

# Decisions of the Chipping Barnet Area Committee

6 July 2016

Members Present:-

Councillor Stephen Sowerby (Chairman)  
Councillor Caroline Stock (Vice-Chairman)

Councillor Bridget Perry  
Councillor  
Pauline Coakley Webb

Councillor Philip Cohen  
Councillor Jess Brayne (substitute for  
Councillor Paul Edwards)

Apologies for Absence

Councillor Paul Edwards

## 1. MINUTES OF THE LAST MEETING

**RESOLVED** that the minutes of the meeting held on 30 March, 2016 be agreed as a correct record.

## 2. ABSENCE OF MEMBERS (IF ANY)

Councillor Paul Edwards.

## 3. DECLARATIONS OF MEMBERS DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

None.

## 4. REPORT OF THE MONITORING OFFICER (IF ANY)

There was not a report.

## 5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

None.

## 6. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM

None.

## 7. PETITIONS

The Committee received the following petitions:

Title	of	Lead	Detail/text of petition	No.	of
-------	----	------	-------------------------	-----	----

petition	petitioner		signature s
<p>Objection to proposed Traffic Orders Ref SCR121</p>	<p>Mr Denyer</p>	<p>The Committee received the petition registering objections to the Barnet (Free parking Places, Loading places, Waiting Loading and Stopping Restrictions) (Amendment No.) Order 20** The Barnet (Charged for Parking Places) (Amendment No.) Order 20** affecting Ridgeview Road and Charnwood Place N20, on the grounds that the proposed parking restrictions would seriously hamper the ability of North London Hospice to provide its free charitable services to the residents of the Borough, seek to reduce congestion where none exists, would create congestion elsewhere by displacing parked vehicles to other local Borough locations.</p> <p>Mr Denyer confirmed that this would affect around 30 cars at any given time.</p> <p><b>It was agreed that this item would be considered as part of agenda item 14 – Totteridge and Whetstone Controlled Parking Zone as the two were linked.</b></p>	<p>228</p>
<p>The Ridgeway Petition / Copetts Ward</p>	<p>Fred Mayer Neighbourhood Watch Co-ordinator</p>	<p>The Committee received the petition calling upon the Local Authority to take action to change the perception of the road for drivers which currently suffers from the combined effects of “rat running,” traffic and junctions at either end which require some redesign. There were serious concerns about cut through traffic and it’s effects. The issue was raised with a councillor during the North Circular Road(NCR) improvement scheme. We were then advised to wait for the scheme to be completed so that it’s improvements could be properly felt. At the time the scheme included funding for road works in the immediate vicinity to reduce rat running in back streets. This did not include The Ridgeway.</p> <p>Since the NCR scheme, westerly traffic flows on the NCR have improved but easterly flows have become considerably worse. The Council know this and are aware there is a problem but have taken no action to help us. Overflow traffic on Friern Barnet Road is often static and The Ridgeway becomes a “rat running,” bypass. Evenings are the worst period, going down the road. School traffic and parking has also increased. It is reasonable to expect works to be carried out on our road now to reduce the effects. Few cars go above 35 mph though there are some drivers who accelerate hard up or down on our straight road. Part of the problem is about the</p>	<p>56</p>

number of cars reaching 30+ mph early in the road and travelling the full length at the speed, one after the other like a train. It is particularly dangerous for children and elderly pedestrians and when people are trying to get out of their drive between parked cars.

The junction at the top with Friern Barnet Lane has become a problem with increased parking and drivers trying to nip across into The Ridgeway in front of oncoming traffic. There have been several serious accidents associated with the junction and pedestrian crossing going into the park. A few cars have ended up on the pavement at the top of the Ridgeway.

The junction with Bethune Avenue is often grid locked during school run periods.

***We the residents of The Ridgeway call upon the Council to take immediate action to:-***

- Discourage rat running along The Ridgeway and improve the junctions with Friern Barnet Lane and Bethune Avenue. Works should not include humps.
- Address local schools, formally asking them to encourage and frequently remind parents that healthy walking schemes and collaborative approaches to essential car usage should be adopted. Press St John's *not* to close it's rear entrance as they intend to do in September.
- To formally press for initiatives from TfL to resolve issues causing problems with easterly traffic flows on the NCR in order to reduce local high pollution levels and "rat running," into the outlying side roads.
- And ***specifically*** or better to change the "feel," and perception of the road by:-

Installing a large wide island and raised crossover/entry at the top of The Ridgeway. The island preferably being designed to provide for car only *entry* at slow speed. The exit also being reduced whilst still allowing for all large vehicles.

These to be combined with increased parking restrictions at the very top of The Ridgeway and others to make the junction with Friern Barnet Lane and the nearby pedestrian crossing safer. Large explicit signs should be installed on the island.

Examples:- Slow, Lorry exit only, etc. Additional white Slow signs to be on the road just after the island and in the middle of the road. The raised

entry to be similar in style to roads running off Barnet Hill in the shopping area. Elements of the islands design might be varied as necessary to improve appearance but the functional principles should remain the same. The design should send a clear calming message to “rat running,” drivers and break up the flow into the road. Preferably mthe curb of the entry side to be stepped in immediately after the island. (Similar to Beaconsfield Road narrowing point.)

- To formulate and apply other measures to discourage “rat running,” and slower traffic *both up and down* the length of the road. This to include a possible 20mph speed limit linked with neighbouring roads if results from recent borough research suggests it is appropriate. Narrowing posts should preferably not be used.

- To formulate and install improvements to the junction with Bethune Avenue preferably including an island, encouraging slow speeds whilst freeing up the junction.

All traffic surveys should be during September after schools return to obtain a true picture. Assessments to be made between the hours 7AM - 9AM and 5:30 - 7:00.

Works to be reassessed afterwards and further improvements added as necessary.

The Committee noted that Holly Park school had submitted its transport plan and was seeking gold standard.

St. John’s school had just started re-engaging and were seeking bronze accreditation. However, there were concerns about St. John’s closing one of its access points, but it was explained that this was a planning matter.

The Chairman stated that the petition’s requests were extensive and would be expensive to implement notwithstanding the practicalities. The lead Highways Officer present stated that making the road one-way for large vehicles would not only be disruptive (causing displacement onto neighbouring roads) but would be unacceptable to the emergency services and the Borough’s own refuse collection vehicles.

The Chairman suggested that a traffic survey to assess the scope of the problem would be a

		<p>sensible first step. Highways would then report its findings back to October's Area Committee. The Committee would then be able to make an informed decision on what traffic calming measures, if any, would be most appropriate.</p> <p><b>RESOLVED that a traffic survey, costing £300 be agreed, to be taken from the CIL budget, with a report back to this Committee in October 2016.</b></p>	
--	--	---	--

**8. MEMBERS' ITEMS (IF ANY)**

The Committee received the following items:

Name of Councillor	Members Item
Councillor Levine	<p><b>Knoll Drive, Brunswick Park</b></p> <p>"Residents in Knoll Drive, Brunswick Park, have raised concerns at the state of the verges on this road. They report that people, including those dropping off/collecting children from the local school, park on the verges sometimes causing damage and slippery mud on the footpaths when wet. This is experienced on Knoll Drive on either side of Monkfrith Way not just the school side.</p> <p>May we please have a report back to the Chipping Barnet Area Committee on options for preventing parking affecting the verges in this road? Some options for consideration include use of bollards, geo-grid, placement of planters (possibly in collaboration with the school?), and other measures or a combination of these in different locations on the road. "</p> <p>Officers explained that a report on footway parking was to be considered by Environment Committee and it would be appropriate to await the outcome of that meeting before reporting back to this Committee on whether footway parking would be an option. However, a number of committee members (including the Chairman) felt that formalised footway parking would not be an appropriate solution .</p> <p>The Chairman stated that he thought it highly unlikely that residents would accept the imposition of concrete bollards on the grass verges down the entire length of both sides of the street. Cllr Levine agreed that concrete bollards would be detrimental to the street scene. The Highways officer added that Highways had estimated that 60 posts would be required to cover the full length of both sides of the road at an approximate cost of £100 per post (Wooden or Concrete similar cost) so £6,000. Historically, these grass verges have utilities running through them so this might affect where posts can be installed.</p> <p>The Highways Officer then stated that based on a quote received at another location it would cost £200 per square meter to lay Geo-Grid.</p>

	<p>They estimated that the street would require 30 sections of 10 meter length Geo-Grid sections talting about £60,000. The committee agreed that the cost of Geo-Grid was prohibitively expensive and not an option.</p> <p>The Committee then discussed planters but these would require ongoing Council maintenance making them an unsuitable option.</p> <p>Cllr Levine asked Officers to ascertain if the few bollards previously in place had been removed deliberately and if not then could they be re-instated.</p> <p>Councillor Levine also agreed to speak to the Monkfirth School, in her capacity as a Governor, to seek possible solutions.</p> <p><b>RESOLVED that</b></p> <ol style="list-style-type: none"> <li><b>1. An update be provided to this Committee, following the outcome of the report to Environment Committee on footway parking;</b></li> <li><b>2. Officers be requested to ascertain why the bollards, previously in place, have not been re-instated;</b></li> <li><b>3. Councillor Levine requested, in her capacity as a school governor, to speak to Monkfirth School about possible solutions.</b></li> </ol>
<p>Councillor Coakley-Webb</p>	<p><b>Parking situation in Pembroke and Hampden Road N10</b></p> <p>I would like the Chipping Barnet Area Committee to agree for Highways to look at the parking situation in Pembroke and Hampden Road N10. This is partly because of a previous committee decision. Correctly it was agreed to have double yellow lines at junctions near Hollickwood School to prevent parent's parking dangerously.</p> <p>This situation arose along Sydney Road. However lines were also placed along Pembroke Road despite the smaller entrance being at the end of a cul-de-sac and only used by pupils walking to the school. This has taken 20 parking spaces away on a densely residential area where 2 garages use the roads as an over-flow for customers. So residents do not mind some restrictions such as single yellow with a couple of hour's restriction but the unintended consequences have caused havoc in the area.</p> <p>Officers explained that to remove the double yellow lines would be a contravention of the Highway Code and make the junction dangerous as it would allow cars to park on the junction impeding sight lines.</p> <p>There was a request from Councillor Rawlings to install double yellow lines in Newton Road for consistency. This was aged by the committee. Cllr Rawilings further requested that Trading Standards should clarify whether the two garages using the two roads as an overflow for customers contravened trading standards.</p>

	<p><b>RESOLVED that</b></p> <p><b>1. Yellow lines be installed in Newton Road at an estimated cost of £2,000 from the CIL budget;</b></p> <p><b>2. Trading Standards be requested to clarify the issue relating to garages using the roads as an overflow for customers.</b></p>
--	--

**9. MEMBERS' ITEMS - SPONSORED APPLICATIONS (IF ANY)**

The Committee received the following sponsored applications:

<b>Organisation</b>	<b>Sponsoring Member</b>	<b>Request/Decision</b>
Royal British Legion	Councillor Phil Cohen	<p>Request for £2030 for a Memorial Garden</p> <p><b>RESOLVED that funding of £2030 be agreed, to be taken from the CIL budget.</b></p>
West Road	Councillor Lisa Rutter	<p>Request for £3,629.55 for Installation of a Set of Gates</p> <p>A representation in support of this application was heard from Mr Bramzell.</p> <p><b>RESOLVED that funding of £3,629.55 be agreed, from the non-CIL budget, subject to match funding being secured.</b></p>
East Barnet Improvement Committee	Councillor Laurie Williams	<b>East Barnet Improvement Committee</b>

	<p>Councillor Laurie Williams Request for £9733 for Provision and Upkeep of Hanging Baskets in East Barnet Village.</p> <p>The Chairman stated that he had concerns over the sustainability of the proposal. The proposal required liquidity of £400 per month to maintain. The Chairman also reminded the Committee members that the Borough does not own the lamp post and so permission would need to be sought from the owners prior to the implementation of the works.</p> <p>Officers stated that similar schemes had been tried in the Borough before but had failed due to lack of maintenance.</p> <p>The Chairman asked for greater assurances over the scheme's long term sustainability and requested that the item be deferred to the next meeting to allow the submission of information relating to the businesses who had signed up to fund the scheme. The Chairman further requested that all quotes originally received should be provided to the Committee</p> <p>The PFI contract in relation to attaching the hanging baskets and the advertisements would</p>
--	---

		<p>also need to be clarified.</p> <p><b>RESOLVED</b> that consideration of this item be deferred until the next meeting of the Committee to receive the information requested above.</p>
--	--	--

**10. AREA COMMITTEE GRANTS 2014/15**

This report provided the Chipping Barnet Area Committee with the outcomes of projects that received Area Committee funding in 2014/15. Furthermore this report provided an update on Area Committee funding and expenditure during 2014/15 and 2015/16 as reported to the Policy and Resources Committee.

**RESOLVED that**

- 1. It be noted that the Policy and Resources Committee received the Annual Update on Area Committee Budgets on 28 June 2016;**
- 2. the report be noted;**

**11. THE AVENUE - ZEBRA CROSSING**

This report identified a proposal for a zebra crossing and associated pedestrian improvements for The Avenue, Barnet and asks the committee to agree that work on delivering this proceeds, and to decide whether to include an extension of a 20mph speed limit in the scheme.

**RESOLVED that**

- 1. The Committee instruct the Commissioning Director – Environment to proceed with detailed design and consultation for a zebra crossing and associated pedestrian improvements as identified on drawing C2015\_BC/000539\_03-100-01 with a view to implementation subject to consideration of consultation responses.**
- 2. It be agreed to extend the 20mph speed limit to cover part of The Avenue and Alston Road as identified on drawing C2015\_BC/000539\_03-100-03 to be included as part of the proposal.**

**12. WALKSAFE N14 - HAMPDEN WAY ZEBRA CROSSING ALTERNATIVE LOCATION**

This report identified a revised pedestrian crossing location on Hampden Way (near Summit Way) as part of the previously agreed Walksafe N14 scheme action, and asked the committee to agree this and that steps be taken to implement it.

**RESOLVED that**

**1. the Committee instruct and authorise the Commissioning Director – Environment to:**

**(a) Arrange for a detailed design of the zebra crossing to be prepared;**

**(b) Arrange a consultation in respect of the proposed zebra crossing in Hampden Way, as identified on drawing BC/000539-09-100-01, to be undertaken;**

**(c) Take all steps necessary to implement the zebra crossing, subject to consideration of all consultation responses.**

**13. PROGRESS UPDATE ON AREA COMMITTEE ACTIONS**

This report provided Chipping Barnet Area Committee with an update on the actions agreed by the Committee, on-going Committee approved schemes and new requests that were approved at the March 2016 Committee.

Appendix 1 of this report provided a summary of the actions requested by the Committee, progress made to date, action required by officers and recommendations to be considered by Chipping Barnet Area Committee.

The following issues were raised:

Page 102, Victoria Road –**Officers to write to Councillor Cohen with an update, following a meeting with the Street Lighting Contractor next week and to include why bollards were installed and then removed;**

Page 102, Chesterfield Road – noted that this would commence in the second half of 2016/17, with an update to this Committee;

Page 104, Cecil Road – **There would be a report back to this Committee in October.**

**RESOLVED that**

**1. The Committee notes the update and actions set out in Appendix 1 of this report.**

**14. TOTTERIDGE & WHETSTONE STATION CONTROLLED PARKING ZONE (CPZ) - PROPOSED EXTENSION INTO RIDGEVIEW ROAD AND CHARNWOOD PLACE, N20**

The petition received earlier in the meeting entitled 'Objection to Proposed Traffic Orders Ref SCR 121' was considered as part of this item.

The Committee were informed that on 13 January 2016, the Chipping Barnet Area Committee resolved that officers undertake a statutory consultation in respect of including Ridgeview Road and Charnwood Place in the Totteridge & Whetstone Station 'TW' CPZ as soon as practicable.

Accordingly, this report detailed the outcome of the statutory consultation, which commenced on 28<sup>th</sup> April 2016, and asked the Committee to consider the recommendations made as a result of the representations received during the consultation period.

The Chairman took the view that as the report made recommendations which cut across a neighbouring constituency, Finchley and Golders Green, it was appropriate for Environment Committee to consider the report and its recommendations.

**RESOLVED that Environment Committee be requested to consider the report and its recommendations.**

**15. BARNET HOSPITAL PARKING REVIEW**

The purpose of this report was to advise of the outcome of the informal parking consultation carried out in the Barnet Hospital area and to outline the initial findings. The report recommended that further analysis takes place on the responses to the consultation with a view to reporting detailed findings and proposals, to a future meeting of this Committee.

**RESOLVED that**

- 1. The Committee note the initial results of the Barnet Hospital area parking consultation.**
- 2. The Commissioning Director for Environment carry out detailed analysis of the responses and comments to the consultation, and after liaising with the relevant Ward Councillors, report back to a future meeting of this Committee a report outlining the detailed findings and any proposals.**

**16. HIGH STREET BARNET - PAVEMENT BUILDOUTS**

This report detailed the findings of the feasibility study to investigate pavement build-outs in High Street, Barnet and sought additional funding to implement the recommended option in full.

**RESOLVED that**

- 1. The detail of the feasibility study as outlined in this report in relation to the potential pavement build-outs in High Street, Barnet be noted;**
- 2. The Committee notes the above in 1, and the existing budget of £60,000 funded from the 16/17 LIP funding for the scheme.**
- 3. Option 2, as detailed in the report, be agreed, with information being provided to Members on how this option will work in practice.**

**17. WORK PROGRAMME**

**RESOLVED** that the Work Programme be noted.

**18. ANY ITEM(S) THE CHAIRMAN DECIDES ARE URGENT**

None.

The meeting finished at 8.17pm