Forum of the same date, for Mortimer Close NW2 to also be considered for inclusion into a CPZ. The Forum concluded the issue would be referred to the Finchley and Golders Green Area Committee of the same evening for consideration. The Finchley and Golders Green Area Committee subsequently resolved to include the Mortimer Close in the Monday to Friday 11am to 12midday Golders Green 'H' CPZ.
- 2.3 Having considered the results of the informal consultation, and the representations relating to Mortimer Close, the decision taken of the Finchley and Golders Green Area Committee on 2nd July 2015 was for a statutory consultation to be carried out on proposals to:
 - extend the Monday to Friday 11am to 12midday Golders Green 'H' CPZ into Granville Road NW2 and Mortimer Close NW2;

- extend the Monday to Friday 10am to 11am Cricklewood 'C1' CPZ into The Vale NW11, between Hendon Way and Claremont Road, and into Pentland Close and Woodvale Way NW2;
- introduce a length of 'At any time' waiting restriction on Mendip Drive NW2;
- convert a resident permit holder only parking bay on Sanderstead Avenue NW2 to business permit holders only;
- introduce a new CPZ operational between 1pm and 8pm Monday to Sunday into Garth Road and Cloister Road NW2.

2.4 The statutory consultation commenced on 22 October 2015, and was carried out by way of letter detailing the proposals being delivered to all affected frontage properties within the proposal area and properties in nearby uncontrolled roads. The proposals were also advertised in the local press and the London Gazette and similar notices were displayed on street throughout the consultation area.

2.5 The consultation area was split into four geographical areas, and each area received a specific letter relating to their area. **Appendix A** details how the areas were split and the statutory consultation letters with accompanying drawings that were hand delivered to all properties included in the consultation area.

2.6 The following table details the number of letters delivered as part of the statutory consultation and the correspondence received commenting on or objecting to the proposals:

	No. of letters delivered.	No. of correspondence received	Response %
Area 1	371	26	7%
Area 2	442	9	3.2%
Area 4	181	12	6.6%
Area 4	950	16	1.7%
Total	1944	63	3.2%

2.7 Full details of the comments and objections are documented in **Appendix B** of this report.

Area 1 – The Vale NW11 area

- 2.8 With regards to the specific comments received, Officers' comments are as follows:

Request for The Vale to be included in Golders Green 'H' CPZ

- 2.9 It should be noted that although CPZ's do group together roads in the same area, many of which will share the first part of the postcode, CPZ boundaries are not determined on this basis. Nor are CPZ boundaries determined solely on the basis of residents' preference to the CPZ that they would like to join.
- 2.10 As part of the design of a CPZ extension, the placement of the CPZ boundary is carefully considered - as in addition to introducing CPZ restrictions in a previously uncontrolled road, its inclusion in the CPZ would also enable residents of that road to purchase permits which would enable them to park in roads in the rest of the same CPZ.
- 2.11 In addition, CPZ boundaries and layouts must be clear to motorists and should make sense geographically particularly where two CPZ's are in close proximity to each other.
- 2.12 In the case of The Vale, the existing Golders Green 'H' CPZ falls to the east of the A41 Hendon Way, whereas the current proposal for The Vale falls to the west of the A41 Hendon Way, and would be adjacent to roads which are in the existing Cricklewood 'C1' CPZ, such as Greenfield Gardens, Purley Avenue and Sanderstead Avenue. It is considered that the A41 creates a natural boundary between the existing Golders Green 'H' CPZ to the east and the Cricklewood 'C1' CPZ to the west, and the proposed extension of the Cricklewood 'C1' CPZ to include The Vale makes sense geographically.
- 2.13 The main aim of a CPZ is to make it easier for residents to park in close proximity to their properties and it is considered that the introduction of the proposed CPZ would help achieve this. It is suspected however that some of the residents of The Vale wish to utilise a Golders Green 'H' CPZ permit to enable them to park in roads closer to Golders Green Town Centre.
- 2.14 It is not the purpose of a CPZ to facilitate resident permit access to shopping centres, and to agree to the request could impact on the roads in the Golders Green 'H' CPZ closest to the Town Centre, as these would be the most attractive spaces for permit holders wishing to visit the Town Centre to park, noting that the Golders Green CPZ is already a large CPZ.

Parking for businesses

- 2.15 Although the main aim of a CPZ is to protect resident parking, when designing the parking layout, the needs of businesses are considered. As part of the design, although it is noted that the premises in question do have access to off-street parking for multiple vehicles, a number of features were incorporated into the CPZ such as a limited number of business permit parking provision on The Vale and adjacent Sanderstead Avenue, and a

length of Monday to Friday 2pm to 3pm waiting restriction to allow for some parking to take place on The Vale near the business premises when the CPZ is in operation during the 10am to 11am period. In relation to the business concerns regarding the cost of the business permits, this is something that is set as part of Barnet Council's agreed fees and charges.

Impact on parking related to local school

- 2.16 Officers have noted that teachers and staff of the local school utilise the unrestricted kerbside space on The Vale, and the Council is aware of the general difficulties that staff of schools in or near CPZs are having with being unable to park near to their place of work.
- 2.17 In response to this issue, the Council has carried out a consultation on proposals to introduce a parking permit for schools situated in and near CPZs and it has been decided that on a trial basis schools' permits should be rolled out in 2016, initially to schools in the NW7 and NW2 postcodes. A report on the experimental school permit will be reported to the Environment Committee on 11 January 2016. Therefore it is envisaged that, assuming the school meets certain conditions, this should address many of the concerns they have about parking locally, albeit it is likely that the introduction of a permit would entail more restriction and control on numbers eligible to park, and costs.

Requests for additional waiting restrictions

- 2.18 When designing a CPZ layout the council aims to maximise parking opportunity as much as possible. Therefore parking bays have been placed only in locations where it is considered safe for parking to take place, where no obstruction will be caused to through traffic or sightlines. With this in mind it is also considered that the proposed waiting restrictions for Mendip Drive are the minimum required in order to effectively improve safety and traffic flow at this location. However, this location can be monitored and should it be found that additional restrictions may be necessary once the restrictions have been put into practice, this can be assessed and prioritised as part of the Council's investigations into waiting restriction and minor parking change requests. Additionally, the requests received for waiting restrictions in the Golders Green Estate will also be included for assessment as part of that process.

Hamlet Square

- 2.19 Hamlet Square is a private gated community with between 50 and 60 properties, and residents currently benefit from their own privatised parking as non-residents cannot access the road. It is considered that in the main, the majority of residents should be able to park in the road or on their off-street parking areas. Furthermore it is considered that in the first instance residents of Hamlet Square should not be able to purchase permits as this may impact on the operation of the CPZ in The Vale, depending on the number of Hamlet Square residents who may wish to purchase permits and park in The Vale.

Area 2 – Granville Road and Mortimer Close

2.20 In relation to the concerns raised Officer comments are as follows:

Parking and facilities for businesses

2.21 Provision for business-related parking in Granville Road has been considered as part of the design of the CPZ. A limited number of business permit holder parking would be accommodated, as well as the lengths of Monday to Friday 2pm to 3pm waiting restriction to allow for some parking to take place on The Vale near the business premises when the CPZ is in operation during the 11am to 12 midday period. In addition, following previous consultation with local businesses, lengths of all day waiting restrictions have been designed with a view to providing loading facilities for businesses and a location for larger vehicles to manoeuvre.

Width of Granville Road

2.22 It is considered that parking can be accommodated on both sides of the road and by doing so will allow for one vehicle to pass through. The proposed parking bay layout allows for sufficient 'passing places' for through vehicles through the provision of waiting restrictions along certain kerbside lengths. It is also considered that deterring the all-day commuter parking aspect by introducing CPZ controls, would significantly reduce congestion along this road.

Request for weight restriction in Granville Road

2.23 This will be assessed by colleagues of the Design Team as part of their routine investigation and assessments of Traffic Management requests and is not being considered in the context of the report.

Area 3 – Garth Road and Cloister Road

Concerns about Hotel and Hendon Way properties' eligibility for permits

2.24 The proposed layout prioritises resident permit parking and as such only a limited amount of non-resident permit parking has been proposed. The hotel, not being a residential property, would not be eligible to obtain residents' permits, and therefore its impact on the roads should be very much reduced.

2.25 Residents of properties on Hendon Way are considered as residents. If they or their visitors need to park on-street, then it is considered reasonable that they should be allowed to park in Garth and Cloister Roads particularly as, if the proposals are to be progressed, the majority of surrounding roads would be in one CPZ or another, whether that be the Golders Green, Cricklewood or new Garth/Cloister CPZ. It is noted that many of the properties specified on Hendon Way, have their own off-street parking, so there may not be a requirement for those residents to park on-street in Garth/Cloister Roads in any case.

Hotel related parking

- 2.26 The representation and survey details received from the hotel's consultants has been noted, and in response to their points
- *That there was a low response rate for informal consultation; and*
 - *That the majority of respondents in Cloister Road said "no" to a CPZ in the informal consultation.*
- 2.27 The response rates for the informal consultation from Garth Road and Cloister Road was a combined 23% which is considered average for this type of consultation. Although the hotel's consultants believe the response rate to be low, they do not offer a view as to what rate they would consider acceptable.
- 2.28 In any case, the results of one particular question of the informal consultation in one particular road forms one part of the process which has resulted in the statutory consultation having taken place. Officers noted the results of adjacent roads, noted that there was a perceived issue with parking in the road, noted representations being made over the years regarding parking in the roads, and the Council determined that a CPZ should be proposed in Cloister Road, as to propose CPZs in other roads, but not Cloister Road would likely create additional problems in that road.
- *That there is no survey evidence to support the CPZ proposal*
- 2.29 Anecdotal evidence from local residents suggested that there is an issue with non-residents parking in the road and the CPZ has been designed to address this, with a view to maximising resident parking opportunity to help residents park near their homes, in line with the Council's Parking Policy.
- *That the hotel pays significant business rates and should share the same entitlement as residents*
- 2.30 As a property used for non-domestic purposes, the hotel is obliged to pay business rates, although the amount they pay is calculated by parties external to the Council. Furthermore the amount of business rates a business, or Council tax a resident, may pay is not relevant to any parking measure which may be proposed.
- 2.31 In terms of design, the Council's Parking Policy states an aim to ensure residents are able to park as near as possible to their homes, which the proposed CPZ intends to achieve.
- *Request for all parking places to be shared-use to incorporate pay by phone parking provision*
- 2.32 It is considered that to agree to this would not necessarily assist residents in parking as near as possible to their homes as the usage of the pay by phone aspect may compromise resident parking opportunity at certain times of the day. However it is considered that the proposal could be amended to

accommodate some additional pay by phone parking places and opportunity in the vicinity of the hotel, in both Garth and Cloister Roads.

- *General*

- 2.33 The hotel's consultants supplied the results of parking surveys they carried out on Thursday 5th November and Saturday 7th November. The results broadly indicate that between Garth Road and Cloister Road there is spare capacity to accommodate additional vehicles than what could be parked in both roads – based on the consultant's calculations about what they believe the total number of vehicles which can be parked in those roads at any one time.
- 2.34 The consultants state that they believe that there is sufficient spare capacity to cater for residents, the hotel and the surgery. However anecdotal evidence suggests this is not the case.
- 2.35 Having looked closely at the survey results, they suggest that there is more pressure on kerbside space in Garth Road than in Cloister Road - on many occasions Garth Road having none or very little spare capacity, or was over capacity (i.e. where the number of vehicles parked was more than the number of vehicles the consultants calculated could be parked in the road).
- 2.36 It is unclear whether the base data used by the consultants accord with the standards used when designing a CPZ, for example, whether they have counted a vehicle being parked too close to a junction, driveway, when this type of parking would be eliminated as part of a CPZ design, so it is difficult to come to any formal conclusions based on what was supplied. In addition, it is unclear whether there were functions taking place on the days and evenings on which the surveys were undertaken, so the surveys may not reflect occasions when the worst problems for residents arise.
- 2.37 In any case, although the comments from the hotel's consultants have been noted, it is considered that, although they appear to believe that the surveys indicate that parking related to the hotel should be able to continue on these residential roads, anecdotal evidence suggests that the hotel's impact on residents is significant, and the surveys themselves suggest that at times Garth Road in particular is heavily parked.

Clinic-related parking

- 2.38 Officers were also mindful of the clinic operating from Garth Road and as such it was considered that the short stay payment parking would be of benefit for their use. However given the concern about parking for patrons, it is considered that the parking layout on Garth Road and Cloister Road could be amended to incorporate additional short stay pay by phone parking near their junctions with A41 Hendon Way. In addition it is considered that the maximum stay of these parking places should be increased by one-hour to allow a 3 hour stay which should accommodate most visitors to the clinic.

Area 4 – Excluded roads and general

- 2.39 Although a relatively low response was received from residents of the 'Golders Green Estate' Officers are mindful of the concerns raised from the residents of these roads who responded to the consultation. It is noted that parking may already be congested in these roads and it is accepted that displaced parking can result from the introduction a CPZ in adjacent roads such as The Vale. However, this does not take away from the need and local desire for a CPZ to be introduced in The Vale area, and in this case it is considered prudent to monitor the effect on local roads subsequent to the introduction of a CPZ.
- 2.40 In relation to the request for the Council to reduce the existing Crickelwood 'C1' CPZ boundary instead of extend it, it is considered that there is already an established need and local desire for a CPZ in the roads off of The Vale, such as Sanderstead Road and should the controls be removed, the roads could be adversely affected by commuter parking, which currently occurs in uncontrolled section of The Vale, and instigated the Council's investigations into extending the CPZ. Furthermore, no representations have been received from residents of those roads to support this request.

Conclusions and Recommendations

- 2.41 Although the nature of statutory consultations are to elicit more negative responses to a proposal than positive, there was a number of residents who responded to the proposals stating that they were in support of the Council's intentions to introduce CPZ controls, although in the case of the proposed Cricklewood 'C1' CPZ extension, a number wanted to be part of the nearby Golders Green 'H' CPZ. Furthermore given the total number of responses received to the proposals it is considered that the proposals have generally been accepted by the local community.
- 2.42 Officers are satisfied that there is sufficient evidence to show support and acceptance of the proposal to justify the introduction of such controls, and as such recommend that the controls are generally implemented as proposed.
- 2.43 However, Officers are mindful of the concerns raised throughout the consultation and consider that these can be addressed in two separate ways:
- By making modifications to the proposal now to mitigate some of the concerns raised upon introduction of the measures.
 - By undertaking a focussed review of the CPZ no earlier than 6 months after the introduction of the measures to address any concerns raised during the operation of the scheme.

The Area Committee will be asked to fund the review if this is the agreed way forward.

- 2.44 Therefore it is considered that the proposed measures should be introduced with the following modifications:

- That the proposed resident permit parking place on Cloister Road to the side of No. 62 Hendon Way should be amended to a shared-use resident permit, business permit and short stay pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.
- That the proposed resident permit parking place on Cloister Road to the side of No. 64 to 76 Hendon Way (Palm Hotel) should be amended to a pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.
- That the proposed shared-use resident permit and business permit parking place in Garth Road to the side of No. 78 Hendon Way, should be amended to incorporate a short stay pay by phone (maximum stay 3 hours) provision with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.
- That the proposed shared-use resident permit and pay by phone (maximum stay 2 hours) in Garth Road to the side of No. 64 to 76 Hendon Way (Palm Hotel) should be amended to a pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00
- That the proposed resident permit parking place outside the Clinic on Garth Road should be amended to a short stay pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50 and up to 3 hours £2.00.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to introduce Controlled Parking Zones within the area. However, there are on-going parking issues in the area which would continue, to the detriment of residents' ability to park near their homes. Therefore a "do nothing" option is considered not viable.

4. POST DECISION IMPLEMENTATION

- 4.1 The implementation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5. IMPLICATIONS OF DECISION

- 5.1 **Corporate Priorities and Performance**

5.1.1 Improving parking and traffic conditions in these roads and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority “A Successful London Suburb” and contribute to strategic objectives of “keeping Barnet moving through the efficient management of the roads and pavements network” by improving the quality of life for residents through affording them better parking protection and by improving the traffic and parking conditions, contributing to “The Sustainable Community Strategy for Barnet 2010-2020.

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

5.2.1 The estimated costs of introducing the measures as detailed in this report, which requires the making of the relevant Traffic Management Orders, writing to all objectors and to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be **£55,000.**

5.2.2 £48,000 of these costs would be funded from the 2015/16 Local Implementation Plan (LIP) allocation for Parking Reviews, and if necessary from a similar budget albeit for the 2016/17 financial year subject to Environment Committee approval of the 16/17 LIP funding.

5.2.3 The remainder of £7,000 refers to funding for Mortimer Close which has been agreed through the Area Committee backlog funds.

5.2.4 The works will be carried out under the existing LoHAC term maintenance contractual arrangements and through the Council’s internal DLO contractor.

5.2.5 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account.

5.2.6 Income generated through the purchasing of parking permits, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be attributable to the Special Parking Account.

5.3 Social Value

5.3.1 Not relevant to this report.

5.4 Legal and Constitutional References

5.4.1 Section 16 of the Traffic Management Act 2004 places an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider

appropriate for planning and carrying out the action to be taken in performing the duty.

- 5.4.2 The Council acting in its capacity of Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984 (“the 1984 Act”).
- 5.4.3 Section 122 of the 1984 Act imposes a statutory duty on the Council to exercise its functions in relation to Traffic Management Orders so as to secure (so far as practicable having regard to the matters specified in Section 122(2) below) the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Section 122(2) specifies the matters to be had regard to as: (a) the desirability of securing and maintaining reasonable access to premises; (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and (d) any other matters appearing to the local authority to be relevant.
- 5.4.4 Officers have assessed the proposed Traffic Management Orders in compliance with the Council’s statutory duty, and consider the proposed orders meet the aim of Section 122 so far as reasonably practical for the reasons set out in this report.
- 5.4.5 The Council’s Constitution Responsibility for Functions, Appendix A, sets out within the terms of reference the functions which an Area Committee can discharge, which includes local highways and safety schemes.

5.5 Risk Management

- 5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.
- 5.5.2 It is considered that the issues involved in proposing or introducing a CPZ may lead to some level of public concern from local residents who feel that they do not wish for a CPZ to be introduced, or from residents of other roads in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area has ensures that members of the public have had the opportunity to comment in any statutory consultation on any proposed CPZ, which has been considered within this report.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2 The safety elements incorporated into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

5.7 Consultation and Engagement

5.7.1 Between February and March 2014, the Council carried out an informal parking consultation with residents of The Vale NW11, between: Hendon Way and Claremont Road, (including Woodvale Way, Hamlet Square, Pentland Close, Elsinor Gardens, Compton Close, Ophelia Gardens); and to the east of Hendon Way between The Vale and Cloister Road, (including Granville Road, Garth Road, Cloister Road) by way of a letter and a short questionnaire asking residents three questions;

- (i) Do they have parking problems in their road due to all day non-resident parking?
- (ii) Would they like a CPZ introduced in their road?, and
- (iii) If a CPZ were to be introduced in their road, what operational hours would they prefer?

5.7.2 Between October and November 2015, the Council carried out statutory consultation on the proposals with residents of The Vale NW11, between: Hendon Way and Claremont Road, (including Woodvale Way, Hamlet Square, Pentland Close, Elsinor Gardens, Compton Close, Ophelia Gardens); and to the east of Hendon Way between The Vale and Cloister Road, (including Granville Road, Garth Road, Cloister Road), and Mortimer Close (off Crickelwood Lane by way of a letter detailing the proposals being hand delivered to all properties within this area, notices places on street and in the local press and the London Gazette. The proposals were also advertised on the Councils TraffWeb consultation portal.

5.8 Insight

5.8.1 Not relevant to this report.

6 BACKGROUND PAPERS

6.1 Agenda and Minutes, Finchley and Golders Green Area Environment Sub-Committee 22 October 2013.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=7984&Ver=4>

6.2 Agenda and Minutes, Finchley and Golders Green Area Committee 2 July 2015.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8263&Ver=4>

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AREA 1 - Letter reference – SCR108 – 01

Roads included in consultation

The Vale – all properties between Hendon Way and Claremont Road

Woodvale Way – all properties

Compton Close – all properties

Elsinore Gardens – all properties

Hamlet Square – all properties

Ophelia Gardens – all properties

Pentland Close – all properties

Hendon Way (odd numbers only) – between nos. 67 and 113.

AREA 2 - Letter reference – SCR108 – 02

Roads included in consultation

Granville Road – all properties including, but not limited to Mountfield (near Mortimer Close), Templewood Point, Granville Point and Harpenmead Point, and business units.

Mortimer Close – all properties

AREA 3 – Letter reference – SCR108 – 03

Roads included in consultation

Cloister Road – all properties

Garth Road – all properties

Hendon Way – even numbers only between numbers 64 to 108 (including the Palm Court Hotel).

AREA 4 - Letter reference – SCR108 – 04

Roads included in consultation

Cheviot Gardens – all properties

Cumbrian Gardens – all properties

Pennine Drive – all properties

Cleveland Gardens – all properties

Cotswold Gardens – all properties

Quantock Gardens – all properties

Chiltern Gardens – all properties

Malvern Gardens – all properties

Cotswold Gate – all properties

Grampian Gardens – all properties

Cheviot Gate – all properties

Claremont Road – all properties between Quantock Gardens and The Vale.

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date: 22 October 2015
our ref: DRS/DT/THEVALE/SCR108-01

Dear Sir/Madam

Statutory consultation - proposed extension of the Cricklewood 'C1' Controlled Parking Zone (CPZ) – The Vale area NW11/NW2.

Last year we carried out informal consultation in the area to find out residents' views on parking in their roads, and whether they would like a Controlled Parking Zone (CPZ) introduced.

As a result, we are now proposing to:

1. Extend the Cricklewood 'C1' CPZ, operational Monday to Friday 10am to 11am, into The Vale, between its junctions with A41 Hendon Way and Claremont Road, Woodvale Way and Pentland Close NW11
2. Extend the Golders Green 'H' CPZ, operational Monday to Friday 11am to 12midday, into Granville Road and Mortimer Close NW2
3. Introduce a new CPZ, operational Monday to Sunday 1pm to 8pm, in Garth Road and Cloister Road NW2.

This letter is being sent to you as part of the statutory consultation process on proposals to extend the Cricklewood 'C1' CPZ into your road.

Please see the two enclosed drawings for more information. The proposals for your road are illustrated on Drawing Number THEVALECWGGGC_04b, and Drawing Number THEVALECWGGGC_04a shows the area wide proposals.

What is a Controlled Parking Zone (CPZ)?

A CPZ is an area where all on-street parking is controlled either by yellow lines, designated parking bays or 'Past this Point' parking area controls. It gives priority to residents and their visitors, and local businesses if applicable, who must purchase the relevant permit or voucher to park during the operational hours of the CPZ. Holders of disabled persons blue badges and motorcyclists are exempt from all parking charges.

Outside the hours of operation, parking would be unrestricted. However, some single or double yellow lines may still operate outside of the CPZ hours of operation. If this is the case, there will be signs attached to nearby posts or lamp columns to indicate the hours of operation of the single yellow line. Double yellow lines restrict parking at all times and are not signed.

Any vehicle parked illegally is liable to receive a Penalty Charge Notice, issued by uniformed Civil Enforcement Officers who would regularly patrol the area.

Next steps

The proposals are being advertised in the local press and London Gazette on **Thursday 22 October 2015**, and notices will be put up in the area advising of the proposed changes. If you wish to make any comments or objections regarding this proposal please send them in writing, quoting reference number **SCR108-01**, to the Design Team at the address at the top of this letter; via the Barnet TraffWeb website at www.barnettraffweb.co.uk or via email to: parking.consultations@barnet.gov.uk by **Thursday 12 November 2015**. All relevant comments and objections will then be formally considered before a decision is made via the Hendon Area Committee on whether or not the proposals should be introduced, and if so, with or without modification. Once a decision has been made we will write to you again to advise you of the outcome.

If you would like further information on how the proposed change may affect you, or more detail on how the CPZ operate would operate, please contact us using our details above.

Yours faithfully



Karen Grinter
Engineer
Design Team
Traffic and Development

Proposed extension of the Cricklewood 'C1' Controlled Parking Zone (CPZ) – The Vale (between A41 Hendon Way and Claremont Road), Woodvale Way and Pentland Close

How would the CPZ operate?

- It is proposed to extend the existing Cricklewood 'C1' CPZ operational between 10am and 11am Monday to Friday into:
 - The Vale (between A41 Hendon Way and Claremont Road),
 - Woodvale Way and Pentland Close.
- 'C1' resident permit holder only parking bays would be marked on The Vale, between its junctions with A41 Hendon Way and Claremont Road, and 'Past this point' parking areas for 'C1' resident permit holders would operate in Woodvale Way and Pentland Close, with no marked bays.
- Motorists wishing to park on-street during these hours would have to purchase a 'C1' resident permit or visitor voucher which would entitle them to park in the corresponding 'C1' resident permit holder parking places or parking areas.
- Businesses wishing to parking during these hours would have to purchase the 'CZ' business permit which would enable them to park in corresponding 'CZ' business permit holder parking places in the area.
- Single yellow line waiting restrictions prohibiting parking during the CPZ hours of operation, would also be introduced on this section of The Vale where it is considered inappropriate to allow parking, such as in front of vehicle crossover accesses (dropped kerbs), or where it is considered parking would cause obstruction to through vehicles.
- An 'off set' single yellow line waiting restriction operational between 2pm to 3pm Monday to Friday, indicated on nearby signs, would also be introduced on a length of The Vale to enable a limited amount of parking to take place when the CPZ is in operation. Double yellow line waiting restrictions would prohibit parking 'at all times'. Single yellow lines which operate during the CPZ hours of operation and double yellow lines would not have adjacent signage.

Resident permits

- A person who is a resident of The Vale (between A41 Hendon Way and Claremont Road), Woodvale Way, Pentland Close and Hendon Way (nos. 67 to 113 odds) would be able to apply for a 'C1' resident permit which would entitle them to park their vehicle in any parking place or parking area in the Cricklewood 'C1' CPZ which is designated for resident permit use.
- Permits can be purchased by residents annually, with a maximum of 4 permits allowed per household. Resident permits which are not required to be displayed in the vehicle, are charged on a CO2 emissions basis for the first vehicle and a flat rate for the 2nd, 3rd and 4th vehicle.

Visitor vouchers

- Residents of these roads can also purchase visitor vouchers. Visitor vouchers are daily single use and are used by scratching off the relevant date and displaying it in the visitor's vehicle. Having a visitor voucher displayed in their vehicle would enable the motorist to park legally in any parking place or parking area in the CPZ during the hours of operation in which a resident permit holder can park.
- Each household is entitled to a maximum of 200 visitor vouchers per year.

Carers Permits

- Carer permits are issued to residents living within a CPZ who require essential home visits by a doctor, district nurse or a similar healthcare professional.
- Residents can pass their carers permit to such visitors to enable them to park in any parking place or parking area in which a resident permit holder is allowed in that particular CPZ.
- To be eligible for a permit the resident needs to confirm that they need home visits. There is no charge for a carers permit.

Builders Permits

- Builders permits are for motorists who use vehicles in connection with the reconstruction, alteration or maintenance of, or the provision of services to, any premises adjoining a road or length of road within a CPZ, which could be purchased on a monthly or annual basis, with a maximum of three permits allowed per company for the annual permit.
- These permits are usually vehicle-specific and are issued on receipt of proof of the company details and the relevant vehicle registration document(s). However there is also the option to purchase non-vehicle specific builders permits.

Essential Service vouchers

- Essential Service vouchers can be bought by public or commercial sector departments that need to make professional visits to households or properties within a CPZ.
- These include local authority departments, healthcare professionals working for the National Health Service, including the Primary Care Trust, charities or non for profit organisations that provide health, counselling or social care services to borough residents.

Business permits

- Any business who retail trades from The Vale (between A41 Hendon Way and Claremont Road), Woodvale Way, Pentland Close and Hendon Way (nos. 67 to 113 odds) would be eligible to apply for 'CZ' business permits which would allow them to park in any 'CZ' business parking place within the Cricklewood CPZ.

Loading and unloading

- Loading and unloading would be permitted on the yellow lines and within the parking bays in the CPZ for up to 40 minutes provided that the loading and unloading activity was seen to be continuous.

Motorcyclists and disabled badge holders

- Any motorcycle or any vehicle with a disabled badge displayed is permitted to park for an unlimited time in any resident permit parking place without the need to display a permit or voucher.

Costs and charges

Resident Permit	Annual (first vehicle)	£30	Lower Band – up to 110g/km CO2
		£40	Middle Band – 111-200g/km CO2
		£60	Higher Band – over 200g/km CO2
Resident Permit	Annual (second vehicle)	£70	
Resident Permit	Annual (third vehicle)	£70	
Resident Permit	Annual (fourth vehicle)	£70	
'Green' Resident Permit	(Electric vehicles)	Free	
Visitor Voucher		£12	Per 12 vouchers
Carers Permit		Free	
Essential Service Vouchers		£2.50	Per voucher
Builders Permit	Monthly (specific registration)	£38	
Builders Permit	Monthly (any registration)	£76	
Builders Permit	Annual (specific registration)	£310	
Builders Permit	Annual (any registration)	£620	
Business Permit	Weekly (specific registration)	£26	
Business Permit	Monthly (specific registration)	£73.50	
Business Permit	Annual (specific registration)	£525	
Business Permit	Annual (any registration)	£840	

For further information on CPZs, Parking Enforcement and all permits and their charges please go to Barnet Council's website:

<https://www.barnet.gov.uk/citizen-home/parking-roads-and-pavements/parking.html>

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date: 22 October 2015
our ref: DRS/DT/THEVALE/SCR108-02

Dear Sir/Madam

Statutory consultation - proposed extension of the Golders Green 'H' Controlled Parking Zone (CPZ) – Granville Road and Mortimer Close NW2.

Last year we carried out informal consultation in the area to find out residents' views on parking in their roads, and whether they would like a Controlled Parking Zone (CPZ) introduced.

As a result, we are now proposing to:

1. Extend the Cricklewood 'C1' CPZ, operational Monday to Friday 10am to 11am, into The Vale, between its junctions with A41 Hendon Way and Claremont Road, Woodvale Way and Pentland Close NW11
2. Extend the Golders Green 'H' CPZ, operational Monday to Friday 11am to 12midday, into Granville Road and Mortimer Close NW2
3. Introduce a new CPZ, operational Monday to Sunday 1pm to 8pm, in Garth Road and Cloister Road NW2.

This letter is being sent to you as part of the statutory consultation process on proposals to extend the Golders Green 'H' CPZ into your road.

Please see the two enclosed drawings for more information. The proposals for your road are illustrated on Drawing Number THEVALECWGGGC_04c, and Drawing Number THEVALECWGGGC_04a shows the area wide proposals.

What is a Controlled Parking Zone (CPZ)?

A CPZ is an area where all on-street parking is controlled either by yellow lines, designated parking bays or 'Past this Point' parking area controls. It gives priority to residents and their visitors, and local businesses if applicable, who must purchase the relevant permit or voucher to park during the operational hours of the CPZ. Holders of disabled persons blue badges and motorcyclists are exempt from all parking charges.

Outside the hours of operation, parking would be unrestricted. However, some single or double yellow lines may still operate outside of the CPZ hours of operation. If this is the

case, there will be signs attached to nearby posts or lamp columns to indicate the hours of operation of the single yellow line. Double yellow lines restrict parking at all times and are not signed.

Any vehicle parked illegally is liable to receive a Penalty Charge Notice, issued by uniformed Civil Enforcement Officers who would regularly patrol the area.

Next steps

The proposals are being advertised in the local press and London Gazette on **Thursday 22 October 2015**, and notices will be put up in the area advising of the proposed changes. If you wish to make any comments or objections regarding this proposal please send them in writing, quoting reference number **SCR108-02**, to the Design Team at the address at the top of this letter; via the Barnet TraffWeb website at www.barnettraffweb.co.uk or via email to: parking.consultations@barnet.gov.uk by **Thursday 12 November 2015**. All relevant comments and objections will then be formally considered before a decision is made via the Hendon Area Committee on whether or not the proposals should be introduced, and if so, with or without modification. Once a decision has been made we will write to you again to advise you of the outcome.

If you would like further information on how the proposed change may affect you, or more detail on how the CPZ operate would operate, please contact us using our details above.

Yours faithfully



Karen Grinter
Engineer
Design Team
Traffic and Development

Proposed extension of the Golders Green Controlled Parking Zone (CPZ) – Granville Road and Mortimer Close NW2

How would the CPZ operate?

- It is proposed to extend the existing Golders Green 'H' CPZ operational between 11am and 12midday Monday to Friday into:
 - Granville Road NW2
 - Mortimer Close NW2.
- 'H' resident permit holder only parking bays would be marked on Granville Road and Mortimer Close for 'H' resident permit holders.
- Motorists wishing to park on-street during these hours would have to purchase a 'H' resident permit or visitor voucher which would entitle them to park in the corresponding 'H' resident permit holder parking places.
- Businesses wishing to parking during these hours would have to purchase the 'W' business permit which would enable them to park in corresponding 'W' business permit holder parking places in the area.
- Single yellow line waiting restrictions prohibiting parking during the CPZ hours of operation, would also be introduced on these roads where it is considered inappropriate to allow parking, such as in front of vehicle crossover accesses (dropped kerbs), or where it is considered parking would cause obstruction to through vehicles.
- Certain lengths of 'off set' single yellow line waiting restriction operational between 2pm to 3pm Monday to Friday, indicated on nearby signs, would also be introduced on Granville Road to enable a limited amount of parking to take place when the CPZ is in operation. Certain lengths of 9am to 5pm Monday to Friday yellow line waiting restriction is also being proposed in order to deter obstructive parking, enable improved large vehicle manoeuvrability and loading, and business access and egress. Double yellow line waiting restrictions would prohibit parking 'at all times'. Single yellow lines which operate during the CPZ hours of operation and double yellow lines would not have adjacent signage.

Resident permits

- A person who is a resident of Granville Road and Mortimer Close would be able to apply for a 'H' resident permit which would entitle them to park their vehicle in any parking place in the Golders Green 'H' CPZ which is designated for resident permit use.
- Permits can be purchased by residents annually, with a maximum of 4 permits allowed per household. Resident permits which are not required to be displayed in the vehicle, are charged on a CO2 emissions basis for the first vehicle and a flat rate for the 2nd, 3rd and 4th vehicle.

Visitor vouchers

- Residents of these roads can also purchase visitor vouchers. Visitor vouchers are daily single use and are used by scratching off the relevant date and displaying it in the visitor's vehicle. Having a visitor voucher displayed in their vehicle would enable the motorist to park legally in any parking place or parking area in the CPZ during the hours of operation in which a resident permit holder can park.
- Each household is entitled to a maximum of 200 visitor vouchers per year.

Carers Permits

- Carer permits are issued to residents living within a CPZ who require essential home visits by a doctor, district nurse or a similar healthcare professional.
- Residents can pass their carers permit to such visitors to enable them to park in any parking place or parking area in which a resident permit holder is allowed in that particular CPZ.
- To be eligible for a permit the resident needs to confirm that they need home visits. There is no charge for a carers permit.

Builders Permits

- Builders permits are for motorists who use vehicles in connection with the reconstruction, alteration or maintenance of, or the provision of services to, any premises adjoining a road or length of road within a CPZ, which could be purchased on a monthly or annual basis, with a maximum of three permits allowed per company for the annual permit.
- These permits are usually vehicle-specific and are issued on receipt of proof of the company details and the relevant vehicle registration document(s). However there is also the option to purchase non-vehicle specific builders permits.

Essential Service vouchers

- Essential Service vouchers can be bought by public or commercial sector departments that need to make professional visits to households or properties within a CPZ.
- These include local authority departments, healthcare professionals working for the National Health Service, including the Primary Care Trust, charities or non for profit organisations that provide health, counselling or social care services to borough residents.

Business permits

- Any business who retail trades from Granville Road and Mortimer Close would be eligible to apply for 'W' business permits which would allow them to park in any 'W' business parking place within the Golders Green CPZ.

Loading and unloading

- Loading and unloading would be permitted on the yellow lines and within the parking bays in the CPZ for up to 40 minutes provided that the loading and unloading activity was seen to be continuous.

Motorcyclists and disabled badge holders

- Any motorcycle or any vehicle with a disabled badge displayed is permitted to park for an unlimited time in any resident permit parking place without the need to display a permit or voucher.

Costs and charges

Resident Permit	Annual (first vehicle)	£30	Lower Band – up to 110g/km CO2
		£40	Middle Band – 111-200g/km CO2
		£60	Higher Band – over 200g/km CO2
Resident Permit	Annual (second vehicle)	£70	
Resident Permit	Annual (third vehicle)	£70	
Resident Permit	Annual (fourth vehicle)	£70	
'Green' Resident Permit	(Electric vehicles)	Free	
Visitor Voucher		£12	Per 12 vouchers
Carers Permit		Free	
Essential Service Vouchers		£2.50	Per voucher
Builders Permit	Monthly (specific registration)	£38	
Builders Permit	Monthly (any registration)	£76	
Builders Permit	Annual (specific registration)	£310	
Builders Permit	Annual (any registration)	£620	
Business Permit	Weekly (specific registration)	£26	
Business Permit	Monthly (specific registration)	£73.50	
Business Permit	Annual (specific registration)	£525	
Business Permit	Annual (any registration)	£840	

For further information on CPZs, Parking Enforcement and all permits and their charges please go to Barnet Council's website:

<https://www.barnet.gov.uk/citizen-home/parking-roads-and-pavements/parking.html>

Development and Regulatory Services (DRS)
Design Team, Traffic and Development
11th Floor, Highways
Barnet House
1255 High Road, Whetstone
London
N20 0EJ

The Occupier

contact: Karen Grinter
tel: (020) 8359 3555
e-mail: parking.consultations@barnet.gov.uk
date: 22 October 2015
our ref: DRS/DT/THEVALE/SCR108-03

Dear Sir/Madam

Statutory consultation - proposed introduction of a Controlled Parking Zone (CPZ) – Garth Road and Cloister Road NW2

Last year we carried out informal consultation in the area to find out residents' views on parking in their roads, and whether they would like a Controlled Parking Zone (CPZ) introduced.

As a result, we are now proposing to:

1. Extend the Cricklewood 'C1' CPZ, operational Monday to Friday 10am to 11am, into The Vale, between its junctions with A41 Hendon Way and Claremont Road, Woodvale Way and Pentland Close NW11
2. Extend the Golders Green 'H' CPZ, operational Monday to Friday 11am to 12midday, into Granville Road and Mortimer Close NW2
3. Introduce a new CPZ, operational Monday to Sunday 1pm to 8pm, in Garth Road and Cloister Road NW2.

This letter is being sent to you as part of the statutory consultation process on proposals to introduce a CPZ in Garth Road and Cloister Road NW2 which would operate between 1pm and 8pm Monday to Sunday.

Please see the two enclosed drawings for more information. The proposals for your road are illustrated on Drawing Number THEVALECWGGGC_04d, and Drawing Number THEVALECWGGGC_04a shows the area wide proposals.

What is a Controlled Parking Zone (CPZ)?

A CPZ is an area where all on-street parking is controlled either by yellow lines, designated parking bays or 'Past this Point' parking area controls. It gives priority to residents and their visitors, and local businesses if applicable, who must purchase the relevant permit or voucher to park during the operational hours of the CPZ. Holders of disabled persons blue badges and motorcyclists are exempt from all parking charges.

Outside the hours of operation, parking would be unrestricted. However, some single or double yellow lines may still operate outside of the CPZ hours of operation. If this is the case, there will be signs attached to nearby posts or lamp columns to indicate the hours of operation of the single yellow line. Double yellow lines restrict parking at all times and are not signed.

Any vehicle parked illegally is liable to receive a Penalty Charge Notice, issued by uniformed Civil Enforcement Officers who would regularly patrol the area.

Next steps

The proposals are being advertised in the local press and London Gazette on **Thursday 22 October 2015**, and notices will be put up in the area advising of the proposed changes. If you wish to make any comments or objections regarding this proposal please send them in writing, quoting reference number **SCR108-03**, to the Design Team at the address at the top of this letter; via the Barnet TraffWeb website at www.barnettraffweb.co.uk or via email to: parking.consultations@barnet.gov.uk by **Thursday 12 November 2015**. All relevant comments and objections will then be formally considered before a decision is made via the Hendon Area Committee on whether or not the proposals should be introduced, and if so, with or without modification. Once a decision has been made we will write to you again to advise you of the outcome.

If you would like further information on how the proposed change may affect you, or more detail on how the CPZ operate would operate, please contact us using our details above.

Yours faithfully



Karen Grinter
Engineer
Design Team
Traffic and Development

Proposed Controlled Parking Zone (CPZ) – Garth Road and Cloister Road NW2.

How would the CPZ operate?

- It is proposed to introduce a CPZ operational between 1pm and 8pm on Monday to Sunday into:
 - Garth Road
 - Cloister Road.
- Resident permit holder only parking bays would be marked on these roads for residents within this new zone, indicated by adjacent signage.
- Motorists wishing to park on-street during these hours would have to purchase a resident permit or visitor voucher which would entitle them to park in the corresponding CPZ resident permit holder parking places.
- Businesses wishing to parking during these hours would have to purchase business permit which would enable them to park in corresponding business permit holder parking places in the area.
- Single yellow line waiting restrictions prohibiting parking during the CPZ hours of operation, would also be introduced on these roads where it is considered inappropriate to allow parking, such as in front of vehicle crossover accesses (dropped kerbs), or where it is considered parking would cause obstruction to through vehicles. Double yellow line waiting restrictions would prohibit parking 'at all times'. Single yellow lines which operate during the CPZ hours of operation and double yellow lines would not have adjacent signage.
- The proposed short stay payment parking would also operate between 1pm to 8pm Monday to Sunday, and would operate with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00 and Up to 2 hours £1.50.

Resident permits

- A person who is a resident of Garth Road, Cloister Road and Hendon Way (nos. 64-108 evens) would be able to apply for a resident permit which would allow them to park their vehicle in any parking place in Garth Road or Cloister Road which is designated for resident permit use.
- Permits can be purchased by residents annually, with a maximum of 4 permits allowed per household. Resident permits which are not required to be displayed in the vehicle, are charged on a CO2 emissions basis for the first vehicle and a flat rate for the 2nd, 3rd and 4th vehicle.

Visitor voucher

- Residents of these roads can also purchase visitor vouchers. Visitor vouchers are daily single use and are used by scratching off the relevant date and displaying it in the visitor's vehicle. Having a visitor voucher displayed in their vehicle would enable the motorist to park legally in any parking place in the CPZ during the hours of operation in which a resident permit holder can park.
- Each household is entitled to a maximum of 200 visitor vouchers per year.

Carers Permits

- Carer permits are issued to residents living within a CPZ who require essential home visits by a doctor, district nurse or a similar healthcare professional.

- Residents can pass their carers permit to such visitors to enable them to park in any parking place in which a resident permit is allowed in that particular CPZ
- To be eligible for a permit the resident needs to confirm that they need home visits. There is no charge for a carers permit.

Builders Permits

- Builders permits are for motorists who use vehicles in connection with the reconstruction, alteration or maintenance of, or the provision of services to, any premises adjoining a road or length of road within a CPZ, which could be purchased on a monthly or annual basis, with a maximum of three permits allowed per company for the annual permit.
- These permits are usually vehicle-specific and are issued on receipt of proof of the company details and the relevant vehicle registration document(s). However there is also the option to purchase non-vehicle specific builders permits.

Essential Service vouchers

- Essential Service vouchers can be bought by public or commercial sector departments that need to make professional visits to households or properties within a CPZ. This includes local authority departments, healthcare professionals working for the National Health Service, including the Primary Care Trust, charities or non for profit organisations that provide health, counselling or social care services to borough residents.

Business permits

- Any business who retail trades from Garth Road, Cloister Road and Hendon Way (nos. 64-108 evens) would be eligible to apply for business permits which would allow them to park in any business parking place within the CPZ.

Loading and unloading

- Loading and unloading would be permitted on the yellow lines and within the parking bays in the CPZ for up to 40 minutes provided that the loading and unloading activity was seen to be continuous.

Motorcyclists and disabled badge holders

- Any motorcycle or any vehicle with a disabled badge displayed is permitted to park for an unlimited time in any resident permit parking place without the need to display a permit or voucher.

Costs and charges

Resident Permit	Annual (first vehicle)	£30	Lower Band – up to 110g/km CO2
		£40	Middle Band – 111-200g/km CO2
		£60	Higher Band – over 200g/km CO2
Resident Permit	Annual (second vehicle)	£70	
Resident Permit	Annual (third vehicle)	£70	
Resident Permit	Annual (fourth vehicle)	£70	
'Green' Resident Permit	(Electric vehicles)	Free	
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Builders Permit	Monthly (any registration)	£76	
Builders Permit	Annual (specific registration)	£310	
Builders Permit	Annual (any registration)	£620	
Business Permit	Weekly (specific registration)	£26	
Business Permit	Monthly (specific registration)	£73.50	
Business Permit	Annual (specific registration)	£525	
Business Permit	Annual (any registration)	£840	

For further information on CPZs, Parking Enforcement and all permits and their charges please go to Barnet Council's website:

<https://www.barnet.gov.uk/citizen-home/parking-roads-and-pavements/parking.html>

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The Occupier

contact: Karen Grinter
tel: (020) 8359 3555
e-mail: parking.consultations@barnet.gov.uk
date: 22 October 2015
our ref: DRS/DT/THEVALE/SCR108-04-OUT

Dear Sir/Madam

Statutory consultation - Proposed introduction of Controlled Parking Zones (CPZs) – The Vale area, NW11 and NW2.

I am writing to advise you that the council is proposing to make changes to the existing parking layout within various roads in the area of The Vale NW11/NW2. The proposals include an extension of the nearby existing Cricklewood and Golders Green Controlled Parking Zones (CPZs), which operate between 10am and 11am Monday to Friday, and 11am to 12noon respectively, and the introduction of a new CPZ operational between 1pm and 8pm, Monday to Sunday. It is considered that these measures would be effective in preventing commuters and other non-residential motorists from parking in the identified roads all day.

As a result of these measures being introduced, residents living within the proposed CPZs would be required to obtain a resident parking permit which would enable them to be able to park within any of the available resident parking bays during the restricted period mentioned above. Single yellow line waiting restrictions would also be introduced where it is considered inappropriate to allow parking such as across vehicle crossovers, and these would also operate for the hours of the corresponding CPZ.

As a resident who resides outside the proposed CPZ areas we would welcome any comments you may have on the proposal. Details of the proposed CPZs within the area are illustrated on Drawing Number THEVALECWGGGC_04a enclosed with this letter.

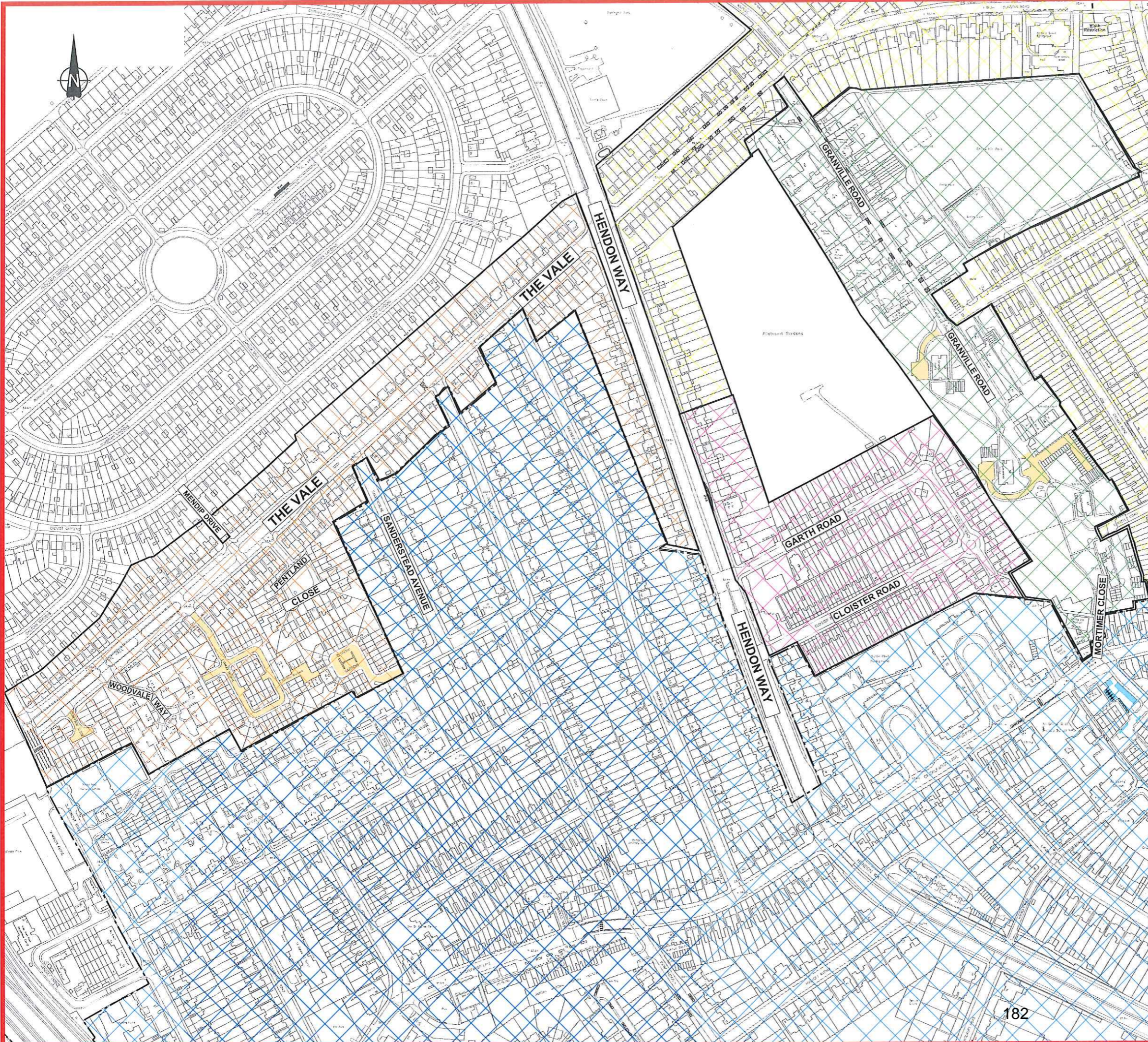
This proposal is being advertised in the local press and London Gazette on **Thursday 22 October 2015**, and notices have been put up in the area advising of the proposed changes. If you wish to make any comments or objections regarding this proposal please send them in writing quoting reference number **SCR108-04**, to the Design Team at the address at the top of this letter, via the Barnet TraffWeb website at www.barnettraffweb.co.uk or via email to parking.consultations@barnet.gov.uk by **Thursday 12 November 2015**. All relevant comments and objections will then be formally considered before a decision is made via the Hendon Area Committee on whether or not the proposals should be introduced, and, if so, with or without modification. Once a decision has been made we will write to you again to advise you of the outcome.







If you would like further information on how the proposed change may affect you, or more detail on how the CPZ would operate, please contact us using the details above.

Yours faithfully

A handwritten signature in black ink, appearing to read "Grinter". The signature is written in a cursive style with a large initial 'G'.

Karen Grinter
Engineer
Design Team
Traffic and Development



- KEY:-**
-  Proposed extension of the Cricklewood CPZ
10am - 11am Monday to Friday
 -  Proposed extension of the Golders Green CPZ
11am - 12midday Monday to Friday
 -  Proposed new CPZ
1pm to 8pm Monday to Sunday
 -  Existing Cricklewood Controlled Parking Zone
10am - 11am Monday to Friday
 -  Existing Golders Green Controlled Parking Zone
11am - 12midday Monday to Friday
 -  Indicates private roads/not public highway areas/
areas not eligible for LBB parking controls

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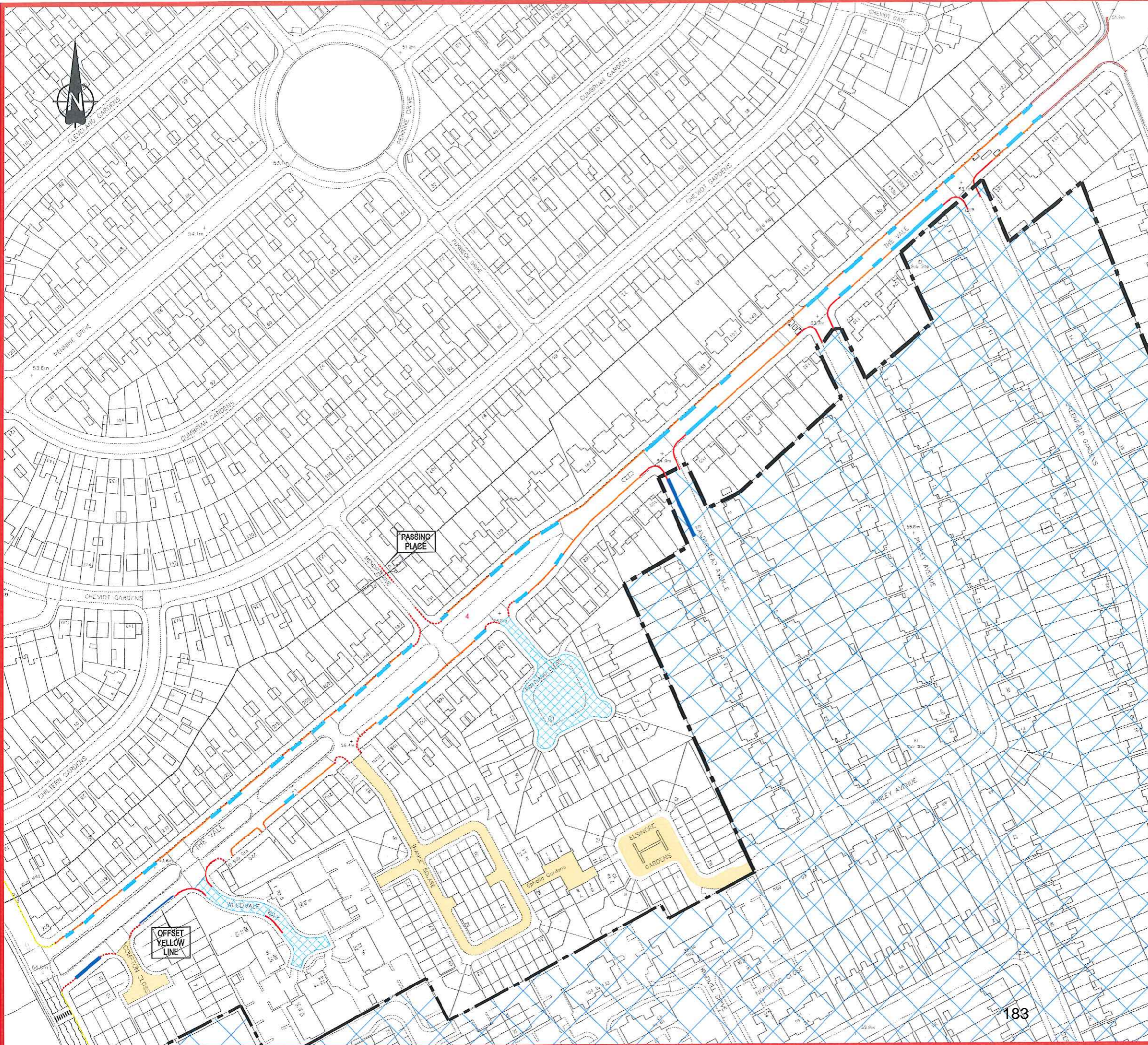


SCHEME:
 STATUTORY CONSULTATION
 The Vale NW11/NW2 area

TITLE:
 PROPOSED AREA WIDE MEASURES

Scales:	N.T.S.	Date:	07/10/15
Initiated:	GWA	Drawn:	KG
		Checked:	GWA

DRAWING NO:
 THEVALECWGGGC_04a



- KEY (2 of 2):-**
- Proposed Resident Permit Holder Bay
Cricklewood CPZ - 10am-11am Mon-Fri
 - Proposed Business Permit Holder Bay
Cricklewood CPZ - 9am-5pm Mon-Fri
 - Proposed 'At any time' Waiting Restriction
 - Proposed Waiting Restriction
Cricklewood CPZ - 10am-11am Mon-Fri
 - Proposed Waiting Restriction (off set hours)
2pm to 3pm Monday to Friday
 - Proposed 'C1' Cricklewood resident permit holders only "Past this point" parking area
10am to 11am Monday to Friday
(No bay markings)
 - Existing 'At Any Time' Waiting Restriction
 - Existing 'Red Route' clearway restrictions
 - Existing Waiting Restriction
8am to 6.30pm Monday to Saturday
 - Existing Cricklewood Controlled Parking Zone
10am - 11am Monday to Friday
 - Indicates private roads/not public highway areas/
areas not eligible for LBB parking controls

Development and Regulatory Services

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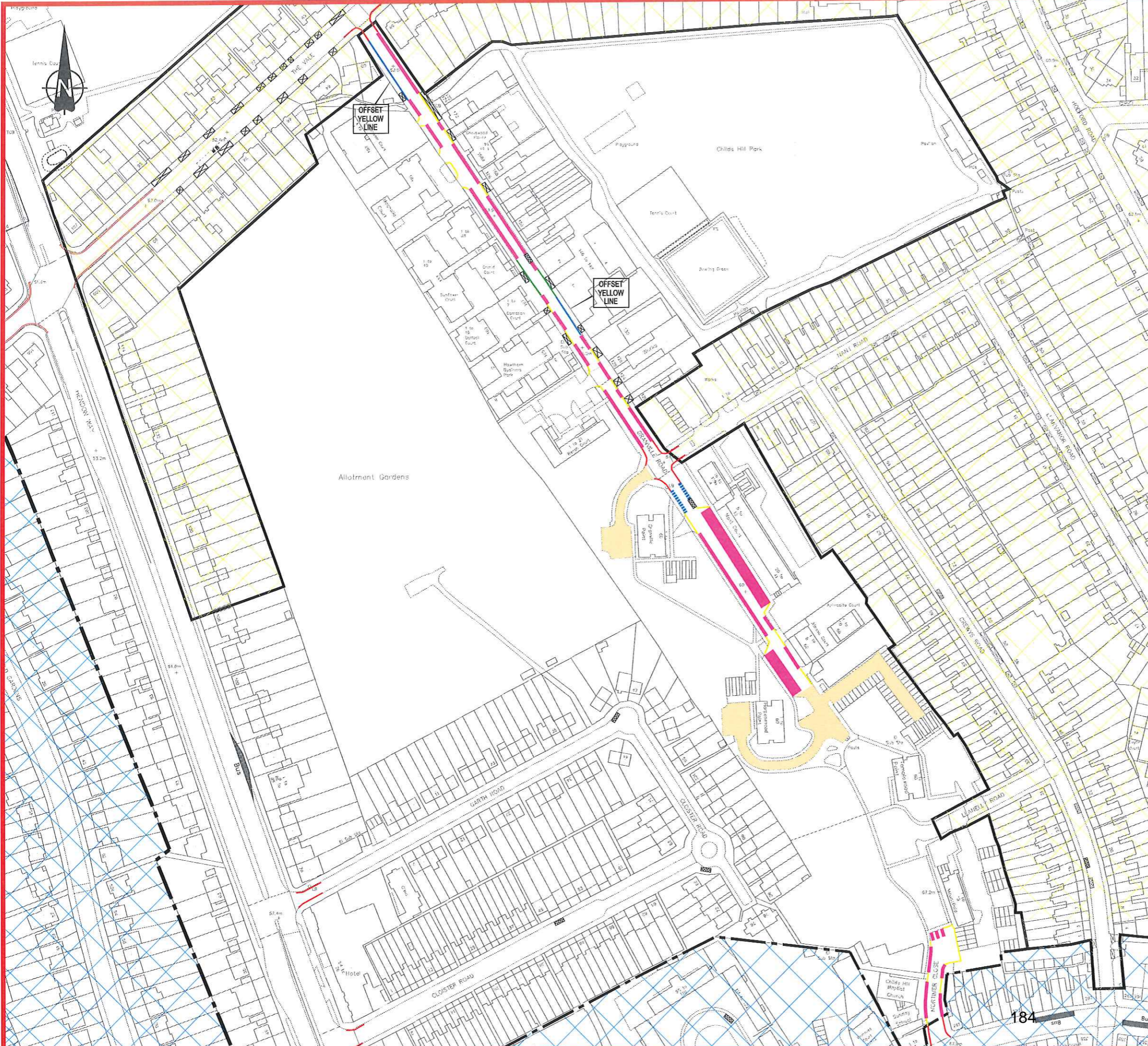


SCHEME:
CPZ STATUTORY CONSULTATION
The Vale NW11/NW2 area

TITLE:
PROPOSED PARKING LAYOUT

Scales: N.T.S.	Date: 07/10/15
Initiated: GWA	Drawn: KG
	Checked: GWA

DRAWING NO:
THEVALECWGGGC_04b



- KEY (2 of 2):-**
- Proposed Resident Permit Holder Bay
Golders Green CPZ 11am-12midday Mon-Fri
 - Proposed Business Permit Holder Bay
Golders Green CPZ 9am-5pm Monday-Friday
 - Proposed Waiting Restriction
Golders Green CPZ 11am-12midday Mon-Fri
 - Proposed Waiting Restriction (off set hours)
2pm to 3pm Monday to Friday
 - Proposed Waiting Restriction
8am to 6pm Monday to Friday
 - Existing 'At Any Time' Waiting Restriction
 - Existing 'Red Route' clearway restrictions
 - Existing Waiting Restriction
8am to 6.30pm Monday to Saturday
 - Existing Disabled Bay
 - Existing Cricklewood Controlled Parking Zone
10am - 11am Monday to Friday
 - Existing Golders Green Controlled Parking Zone
11am - 12midday Monday to Friday
 - Indicates private roads/not public highway areas/
areas not eligible for LBB parking controls

Development and Regulatory Services

North London Business Park
Oakleigh Road South
New Southgate N11 1NP
Tel. 020 8359 2000

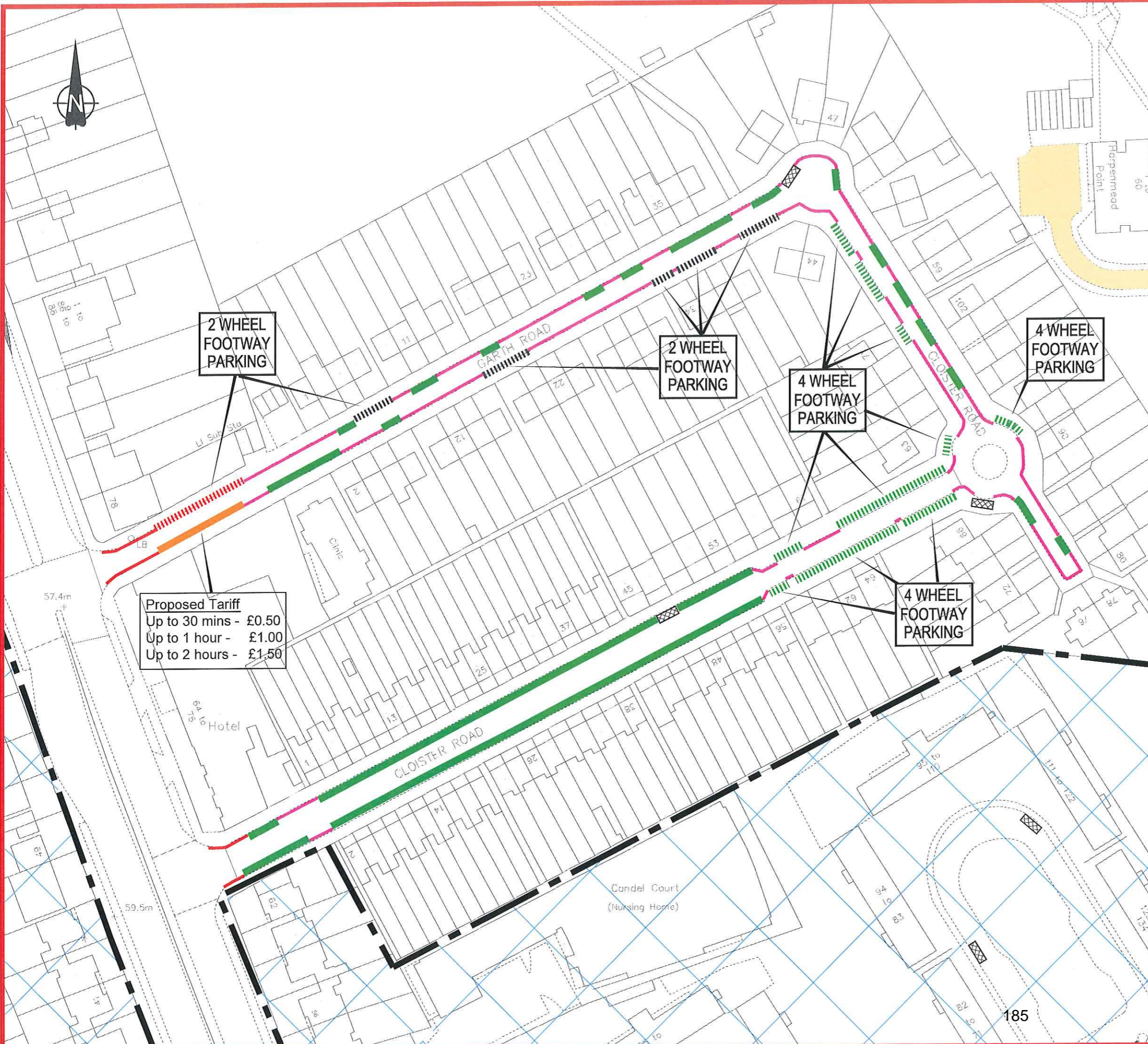


SCHEME:
CPZ STATUTORY CONSULTATION
The Vale NW11/NW2 area

TITLE:
PROPOSED PARKING LAYOUT

Scales:	N.T.S.	Date:	07/10/15
Initiated:	GWA	Drawn:	KG
		Checked:	GWA

DRAWING NO:
THEVALECWGGGC_04c



Proposed Tariff
 Up to 30 mins - £0.50
 Up to 1 hour - £1.00
 Up to 2 hours - £1.50

- KEY (2 of 2):-**
- Proposed Resident Permit Holder Bay
New CPZ 1pm to 8pm Monday-Sunday
 - Proposed Resident Permit Holder Bay
4 Wheel Footway Parking Bay
New CPZ 1pm to 8pm Monday-Sunday
 - Proposed Resident Permit Holder Bay
2 Wheel Footway Parking Bay
New CPZ 1pm to 8pm Monday-Sunday
 - Proposed Resident & Business Permit Holder Bay
2 Wheel Footway Parking Bay
New CPZ 1pm to 8pm Monday-Sunday
 - Proposed Pay by Phone (max stay 2 hours)
and New CPZ Resident Permit Holders Only
1pm to 8pm Monday-Sunday
 - Proposed Waiting Restriction
8am to 6pm Monday to Friday
 - Proposed Waiting Restriction
1pm to 8pm Monday to Sunday
 - Existing 'At Any Time' Waiting Restriction
 - Existing Disabled Bay
 - Existing Cricklewood Controlled Parking Zone
10am - 11am Monday to Friday
 - Indicates private roads/not public highway areas/
areas not eligible for LBB parking controls

Development and Regulatory Services
 North London Business Park
 Oakleigh Road South
 New Southgate N11 1NP
 Tel. 020 8359 2000



SCHEME:
 CPZ STATUTORY CONSULTATION
 The Vale NW11/NW2 area

TITLE:
 PROPOSED PARKING LAYOUT

Scales:	N.T.S.	Date:	07/10/15
Initiated:	GWA	Drawn:	KG
		Checked:	GWA

DRAWING NO:
 THEVALECWGGGC_04d

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Appendix B

Summary of comments and objections received in statutory consultation period

Area 1 – The Vale area

- 23 items were received from residents
- 2 items were received from businesses
- 1 item was received from a local school

A summary of the feedback is as follows:

- 15 representations were received from residents of The Vale stated they were in favour of the CPZ proposals.
- 11 of these 15 expressed a desire to be included in the Golders Green 'H' CPZ rather than the Cricklewood 'C1' CPZ as The Vale is NW11 rather than NW2, and is closer to Golders Green rather than Cricklewood.
- 3 representations were received from residents of Hamlet Square. 2 were in favour of the controls, and the 3rd stated that residents of Hamlet Square park on The Vale as there is not enough space in their own road to park and should therefore be made eligible for permits.
- In Pentland Close, 1 was in favour of the CPZ and 1 was against the CPZ proposals as they did not want to have to pay to park.
- Of those who were against the CPZ proposal, the majority considered the proposals to be a money making scheme or do not want to pay to park outside their homes. It was also mentioned that the proposals would likely cause displaced parking into nearby uncontrolled roads.
- The local school outlined concerns that the introduction of a CPZ in this area would make it difficult for teachers and support staff to attend the school as they currently utilise these uncontrolled roads for parking.
- The two items of correspondence received from businesses on The Vale stated they are against the introduction of the CPZ as it will have a detrimental effect on their business. They consider CPZs to be unfair on businesses, the business permit costs being too high and employees and customers being unable to park. They suggest a better option would be to reassess the existing boundary of the existing C1 CPZ as they believe the roads to be underutilised.

Comments were also received relating to the proposed parking layout, as follows:

- Request for yellow lines near the width restriction in The Vale as vehicles should not be able to be parked close to them
- That longer lengths of double yellow lines than what was proposed on Mendip Drive are needed in order to sufficiently improve the safety and traffic flow.
- That double yellow lines are also needed on the junction of Mendip Drive and Cheviot Gardens
- That double yellow lines should be introduced on all junctions within the Golders Green Estate.

Area 2 – Granville Road and Mortimer Close

9 representations were received.

- 2 items were from businesses operating from Granville Road,
- 5 items were from residents of Granville Road
- 1 item was from an employee of a local school

A summary of the feedback is as follows:

- 1 item was against the CPZ in its entirety.
- 5 were in favour and emphasised the need for a CPZ.

A relatively low number of general comments and concerns were raised, including:

- that Granville Road is unsuitable for large vehicles as it is not wide enough, and that it would benefit from a 5tonne weight restriction rather than introducing waiting restrictions along certain lengths.
- the businesses' concerns related to them potentially losing customers should the controls be introduced and cost of permits being too high.

Area 3 – Garth Road and Cloister Road

12 representations were received:

- 9 items were received from residents
- 1 item was received from the Childs Hill Clinic
- 1 item was received from the Palm Court Hotel

A summary of the feedback is as follows:

- The majority of respondents were to be in favour of the proposals although, for a number of these their main cause of concern related to whether the Palm Court Hotel would be made eligible for permits, as they consider the hotel to be the significant cause of the parking problems.
- that there was concern about residents of Hendon Way being eligible for permits, the perception of which would reduce the parking provision for residents of Garth Road and Cloister Road.
- That the proposed hours of operation would not cover functions held at the hotel as these can start after 8pm, which is when the worst of the parking problems occur.

Clinic-related parking

The correspondence received from the Childs Hill Clinic informed that the clinic runs many essential services, groups and clinics from this centre and therefore, the concern is that as the centre does not have any off street parking, these services will be compromised, staff and users of the clinic will not be able to attend should the proposals be introduced as they are. The clinic would need more parking provision to operate.

Hotel-related parking

The Palm Court Hotel commissioned a parking survey of Garth Road and Cloister Road and submitted this survey to the council along with a letter of objection. Their main cause of concern being the proposed CPZ would impact on business operation. Comments and objections received from the hotel are as follows:

- The low response rate of the informal consultation indicates a significant majority of residents are not concerned about the existing parking situation
- The majority of respondents of Cloister Road said 'no' to CPZ controls during the informal consultation
- There is no survey evidence to support the CPZ proposal. Hotel requests a full and proper consultation process with a survey and local residents to be fully informed of implications.
- The hotel pays significant business rates and therefore should share the same entitlement as residents.
- Request all bays to be shared use to incorporate pay by phone parking provision.

Area 4 – Excluded roads and general

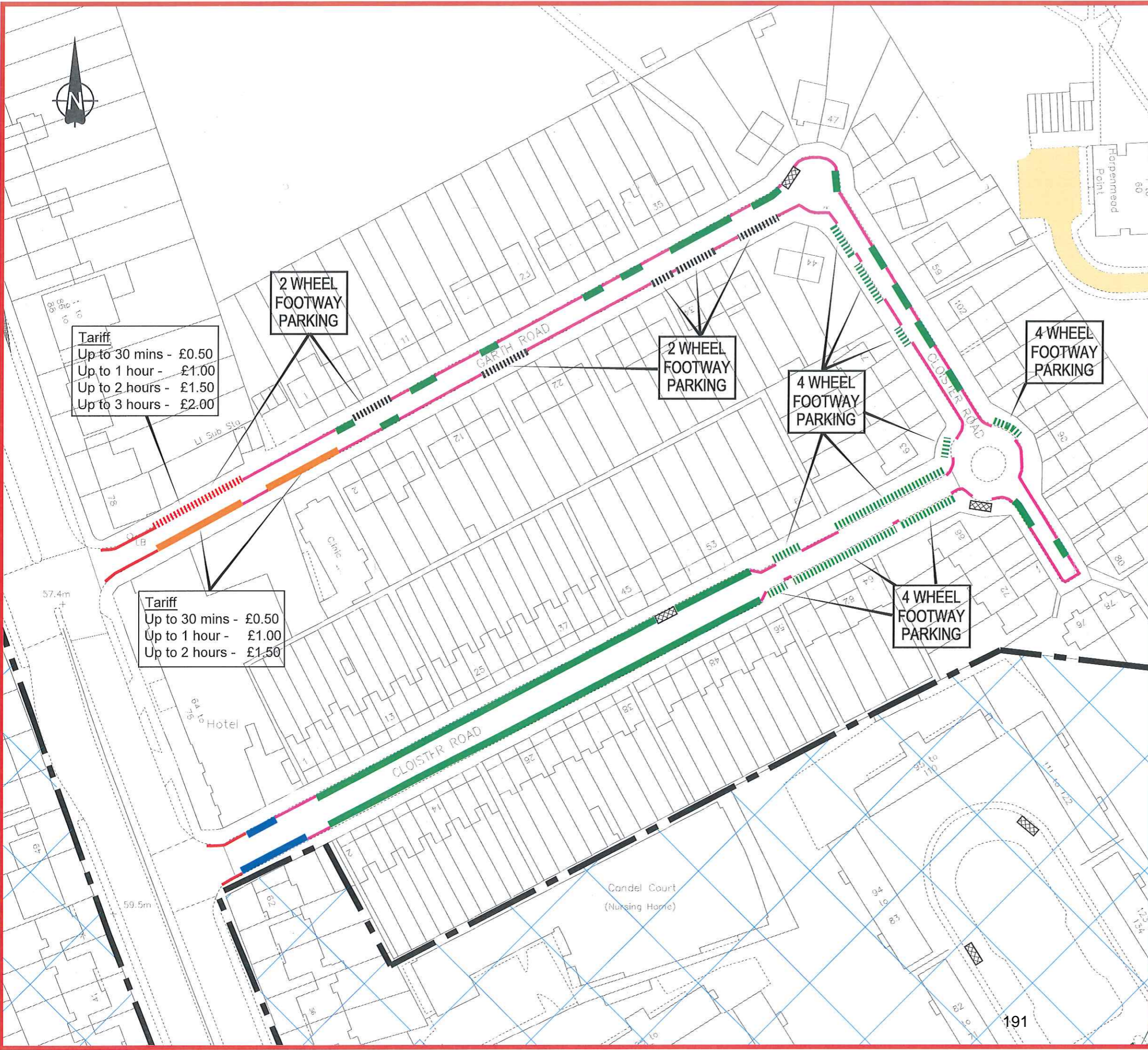
16 items of correspondence was received

A summary of the feedback is as follows:

- that there would be an adverse effect on the uncontrolled roads of the Golders Green Estate should the proposed measures be introduced in that there would be increased number of parked vehicles and congestion in these roads
- that the proposals are a money making exercise which would inevitably result in the CPZ being extended

Other comments made were as follows:

- that CPZ's are unfair, benefit some residents more than others, i.e. those not included.
- that signs and lines associated with CPZs are not aesthetically pleasing
- that the existing CPZ boundary should be reassessed rather than extend controls
- that extending CPZ would make it harder for school employees.



Tariff
 Up to 30 mins - £0.50
 Up to 1 hour - £1.00
 Up to 2 hours - £1.50
 Up to 3 hours - £2.00

Tariff
 Up to 30 mins - £0.50
 Up to 1 hour - £1.00
 Up to 2 hours - £1.50

- KEY (2 of 2):-**
- New Resident Permit Holder Bay
New CPZ 1pm to 9pm Monday-Sunday
 - New Resident Permit Holder Bay
4 Wheel Footway Parking Bay
New CPZ 1pm to 9pm Monday-Sunday
 - New Resident Permit Holder Bay
2 Wheel Footway Parking Bay
New CPZ 1pm to 9pm Monday-Sunday
 - New Resident & Business Permit Holder Bay
and Pay by Phone (max stay 3 hours)
2 Wheel Footway Parking Bay
New CPZ 1pm to 9pm Monday-Sunday
 - New Resident & Business Permit Holder Bay
New CPZ 1pm to 9pm Monday-Sunday
 - New Pay by Phone (max stay 2 hours)
and New CPZ Resident Permit Holders Only
1pm to 9pm Monday-Sunday
 - Proposed Waiting Restriction
1pm to 9pm Monday to Sunday
 - Existing 'At Any Time' Waiting Restriction
 - X Existing Disabled Bay
 - X Existing Cricklewood Controlled Parking Zone
10am - 11am Monday to Friday
 - Indicates private roads/not public highway areas/
areas not eligible for LBB parking controls

Development and Regulatory Services
 North London Business Park
 Oakleigh Road South
 New Southgate N11 1NP
 Tel. 020 8359 2000




SCHEME:
 CPZ STATUTORY CONSULTATION
 The Vale NW11/NW2 area

TITLE:
 APPENDIX C
 AMENDED PARKING LAYOUT
 RECOMMENDATION

Scales:	N.T.S.	Date:	10/12/15
Initiated:	GWA	Drawn:	KG
		Checked:	GWA

DRAWING NO:
 THEVALECWGGGC_05

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	<p>Finchley and Golders Green Area Committee</p> <p>13 January 2016</p>
<p>Title</p>	<p>Finchley and Golders Green Area Committee Work Programme</p>
<p>Report of</p>	<p>Commissioning Director - Environment</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix A - Committee Work Programme - January 2016-October 2016</p>
<p>Officer Contact Details</p>	<p>Edward Gilbert, Governance Service Email: edward.gilbert@barnet.gov.uk Tel: 020 8359 3469</p>

<p>Summary</p>
<p>The Committee is requested to consider and comment on the items included in the 2016 work programme</p>

<p>Recommendations</p>
<p>1. That the Committee consider and comment on the items included in the 2016 work programme</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The Finchley and Golders Green Area Committee Work Programme 2016 indicates forthcoming items of business.
- 1.2 The work programme of this Committee is intended to be a responsive tool, which will be updated on a rolling basis following each meeting, for the inclusion of areas which may arise through the course of the year.
- 1.3 The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

2. REASONS FOR RECOMMENDATIONS

- 2.1 There are no specific recommendations in the report. The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A

4. POST DECISION IMPLEMENTATION

- 4.1 Any alterations made by the Committee to its Work Programme will be published on the Council's website.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Committee Work Programme is in accordance with the Council's strategic objectives and priorities as stated in the Corporate Plan 2015-20.

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

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

- 5.3.1 The Terms of Reference of the Committee is included in the Constitution, Responsibility for Functions, Annex A.

5.4 Risk Management

- 5.4.1 None in the context of this report.

5.5 Equalities and Diversity

5.5.1 None in the context of this report.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

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Appendix 1

**Finchley & Golders Green
Area Committee
Work Programme
January 2016 - October 2016**

Contact: Edward Gilbert - 020 8359 3469 Email: edward.gilbert@barnet.gov.uk

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
30 March 2016			
Highway Planned Maintenance Programme	The Committee will be asked to consider the impact of a report recommended for approval by the Environment Committee on 11 January 2016	Commissioning Director - Environment	Non Key
June/July 2016			
RE43 Oakfields Road, NW11 - Review of Parking	That the committee consider the results of the feasibility study.	Commissioning Director Environment	Non-key
RE45 East Finchley CPZ near Cherry Tree Wood	That the committee consider the results of the feasibility study.	Commissioning Director Environment	Non-key
Chessington Avenue N3	That the committee consider the results of the feasibility study.	Commissioning Director Environment	Non-Key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
19 October 2016 - Draft Date			
Park View Road - Road safety	Report of results of 6 month review of speeds on Park View Road following the implementation of VAS.	Commissioning Director Environment	Non-key
Etchingam Park Road - speeding	Report of results of 6 month review of speeds on Etchingam Park Road following the implementation of VAS.	Commissioning Director Environment	Non-key
Friary Way and Valley Avenue – Speeding	Report of results of 6 month review of speeds on Friary Way and Valley Avenue following the implementation of VAS.	Commissioning Director Environment	Non-key

Westbury Road - 20mph	That the committee consider the results of the feasibility study.	Commissioning Director Environment	Non-key
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