

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

WEDNESDAY 26TH OCTOBER, 2016

AT 7.00 PM, OR AT THE CONCLUSION OF THE RESIDENTS FORUM MEETING (BY 8.30PM)

VENUE

HENDON TOWN HALL

TO: MEMBERS OF CHIPPING BARNET AREA COMMITTEE (Quorum 3)

Chairman: Councillor Stephen Sowerby MA
Vice Chairman: Councillor Caroline Stock

Bridget Perry
Pauline Coakley Webb

Phil Cohen

Paul Edwards
Kathy Levine

Substitute Members

Brian Salinger
Reema Patel
Jess Brayne

David Longstaff
Laurie Williams

Alison Cornelius
Andreas Ioannidis

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 10AM 21 October 2016. Requests must be submitted to J. Natynczyk 020 8359 5129 jan.natynczyk@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: J. Natynczyk 020 8359 5129 jan.natynczyk@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 the last Meeting	5 - 16
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
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FACILITIES FOR PEOPLE WITH DISABILITIES

Hendon Town Hall has access for wheelchair users including lifts and toilets. If you wish to let us know in advance that you will be attending the meeting, please telephone J. Natynczyk 020 8359 5129 jan.natynczyk@barnet.gov.uk. People with hearing difficulties who have a text phone, may telephone our minicom number on 020 8203 8942. All of our Committee Rooms also have induction loops.

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Decisions of the Chipping Barnet Area Committee

6 July 2016

Members Present:-

AGENDA ITEM 1

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
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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>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.</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

		<p>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.)</p> <ul style="list-style-type: none"> • To formulate and apply other measures to discourage “rat running,” and slower traffic <i>both up and down</i> 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. <p>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.</p> <p>Works to be reassessed afterwards and further improvements added as necessary.</p> <p>The Committee noted that Holly Park school had submitted its transport plan and was seeking gold standard.</p> <p>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.</p> <p>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.</p> <p>The Chairman suggested that a traffic survey to assess the scope of the problem would be a</p>	
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		<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>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.</p>	
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8. MEMBERS' ITEMS (IF ANY)

The Committee received the following items:

Name of Councillor	Members Item
Councillor Levine	<p>Knoll Drive, Brunswick Park</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>RESOLVED that</p> <ol style="list-style-type: none"> 1. An update be provided to this Committee, following the outcome of the report to Environment Committee on footway parking; 2. Officers be requested to ascertain why the bollards, previously in place, have not been re-instated; 3. Councillor Levine requested, in her capacity as a school governor, to speak to Monkfirth School about possible solutions.
<p>Councillor Coakley-Webb</p>	<p>Parking situation in Pembroke and Hampden Road N10</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>RESOLVED that</p> <p>1. Yellow lines be installed in Newton Road at an estimated cost of £2,000 from the CIL budget;</p> <p>2. Trading Standards be requested to clarify the issue relating to garages using the roads as an overflow for customers.</p>
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9. MEMBERS' ITEMS - SPONSORED APPLICATIONS (IF ANY)

The Committee received the following sponsored applications:

Organisation	Sponsoring Member	Request/Decision
Royal British Legion	Councillor Phil Cohen	<p>Request for £2030 for a Memorial Garden</p> <p>RESOLVED that funding of £2030 be agreed, to be taken from the CIL budget.</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>RESOLVED that funding of £3,629.55 be agreed, from the non-CIL budget, subject to match funding being secured.</p>
East Barnet Improvement Committee	Councillor Laurie Williams	East Barnet Improvement Committee

	<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>
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		<p>also need to be clarified.</p> <p>RESOLVED that consideration of this item be deferred until the next meeting of the Committee to receive the information requested above.</p>
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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 28th 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.**

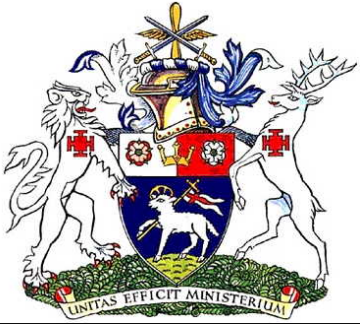
17. WORK PROGRAMME

RESOLVED that the Work Programme be noted.

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

None.

The meeting finished at 8.17pm

	<p style="text-align: center;">Chipping Barnet Area Committee</p> <p style="text-align: center;">26 October 2016</p>
<p style="text-align: center;">Title</p>	<p>Petitions for the Committee’s Consideration</p>
<p style="text-align: center;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: center;">Wards</p>	<p>Various within Chipping Barnet Constituency</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 style="text-align: center;">Officer Contact Details</p>	<p>Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129</p>

Summary
<p>This item provides Members of the Chipping Barnet Area Committee with information relating to various petitions that have met the requisite number of signatures in order to be considered by the Committee.</p>

Recommendations
<p>1. That the Chipping Barnet Area Committee note the petition received by the Council.</p>
<p>2. That following consideration of the petition highlighted at 1.1 of the report the Chipping Barnet Area Committee are requested to give instructions as outlined at section 6.4.1.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The Head of Governance was notified of a petition which has over 25 signatures relating to the Chipping Barnet constituency. Details of the petition is as follow:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
56 Bedford Avenue	Lloyd Zokay	<p>56 Bedford Avenue became vacant in 2000, and since then has deteriorated. Partial works that were finally begun in 2015 have served only to expose the property increasingly to the elements. All work has stopped in November 2015 and there has been no corrective action to protect the property from its deterioration. There have also been reports of vermin and the property is increasingly threatening the health and safety of the locality.</p> <p>This petition asks the council to take whatever corrective action is necessary to restore the property at number 56 Bedford Avenue to fit and habitable state.</p>	147

- 1.2 In accordance with the Council's Constitution, Public Participation Rules, petitions which receive 25 signature and over but less than 2,000 will be considered by the relevant Area Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 It is a constitutional requirement for Area Committees to consider petitions which receive 25 signature and over but less than 2,000.
- 2.2 There are no recommendations contained in this report. The instruction of the Area Committee is therefore requested.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 Not applicable.

5 POST DECISION IMPLEMENTATION

- 5.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Commissioning Director or Committee as appropriate at a future meeting.

6 IMPLICATIONS OF DECISION

- 6.1.1 As and when issues raised through petitions are received such relating issues will need to be evaluated against the Corporate Plan and other relevant policies.

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

- 6.2.1 None in the context of this report.

6.3 Social Value

- 6.3.1 Petitions provide an avenue for Members of the Public to request the Council to take an appropriate action. It is therefore and as identified within this report appropriate for the Chipping Barnet Area Committee to consider this petition which may lead to a future determination by the relevant Commissioning Director or Committee as appropriate at a future meeting.

6.4 Legal and Constitutional References

- 6.4.1 Council Constitution, Public Participation and Engagement – section 7.6 outlines that;

Petitions which receive over 25 signatures will be referred to the relevant Area Committee. The following actions are available to the Committee:

- Note the petition
- Ask officers to present a report to a future meeting of the Area Committee
- Formally refer to a relevant Committee
- Formally instruct an officer (within their powers) to take action
- To bring the matter to the attention of the Ward Councillors (who will consider and respond to the issue individually)

6.5 Risk Management

- 6.5.1 Failure to deal with petitions received from members of the public in a timely way and in accordance with the provisions of the Council's Constitution carries a reputational risk for the authority.

6.6 Equalities and Diversity

6.6.1 Pursuant to the Equality Act 2010 (“the Act”), the council has a legislative duty to have ‘due regard’ to eliminating unlawful discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; advancing equality of opportunity between those with a protected characteristic and those without; and promoting good relations between those with protected characteristics and those without. The ‘protected characteristics’ are age, race, disability, gender reassignment, pregnancy, and maternity, religion or belief and sexual orientation. The ‘protected characteristics’ also include marriage and civil partnership, with regard to eliminating discrimination.

6.7 **Consultation and Engagement**

6.7.1 None in the context of this report.

6.8 **Insight**

6.9 The Council Constitution, Public Participation and Engagement provides a function that enables residents to engage with the Council. This process offers the opportunity for residents to bring a matter to the attention of the Council and therefore requests that an action be considered and determined as outlined at section 5.1 of this report.

7 **BACKGROUND PAPERS**

7.1 The submitted petitions to the Council.

	<p>Chipping Barnet Area Committee</p> <p>26 October 2016</p>
<p style="text-align: right;">Title</p>	<p>Progress update on Area Committee Actions – October 2016</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>High Barnet, East Barnet, Underhill, Oakleigh, Totteridge, Brunswick Park and Coppetts</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 1 – Progress update report on actions requested by Chipping Barnet Area Committee</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Mario Lecordier – Strategic Lead, Transport and Highways Mario.lecordier@barnet.gov.uk Tel: 020 83595258</p> <p>Richard Chalmers – Associate Director (Highways) Email: Richard.chalmers@facpita.co.uk Tel: 07713 787346</p>

Summary

This report provides 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 July 2016 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 Chipping Barnet Area Committee.

Recommendations

1. That the Committee notes the update and actions set out in Appendix 1 of this report.
2. In the matter of Oakleigh Park North – Parking Review i That the Committee note the update provided in this report on the objections received to the proposed Double Yellow Lines on Oakleigh Park North, and having considered the objections and the officer comments, instruct the Commissioning director for Environment to commission officers to proceed with the implementation of the markings with the removal of the Section outside 9-11 Oakleigh Park North.
3. In the matter of Swan Lane – Parking Review i That the Committee note the update provided in this report on the objections received to the proposed Double Yellow lines on Swan lane, and having considered the objections and the officer comments, instruct the Commissioning Director for Environment to commission officers to proceed with the implementation of the markings as per the original proposal.
4. In the matter of The Ridgeway, N11– Speed Surveys i That the Committee note the update provided at the meeting regarding the speed data for The Ridgeway, N11 and consider if further investigation is required in the area, subject to funding being approved.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides a progress update and recommended actions of the actions requested by the Chipping Barnet 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 6 July 2016 Chipping Barnet Area Committee.
- 2.2 Appendix 1 provides a progress update on these progress update on all action/schemes previously approved for progression by the Chipping Barnet Area Committee. It should be noted that not all of these schemes are Area Committee funded but some are funded using alternative funding such as Local Implementation Plan (LIP) funding 2016/17 and/or the 2016/17 Capital allocation for Pavement Work.

Oakleigh Park North, N20 – Objections to the Double Yellow lines.

- 2.3 The proposal for double yellow lines was advertised on 23 June 2016 and 8 objections were received during the consultation period.
- 2.4 A summary of the objections is as follows:
- That the proposals are insufficient and do not address the parking issues in the road;
 - That there should be a yellow line on both sides of Oakleigh Park North, one side restricted between 8am and midday and the other restricted between 3pm and 6pm, with an exception for people attending St Andrews surgery;
 - That restrictions between 8am and 6.30pm should apply throughout the entire length of the road;
 - That a restriction should be provided between the Oakleigh Road North junction and No. 17 Oakleigh Park North, on the odd-numbered side, or no restriction be provided at all;
 - That the proposed restrictions near No. 11 will serve no purpose;
 - That the Council should paint white lines across every driveway;
 - Would like a yellow line by the concealed exit of The Hollies.
- 2.5 Other comments were received mentioning the parking problems being caused by Council employees, and some questioning the rationale of the location of a proposed length of yellow line in Oakleigh Park North, with some believing it was not necessary and some feeling that they wished for a yellow line to be provided outside of their house.
- 2.6 Although there was a strong feeling amongst local residents objecting to the proposal, either because they felt it was insufficient, or that they believe the wrong length of road was focussed upon, Officers consider that the proposals still have merit in that it would provide lengths of kerbside space where parking would be deterred in order to enable travelling motorists opportunity to pull up to the kerbside to let an oncoming vehicle past.
- 2.7 Although some residents considered that the entire road should be restricted, there would be no justification for this as although it is acknowledged that Oakleigh Park North does get heavily parked, this does not necessarily mean that no vehicles should be parked on it at all, on both or either side of the road.
- 2.8 An extensive length, or extensive lengths of restriction, could result in displaced parking to neighbouring streets, promotion of speeding motorists along the road and this was considered in the design of the proposed restrictions, where Officers have sought to keep the extent of restrictions to a minimum given the demands on kerbside space.
- 2.9 Having considered the objections received, it is considered that the proposal should be implemented as proposed, with the removal of the section outside Nos. 9-11 Oakleigh Road North. Although given the local feeling from residents of Oakleigh Park North, the effectiveness should be closely monitored with a view to proposing any changes or additions if considered necessary.

2.10 Funding for the implementation of the yellow lines has (and the re-painting of the existing white lines outside the exit from The Hollies) previously been approved and no additional funding is required to implement the double yellow lines.

Swan Lane, N20 – Objections to the proposed Double Yellow lines.

2.11 The statutory consultation for the proposed double yellow lines commenced on 26 May 2016 and one objection was received during the consultation period.

2.12 A summary of the objection is as follows:

- That the proposal would make it more difficult for residents to park in the street during the day;
- That there are commuter/local worker parking issues in the road which need to be addressed through the introduction of resident permit parking.

2.13 Having considered the objection it is acknowledged that the implementation of double yellow lines would reduce the amount of available kerbside space used by motorists to park their vehicles, although it is considered that where the restrictions are proposed to be located are where no vehicle should be parked. In the design of the restrictions, Officers have sought to keep the extent of restrictions to a minimum given the demands on kerbside space.

2.14 The resident's request for residents parking has been noted and this request will be assessed along with all other requests for similar schemes when prioritising future years' work programmes.

2.15 It is therefore recommended that the proposed double yellow lines are implemented as proposed.

2.16 Funding for the implementation of the yellow lines has previously been approved and no additional funding is required to implement the double yellow lines.

The Ridgeway, N11 - Speed Survey

2.17 A Petition regarding traffic issues in The Ridgeway, N11 was discussed at the July Committee. The committee resolved that a traffic survey was to be undertaken in September and the results of the survey reported back to this Committee in October 2016.

2.18 The week long survey of traffic volumes speeds was undertaken between 10 October to 17 October 2016. At the time of drafting the report the results of the survey had not been made available by the survey company. Therefore, an addendum to this report will be provided setting out the results for discussion at the meeting on any proposed further action and funding required.

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 the recommended options or commission further feasibility studies or detailed design...

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 commissioning the works. The Commissioning Director for Environment 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 objectives as set out in the Council's 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 previous Chipping Barnet Area Committees. These will be funded from either the 2016/17 budget for the area committee or the 2016/17 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 or specific scheme reports presented at future Committee meetings for Members to consider and authorise, reject or refer to the Environment Committee.
- 5.2.3 Schemes funded using The LIP funding 'Corridors, Neighbourhoods and Supporting Measures Programmes 2016/17' are detailed in Appendix 1. For the LIP 2016/17 Programme and of the £3,413,000 allocation £1,300,000 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 (£200,000).

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.”
- Powers to deal with small public works.

5.4.2 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.

5.4.3 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 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 are 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.

5.5.2 Schemes address issues such as road safety, and would also help to reduce potential accidents. Schemes will also be beneficial in reducing congestion and where traffic is kept moving the emissions from vehicles are reduced, thereby reducing air pollution.

5.5.3 However, schemes also include construction elements with inherent hazards.

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) (ii) to advance equality of opportunity between those with protected characteristics and those without; and
- (iii) (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 Proposed changes associated with the proposals are not expected to disproportionately disadvantage or benefit members of the community.

5.6.3 LB Barnet Council owes a duty of care to all road users and endeavours to ensure a safe environment for vulnerable user groups.

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.

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

6.2 Report to Environment Committee, 11 June 2015.

<https://barnet.moderngov.co.uk/documents/s23705/Review%20of%20Area%20Committees%20their%20relationship%20with%20the%20Environment%20Committee.pdf>

6.3 Minutes of previous minutes that are relevant to Appendix 1 can be found here: <http://barnet.moderngov.co.uk/ieListMeetings.aspx?Committeeld=711>

6.4 An update on the review of Area Committee Actions (2015-2016) Report to Chipping Barnet Committee 21 October 2015

<http://barnet.moderngov.co.uk/documents/s26583/An%20update%20on%20the%20review%20of%20Area%20Committee%20Actions%202015-2016.pdf>

6.5 A Progress update on Chipping Barnet Area Progress Report on approved schemes including Budget Update to the Chipping Barnet Area Committee on 13 January 2016.

<http://barnet.moderngov.co.uk/documents/s28649/Progress%20Report%20on%20Approved%20Schemes%20Including%20Budget%20Update.pdf>

- 6.6 Minutes of the previous meeting of the Chipping Barnet Area Committee, 30 March 2016.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8316&Ver=4>

- 6.7 Minutes of the previous meeting of the Chipping Barnet Area Committee, 6 July 2016.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8648&Ver=4>

Appendix 1: Chipping Barnet Area Committee Progress Report (October 2016)

RAG STATUS

(Blue) Not Started	(Amber) In Progress/on track	(Red) Behind	(Purple) On hold	(Green) Completed
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Chipping Barnet Area Committee

REF	Backlog Scheme	Ward	Indicative costs (To be funded from AC budgets)	Lead Officer	RAG Status: Red- Not started Amber – In progress Green – Completed
CB001/2015 Re44	Colney Hatch Lane and Friern Village Estate Parking controls are implemented in Colney Hatch Lane and Frien Village Estate to overcome inconsiderate parking.	Coppets	Area Committee (CIL) Funded £10,000	Gavin Woolery-Allen	Operational September 2016 Scheme complete (Green)

CB003/2015	Manor Drive, N20 That vehicles reduce their speed on Manor Drive, Whetstone.	Oakleigh	£5,000 Feasibility Study – Area Committee (CIL) Funded	Lisa Wright	Vehicle Activated Signs (VAS) were installed in Feb 2016. Report to October Committee with the outcome of the monitoring of the VAS. (Amber)
CB004/2015 Re11	The Avenue/Alson Road – Pedestrian Improvement The Avenue EN5 – Request for pedestrian crossing (This request is being funded through the LIP funding and will be subject to a separate report detailing the changes to the proposal.)	High Barnet	£20k (LIP funded 2016/17)	Lisa Wright	Objections received during Consultation period which are currently being considered. (Amber)
CB005/2015 Re10	High Barnet – High Street Kerb Buildouts High Barnet- Request from Town Team to build out the pavement to create a more welcoming public realm.	High Barnet	Implementation Bid LIP 17/18 £100k	Lisa Wright	July Committee approved to proceed to detailed design using current year LIP funding. (Amber)

RE24	Victoria Road Traffic Management Scheme – Request for Traffic Calming Measures on Victoria Road.	East Barnet	LIP Funded 2015/16 plus 2016/17	Lisa Wright	Scheme complete (Green)
RE 26	Pollard Road Traffic Management Scheme - Request for Traffic Calming Measures on Pollard Road.	Oakleigh	LIP Funded 2016/17	Lisa Wright	Scheme has been deferred to the October for a decision on Scheme progression. (Amber)
RE13	Naylor Road/Birley Road – CPZ – Petition and request for Controlled Parking.	Totteridge	LIP Funded 2015/16	Gavin Woolery Allen	Original Scheme complete (Green) Petition received from Ridgeview Road which will be reported back to the October Area Committee for consideration. See CB/014/16 below
RE27	Chesterfield Road Safety Improvements – Review of Road Safety in the vicinity of Chesterfield Road following and incident involving a child cyclist and a bus.	Underhill	LIP Funded 16/17	Lisa Wright	Feasibility study being undertaken. Scheme is on the 2016/17 LIP Programme therefore detailed design in 2nd half of 2016/17. (Amber)
RE29	Osidge Lane Zebra Crossing – Request for a crossing facility on Osidge Lane to serve the park and Brunswick Park Primary and	Brunswick Park	LIP Funded 2016/17	Lisa Wright	Proposals for a Zebra crossing approved by Committee. Detailed design currently being

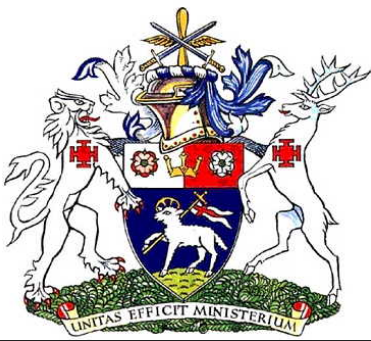
	Nursery school.				undertaken. (Amber)
RE 14	Walksafe N14 – Traffic Management Scheme – Request for Traffic Calming Measures in N14	Brunswick Park	LIP Funded 2016/17	Lisa Wright	<p>Summit Way Location</p> <p>Scheme approved at July committee.</p> <p>Consultation undertaken in September objections received which will be considered in consultation with Ward Councillors for consideration.</p> <p>Chase Way/Cecil Road Location</p> <p>During implementation concerns were raised by local residents and Ward Councillors regarding the location of the approved zebra crossing at the junction of Cecil road.</p> <p>Meetings have been held on site and the design of the possible re-location of the crossing to the north of the junction is currently being undertaken.</p> <p>A petition has been received regarding the location which will be reported to the October Committee</p>

					for consideration. (Amber)
RE 46	Halton Close, Balmoral Close and 8 Surrounding Roads - Footway Parking Scheme – Request from residents for Footway to be allowed.	Coppetts	Funded from agreed Footway Parking allocation	Gavin Woolery Allen	On-hold until the outcome of the Review of Footway Parking Backlog has been completed. (Purple – On Hold)
New Schemes Mar 16					
CB006/15	Woodside Park Station, N12 – Request for Double Yellow lines.	Totteridge	Area Committee (CIL) Funded £2,000	Gavin Woolery Allen	Operational September 2016 Scheme complete (Green)
CB/007/16	Totteridge Lane/Waitrose Entrance, N20 – Improve safety at the access to Waitrose on Totteridge Lane	Totteridge	Area Committee (CIL) Funded £5,000	Gavin Woolery Allen	Meeting with Ward Councillors to be held in September to discuss the outcome of the feasibility study Amended design required which also needs consideration the by the Police. Report to January Committee (Amber)
CB/008/16	Great Bushy Drive, N20 – Request for Double yellow line on the bend in Great Bushy Drive	Totteridge	Area Committee (CIL) Funded £2,000	Gavin Woolery Allen	Operational September 2016 Scheme complete

					(Green)
CB/009/16	Swan Lane, N20 – Request for Double Yellow lines	Totteridge	Area Committee (CIL) Funded £2,000	Gavin Woolery Allen	Objections Received – Report back to October Committee for decision. (Amber)
CB/012/16	Elmbank/Barnet Hospital – Request for CPZ (Re-named Barnet Hospital Parking Review) (Note: An additional £50K has been secured from a local development towards the implementation of parking controls in the vicinity of Elmbank).	Underhill/ High Barnet	Area Committee (CIL) Funded £5,000	Gavin Woolery Allen	Informal consultation commenced 25 May – 2015 June to seek resident's views on parking in their roads whether they would be in favour of parking controls. Update on the results of the consultation reported to the July Committee. Analysis of results to October Area Committee for consideration and recommendation on potential parking controls. (Amber)
CB/013/16	Whitehouse Way and Lincoln Avenue – Request for Footway Parking	Brunswick Park	TBC	Gavin Woolery Allen	Request for footway parking in Whitehouse Way and Lincoln Avenue to be referred to Environment Committee.

					(On-hold)
CB/014/16	Totteridge and Whetstone CPZ – Extension of the CPZ into Ridgeview Road	Totteridge	Area Committee (CIL) Funded £6K	Gavin Woolery Allen	Deferred from the July Environment Committee – recommendation for the matter to be reported back to the October Area Committee for consideration. (Amber)
CB/015/16 Mar 16	Oakleigh Park North, N20 – Request for Double Yellow lines (including refreshing the white line across the entrance to The Hollies.	Oakleigh	Area Committee (CIL) Funded £3k	Gavin Woolery Allen	Objections Received – Report back to October Committee for decision. (Amber)
CB/016/16 Mar 16	Oxford Avenue, N14 – Request for parking controls	Brunswick Park	Area Committee (CIL) Funded £1,500		Issues raised regarding the status and ownership of the road which need to be resolved prior to Consultation. (Amber)
CB/017/116 Jul 16	The Ridgeway, N11 – Speed Survey	Coppetts	Area Committee (CIL) Funded £300		Survey in September 2016 – Results reported to the October Committee. (Amber)

CB/018/16 Jul 16	Newton Avenue - Double Yellow lines July 2016 Committee	Coppetts	Area Committee (CIL) Funded £2,000	GWA	Consultation October 2016 (Amber)
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Chipping Barnet Area Committee
26 October 2016

Title	Area Committee Grants Funding
Report of	Interim Head of Finance, Commissioning Group
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Allocation of grants and balance available
Officer Contact Details	Patricia Phillipson, Interim Head of Finance, Commissioning Group E: patricia.phillipson@barnet.gov.uk

Summary

This report is to update Members of the budget allocations for the Area Committee, to enable consideration of further applications for funding during 2016/17.

Recommendations

1. That the Committee notes the amount available for allocation during 2016/17, as set out in Appendix 1.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of funding to the Chipping Barnet Area Committee, the approvals and payments to date. This will enable the Committee to determine the amounts that can be allocated at this, and future meetings.
- 1.2 On 10th June 2014, the Policy and Resources Committee agreed that £100,000 per year over the next four years (up to and including 2017/18) should be allocated to each of the Council’s three Area Committees, subject

to agreement of detailed arrangements for the governance, accountability and prioritisation of these budgets by the Community Leadership Committee.

- 1.3 On 9th July 2015, the Policy & Resources Committee approved that income from the Community Infrastructure Levy (CIL) would be delegated to the Council's Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated 15% of the CIL receipts for their local area. This is to be capped at a total of £150,000 per year per constituency area and ring-fenced for spend on infrastructure schemes. The funding from CIL is in addition to the £100,000 a year that is available to each Area Committee until 2017/18.
- 1.4 The unused balance at the end of 2015/16 was carried forward and added to the 2016/17 budget.
- 1.5 The amounts approved from the CIL reserve were based on estimates from the service department, should the estimate prove to be understated there is no further call on the area committee budgets. The actual costs of the works are being analysed with a further report to come back to this committee to enable members to compare with the estimate.
- 1.6 Detail as to the activity to date of this Area Committee and the balance available is attached at appendix 1 to this report.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Funding has been allocated to various organisations and this will enable the committee to note the amount available for future allocation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 No alternative options were considered

4. POST DECISION IMPLEMENTATION

- 4.1 Decisions can be made by the Area Committee to allocate funding to organisations from the area committee general reserves based on member supported applications and from the area committee CIL reserve for requests for infrastructure related surveys and works.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The funding enables the Area Committee Budgets to contribute to the Corporate Plan's objective to promote family and community wellbeing and support engaged, cohesive and safe communities, by helping communities access the support they need to become and remain independent and resilient.

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

- Appendix 1 shows the amounts allocated and the committee balance remaining.
- The remaining balance following any allocations approved at this meeting will be transferred to a reserve and carried forward for use in the next

financial year.

5.3 **Social Value**

5.3.1 Not applicable to this report

5.4 **Legal and Constitutional References**

The Council's Constitution, Responsibility for Functions, Annex A, sets out the Terms of Reference for Area Committees. In relation to the area covered by the Committee:

(4) 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**

There are no risks to the Council as a direct result of this report

5.6 **Equalities and Diversity**

There are no equality and diversity issues as a direct result of this report.

5.7 **Consultation and Engagement**

There are no equality and diversity issues as a direct result of this report

6. **BACKGROUND PAPERS**

Policy & Resources Committee, 10 June 2014

<http://barnet.moderngov.co.uk/documents/s15260/Area%20Sub-Committees%20Budget%20Arrangements.pdf>

Community Leadership Committee, 11 September 2014

<http://barnet.moderngov.co.uk/documents/s17459/Community%20Participation%20Strategy%20-%20Area%20Committee%20Budget%20Arrangements%20and%20Wider%20Community%20Funding.pdf>

Policy & Resources Committee, 14 October 2014


<http://barnet.moderngov.co.uk/documents/s18280/Area%20Committee%20budget%20allocation%20proposals.pdf>

Policy & Resources Committee, 9 July 2015

<http://barnet.moderngov.co.uk/documents/s24360/Delegating%20a%20proportion%20of%20Community%20Infrastructure%20Levy%20CIL%20income%20to%20the%20Councils%20Area%20Committee.pdf>

Appendix 1

Link to RE Update Report	Chipping Barnet	2016/17 Budget Allocation (General Reserve)	2016/17 Budget Allocation (CIL Reserve)	Date of Committee Approvals
		£	£	
	Budget allocation	100,000	150,000	
	Budget C/Fwd	74,164	108,300	
	Allocation through the Corporate Grants programme	(17,000)		
**** CB017	The Ridgway Petition, Coppetts Wood Ward. Traffic Survey		(300)	06/07/2016
**** CB018	Newton Avenue Parking situation in Pembroke and Hampden Road. Yellow lines in Newton.		(2,000)	06/07/2016
	Royal British Legion, Memorial Garden	(2,030)		06/07/2016
	West Road Gates (approved 50% of estimate £3,629.55. Actual was lower)	(3,246)		06/07/2016
		151,888	256,000	
	on hold/rejected but to be reconsidered			
	- St Mary's the Virgin Church (from 2014/15)	(5,000)		
	East Barnet Improvement Committee, hanging baskets	(9,733)		06/07/2016
	Balance Remaining	137,155	256,000	
			393,155	

	<p>Chipping Barnet Area Committee</p> <p>26 October 2016</p>
<p style="text-align: right;">Title</p>	<p>Mayoral Quietway Hornsey to North Finchley (Coppetts Ward)</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>Coppetts</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 1 – Draft Quietway Delivery Plan</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jane Shipman; highwayscorrespondence@barnet.gov.uk; 020 8359 3555</p>

<p>Summary</p>
<p>Transport for London on behalf of the London Mayor have a programme for delivery of Quietways across London. The routes, intended to form a cross-London network of high-quality, low-traffic cycle routes, will mainly use quieter back streets, parks and other green spaces, and will be particularly suited to less confident cyclists who want to use low-traffic routes, while also providing for existing cyclists who want to travel at a more gentle pace.</p> <p>A route linking North Finchley and Hornsey is proposed and the agreement of the committee to Quietway Delivery Plan for the route, as far as it affects the committee’s area is sought to provide TfL with assurance that the scheme is supported before releasing funding for further work.</p>

<p>Recommendations</p>
<p>1. That the Chipping Barnet Area Committee approve the Quietway Delivery Plan included at appendix 1 so far as it affects Coppetts Ward</p>
<p>2. That the Chipping Barnet Area Committee delegate authority to the Commissioning Director for Environment in consultation with Coppetts Ward</p>

members to consider and approve the concept designs for public consultation for locations in Coppetts Ward.

1. WHY THIS REPORT IS NEEDED

- 1.1 “Quietways” are a programme led by TfL on behalf of the Mayor of London to deliver a network of high-quality cycle routes throughout London. The routes, linking key destinations are intended to overcome barriers to cycling, targeting people who do not cycle at the moment or who want to use quieter, low-traffic routes and providing an environment for those cyclists who want to travel at a gentler pace.
- 1.2 Quietway routes have as far as possible been chosen to follow already-quiet streets, and in most locations require little intervention beyond providing good wayfinding. Potential Quietway routes have been assessed and prioritised by TfL against criteria such as their contribution to a network, directness and cohesion, attractiveness, traffic composition and impact on other users, and buildability.
- 1.3 Phase 2 includes over thirty routes across London with three in or partly within Barnet. This includes a route in tranche 2.2 from Hornsey to North Finchley, and routes in a subsequent tranche that largely follow existing off road routes in the borough.
- 1.4 The Hornsey to North Finchley route as a whole would provide a link from North Finchley to Hornsey via Muswell Hill and Alexandra Palace and would link with a Phase 2 Farringdon to Enfield route. The intention is that end-to-end routes are delivered as a whole, although a section via Alexandra Palace at the Hornsey end of the route is likely to be delivered separately so is not included in the Quietway Delivery Plan (QDP).
- 1.5 A QDP has been developed for the route, which outlines the expected work and costs along the route. On agreement by TfL this will provide access to the resources to develop and deliver the proposal.
- 1.6 All members for Coppetts Ward and the other affected ward (Woodhouse Ward) and also nearby wards (Totteridge, Oakleigh and West Finchley) have been provided with a copy of the draft QDP and information from Sustrans and invited to raise any questions or observations they might have. No questions or observations have been received in relation to the part of the route in Coppetts Ward.
- 1.7 The agreement of the Area Committee to the Quietway Deliver Plan to the extent that it affects their area is now sought. Within Barnet the route directly affects parts of Coppetts Ward and Woodhouse Ward only. The Chipping Barnet Area committee is asked to approve the QDP to the extent that it affects Coppetts Ward (from location 4 to between locations 15 and 16 in Appendix 1).

2. REASONS FOR RECOMMENDATIONS

- 2.1 Agreement to the QDP is needed to provide TfL with the assurance that the scheme is supported before releasing funding for further further development and design work.
- 2.2 Ward members for the ward are considered best placed to agree the proposals in their ward prior to consultation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Route assessment rides by TfL, borough and Sustrans officers have considered alternative options. The proposal included in the QDP includes a re-route via Ramsden Road rather than MacDonald Road allowing crossing of Friern Barnet Road via an existing pedestrian crossing (to be upgraded for shared use).
- 3.2 An alternative route passing further north and providing an extension to the Dollis Valley route (anticipated for inclusion in tranche 2.3) was considered by officers but has been ruled out by TfL because of the increased cost.

4. POST DECISION IMPLEMENTATION

- 4.1 Once committee and TfL agreement is obtained Sustrans and borough/Re officers will engage with ward members, and local residents in some locations, about the details and a more developed concept design will be produced before more general consultation is undertaken on a more developed scheme.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Developing Quietway routes will contribute to the Council's Core Values of fairness, responsibility and opportunity and to the corporate priority of "responsible growth and regeneration" by providing increased opportunities for residents to use alternative travel modes and contribute to improving air quality and reducing congestion.
- 5.1.2 Quietway routes will also benefit the Health and Wellbeing Strategy as cycling is recognised as a key form of affordable exercise that improves health.

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

- 5.2.1 Development, design and construction of the proposal, will be funded by TfL.
- 5.2.2 Sustrans have been appointed as a delivery agent by TfL to provide a route co-ordination role and can also provide community engagement, design and technical support funded direct by TfL. Work can also be undertaken or commissioned by the borough and funded by TfL subject to meeting funding conditions.

5.3 Social Value

The Public Services (Social Value) Act 2013 requires people who commission public services to think about how they can also secure wider social,

economic and environmental benefits. Before commencing a procurement process, commissioners should think about whether the services they are going to buy, or the way they are going to buy them, could secure these benefits for their area or stakeholders.

This report does not involve procurement of services contracts.

5.4 Legal and Constitutional References

5.4.1 The Highways Act 1980 and Traffic Management Acts provide powers for Highway Authorities to improve the road network

5.4.2 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their own and other authorities' road networks. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the duty and action which the authority may take in performing that duty includes, action to avoid, eliminate or reduce road congestion.

5.4.3 Section 159 of the GLA Act allows TfL to provide financial assistance to support provision of safe, integrated, efficient, and economic transport facilities or services to, from or within Greater London.

5.4.4 The Council's Constitution (Responsibility for Functions, Annex A) provides that in the area covered by the committee and within the budget and policy framework Area Committees can discharge functions including those related to parks, open spaces, nature reserves, allotments, recreation and leisure facilities and those related to local highways and safety schemes.

5.5 Risk Management

5.5.1 There are no specific risks identified in relation to this decision. The Quietway scheme as a whole will be subject to risk management of project and construction risks as it develops.

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 proposals are not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group. Regular cyclists are more likely to be male and white than the general population but Quietway proposals are intended to appeal to those who do not cycle currently and cyclists from other groups.

5.7 Consultation and Engagement

5.7.1 TfL has undertaken customer testing of proposals for a new wayfinding system focusing on Quietways with the objective of gaining the confidence of people who may currently be deterred from cycling. This has led to the development of a distinctive Quietway logo suggestive of more relaxed cycling and a strategy that supports wayfinding along and between designated routes through direction signing and route reassurance signing.

5.7.2 As noted in paragraph 4.1 engagement with ward members and local residents about

the details of some elements of the proposal is planned.

- 5.7.3 Subsequently a wider public consultation exercise will be undertaken on the developed concept design.

5.8 **Insight**

- 5.8.1 Research by TfL indicates a relatively high cycling potential in the North Finchley area and in other areas linked by the proposed route.

6. **BACKGROUND PAPERS**

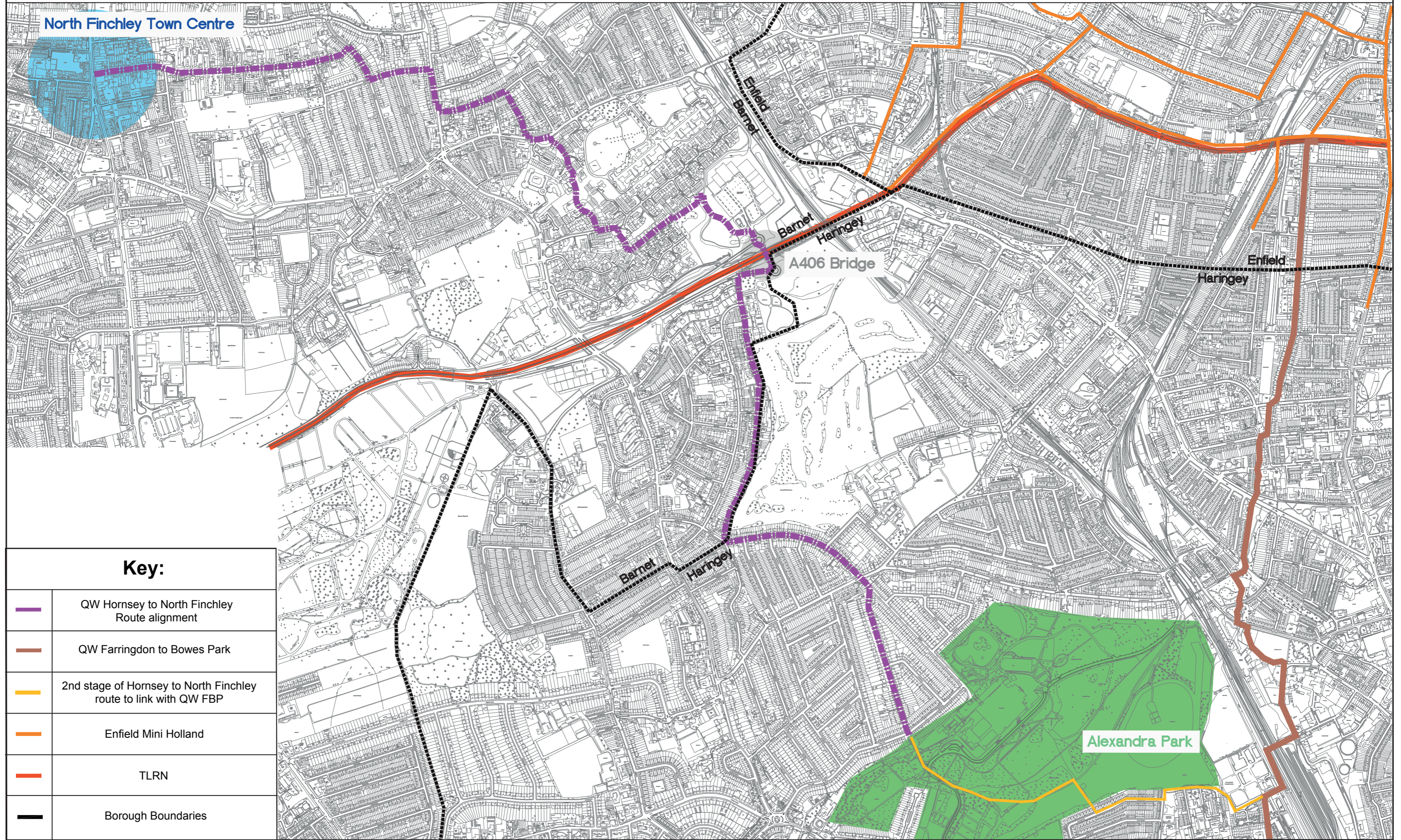
- 6.1.1 On 10 March 2015 the Environment Committee agreed that Officers work with TfL in order to deliver phase two of the Quietways programme (item 13) via the link below:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&Mid=7882&Ver=4>

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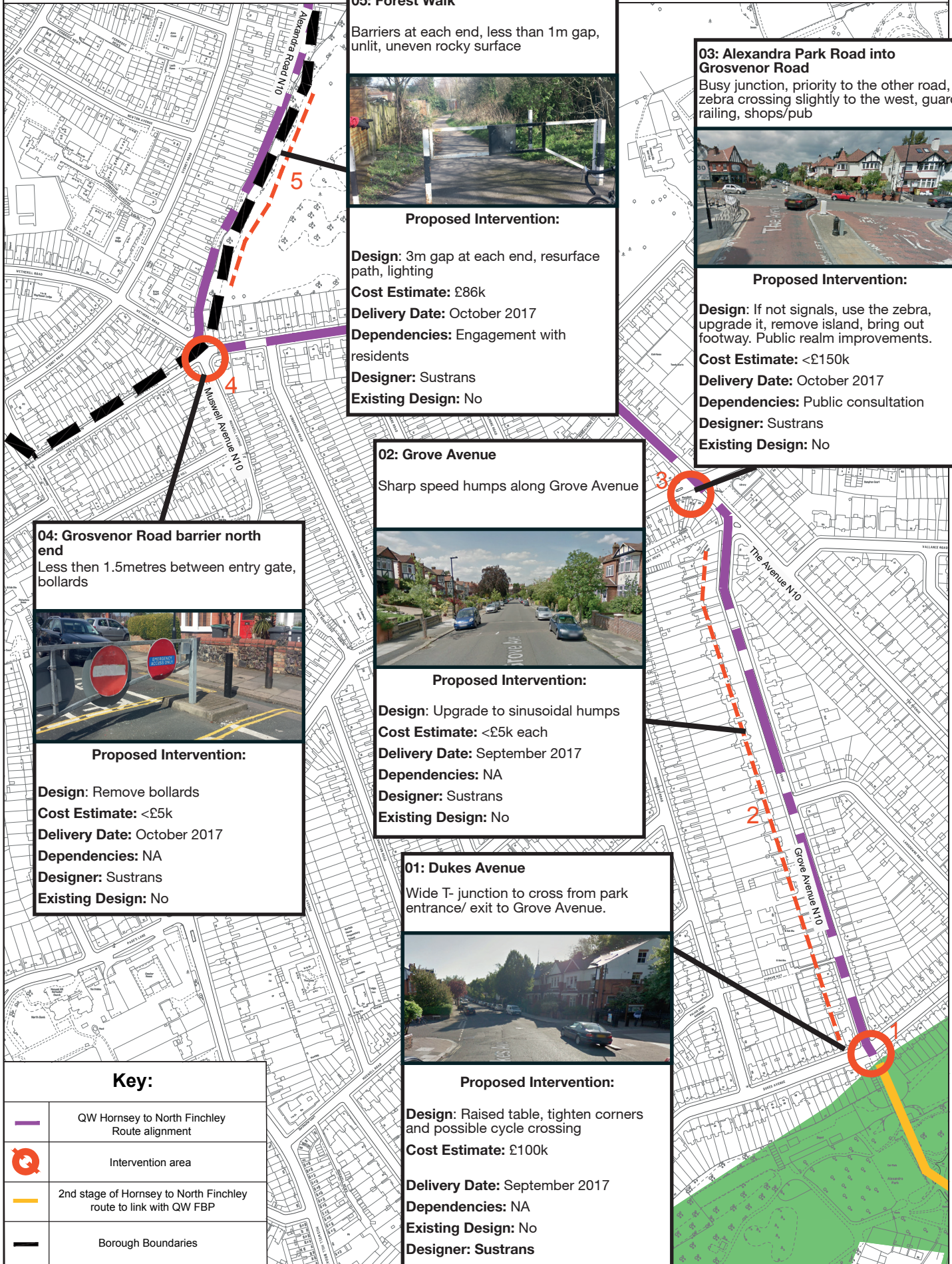
Quietway - Hornsey to North Finchley

DRAFT



Key:	
	QW Hornsey to North Finchley Route alignment
	QW Farrington to Bowes Park
	2nd stage of Hornsey to North Finchley route to link with QW FBP
	Enfield Mini Holland
	TLRN
	Borough Boundaries

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05: Forest Walk
Barriers at each end, less than 1m gap, unlit, uneven rocky surface



Proposed Intervention:
Design: 3m gap at each end, resurface path, lighting
Cost Estimate: £86k
Delivery Date: October 2017
Dependencies: Engagement with residents
Designer: Sustrans
Existing Design: No

03: Alexandra Park Road into Grosvenor Road
Busy junction, priority to the other road, zebra crossing slightly to the west, guard railing, shops/pub



Proposed Intervention:
Design: If not signals, use the zebra, upgrade it, remove island, bring out footway. Public realm improvements.
Cost Estimate: <£150k
Delivery Date: October 2017
Dependencies: Public consultation
Designer: Sustrans
Existing Design: No

02: Grove Avenue
Sharp speed humps along Grove Avenue



Proposed Intervention:
Design: Upgrade to sinusoidal humps
Cost Estimate: <£5k each
Delivery Date: September 2017
Dependencies: NA
Designer: Sustrans
Existing Design: No

04: Grosvenor Road barrier north end
Less than 1.5metres between entry gate, bollards







Proposed Intervention:
Design: Remove bollards
Cost Estimate: <£5k
Delivery Date: October 2017
Dependencies: NA
Designer: Sustrans
Existing Design: No

01: Dukes Avenue
Wide T- junction to cross from park entrance/ exit to Grove Avenue.



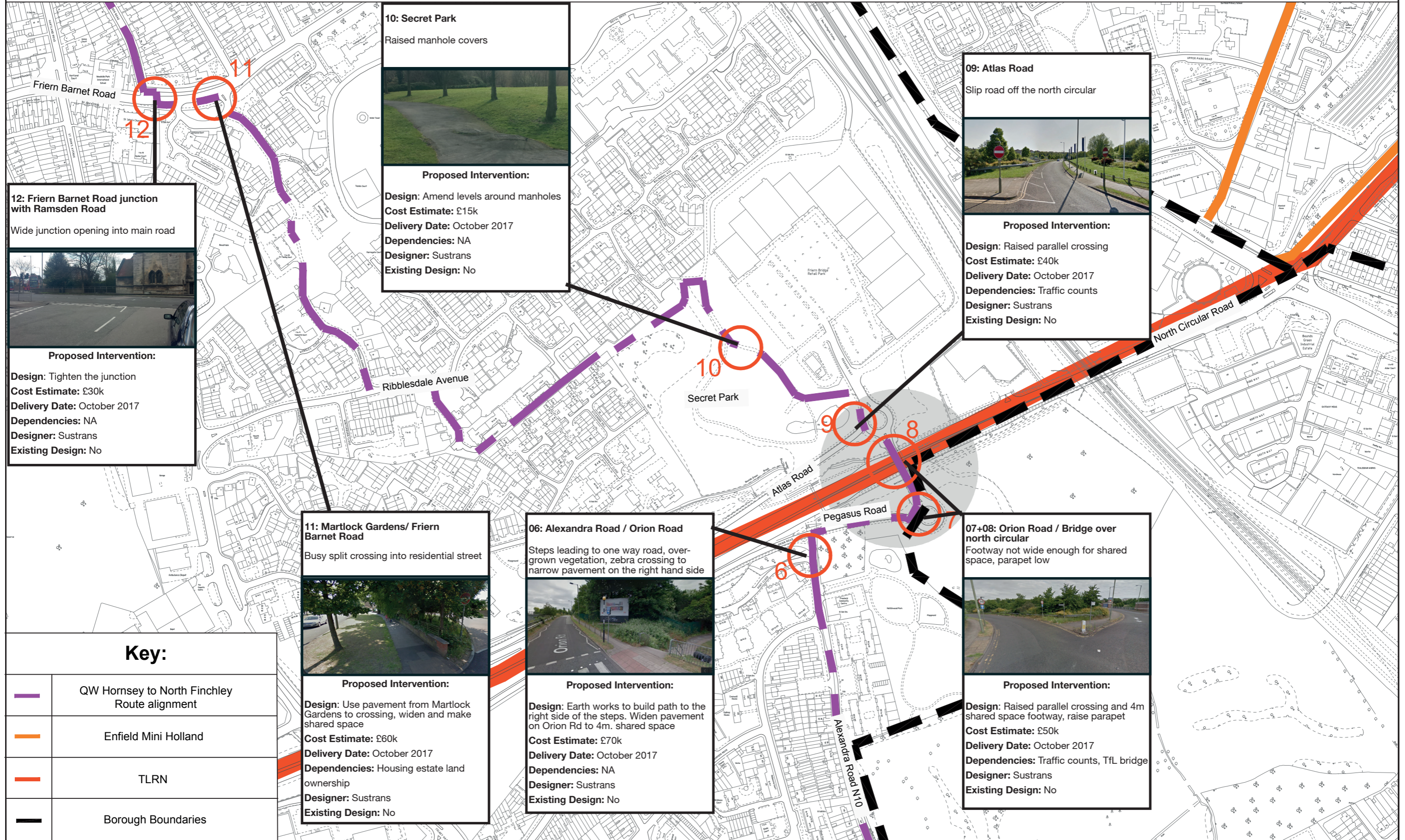
Proposed Intervention:
Design: Raised table, tighten corners and possible cycle crossing
Cost Estimate: £100k
Delivery Date: September 2017
Dependencies: NA
Existing Design: No
Designer: Sustrans

Key:

	QW Hornsey to North Finchley Route alignment
	Intervention area
	2nd stage of Hornsey to North Finchley route to link with QW FBP
	Borough Boundaries

Quietway - Hornsey to North Finchley

DRAFT



12: Friern Barnet Road junction with Ramsden Road

Wide junction opening into main road



Proposed Intervention:
Design: Tighten the junction
Cost Estimate: £30k
Delivery Date: October 2017
Dependencies: NA
Designer: Sustrans
Existing Design: No

10: Secret Park

Raised manhole covers



Proposed Intervention:
Design: Amend levels around manholes
Cost Estimate: £15k
Delivery Date: October 2017
Dependencies: NA
Designer: Sustrans
Existing Design: No

09: Atlas Road

Slip road off the north circular



Proposed Intervention:
Design: Raised parallel crossing
Cost Estimate: £40k
Delivery Date: October 2017
Dependencies: Traffic counts
Designer: Sustrans
Existing Design: No

11: Martlock Gardens/ Friern Barnet Road

Busy split crossing into residential street



Proposed Intervention:
Design: Use pavement from Martlock Gardens to crossing, widen and make shared space
Cost Estimate: £60k
Delivery Date: October 2017
Dependencies: Housing estate land ownership
Designer: Sustrans
Existing Design: No

06: Alexandra Road / Orion Road

Steps leading to one way road, overgrown vegetation, zebra crossing to narrow pavement on the right hand side



Proposed Intervention:
Design: Earth works to build path to the right side of the steps. Widen pavement on Orion Rd to 4m. shared space
Cost Estimate: £70k
Delivery Date: October 2017
Dependencies: NA
Designer: Sustrans
Existing Design: No

07+08: Orion Road / Bridge over north circular

Footway not wide enough for shared space, parapet low

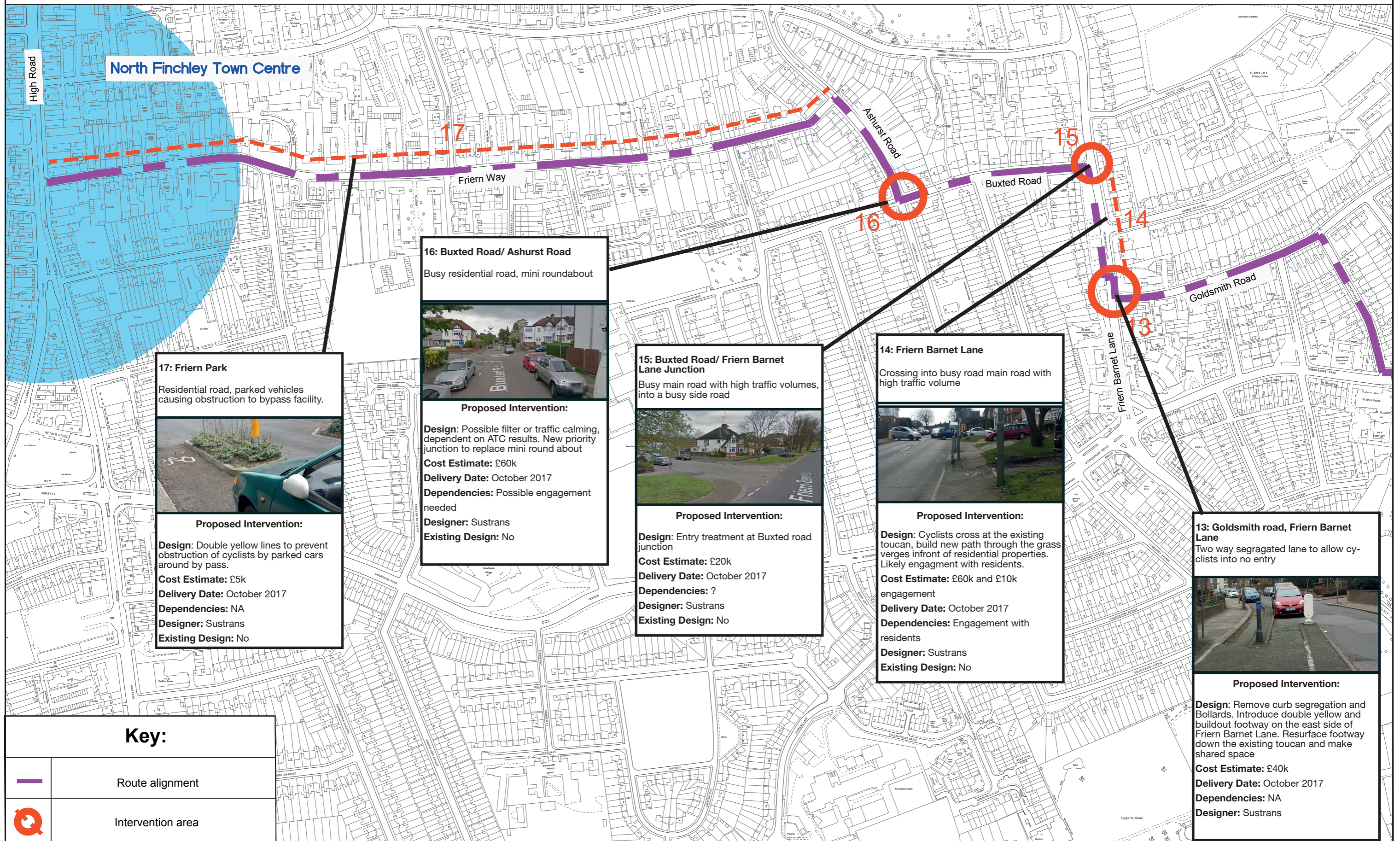


Proposed Intervention:
Design: Raised parallel crossing and 4m shared space footway, raise parapet
Cost Estimate: £50k
Delivery Date: October 2017
Dependencies: Traffic counts, TfL bridge
Designer: Sustrans
Existing Design: No

Key:

	QW Hornsey to North Finchley Route alignment
	Enfield Mini Holland
	TLRN
	Borough Boundaries

Quietway - Alexandra Palace to North Finchley **DRAFT**



North Finchley Town Centre

16: Buxted Road/ Ashurst Road
Busy residential road, mini roundabout



Proposed Intervention:
Design: Possible filter or traffic calming, dependent on ATC results. New priority junction to replace mini round about
Cost Estimate: £60k
Delivery Date: October 2017
Dependencies: Possible engagement needed
Designer: Sustrans
Existing Design: No

15: Buxted Road/ Friern Barnet Lane Junction
Busy main road with high traffic volumes, into a busy side road



Proposed Intervention:
Design: Entry treatment at Buxted road junction
Cost Estimate: £20k
Delivery Date: October 2017
Dependencies: ?
Designer: Sustrans
Existing Design: No

14: Friern Barnet Lane
Crossing into busy road main road with high traffic volume



Proposed Intervention:
Design: Cyclists cross at the existing toucan, build new path through the grass verges in front of residential properties. Likely engagement with residents.
Cost Estimate: £60k and £10k engagement
Delivery Date: October 2017
Dependencies: Engagement with residents
Designer: Sustrans
Existing Design: No

13: Goldsmith road, Friern Barnet Lane
Two way segregated lane to allow cyclists into no entry



Proposed Intervention:
Design: Remove curb segregation and Bollards. Introduce double yellow and buildout footway on the east side of Friern Barnet Lane. Resurface footway down the existing toucan and make shared space
Cost Estimate: £40k
Delivery Date: October 2017
Dependencies: NA
Designer: Sustrans

17: Friern Park

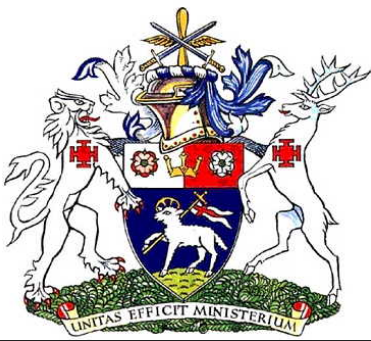
Residential road, parked vehicles causing obstruction to bypass facility.



Proposed Intervention:
Design: Double yellow lines to prevent obstruction of cyclists by parked cars around by pass.
Cost Estimate: £5k
Delivery Date: October 2017
Dependencies: NA
Designer: Sustrans
Existing Design: No

Key:

	Route alignment
	Intervention area



Chipping Barnet Area Committee
26 October 2016

Title	Vehicles Activated Sign – Monitoring – Manor Drive, N20
Report of	Commissioning Director for Environment
Wards	Oakleigh
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Lisa Wright; lisa.wright@barnet.gov.uk ; 020 8359 3555

Summary

The report outlines the results of the monitoring of the Vehicles Activated Sign’s (VAS’s) on Manor Drive and considers whether any further measures are required.

Recommendations

- 1. That the Committee note the summary of the monitoring of the VAS locations.**
- 2. That the Committee confirm that no further action is taken in Manor Drive and that the VAS remain in situ.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns have been raised by residents at the Chipping Barnet Residents Forum in July 2015 regarding the speed of traffic on Manor Drive, N20. The matter was referred to the Chipping Barnet Area Committee on the same

night. The Committee resolved that Vehicle Activated Signs (VAS) be installed on these roads and that speeds were monitored to consider whether any further measures are required.

- 1.2 The VAS signs were installed in February 2016.
- 1.3 This report is required to set out the results of the monitoring and any recommended actions.

2. REASONS FOR RECOMMENDATIONS

2.1 The VAS records the number and speed of vehicles travelling along a length of the road. The VAS’s on Manor Drive were monitored and the results are set out in Table 1 below.

2.2 The speeds are assessed in two ways:

1) The average speed quoted is the mean speed of all vehicles using the road. (The average obtained by adding together the results for each vehicle and dividing by the number of vehicles).

This can be affected by exceptionally high speeds or exceptionally low speeds but is the measure that current guidance uses in relation to setting local speed limits.

2) The 85th Percentile Speed which is the speed at which 85 per cent of vehicles travel at or below along a street or road (under free flow conditions).

This measure is not particularly affected by exceptional speeds since the value of the very highest and lowest results does not affect the results. The 85th percentile speed is used in road design to determine the 'design speed' for new features on the road. It is usually close to the speed limit the road and might be characterised as the speed that the majority of motorists consider a sensible maximum for the conditions.

Conditions are usually considered safe if 85th percentile speed is not in excess of the signed speed limit by 5 mph or more. Therefore for a 30 mph road the 85th percentile speed would ideally be less than 35 mph.

Table 1 – Speed Survey Results

Road Name	Direction	Data period	Average speed (mph)	85 th percentile Speed (mph)
Manor Drive,	northbound	01.03.16 to	26.6	32.2

N20		19.09.16		
Manor Drive, N20	southbound	01.03.16 to 19.09.16	22.4	29.2

- 2.3 The Personal Injury Accident records have been checked to show that there have been 2 Personal Injury Accidents over the last 3 years, however the causation factor of both these was not related to speed.
- 2.4 Discussions have also been undertaken on the results of the surveys with local Ward Councillors.
- 2.5 After consideration of both speed and collision information for Manor Drive, it is not proposed to install any additional measures at this time. However, it is recommended that the vehicle activated signs remain in place and vehicle speeds continue to be monitored.
- 2.6 In addition, where residents are concerned about speeding in their local area there is a Community Roadwatch initiative that has been introduced by the Police in Barnet with support from TfL. This gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams.
- 2.7 Residents can suggest areas or roads for inclusion by contacting CommunityRoadwatch@met.police.uk and Manor Drive has already been forwarded onto them.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The alternative options have not been considered as following the implementation of the VAS the speeds are below the 30mph speed limit on the road. The existing VAS that were originally installed will remain in place.

4 POST DECISION IMPLEMENTATION

- 4.1 Following the committee's agreement, no further action is recommended at this location and the existing VAS will remain in place.

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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.

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

5.2.1 There are no resources implications as the 30 mph VAS are already in place and no further action is recommended.

5.3 Social Value

5.3.1 Not applicable in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution (Responsibility for Functions, Annex A) provides that in the area covered by the committee and within the budget and policy framework discharge functions including those related to local highways and safety schemes.

5.5 Risk Management

5.5.1 None in relation to this report.

5.6 Equalities and Diversity

5.6.1 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposal in this report will have any adverse impacts on any of the protected groups. It is considered that introduction of the measures outlined in the report would benefit pedestrians generally, but in particular children travelling to and from school and those escorting them.

5.7 Consultation and Engagement

5.7.1 None in relation to this report.

5.8 Insight

5.8.1 Not applicable in the context of this report.

6 BACKGROUND PAPERS

6.1 Minutes of the 2 July 2015 Chipping Barnet Area Committee – Item 7 (1) recommending the VAS on Manor Drive, N20 are installed in both directions and monitored for 6 month with a report back on the outcome of the findings and recommendation if any further action is required.

<https://barnet.moderngov.co.uk/documents/g8313/Printed%20minutes%2002nd-Jul-2015%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

	<p>Chipping Barnet Area Committee</p> <p>26 October 2016</p>
<p style="text-align: right;">Title</p>	<p>Barnet Hospital Area EN5 Parking Consultation</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>High Barnet and Underhill</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 – Copy of consultation letter and questionnaire Appendix B – Drawing of consultation area Appendix C – Overview of survey responses Appendix D – List of problematic locations highlighted from questionnaire responses</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk; 020 8359 3555</p>

Summary

The purpose of this report is to advise on the outcome of the informal parking consultation carried out in the Barnet Hospital area and to outline the findings. The report recommends that, having considered the feedback to the consultation, a detailed design and statutory consultation should take place in respect of introducing a Controlled Parking Zone (CPZ) in some of the roads in the area, and also notes that due to the varying opinions received throughout the consultation area, that further discussions will take place with Ward Councillors in respect of determining whether any further action should be recommended.

Recommendations

1. The Committee notes the results of the Barnet Hospital Area parking consultation.

- 2. That the Chipping Barnet Committee, give instructions to the Commissioning Director - Environment to carry out a design on a proposal to introduce a CPZ in Elmbank Avenue, Wellside Close and Vyse Close and Granville Road with a view to carrying out a future statutory consultation, and report the layout to a future meeting of this Committee.**
- 3. That the Chipping Barnet Committee, give instructions to the Commissioning Director - Environment to liaise with Ward Members in relation to considering additional roads for a CPZ, and developing a number of waiting restriction proposals in the consultation, and to consider whether the parking layout/restrictions can be amended in Ravenscroft Park EN5, a with a view to reporting all agreed proposals to a future meeting of this Committee**
- 4. That the Chipping Barnet Committee, give instructions to the Commissioning Director for Environment to, write to all those previously consulted to update them on the Committee's decisions and proposed future action.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Chipping Barnet Committee on 13 January 2016 resolved, after considering a Members' Item presented by Councillor Paul Edwards, that an informal consultation with residents and Ward Members on parking issues in the area surrounding Barnet Hospital be undertaken, with the findings being reported to a future meeting of the Committee
- 1.2 Accordingly following Officer and Ward Councillor liaison, it was agreed that a consultation should take place in the area around Barnet Hospital to get a better understanding of the parking issues that may be affecting those who live and work in the area.
- 1.3 This report summarises the findings of the consultation and recommends further action as a result of those findings.

2. REASONS FOR RECOMMENDATIONS

- 2.1 An informal consultation was carried out in May/June 2016 with residents and businesses in an area agreed with Ward Councillors, as outlined in drawing 15953_112 (Appendix B).
- 2.2 A letter was hand delivered to all residential properties within the consultation area (as indicated in Appendix B), asking the recipient to complete an on-line "SurveyMonkey" questionnaire. The questionnaire asked a range of questions about the parking situation in their road/area and amongst other things, whether they had any parking related concerns in the local area, whether they'd like a Controlled Parking Zone (CPZ) and whether they would like parking issues investigated further in their road/area. A copy of the questionnaire is attached as Appendix A.

- 2.3 Approximately 2000 letters were hand delivered to all properties in the area. A web page was also set up on the Council's Engage Portal containing details of the informal consultation. The closing date for the consultation was 15 June 2016. Paper or emailed copies of the questionnaire were also made available to residents on request if they were having difficulties or were unwilling to complete the questionnaire online.
- 2.4 A total of 478 questionnaires were submitted or returned, of which 14 were from outside the consultation area and 6 where the address details could not be identified. Therefore of the questionnaires delivered, a total of 458 have been confirmed to be received from the consultation area – a response rate of 23%
- 2.5 Key headlines resulting from the consultation are that, of those who answered the relevant questions:
- 252 (57%) are not happy and 190 (43%) are happy with the parking situation in their road.
 - 195 (43%) of respondents find it difficult to park in their road, whereas 255 (55%) do not find it difficult to park.
 - 212 (79%) of respondents felt the parking issues they encountered were due to the existence of nearby public or business facilities, whereas 55 (21%) did not.
 - 189 (43%) were happy with the parking situation in their road, whereas 252 (57%) were not.
 - 275 (62%) would like parking issues to be further investigated in their road, while 168 (35%) respondents would not.
 - 230 (53%) of respondents would like and 203 (47%) would not like their road to be included in a Controlled Parking Zone (CPZ).

Desire for a Controlled Parking Zone?

- 2.6 From the responses received it appears that the majority of respondents are not satisfied with their current parking situation, and the majority see the need for further investigations and to a lesser extent a Controlled Parking Zone.
- 2.7 Although the majority of respondents appear to be in favour of change, when breaking down the results on a road by road basis, it is noted that the majority of residents consulted are happy with the current parking situation and have stated that they do not have problems parking in their own road.
- 2.8 Furthermore when analysing the feedback, there appears to be little consensus geographically which would support a large CPZ to be introduced. For example, the residents of Bells Hill, which is adjacent to the rear of Barnet Hospital were satisfied with the parking situation in their road and do not wish for a CPZ to be introduced, but adjacent roads such as Lexington Way and Dunster Close would like a CPZ, whereas other adjacent roads such as West End Lane and The Croft are not in favour of a CPZ.

- 2.9 Such a geographical mix of varying responses from road to road, appears to be common throughout the consultation area, and therefore it is difficult to come to a consensus about the best way forward, particularly when considering whether it is possible to accommodate residents from certain roads' concerns about parking near their homes.
- 2.10 However, there appears to a geographical consensus of demand for a CPZ in Elmbank Avenue, Wellside Close and Vyse Close and Granville Road for a CPZ, and it is considered, through discussion with Councillor Paul Edwards who represents the Underhill Ward, and Councillor David Longstaff, who represents the High Barnet Ward, that these roads should be subject to a design and statutory consultation on inclusion into a CPZ.
- 2.11 It is considered that Wellhouse Lane, whose respondents were 50% split on whether they would like a CPZ should also be included into any CPZ design.
- 2.12 Consideration should be given to whether Granville Road should be included in the Chipping Barnet 'C' CPZ or the new 'Barnet Hospital' CPZ specified above.
- 2.13 It is recommended that Officers carry out investigations to design an appropriate CPZ layout for the aforementioned roads with a view to reporting back to this Committee the proposed detailed parking layout.
- 2.14 It is also considered that Galley Lane should be subject to parking control measures although further discussions and investigations should take place regarding this due to the nature of the road.
- 2.15 In the meantime, Ward Councillors have asked Officers for time for them to consider the results of this consultation, which would allow them to liaise closely with their community and determine their views on the best course of action.

Other parking issues in the area

- 2.16 240 respondents found that vehicles are regularly parked obstructively, unfairly and/or inconsiderately in their road, and 227 respondents across the majority of roads consulted found it difficult to turn at junctions in their road due to parked vehicles.
- 2.17 Furthermore in the submitted questionnaires respondents mentioned the locations which they consider to be problematic, with some lengths of road and junctions mentioned numerous times. These locations are listed in Appendix D and are spread throughout the consultation area.
- 2.18 It is considered that there are sufficient concerns raised across the area about parking taking place in undesirable locations to carry out investigations into the provision of appropriate waiting restrictions.

- 2.19 Similar to the CPZ issue, officers will work closely with Ward Councillors regarding the list of locations relevant to their ward with a view to designing appropriate waiting restrictions, with the intention of reporting the proposed restrictions to a future meeting of this Committee.

Additional request for consideration of parking layout in Ravenscroft Park EN5

- 2.20 Councillor Longstaff has noted that Ravenscroft Park EN5, which falls within the Chipping Barnet 'C' CPZ, has many pay by phone spaces which are rarely used and felt that perhaps they could be utilised to promote parking for hospital workers/attendees. This was also noted for parking bays in Hillside Gardens where the residents bays are underutilised.
- 2.21 It is therefore considered that the layout and restrictions on Ravenscroft Park and Hillside Gardens should form part of any on-going discussions and investigations relating to parking near Barnet Hospital.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not seeking to investigate the safety and parking issues raised in the consultation, however, there would be on-going parking issues in these roads which would continue, to the detriment of motorists' ability to park in their roads and drive through the area safely. Therefore, it is considered that a 'do nothing' option is considered not viable.

4. POST DECISION IMPLEMENTATION

- 4.1 Officers would seek to investigate the provision of a CPZ in the area, and potentially waiting restrictions and other measures in the area with a view to discussing with Ward Councillors, prior to reporting all proposals to this Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic".

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

- 5.2.1 There is £5,000 already committed from the Area Committee (CIL) budget (approved at the 13 January 2016 Chipping Barnet Area Committee) for the consultation to take place and it is not envisaged that any further funding will be required for the detailed investigation and liaison with Ward Councillors to take place.

5.2.2 £50,000 has been secured from a local development towards the implementation of any parking controls in the vicinity of Elmbank Avenue resulting from this consultation. However, depending on the extent of any controls that are proposed additional funding may need to be made available.

5.2.3 Detailed estimates of future work will be submitted to a future meeting of this Committee.

5.3 **Social Value**

Not applicable in the context of this report.

5.4 **Legal and Constitutional References**

5.4.1 The Council's Constitution, Annex A for Responsibility for Functions, paragraph 2 states that the Area Committee may "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 and it includes discharge of functions for local highways and safety schemes within the budget".

5.4.2 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.

5.4.3 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 This report outlines an initial report on the findings of the consultation, however if a full analysis was not undertaken there is a risk that pertinent issues raised may not be noted or acted upon. There could also be a possible reputational risk if public perception is that the consultation is not considered properly in detail.

5.6 **Equalities and Diversity**

5.6.1 Section 149(1) of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (a) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (b) to advance equality of opportunity between those with protected characteristics and those without; and (c) 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 Full analysis of the responses and comments to the consultation will enable

decisions to be made to benefit all or parts of the community as appropriate.

5.7 **Consultation and Engagement**

5.7.1 Consultation was undertaken as described elsewhere in this report.

5.8 **Insight**

5.8.1 None in relation to this report

6. **BACKGROUND PAPERS**

6.1.1 Item 15 of the Chipping Barnet Area Committee meeting of 6 July 2016 –
Barnet Hospital Parking Review

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8648&Ver=4>

6.1.2 Item 8c of the Chipping Barnet Area Committee meeting of 13 January 2016 –
Members' Items

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8315&Ver=4=4>

6.1.3 Planning Permission reference 15/033343/FUL - The development of the land
at Elmbank Barnet Rd Barnet EN5 3HD.

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Barnet Hospital Area EN5 Parking Consultation

Appendix A

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Scheme Name: **Barnet Hospital Area – Informal Parking Consultation**
Our Ref.: **BC/000743-07**
Department: **Traffic & Development**
Date: **23 May 2016**
Contact Details: **Traffic and Development Section**
Tel: 0208 359 3555
E-mail: parking.consultations@barnet.gov.uk

Dear Sir/Madam

Barnet Hospital Area and surrounding area – Informal Parking Consultation

The Council has been made aware of the concerns about the high level of perceived ‘non-resident’ parking in the uncontrolled roads around Barnet Hospital resulting in fewer places for residents to park.

In response to this, the Chipping Barnet Area Committee has agreed that this should be investigated, and therefore we are consulting with residents of the area should be carried out to ask about parking issues in their streets.

We would like your views on the current parking situation in your road and if you would support the introduction of parking controls. Subject to the responses we receive, any controls we would introduce would deter all day commuter-type parking, protect residents’ parking opportunity, allow for visitor parking, facilitate better management of the parking layout and improve traffic flow.

The enclosed drawing no. 15953/112 shows:

- The informal parking consultation area,
- The nearby boundaries of the existing Chipping Barnet (Zone C) CPZ.

If your road was included in a Controlled Parking Zone (CPZ) it would mean that resident parking bays and yellow line waiting restrictions would be marked and signed on street. Residents wishing to park in the resident bays would need to purchase a valid resident permit. Only those living in the CPZ would be eligible to apply for resident permits and visitor vouchers. Please see the “Questions and Answers” leaflet, accompanying this letter, for further details of current costs.

During the operational hours of a CPZ non-permit holders would not be able to park in the area, although disabled motorists can park in any residents parking bay, or display their Disabled Badge on any yellow line restriction, for up to three hours.

We are asking each household to complete only one questionnaire, so please ensure that the views given are representative of your household. The questionnaire is designed to help us better understand the parking need in your road and local area. By ensuring we get information and opinions from people who live in your road, we can gain an accurate picture of how we can make improvements to the parking situation in your area if necessary.

Please use the following link to the on-line questionnaire on 'Survey Monkey' at www.surveymonkey.co.uk/r/BarnetHospitalInformalConsultation. If you are unable to complete the questionnaire on-line there is an option to download the questionnaire on the web page. Alternatively please ring 020 8359 3555 or email parking.consultations@barnet.gov.uk to request a paper copy of the questionnaire. Any paper copies should be sent to the Design Team, London Borough of Barnet, Barnet House 1255 High Road, Whetstone London N20 0EJ.

Many of the questions are of multiple choice type. However, the questionnaire also contains questions where you will be asked to answer in your own words. Space is also provided at the end of the questionnaire for any further comments and suggestions you may have.

Please could you ensure all questionnaires are completed by **Wednesday 15 June 2016**.

All of the responses will be analysed and the outcome will help us determine what action needs to be taken to address areas of concern, so it is very important that you take this opportunity to express your views.

I would like to take this opportunity to thank you for taking the time to read this letter, and look forward to receiving your completed questionnaire. Everyone consulted as part of this exercise will be notified in due course of the outcome and the council's intended course of action.

If you have any further questions, please contact us at the email address above, or on the above telephone number.

Yours faithfully

TRAFFIC AND DEVELOPMENT SECTION

Barnet Hospital Area Informal Consultation - Parking Questionnaire

Introduction: The council has been made aware of the concerns about the high level of perceived ‘non-resident’ parking around Barnet Hospital, resulting in fewer places for residents to park. In response to these parking concerns, the Chipping Barnet Area Committee agreed that this should be investigated. We are therefore carrying out a review of parking in the roads around the Hospital to ask residents for their views on parking in this area.

Data Protection Statement:

The London Borough of Barnet uses SurveyMonkey to host surveys and collect responses.

The council has investigated the data assurance and legal framework which SurveyMonkey provides and is satisfied that it meets the requirements of the Data Protection Act 1998.

The London Borough of Barnet complies with all its duties under the Data Protection Act 1998. To ensure personal information about you is secure, all of your answers will be treated in the strictest confidence and will be stored in accordance with our responsibilities under the Data Protection Act 1998.

You can read more about Barnet's privacy statement here: www.barnet.gov.uk/privacy . If you have any questions about this statement please email first.contact@barnet.gov.uk .

Please let us have your views about parking in your road by completing this questionnaire.

Section 1 – Personal Information

In an effort to understand your particular needs and get as clear a picture as possible, please tell us where you live. If you do not want to tell us your full name, **please ensure you give us your address and or post code** - without it we won't know where the problems may be.

Name:

Address:

.....

Post Code:

Section 2 – General Information

Please answer by ticking [✓] the relevant boxes and following the instructions where appropriate. Please tick one box only unless otherwise specified.

(1) **Is this property your:**

Home [] Both []

Business [] Other []

If ‘Other’ please specify

(2) **How many vehicles are there in the above household/business/other?**

None One
Two Three If more than three please specify.....

(3) **How many of these are parked on the street?**

None One
Two Three If more than three please specify.....

(4) **Is there a Blue Badge holder at this address?**

Yes No

Section 3 – Parking Issues

(5a) **Do you regularly find it difficult to find a space to park in your road?**

Yes No (If no, please go to question 7a)

(5b) **If yes, when do these problems mainly occur?**

(Please tick all boxes that apply)

(i) Monday to Friday

6am – 12noon 12noon – 5pm 5pm-8pm 8pm-11pm 11pm-6am

(ii) Saturday

6am – 12noon 12noon – 5pm 5pm-8pm 8pm-11pm 11pm-6am

(iii) Sunday

6am – 12noon 12noon – 5pm 5pm-8pm 8pm-11pm 11pm-6am

(6a) **Do you ever have to park in neighbouring roads because there is no space in your own road?**

Yes No (If no, please go to question 7a)

(6b) **When does this mainly occur? (Please tick all boxes that apply)**

(i) Monday to Friday

6am – 12noon 12noon – 5pm 5pm-8pm 8pm-11pm 11pm-6am

(ii) Saturday

6am – 12noon 12noon – 5pm 5pm-8pm 8pm-11pm 11pm-6am

(iii) Sunday

6am – 12noon 12noon – 5pm 5pm-8pm 8pm-11pm 11pm-6am

(7a) **Do you find that vehicles are regularly parked obstructively, unfairly and/or inconsiderately in your road?**

Yes [] No [] (If no, please go to question 8a)

(7b) **If yes, please give details**

.....
.....
.....
.....
.....

(7c) **When do these problems mainly occur?** (Please tick all boxes that apply)

(i) Monday to Friday

6am – 12noon [] 12noon – 5pm [] 5pm-8pm [] 8pm-11pm [] 11pm-6am []

(ii) Saturday

6am – 12noon [] 12noon – 5pm [] 5pm-8pm [] 8pm-11pm [] 11pm-6am []

(iii) Sunday

6am – 12noon [] 12noon – 5pm [] 5pm-8pm [] 8pm-11pm [] 11pm-6am []

(8a) **Do you find it difficult to turn at junctions in your road due to parked vehicles?**

Yes [] No [] (If no, please go to question 9a)

(8b) **If yes, please specify which junctions**

.....
.....
.....
.....
.....

(9a) **Do your visitors have problems parking in your road?**

Yes [] No [] (If no, please go to question 10a)

(9b) **If yes, please give details**

.....
.....
.....
.....
.....

(9c) **When do these problems mainly occur?** (Please tick all boxes that apply)

(i) **Monday to Friday**

6am – 12noon [] 12noon – 5pm [] 5pm-8pm [] 8pm-11pm [] 11pm-6am []

(ii) **Saturday**

6am – 12noon [] 12noon – 5pm [] 5pm-8pm [] 8pm-11pm [] 11pm-6am []

(iii) **Sunday**

6am – 12noon [] 12noon – 5pm [] 5pm-8pm [] 8pm-11pm [] 11pm-6am []

(10a) **When parking, do you experience problems on a regular basis from any outside public or business facility in close proximity to your road?** (For example, schools, hospitals/medical centres, parks and recreation centres, public transport services, shops and restaurants, etc)

Yes [] No [] (If no, please go to question 11a)

(10b) **If yes, please give details.**

.....
.....
.....
.....
.....

Section 4 – Parking Overall

(11) **Are you happy with the current parking situation in your road?**

Yes [] No []

(12) **Would you like parking issues in your road to be investigated further?**

Yes [] No []

Please give us your comments: (whether you have responded either yes or no)

.....
.....
.....
.....
.....

A Controlled Parking Zone is an area where all on-street parking is controlled either by signs, yellow lines or designated parking bays. It gives priority to residents and local businesses and their visitors, who must purchase permits or vouchers to be entitled to park during the operational hours of the zone. Any vehicles that are parked illegally are

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

(13) Would you like your road to be included as part of a Controlled Parking Zone?

Yes [] No []

If you have any further comments and suggestions regarding parking in your road, or if you have any parking issues elsewhere in the area (see plan of consultation enclosed) that you would like to raise relating to this questionnaire, please use the space provided below (please use an additional sheet if necessary).

.....
.....
.....
.....
.....
.....

Section 5 – The Questionnaire

We have tried to keep this questionnaire as short as possible but at the same time covering most areas of concern that you may have. We have used a layout and questions that we hope have been easy to follow and that will provide us with as much information as possible so we can find out how you feel about parking in your road and area. In order to let us know whether we are achieving this, we would be very grateful if you could please tell us what you thought of this questionnaire.

(14) Do you think the questionnaire has met the criteria mentioned above and enabled you to get your views across?

Yes [] No []

Please give us your comments:

.....
.....
.....
.....
.....

Thank you for taking the time to complete this questionnaire.

Please note that due to the high volume of questionnaires distributed it will not be possible to reply individually. However, we will inform you of the outcome of this consultation.

If you have any queries regarding this questionnaire or require the questionnaire in an alternative format, please contact:

Design Team on 020 8359 3555 or email: parking.consultations@barnet.gov.uk

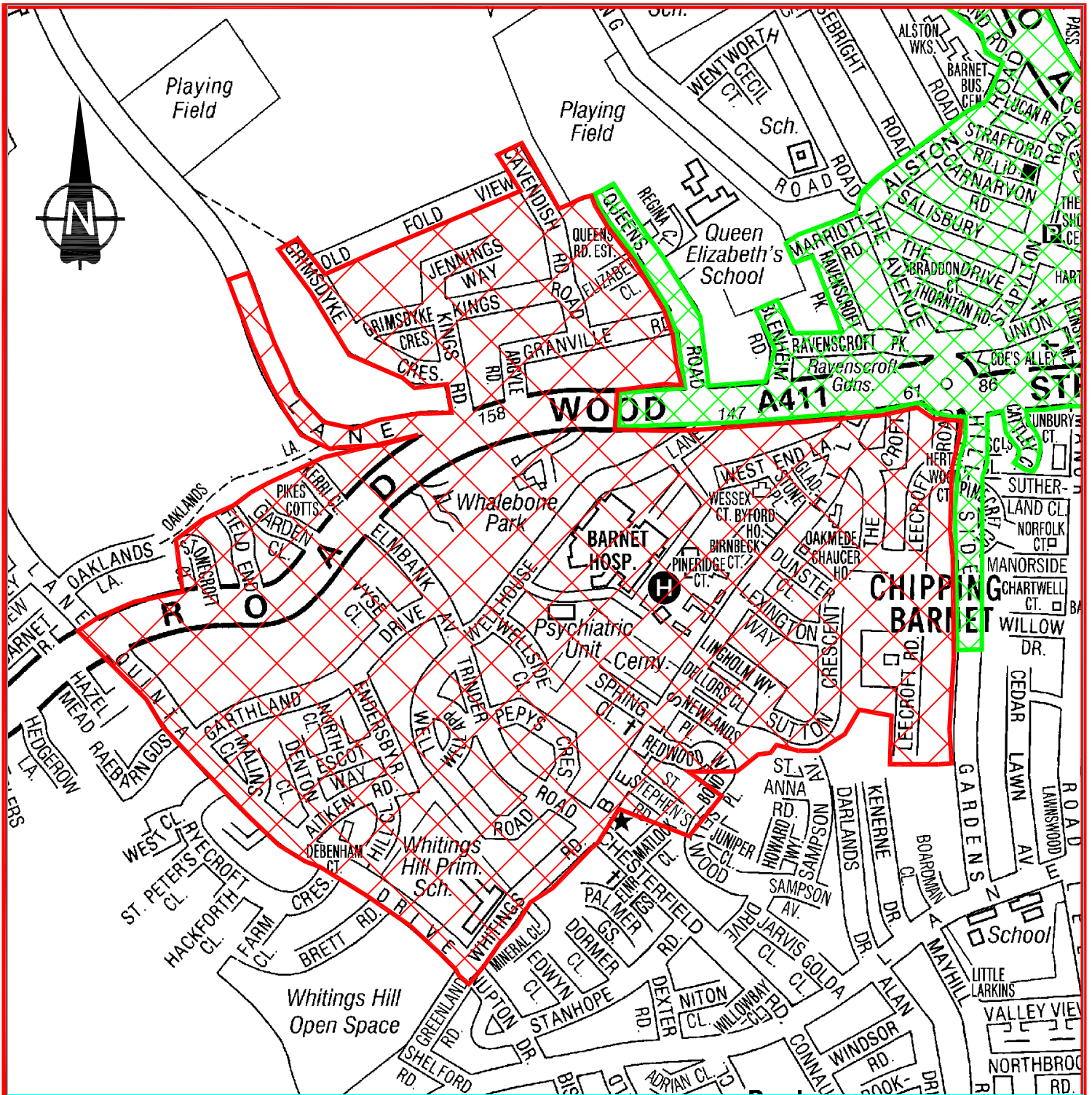
Design Team, LB Barnet, 11th Floor, Barnet House, 1255 High Road, London N20 0EJ

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Barnet Hospital Area EN5 Parking Consultation

Appendix B

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KEY



CHIPPING BARNET PARKING REVIEW AREA



EXISTING CHIPPING BARNET CONTROLLED PARKING ZONE

Initiated by GWA/LW	SCHEME: CHIPPING BARNET PARKING REVIEW 2016		 BARNET LONDON BOROUGH DESIGN TEAM
	Drawn by AO	Jamie Blake Commissioning Director - Environment	
Checked by GWA/LW	TITLE: PARKING REVIEW AREA PLAN		15953/112
Date 06/05/16	Scales: Not to Scale		Acad. Ref. 75 <small>S2: Parking Design Team Working Drawings Chipping Barnet CPZ 159531</small>
	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000		

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Barnet Hospital Area EN5 Parking Consultation

Appendix C

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Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

	No of addresses	No questionnaires returned/	No questionnaires returned/submitted %
Aitken Road	27	3	11
Argyle Road	7	4	57
Barnet Road	71	12	17
Bells Hill	334	40	12
Cavendish Road	34	16	47
Dellors Close	8	1	13
Denton Close	35	3	9
Dunster Close	25	2	8
Elizabeth Close	9	2	22
Elmbank Avenue	38	19	50
Endersby Road	40	5	13
Escot Way	18	0	0
Field End	9	2	22
Galley Lane	49	27	55
Garden Close	8	4	50
Garthland Drive	54	19	35
Granville Road	47	34	72
Grimsdyke Crescent	47	15	32
Hill Close	30	7	23
Jennings Way	14	7	50
Kerri Close	6	0	0
Kings Road	45	18	40
Leecroft Road	75	11	15
Lexington Way	12	4	33
Lingholm Way	9	6	67
Malins Close	17	6	35
Newlands Place	26	5	19
North Close	23	3	13
Pepys Crescent	48	4	8
Quinta Drive	133	20	15
Redwood Way	56	7	13
Spring Close	32	1	3
St Stephens Road	31	1	3
Stonecroft Close	4	0	0
Sutton Crescent	67	33	49
The Croft	56	25	45
Trinder Road	52	9	17
Vyse Close	12	10	83
Well Approach	14	4	29
Well Road	81	18	22
Wellhouse Lane	19	2	11
Wellside Close	25	9	36
West End Lane	99	23	23
Whitings Road	49	10	20
Wood Street	122	7	6

Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

5. Do you regularly find it difficult to find a space to park in your road?

	yes	yes %	no	no %	total	skipped
Aitken Road	0	0	3	100	3	0
Argyle Road	1	25	3	75	4	0
Barnet Road	10	83	2	17	12	0
Bells Hill	16	40	24	60	40	0
Cavendish Road	3	20	12	80	15	1
Dellors Close	1	100	0	0	1	0
Denton Close	2	67	1	33	3	0
Dunster Close	2	100	0	0	2	0
Elizabeth Close	1	50	1	50	2	0
Elmbank Avenue	15	79	4	21	19	0
Endersby Road	1	20	4	80	5	0
Field End	0	0	2	100	2	0
Galley Lane	1	4	24	96	25	2
Garden Close	0	0	4	100	4	0
Garthland Drive	14	78	4	22	18	1
Granville Road	27	79	7	21	34	0
Grimsdyke Crescent	3	20	12	80	15	0
Hill Close	1	14	6	86	7	0
Jennings Way	2	29	5	71	7	0
Kings Road	2	11	16	89	18	0
Leecroft Road	0	0	11	100	11	0
Lexington Way	3	75	1	25	4	0
Lingholm Way	2	33	4	67	6	0
Malins Close	0	0	6	100	6	0
Newlands Place	3	60	2	40	5	0
North Close	1	33	2	67	3	0
Pepys Crescent	1	25	3	75	4	0
Quinta Drive	2	10	18	90	20	0
Redwood Way	1	20	4	80	5	2
Spring Close	1	100	0	0	1	0
St Stephens Road	1	100	0	0	1	0
Sutton Crescent	17	52	16	48	33	0
The Croft	9	36	16	64	25	0
Trinder Road	4	44	5	56	9	0
Vyse Close	8	80	2	20	10	0
Well Approach	3	75	1	25	4	0
Well Road	8	44	10	56	18	0
Wellhouse Lane	2	100	0	0	2	0
Wellside Close	7	78	2	22	9	0
West End Lane	12	57	9	43	21	2
Whitings Road	5	50	5	50	10	0
Wood Street	3	43	4	57	7	0

Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

6. Do you ever have to park in neighbouring roads because there is no space in your own road?

	yes	yes %	no	no %	total	skipped
Aitken Road	0	0	0	0	0	3
Argyle Road	1	100	0	0	1	3
Barnet Road	5	50	5	50	10	2
Bells Hill	14	88	2	13	16	24
Cavendish Road	1	25	3	75	4	12
Dellors Close	1	100	0	0	1	0
Denton Close	1	50	1	50	2	1
Dunster Close	2	100	0	0	2	0
Elizabeth Close	1	0	0	0	1	1
Elmbank Avenue	12	80	3	20	15	4
Endersby Road	1	100	0	0	1	4
Field End	0	0	0	0	0	2
Galley Lane	0	0	1	100	1	26
Garden Close	0	0	0	0	0	4
Garthland Drive	6	43	8	57	14	5
Granville Road	23	85	4	15	27	7
Grimsdike Crescent	1	33	2	67	3	12
Hill Close	0	0	1	100	1	6
Jennings Way	0	0	2	100	2	5
Kings Road	2	100	0	0	2	16
Leecroft Road	0	0	0	0	0	11
Lexington Way	2	67	1	33	3	1
Lingholm Way	2	100	0	0	2	4
Malins Close	0	0	0	0	0	6
Newlands Place	2	67	1	33	3	2
North Close	1	100	0	0	1	2
Pepys Crescent	1	0	0	0	1	3
Quinta Drive	1	50	1	50	2	18
Redwood Way	0	0	1	100	1	6
Spring Close	0	0	1	100	1	0
St Stephens Road	1	100	0	0	1	0
Sutton Crescent	12	71	5	29	17	16
The Croft	5	56	4	44	9	16
Trinder Road	4	100	0	0	4	5
Vyse Close	6	75	2	25	8	2
Well Approach	2	67	1	33	3	1
Well Road	4	57	3	43	7	11
Wellhouse Lane	2	100	0	0	2	0
Wellside Close	7	100	0	0	7	2
West End Lane	9	82	2	18	11	12
Whittings Road	2	40	3	60	5	5
Wood Street	3	100	0	0	3	4

Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

7. Do you find that vehicles are regularly parked obstructively, unfairly and/or inconsiderately in your road?

	yes	yes %	no	no %	total	skipped
Aitken Road	1	33	2	67	3	0
Argyle Road	3	75	1	25	4	0
Barnet Road	10	83	2	17	12	0
Bells Hill	12	30	28	70	40	0
Cavendish Road	9	56	7	44	16	0
Dellors Close	1	100	0	0	1	0
Denton Close	1	33	2	67	3	0
Dunster Close	2	100	0	0	2	0
Elizabeth Close	1	50	1	50	2	0
Elmbank Avenue	17	94	1	6	18	1
Endersby Road	2	40	3	60	5	0
Field End	1	50	1	50	2	0
Galley Lane	20	77	6	23	26	1
Garden Close	1	25	3	75	4	0
Garthland Drive	14	78	4	22	18	1
Granville Road	31	91	3	9	34	0
Grimsdike Crescent	5	33	10	67	15	0
Hill Close	0	0	6	100	6	1
Jennings Way	5	71	2	29	7	0
Kings Road	5	29	12	71	17	1
Leecroft Road	1	9	10	91	11	0
Lexington Way	4	100	0	0	4	0
Lingholm Way	3	50	3	50	6	0
Malins Close	0	0	6	100	6	0
Newlands Place	3	60	2	40	5	0
North Close	1	33	2	67	3	0
Pepys Crescent	2	50	2	50	4	0
Quinta Drive	3	15	17	85	20	0
Redwood Way	2	33	4	67	6	1
Spring Close	1	100	0	0	1	0
St Stephens Road	1	100	0	0	1	0
Sutton Crescent	23	77	7	23	30	3
The Croft	15	60	10	40	25	0
Trinder Road	4	44	5	56	9	0
Vyse Close	9	90	1	10	10	0
Well Approach	3	75	1	25	4	0
Well Road	11	61	7	39	18	0
Wellhouse Lane	1	50	1	50	2	0
Wellside Close	8	89	1	11	9	0
West End Lane	10	48	11	52	21	2
Whittings Road	7	70	3	30	10	0
Wood Street	1	14	6	86	7	0

Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

8. Do you find it difficult to turn at junctions in your road due to parked vehicles?

	yes	yes %	no	no %	total	skipped
Aitken Road	0	0	2	100	2	1
Argyle Road	3	75	1	25	4	0
Barnet Road	9	75	3	25	12	0
Bells Hill	9	23	31	78	40	0
Cavendish Road	14	88	2	13	16	0
Dellors Close	1	100	0	0	1	0
Denton Close	3	100	0	0	3	0
Dunster Close	1	50	1	50	2	0
Elizabeth Close	1	50	1	50	2	0
Elmbank Avenue	14	82	3	18	17	2
Endersby Road	3	60	2	40	5	0
Field End	2	100	0	0	2	0
Galley Lane	21	84	4	16	25	2
Garden Close	0	0	4	100	4	0
Garthland Drive	17	94	1	6	18	1
Granville Road	31	91	3	9	34	0
Grimsdike Crescent	9	60	6	40	15	0
Hill Close	1	14	6	86	7	0
Jennings Way	5	71	2	29	7	0
Kings Road	9	50	9	50	18	0
Leecroft Road	1	9	10	91	11	0
Lexington Way	4	100	0	0	4	0
Lingholm Way	3	50	3	50	6	0
Malins Close	0	0	6	100	6	0
Newlands Place	2	40	3	60	5	0
North Close	1	33	2	67	3	0
Pepys Crescent	2	50	2	50	4	0
Quinta Drive	1	5	19	95	20	0
Redwood Way	2	33	4	67	6	1
Spring Close	1	100	0	0	1	0
St Stephens Road	1	100	0	0	1	0
Sutton Crescent	22	67	11	33	33	0
The Croft	11	44	14	56	25	0
Trinder Road	5	56	4	44	9	0
Vyse Close	7	70	3	30	10	0
Well Approach	2	67	1	33	3	1
Well Road	12	71	5	29	17	1
Wellhouse Lane	1	50	1	50	2	0
Wellside Close	5	56	4	44	9	0
West End Lane	3	15	17	85	20	3
Whittings Road	6	60	4	40	10	0
Wood Street	1	14	6	86	7	0

Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

9. Do your visitors have problems parking in your road?

	yes	yes %	no	no %	total	skipped
Aitken Road	0	0	2	100	2	1
Argyle Road	2	50	2	50	4	0
Barnet Road	9	75	3	25	12	0
Bells Hill	21	53	19	48	40	0
Cavendish Road	4	25	12	75	16	0
Dellors Close	1	100	0	0	1	0
Denton Close	3	100	0	0	3	0
Dunster Close	2	100	0	0	2	0
Elizabeth Close	1	50	1	50	2	0
Elmbank Avenue	18	100	0	0	18	1
Endersby Road	2	40	3	60	5	0
Field End	0	0	2	100	2	0
Galley Lane	4	16	21	84	25	2
Garden Close	0	0	4	100	4	0
Garthland Drive	14	78	4	22	18	1
Granville Road	27	84	5	16	32	2
Grimsdike Crescent	3	20	12	80	15	0
Hill Close	0	0	7	100	7	0
Jennings Way	2	29	5	71	7	0
Kings Road	4	22	14	78	18	0
Leecroft Road	0	0	11	100	11	0
Lexington Way	3	75	1	25	4	0
Lingholm Way	4	67	2	33	6	0
Malins Close	0	0	6	100	6	0
Newlands Place	4	80	1	20	5	0
North Close	1	33	2	67	3	0
Pepys Crescent	2	50	2	50	4	0
Quinta Drive	1	5	19	95	20	0
Redwood Way	0	0	6	100	6	1
Spring Close	1	100	0	0	1	0
St Stephens Road	1	100	0	0	1	0
Sutton Crescent	22	67	11	33	33	0
The Croft	12	50	12	50	24	1
Trinder Road	4	44	5	56	9	0
Vyse Close	10	100	0	0	10	0
Well Approach	3	75	1	25	4	0
Well Road	12	67	6	33	18	0
Wellhouse Lane	1	100	0	0	1	1
Wellside Close	9	100	0	0	9	0
West End Lane	13	59	9	41	22	1
Whittings Road	6	60	4	40	10	0
Wood Street	5	71	2	29	7	0

Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

10. When parking, do you experience problems on a regular basis from any outside public or business facilities in close proximity to your road?

	yes	yes %	no	no %	total	skipped
Aitken Road	0	0	1	100	1	2
Argyle Road	2	100	0	0	2	2
Barnet Road	9	90	1	10	10	2
Bells Hill	17	81	4	19	21	19
Cavendish Road	5	71	2	29	7	9
Dellors Close	1	100	0	0	1	0
Denton Close	1	33	2	67	3	0
Dunster Close	1	50	1	50	2	0
Elizabeth Close	1	0	0	0	1	1
Elmbank Avenue	18	100	0	0	18	1
Endersby Road	0	0	3	100	3	2
Field End	1	50	1	50	2	0
Galley Lane	4	80	1	20	5	22
Garden Close	0	0	0	0	0	4
Garthland Drive	13	87	2	13	15	4
Granville Road	26	93	2	7	28	6
Grimsdye Crescent	6	75	2	25	8	7
Hill Close	0	0	0	0	0	7
Jennings Way	2	67	1	33	3	4
Kings Road	4	67	2	33	6	12
Leecroft Road	1	100	0	0	1	10
Lexington Way	3	75	1	25	4	0
Lingholm Way	3	75	1	25	4	2
Malins Close	0	0	0	0	0	6
Newlands Place	4	100	0	0	4	1
North Close	1	50	1	50	2	1
Pepys Crescent	2	50	2	50	4	0
Quinta Drive	0	0	2	100	2	18
Redwood Way	0	0	1	100	1	6
Spring Close	0	0	1	100	1	0
St Stephens Road	1	100	0	0	1	0
Sutton Crescent	20	80	5	20	25	8
The Croft	10	63	6	38	16	9
Trinder Road	4	100	0	0	4	5
Vyse Close	10	100	0	0	10	0
Well Approach	2	67	1	33	3	1
Well Road	10	91	1	9	11	7
Wellhouse Lane	2	100	0	0	2	0
Wellside Close	9	100	0	0	9	0
West End Lane	9	64	5	36	14	9
Whitings Road	6	75	2	25	8	2
Wood Street	4	80	1	20	5	2

Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

11. Are you happy with the current parking situation in your road? (Please select one option only)

	yes	yes %	no	no %	total	skipped
Aitken Road	2	100	0	0	2	1
Argyle Road	1	25	3	75	4	0
Barnet Road	2	17	10	83	12	0
Bells Hill	23	58	17	43	40	0
Cavendish Road	8	50	8	50	16	0
Dellors Close	0	0	1	100	1	0
Denton Close	1	33	2	67	3	0
Dunster Close	0	0	2	100	2	0
Elizabeth Close	1	50	1	50	2	0
Elmbank Avenue	0	0	18	100	18	1
Endersby Road	3	60	2	40	5	0
Field End	1	50	1	50	2	0
Galley Lane	5	23	17	77	22	5
Garden Close	3	75	1	25	4	0
Garthland Drive	3	17	15	83	18	1
Granville Road	4	12	29	88	33	1
Grimsdyke Crescent	10	71	4	29	14	1
Hill Close	7	100	0	0	7	0
Jennings Way	4	67	2	33	6	1
Kings Road	13	72	5	28	18	0
Leecroft Road	10	91	1	9	11	0
Lexington Way	1	25	3	75	4	0
Lingholm Way	2	40	3	60	5	1
Malins Close	6	100	0	0	6	0
Newlands Place	1	20	4	80	5	0
North Close	2	67	1	33	3	0
Pepys Crescent	1	25	3	75	4	0
Quinta Drive	17	85	3	15	20	0
Redwood Way	5	83	1	17	6	1
Spring Close	0	0	1	100	1	0
St Stephens Road	0	0	1	100	1	0
Sutton Crescent	8	24	25	76	33	0
The Croft	12	50	12	50	24	1
Trinder Road	5	56	4	44	9	0
Vyse Close	0	0	10	100	10	0
Well Approach	1	25	3	75	4	0
Well Road	6	35	11	65	17	1
Wellhouse Lane	0	0	2	100	2	0
Wellside Close	1	11	8	89	9	0
West End Lane	9	43	12	57	21	2
Whittings Road	6	60	4	40	10	0
Wood Street	5	71	2	29	7	0

Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

12. Would you like parking issues in your road to be investigated further?

	yes	yes %	no	no %	total	skipped
Aitken Road	0	0	2	100	2	1
Argyle Road	3	75	1	25	4	0
Barnet Road	11	92	1	8	12	0
Bells Hill	17	43	23	58	40	0
Cavendish Road	9	56	7	44	16	0
Dellors Close	1	100	0	0	1	0
Denton Close	2	67	1	33	3	0
Dunster Close	2	100	0	0	2	0
Elizabeth Close	1	50	1	50	2	0
Elmbank Avenue	17	100	0	0	17	2
Endersby Road	1	20	4	80	5	0
Field End	2	100	0	0	2	0
Galley Lane	20	83	4	17	24	3
Garden Close	1	25	3	75	4	0
Garthland Drive	17	94	1	6	18	1
Granville Road	32	97	1	3	33	1
Grimdsyke Crescent	7	50	7	50	14	1
Hill Close	0	0	7	100	7	0
Jennings Way	3	50	3	50	6	1
Kings Road	7	39	11	61	18	0
Leecroft Road	1	9	10	91	11	0
Lexington Way	3	75	1	25	4	0
Lingholm Way	4	67	2	33	6	0
Malins Close	1	17	5	83	6	0
Newlands Place	4	80	1	20	5	0
North Close	2	67	1	33	3	0
Pepys Crescent	3	75	1	25	4	0
Quinta Drive	4	20	16	80	20	0
Redwood Way	1	17	5	83	6	1
Spring Close	1	100	0	0	1	0
St Stephens Road	1	100	0	0	1	0
Sutton Crescent	26	79	7	21	33	0
The Croft	14	58	10	42	24	1
Trinder Road	5	56	4	44	9	0
Vyse Close	10	100	0	0	10	0
Well Approach	3	75	1	25	4	0
Well Road	12	71	5	29	17	1
Wellhouse Lane	2	100	0	0	2	0
Wellside Close	7	78	2	22	9	0
West End Lane	10	48	11	52	21	2
Whittings Road	7	70	3	30	10	0
Wood Street	1	14	6	86	7	0

Barnet Hospital Area - Parking Review Questionnaire

Appendix C - Summary of questionnaire responses

13. Would you like your road to be included as part of a Controlled Parking Zone?

	yes	yes %	no	no %	total	skipped
Aitken Road	0	0	2	100	2	1
Argyle Road	2	50	2	50	4	0
Barnet Road	11	92	1	8	12	0
Bells Hill	18	46	21	54	39	1
Cavendish Road	5	33	10	67	15	1
Dellors Close	0	0	0	0	0	1
Denton Close	2	67	1	33	3	0
Dunster Close	2	100	0	0	2	0
Elizabeth Close	1	50	1	50	2	0
Elmbank Avenue	17	94	1	6	18	1
Endersby Road	2	40	3	60	5	0
Field End	1	50	1	50	2	0
Galley Lane	16	70	7	30	23	4
Garden Close	1	25	3	75	4	0
Garthland Drive	15	83	3	17	18	1
Granville Road	25	76	8	24	33	1
Grimsdyke Crescent	7	50	7	50	14	1
Hill Close	0	0	7	100	7	0
Jennings Way	4	57	3	43	7	0
Kings Road	6	33	12	67	18	0
Leecroft Road	1	9	10	91	11	0
Lexington Way	3	75	1	25	4	0
Lingholm Way	3	50	3	50	6	0
Malins Close	0	0	6	100	6	0
Newlands Place	4	80	1	20	5	0
North Close	2	67	1	33	3	0
Pepys Crescent	1	0	2	0	3	1
Quinta Drive	1	5	19	95	20	0
Redwood Way	1	17	5	83	6	1
Spring Close	1	100	0	0	1	0
St Stephens Road	1	100	0	0	1	0
Sutton Crescent	19	61	12	39	31	2
The Croft	12	50	12	50	24	1
Trinder Road	5	56	4	44	9	0
Vyse Close	8	89	1	11	9	1
Well Approach	3	75	1	25	4	0
Well Road	5	33	10	67	15	3
Wellhouse Lane	1	50	1	50	2	0
Wellside Close	7	78	2	22	9	0
West End Lane	10	48	11	52	21	2
Whittings Road	4	50	4	50	8	2
Wood Street	3	43	4	57	7	0

Barnet Hospital Area EN5 Parking Consultation

Appendix D


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Barnet Hospital Area - Parking Review Questionnaire

Appendix D - List of problematic locations highlighted from questionnaire responses

Road name	Problematic lengths and junctions identified by respondents
Aitken Road	
Argyle Road	Argyle Road/Granville Road, Kings Road/Granville Road
Barnet Road	Barnet Road/Elmbank Avenue (2)
Bells Hill	
Cavendish Road	Cavendish Road/Kings Road (3), Cavendish Road/Granville Road (3), Kings Road/Granville Road
Dellors Close	Dellors Close/Bells Hill
Denton Close	Denton/Aitken, Aitken/Quinta Drive, Denton/Escot, Escot/Endersby
Dunster Close	Bells Hill (motorists parking on double yellow lines)
Elizabeth Close	
Elmbank Avenue	Elmbank Avenue/Barnet Road
Endersby Road	Endersby Road - Aitken Road and Endersby Road and Garthland Drive.Aitken Road, Escot Way
Escot Way	
Field End	Field End/Barnet Road
Galley Lane	Bend near The Arkley pub
Garden Close	
Garthland Drive	Garthland Drive/Elmbank Avenue
Granville Road	Granville Road/Queens Road, Driveways
Grimdyke Crescent	Grimdyke Crescent and Kings Road, Kings Road and Wood Street
Hill Close	
Jennings Way	Jennings Way/Kings Road
Kerri Close	
Kings Road	Kings Road/Granville Road, Wood Street/Kings Road
Leecroft Road	
Lexington Way	Lexington Way/Bells Hill (motorists parking on yellow lines), Lexington Way/Sutton Crescent
Lingholm Way	
Malins Close	
Newlands Place	
North Close	North Close/Escot Way
Pepys Crescent	
Quinta Drive	
Redwood Way	
Spring Close	
St Stephens Road	
Stonecroft Close	
Sutton Crescent	Sutton Crescent/Lexington Way, Sutton Way/Lingholm Way, between 63 Sutton Crescent and 9 Lingholm Way, Lingholm Way/Bells Hill
The Croft	Bells Hill/The Croft. Turning right into the cul de sac part of The Croft (36-48)
Trinder Road	Garthland Drive/Vyse Close
Vyse Close	
Well Approach	
Well Road	Well Approach/Well Road, Well Approach/Trinder Road
Wellhouse Lane	
Wellside Close	
West End Lane	
Whittings Road	
Wood Street	

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	<p>Chipping Barnet Area Committee</p> <p>26 October 2016</p>
<p>Title</p>	<p>Pollard Road -Traffic Management Scheme</p>
<p>Report of</p>	<p>Commissioning Director - Environment</p>
<p>Wards</p>	<p>Oakleigh</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix 1 - Consultation results Appendix 2 – Drawing No. C2015_BC/00536_16</p>
<p>Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555</p>

<h2>Summary</h2>
<p>This report details the public consultation on the proposed Pollard Road traffic management scheme and a recommendation for progressing the scheme to implementation.</p>

<h2>Recommendations</h2>
<p>1. That the Committee note the public consultation of the proposals as outlined in this report and the appendix to this report containing the detail of the consultation responses.</p>

2. That the Committee, noting the Council's new Policy on Traffic Calming agree whether to progress with the implementation of the Pollard Road Traffic Calming Scheme as proposed or with amendments.

3. That the Committee, subject to 2 above, delegates authority to the Commissioning Director for Environment to proceed to implementation.

1. WHY THIS REPORT IS NEEDED

1.1 In February 2015 Councillors on the Chipping Barnet Area Committee approved the detailed design of a traffic management proposal to address safety concerns in Pollard Road, N20. The proposal aims to reduce speeds, improve pedestrian safety and deter the use of the road as a cut-through. The proposal is shown on Drawing Number C2015_BC/00536_16.

1.2 The proposal incorporates the following engineering measures:

1. Raising the central dome on the mini-roundabout at the junction of Pollard Road with Oakleigh Road North;
2. Pavement widening at the junctions of Pollard Road with Oakleigh Road North and Myddleton Park incorporating improved uncontrolled pedestrian crossing points to shorten crossing distances for pedestrians;
3. The introduction of speed cushions on Pollard Road;
4. New 'At any time' waiting restrictions (double yellow lines) at the junctions of Pollard Road with Oakleigh Road North and Myddleton Park to deter obstructive parking and improve sightlines.

1.3 The results of the public consultation in Pollard Road were originally reported to the March 2016 Chipping Barnet Area Committee, however, the matter was deferred for further consideration as the proposal included vertical Traffic Calming measures in the form of speed humps.

1.4 A report was discussed at the July Environment Committee which confirms Barnet's Policy on Traffic Calming measures.

1.5 Having considered the report the Committee:

Resolved:

- That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report.
- That the Environment Committee approved the following Policy Wording: *'Generally this Council opposes the use of vertical traffic other calming measures, but acknowledges that calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members'*.
- That the Environment Committee approved the process for the Consideration of Planned Maintenance schemes set out in paragraph 2.4 and that Members be consulted with from the earliest opportunity, if required.

1.16 The recommendations were unanimously agreed by the July Environment Committee.

2. REASONS FOR RECOMMENDATIONS

Consultation Results

- 2.1 Consultation letters, asking whether or not residents broadly supported the scheme, were hand delivered to approximately 300 households in:
- Pollard Road
 - Myddleton Park
 - Queens Avenue
 - Loring Road
 - Oakleigh Road North (between Oakleigh Crescent and Loring Road)
- 2.2 The consultation dates were from 26 February to 17 March 2016.
- 2.3 105 responses were received, making the response rate approximately 35%. Most respondents were in favour of the proposals (around 86.6%). However, there have been a few concerns raised from residents of Loring Road and Myddleton Park. A full analysis of the responses received on a road by road basis for consideration by the Committee is in Appendix 1.
- 2.4 Following the approval of the Barnet Policy on Traffic Calming Measures, Ward Councillors have been consulted on their views.
- 2.5 Responses have been received from all three Ward Councillors,
- 1 in favour of the proposed scheme including the installation of speed cushions;
 - 1 in support however, only if other options are not appropriate, and providing a precedent for vertical measures is not set in the ward; and
 - 1 against the scheme including the installation of speed cushions.
- 2.6 The MP for Chipping Barnet has also confirmed support for the scheme including the installation of the speed cushions.
- 2.7 The Officer recommendation is that the scheme is implemented as proposed as shown in Drawing Number C2015_BC/00536_16.
- 2.8 The Committee is requested to consider the Ward Councillor and MP views in conjunction with the comments and responses received prior to making a decision on whether to proceed with the introduction of the measures either as proposed or with amendments.
- 2.9 If approved, the scheme will be implemented between January-March 2017.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The recommendation to progress the scheme to implementation is based on the outcome of the public consultation and Ward Councillor views.
- 3.2 Alternative options were considered by the Chipping Barnet Area Committee on 12 February 2015, but were not progressed on the Committee's recommendation.
- 3.2 The only other option at this stage is to not proceed with part of all implementation of the scheme as consulted on.

4. POST DECISION IMPLEMENTATION

- 4.1 If the report's recommendations are approved, the scheme would be progressed to implementation stage.

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 measures also dovetail with School Travel Plan initiatives that Barnet support in order to create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of school travel.

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

- 5.2.1 TfL provide core funding for implementation of a borough Local Implementation Plan (LIP) including a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues.
- 5.2.2 The Environment Committee on the 12 May 2016 confirmed the 2016/17 work programme of schemes that had been agreed by TfL under this LIP programme, prior to inclusion in the 2016/17 budgets.
- 5.2.3 Completion of the Pollard Road Traffic Management Scheme was identified in this report as part of the work to be addressed from a general 'Traffic Management and Accident Reduction' work area.

5.2.4 The estimated implementation cost of this recommendation without amended is £23,077 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1).

5.2.5 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.

5.2.6 The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, in section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 The Traffic Management Act 2004 places obligations 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.

5.5 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 A public consultation on the proposals was carried out and consultation material was distributed to 300 properties in the local area. Details of the

proposals were also outlined on the council's website.

5.8 Insight

- 5.8.1 The options developed for the scheme were informed through analysis of injury accident data and traffic survey data as set out in the previous report to the Chipping Barnet Area Committee in February 2015.

6. BACKGROUND PAPERS

- 6.1 Highways Planned Improvement Programme 2015/16 – report to Environment Committee January 2015.
<http://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>
- 6.2 Pollard Road Area Traffic Management Scheme – report to Chipping Barnet Area Committee February 2015.
<http://barnet.moderngov.co.uk/documents/s21078/Pollard%20Road%20Traffic%20Management%20Scheme.pdf>
- 6.3 Deferred March 2016 Report - Pollard Road -Traffic Management Scheme
<https://barnet.moderngov.co.uk/documents/s30807/Pollard%20Road%20Traffic%20Management%20Scheme.pdf>
<https://barnet.moderngov.co.uk/documents/g8316/Printed%20minutes%2030th-Mar-2016%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>
- 6.4 Traffic Calming Report – Environment Committee 13 July 2016
<https://barnet.moderngov.co.uk/documents/s33323/Traffic%20Calming%20Measures.pdf>
<HTTPS://BARNET.MODERNGOV.CO.UK/DOCUMENTS/G8634/PRINTED%20MINUTES%2014TH-JUL-2016%2018.30%20ENVIRONMENT%20COMMITTEE.PDF?T=1>

Appendix 1 - Pollard Road Traffic Management Scheme

Analysis of consultation results

- 1.1 This report provides an update regarding the outcome of the public consultation to the proposed traffic management scheme in Pollard Road, N20.
- 1.2 The public consultation took place from 26 February to 18 March 2016, although responses received by 21 March 2016 have been included within the evaluation. Consultation letters were hand delivered to approximately 300 households in Pollard Road, Loring Road, Myddelton Park, Queens Avenue and Oakleigh Road North (between Oakleigh Crescent and Loring Road).
- 1.3 Residents were asked whether or not they broadly support the scheme and if they had any particular comments in relation to the proposals. 105 responses were received, a response rate of 35%. Approximately 86% of respondents said that they were broadly in support of the proposals, although some of those who supported the scheme as a whole also provided additional comments in relation to certain elements of the scheme. Details of the responses are shown below:

Resident responses (of 105 respondents)			
Resident broadly supports scheme	Number of responses	% of respondents	Notes
Yes	91	86.6%	Respondents stated broad support but did not necessarily support all elements
No	5	4.7%	May have stated support for some elements
Not stated	9	8.5%	May have stated support or opposition to some or all individual elements

- 1.4 75% of the responses received were from residents of Pollard Road. Details of responses by road:

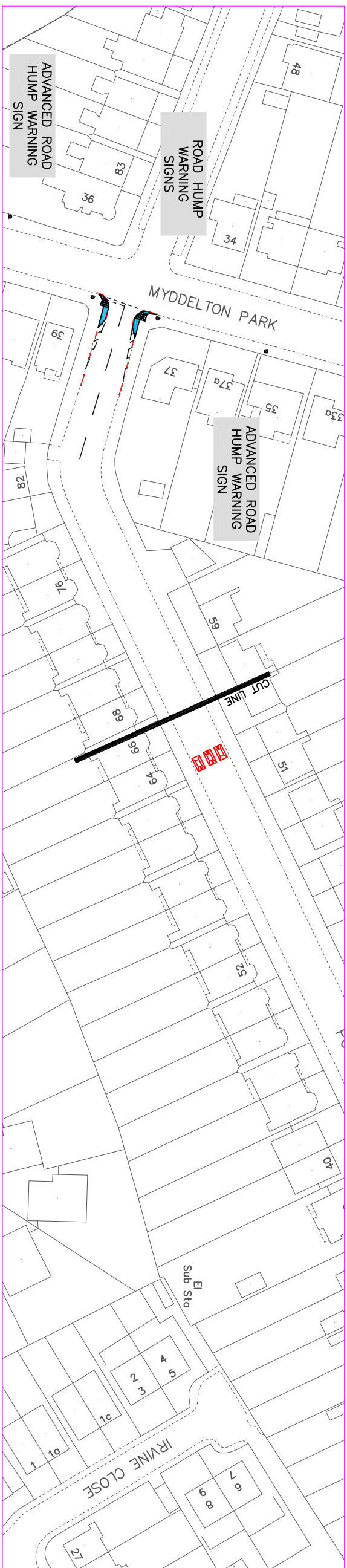
Road Name	Number of responses	% of respondents
Pollard Road	79	75.2%
Loring Road	5	4.8%
Myddelton Park	7	6.7%
Oakleigh Rd North	1	<1%
Queens Avenue	8	7.6%
Not stated	5	4.8%

- 1.5 The majority of the residents of Pollard Road were in favour of the scheme. Many commented that they were concerned about speeding vehicles in their road and said that they supported proposals to reduce traffic speeds and volumes. Comments were also received in support of the provision of improved pedestrian crossing points and the provision of 'at any time' waiting restrictions at the junctions with Oakleigh Road North and Myddelton Park.
- 1.6 In relation to the particular scheme elements, the main comments and concerns received were as follows:

- **Mini roundabout** – few comments were received on this element, although some residents observed that vehicles currently cut across the roundabout and the proposal may help to deter this behaviour. One resident suggested that the roundabout should be raised further, however another expressed concern that raising the height may make turning manoeuvres difficult for larger vehicles.
 - **Kerb build-outs** – a number of residents expressed concerns that there may be an impact on traffic flows into and out of Pollard Road, particularly at peak times, which may lead to increased congestion in the area, particularly on Oakleigh Road North.
 - **Speed cushions** – several residents were concerned about whether there would be any loss of parking spaces due to the speed cushions, although officers have advised that residents would be able to park alongside the cushions and no reduction in parking opportunity is anticipated. Some residents had concerns that the cushions may disrupt traffic flow in the road, with one concerned about access by emergency service vehicles and another concerned that they may pose a danger to cyclists and motorcyclists. Another resident felt that they can cause damage to tyres and suspensions and suggested that full width road humps may be preferable. Some comments were made concerning maintenance of the cushions.
 - **Waiting restrictions** – although there was positive feedback regarding the proposal to introduce ‘at any time’ waiting restrictions, and many residents felt that they were necessary to improve sightlines, particularly at the junction with Oakleigh Road North, some comments were received regarding the extent of the restrictions and the potential impact on residents parking. One resident commented that the restrictions are not necessary at the Myddelton Park end of the road as they did not believe that obstructive parking is a problem there, and suggested that the space is needed for residents and their visitors to park. However another resident felt that the sight line north along Myddelton Park from Pollard Road is at times impaired by parked vehicles and a suggestion that the ‘at any time’ waiting restrictions at this junction should be extended further up Myddelton Park to improve visibility. There was also a comment that waiting restrictions would be beneficial at the junction of Queens Avenue and Myddelton Park. A further comment suggested that greater enforcement of the restrictions is necessary, particularly during school start and finish times.
- 1.7 Some residents felt that the measures may not be sufficient to deter the use of Pollard Road as a cut through, and suggested further measures be implemented such as a 20mph speed limit, speed cameras, one-way working, full width road humps and width restrictions. There was also a suggestion for signal controls at the junction of Pollard Road and Oakleigh Road North, and for a controlled pedestrian crossing.
- 1.8 The main concerns raised by those residents in neighbouring roads related to the potential impact of the scheme on the surrounding area. Some respondents were concerned that there may be increased traffic on Myddelton Park or that traffic that currently uses Pollard Road may divert onto Loring Road. One resident felt that there may be increased traffic on other nearby roads such as Manor Drive, Oakleigh Road North, Church Way and Russell Lane. Comments were also received regarding school-time related congestion in the area, and concerns that the proposals in Pollard Road may force more traffic to the Myddelton Park junction with Oakleigh Road North. A number of residents suggested that additional measures be considered within the area, particularly in Loring Road.

- 1.9 In view of the responses received during the public consultation, and the fact that the majority of respondents support the proposals, it is recommended that the Pollard Road traffic management scheme is implemented. With regard to requests for additional traffic management or parking measures within the area, it is suggested that the scheme is monitored following implementation and consideration may be given to further measures should they be deemed necessary.

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DOME OF MINI ROUNDABOUT TO BE RAISED TO 100mm IN HEIGHT AT ITS HIGHEST POINT AT THE CENTRE IN WHITE THERMOPLASTIC SCREEN

DENOTES NEW KERB BUILD OUT REDUCING JUNCTION TO 6m IN WIDTH INCLUDING UNCONTROLLED IN-LINE CROSSING POINT WITH ASSOCIATED TACTILE PAVING HATCHING AND REFLECTIVE BOLLARDS

DENOTES SPEED CUSHION 3.0m x 1.6m x 75mm (CUSHION ARRANGEMENT 3 No CUSHIONS, 1.1m CENTRAL GAP AND 0.5m GAP TO EDGE OF CARRIAGEWAY) WHITE THERMOPLASTIC SCREENED BOX MARKING AROUND EXTENT OF SPEED CUSHIONS

--- APPROXIMATE EXTENT OF PROPOSED WAITING RESTRICTIONS

ALL EXISTING CARRIAGEWAY MARKINGS WITHIN THE EXTENTS OF THE SCHEME TO BE REFRESHED

NOTE:

ALL FEATURES ARE SHOWN AS INDICATIVE LOCATIONS AND WILL BE SUBJECT TO DETAILED DESIGN

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ISSUE	AMENDMENTS	DRAWN	CHECKED	DATE



PROJECT: TRAFFIC MANAGEMENT AND ACCIDENT REDUCTION SCHEMES

TITLE: POLLARD ROAD TRAFFIC MANAGEMENT SCHEME

PURPOSE: CONSULTATION



DATE	SCALE	PROJECT No.	REVISION
FEB 2016	1:500	BC00036-16	A
FEB 2016			

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	<p style="text-align: center;">Chipping Barnet Area Committee</p> <p style="text-align: center;">26 October 2016</p>
<p style="text-align: center;">Title</p>	<p>Totteridge & Whetstone Station Controlled Parking Zone (CPZ) - Proposed Extension into Ridgeview Road and Charnwood Place N20</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: center;">Wards</p>	<p>Totteridge</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 – Drawing Number: Ridgeview-SCR121_001 - Proposed CPZ layout Appendix B – Consultation response summary Appendix C – Ridgeview Road/North Finchley CPZ – SCR121_002 - Proposed parking changes</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk 020 8359 7545</p>

<h2>Summary</h2>
<p>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.</p> <p>Accordingly, a report to the 6 July Committee detailed the outcome of the statutory consultation, which commenced on 28 April 2016, and asked the Committee to consider the recommendations made as a result of the representations received during the consultation period.</p>

The decision at the July Committee was to defer the item to the Environment on 14 July, were the Committee resolved -

- That the Environment Committee requested that this item be reported back to the Chipping Barnet Area Committee.
- That the Environment Committee requested that Ward Members be consulted including West Finchley Ward Members.
- That the Environment Committee further requested that the Commissioning Director consider the impact to the North London Hospice.
- The Environment Committee noted that Ward Members are able to consult with residents to understand how residents feel.

The report is therefore being resubmitted to the October Committee for consideration.

Recommendations

- 1. That the Committee note the outcome of the statutory consultation as detailed within this report and approve the following, at an estimated cost of £8,000 for item number 2 below, and £3,500 for item number 3 below.**
- 2. That the Committee, give instruction to the Commissioning Director for Environment to extend the Totteridge & Whetstone Station CPZ into Ridgeview Road and Charnwood Place, N20 as originally consulted, Monday to Sunday 2pm-3pm, through the making of the relevant Traffic Management Orders, as shown on Drawing Number 22014_002; at an estimated cost of £8,000 to be funded from the 2016/17 LIP allocation for Parking Reviews.**
- 3. That prior to the introduction of 2. above the Committee, give instruction to the Commissioning Director for Environment, to carry out statutory consultation on the proposal to changes the operation hours of the CPZ on Woodside Grange Road and Woodside Avenue to give volunteers and other staff a better opportunity to find parking space local to the Hospice, at an estimated cost of £3,500 to be funded from the Area Committee Budget.**

1. WHY THIS REPORT IS NEEDED

- 1.1** This report provides the Committee with an update on progress made to date following the Chipping Barnet Area Committee's decision of 13 January 2016 for a statutory consultation to take place relating to the parking issues in Ridgeview Road and Charnwood Place, N20, and their possible inclusion in the Totteridge & Whetstone Station Controlled Parking Zone (CPZ) and asks the Committee to note the actions carried out to date, and to make a decision on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 13 January 2016 the Chipping Barnet Area Committee, whilst deciding that the Totteridge & Whetstone Station CPZ should be introduced in Birley Road, Naylor Road and Hayward Road, resolved for officers to undertake a statutory consultation with the community in respect of a CPZ extension into Ridgeview Road and Charnwood Place, N20.
- 2.2 The Totteridge & Whetstone Station CPZ was introduced on 18 April 2016.
- 2.3 On the 28 April 2016, letters were hand delivered to residents of Ridgeview Road and Charnwood Place as part of the statutory consultation process to propose Ridgeview Road and Charnwood Place's inclusion in the CPZ. As part of the statutory consultation process, notices outlining the proposal were erected on-street along Ridgeview Road and Charnwood Close, and a similar notice published in the London Gazette and local newspaper.
- 2.4 As a result of this consultation, 39 comments were received (see Appendix B).
- 2.5 A petition was also received from The North London Hospice situated on Woodside Avenue on 25 May 2016, with 202 signatures objecting to the proposed extension into Ridgeview Road and Charnwood Place as a number of staff / volunteers currently park in these uncontrolled roads.
- 2.6 Key headlines resulting from the statutory consultation responses are as follows:
- 39 (31%) responses were received from 124 properties;
 - 24 (64%) responses indicated they were in favour of a CPZ being introduced, although 10 (41%) of these would like Monday to Friday as opposed to the proposed Monday to Sunday;
 - 13 (36%) responses were against the CPZ, although 10 (77%) of those were from the Hospice and 3 (23%) were residents.
- 2.7 The responses to the consultation indicate that the majority of respondents are in favour of their road joining the Totteridge & Whetstone Station CPZ.
- 2.8 A number of objections were received to the proposed days of operation, Monday to Sunday, with 10 responses preferring Monday to Friday. Ten objections were received to the proposal having included Saturday and Sunday restrictions, with the majority citing that they believe that there is either no problem or much less of a problem with parking on the weekends.
- 2.9 Residents have also suggested they didn't have any problems with parking until the Totteridge and Whetstone Station CPZ was introduced, and although some objected to the CPZ, they would now like it introduced in their road, due to the displacement parking it has caused.
- 2.10 The petition received from The North London Hospice stated;

We provide a public service for the community. It is very hard to find parking locally in the current situation and any further restrictions will make this virtually impossible. This is particularly difficult for people working shifts, as many of us do, arriving during the day. We also rely heavily on volunteers, who are put off offering their time when they cannot find parking.

Perhaps more importantly, our clients are vulnerable and at an emotionally difficult time in their lives, and not being able to park nearby, or indeed find any parking, when visiting here, can add to their distress significantly.

I would therefore request that you reconsider these changes and indeed the restrictions in the whole area, and consider the impact on those of us working, volunteering and using this vital community facility.

Miscellaneous comments and objections

2.11 Other comments, requests and objections included:

- A suggestion of making Birley Road and Naylor Road one way (running in opposite directions) and installing traffic calming measures.
- Resurfacing the road, as it is in poor condition.
- Request for double yellow line markings at entrance to garages.

2.12 Officers' comments to the issues raised are as follows:

North London Hospice

2.13 In response to the concerns raised by the Hospice, officers are mindful of the role the staff and volunteers carry out in the local community, although in terms of parking in unrestricted roads, currently the vehicles driven by those staff and volunteers are still considered to be no different to a commuter vehicle.

2.14 However, it considered that the extension of the Totteridge & Whetstone Station CPZ into Ridgeview Road and Charnwood Place would make it very difficult for those working at the Hospice throughout the daytime to park in close vicinity to it.

2.15 It should be noted that the location of the Hospice falls within the North Finchley 'FN' CPZ so all the surrounding roads will be restricted in some way if the Totteridge & Whetstone Station CPZ extension is introduced.

2.16 There is no current provision to allow the Hospice to obtain permits to enable staff to park in the CPZ within which it is situated, as the current CPZ permit types that the Council provides are for residents, business, builders and certain other parties, but does not allow for an organisation like the Hospice to obtain permits.

- 2.17 However, in order to provide some assistance to those staff and volunteers requiring to park locally, it is considered that the operational hours of a number of bays (26 spaces) in Woodside Grange Road and Woodside Avenue in the North Finchley CPZ could be amended from 2-3pm to a morning restriction such as 9:30 -10:30 which will give volunteers and other staff a better opportunity to find parking space local to the Hospice. See Appendix C.
- 2.18 It is considered that the consultation on these changes should be progressed prior to any implementation of controls on Ridgeview Road and Charnwood Place.

CPZ to operate on weekends

- 2.19 The proposal for the CPZ to operate on weekends was borne from the Totteridge Ward Councillors' original informal consultation exercise in 2014 where they put forward that option to the residents of Naylor Road, Birley Road and Hayward Road. Many Ridgeview Road and Charnwood Place residents have expressed the views that they do not have any parking problems at weekends and would like this aspect removed from the proposal.
- 2.20 In the case of this aspect of the proposal, although ten residents objected to it, it is considered that, in context of the number of people who would benefit by the proposal, the level of objection is relatively low, and it is considered insufficient to justify changing this aspect of the proposal.
- 2.21 The Officer recommendation is that the operational hours of the extended zone are consistent with the operational hours of the existing Totteridge and Whetstone CPZ and therefore are Monday to Sunday 2pm-3pm.

Miscellaneous issues raised

- 2.21 Yellow line markings across driveways or entrances to garages would not normally be covered with double yellow line markings, but as part of the CPZ proposal Officers will provide a single yellow line and monitor the situation and request the resident inform the council should they have any further issues.
- 2.22 The request for a one way system on Birley Road and Naylor Road does not fall within the boundaries of this consultation, but the request will be passed to colleagues in Traffic and Development Section for their consideration.
- 2.23 The roads are not on this financial year's programme for carriageway resurfacing, but the requests for resurfacing due to the perceived poor condition of the road has been passed to the Planned Maintenance Team to be assessed for future years' work.

Recommendation

- 2.24 In summary, the proposed CPZ extension appears to be well received, with minimal general objections from local residents but with an important issue relating to The North London Hospice which Officers have tried to address by

recommending a change to the operational hours in a number of bays in nearby roads.

- 2.25 Therefore it is recommended that the Totteridge & Whetstone Station CPZ extension into Ridgeview Road and Charnwood Place be introduced as originally proposed. However, prior to the implementation, it is recommended that the statutory consultation to change the operational hours take place before any introduction of the CPZ extension.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to include Ridgeview Road and Charnwood Place in the Totteridge and Whetstone Station CPZ, However, there will be on-going parking issues in the area which would continue, to the detriment of residents' ability to park near their homes. Therefore it is considered that a do nothing option is considered not viable.
- 3.2 The Council could consider not amending the operational hours of the bays in Woodside Grange road and Woodside Avenue but this would not address the concerns that have been raised by the North London Hospice.

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 Ridgeview Road and Charnwood Place N20 and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic".

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

- 5.2.1 The estimated costs of introducing a CPZ in Ridgeview Road and Charnwood Place, which require the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be £8,000. These costs could be met from Local Implementation Plan (LIP) allocation for Parking Reviews for 2016/17.
- 5.2.2 Any CPZ introduced will require sufficient on-going enforcement to ensure the measures are adhered to. The lines and signs require periodic on-going routine maintenance. Any associated costs of enforcement or maintenance will be attributable to the councils Special Parking Account (SPA). Any income

from the CPZ permits or PCNs issued for contraventions will also be allocated to the SPA.

- 5.2.3 The estimated costs of amending the operation hours Woodside Grange Road and Woodside Avenue in the North Finchley CPZ to address the issues raised by the North London Hospice is estimated to be approximately £3,500, and funding is being sought for this investigation from Chipping Barnet Committee's Area Budget.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 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.

- 5.4.1 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.

- 5.4.2 The Council's Constitution, Annex A for Responsibility for Functions, paragraph 2 states "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 and it includes discharge of functions for local highways and safety schemes within the budget.

5.5 Risk Management

- 5.5.1 It is not considered 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 the issues involved proposing or introducing a CPZ may lead to some level of public concern from local residents who feel 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 has ensured that members of the public have had the opportunity to comment to any statutory consultation on any proposed CPZ, which has been assessed and considered accordingly.

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.

5.6.3 We plan to carry out a statutory consultation on the proposed changes to the operational hours of the CPZ on Woodside Grange Road and Woodside Avenue to give Hospice residents, their visitors, volunteers and other staff a better opportunity to find parking space local to the Hospice, which the Hospice have welcomed and consider a fair compromise.

5.7 Consultation and Engagement

5.7.1 Consultation was undertaken as described elsewhere in this report.

5.8 Insight

5.8.1 None in relation to this report.

6 BACKGROUND PAPERS

6.1 Environment Committee, 14 July 2016:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>

6.2 Agenda and Minutes, Chipping Barnet Area Committee 13 January 2016
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8315&Ver=4>

6.3 Agenda and Minutes, Chipping Barnet Area Committee 15 February 2015
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8189&Ver=4>

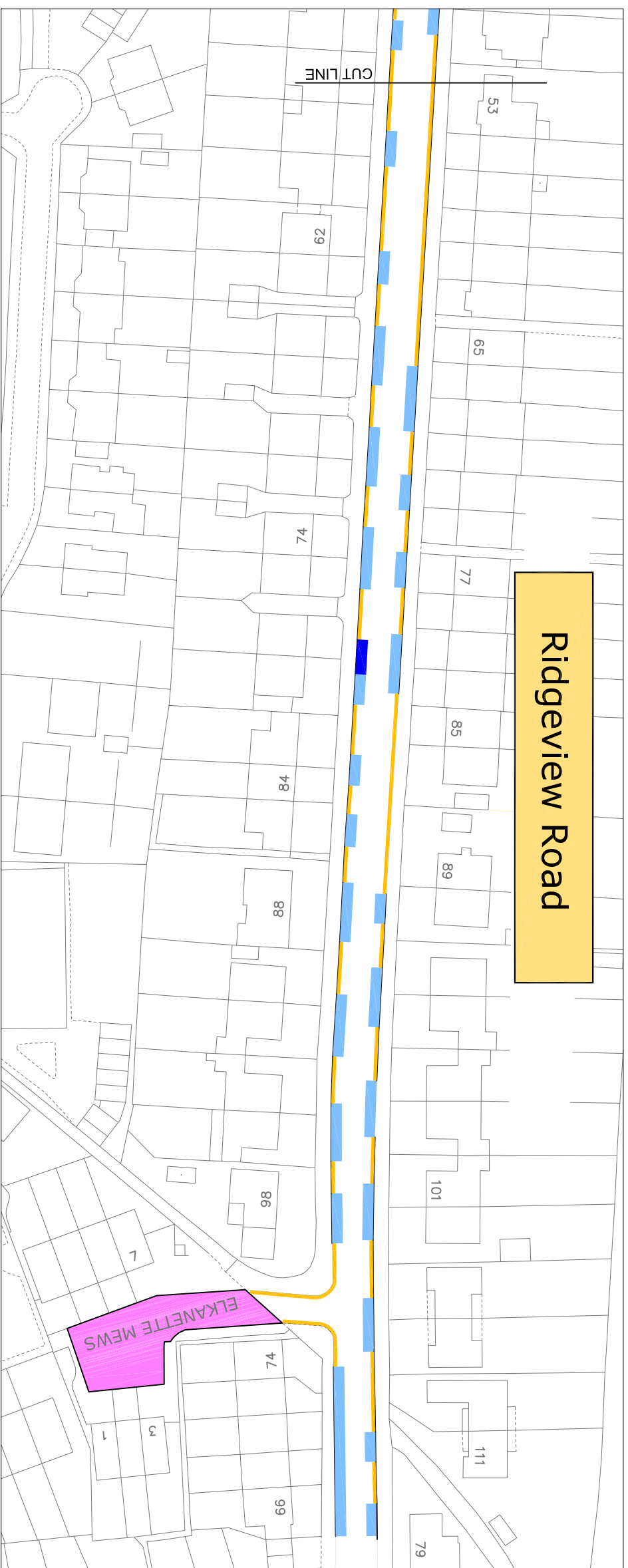
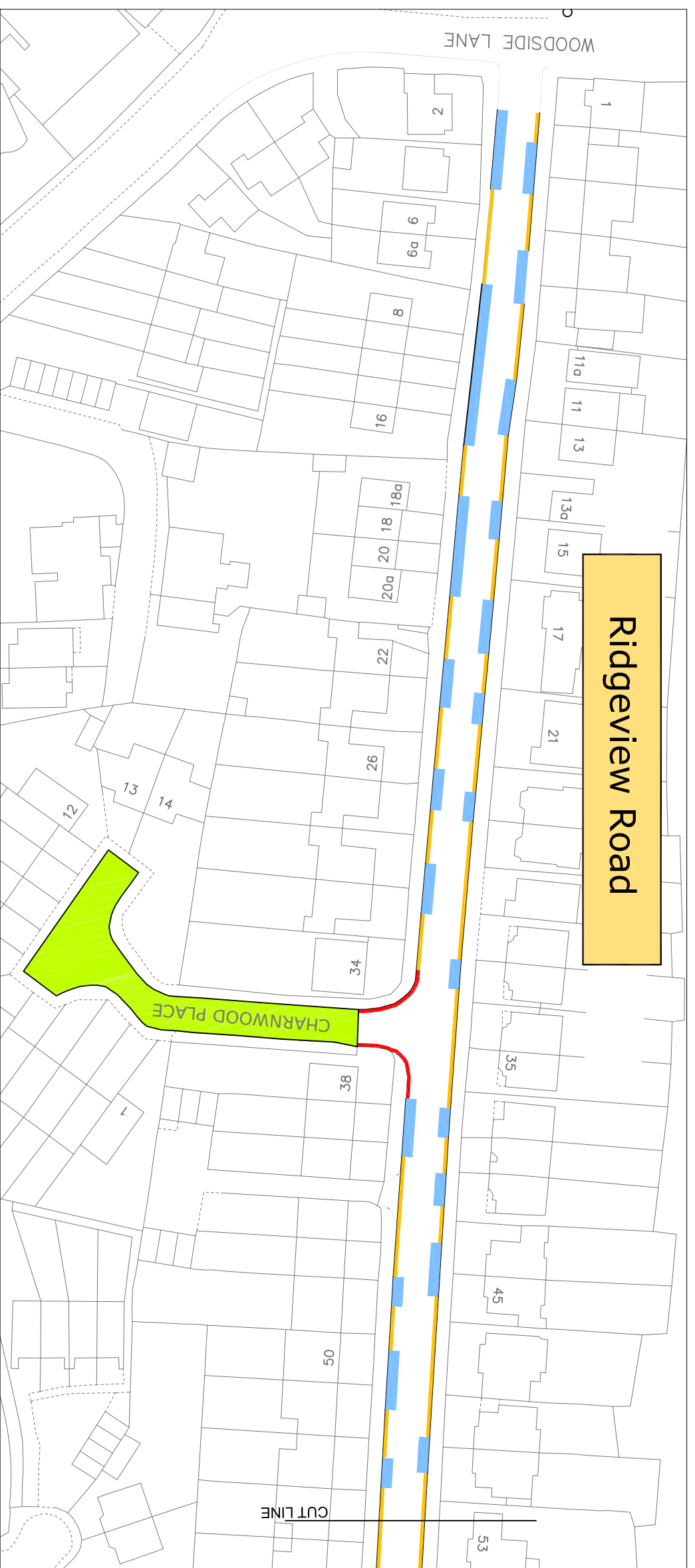
6.4 Agenda and Minutes, Chipping Barnet Area Committee 2 July 2015.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8313&Ver=4>




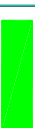


6.5 Agenda and Minutes, Chipping Barnet Area Committee 15 October 2015.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8314&Ver=4>

**Totteridge & Whetstone Station Controlled Parking
Zone (CPZ) - Proposed Extension into Ridgeview
Road and Charnwood Place N20**

Appendix A

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-  New Resident Permit Holder Bay - New CPZ 2pm to 3pm Monday-Sunday
-  New Waiting Restrictions, 2pm to 3pm Monday-Sunday
-  Existing 'At Any Time' Waiting Restriction
-  'Past The Point' - Parking for Resident Permit Holders Only - Part of the CPZ
-  Indicates private road - not eligible for LBB parking controls
-  New Disabled Parking Bay

SCHEME:
 CPZ STATUTORY CONSULTATION
 RIDGEVIEW ROAD /
 CHARWOOD PLACE, N20

TITLE:
 PROPOSED PARKING LAYOUT

Scales: N.T.S. **Date:** APRIL 2016

Initiated: GWA **Drawn:** MJ **Checked:**

DRAWING NO.:
 RIDGEVIEW-SCR121-001

Acad Ref:

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Totteridge and Whetstone CPZ extension – Consultation Responses Summary

Appendix B

Address	Comment
Ridgeview Road	I am in favour of the CPZ. Since Naylor Road was in CPZ Ridgeview Road has worsened.
Ridgeview Road	I would like to object to the CPZ, in specific the days which it is enforced. Would be happy to support Mon-Fri, 2-3pm CPZ.
Ridgeview Road	I am in support of implementing parking restrictions on Ridgeview Road, However I object to the current proposals. On what basis has it been concluded to extend the restrictions to include weekends, since there isn't a problem weekends? I am in favour of a Mon-Fri, 2-3pm CPZ.
Ridgeview Road	Please install CPZ on Ridgeview Road asap. Since Naylor Road was included it has been unbearable. I think the CPZ should be Mon-Fri as weekends the road is empty. I don't understand why Ridgeview Road wasn't introduced same time as Naylor Road.
Woodside Avenue	I object to proposed CPZ. I work for North London Hospice and park in Ridgeview Road. While I can see validity in objecting to commuter parking, the unintended result would be to undermine the Hospice's ability to fulfil its role.
	I object to CPZ as my daughter goes to nearby school and I park there and walk to collect her.
Woodside Avenue	I am staff at North London Hospice. Many staff already drive around during lunch 2-3pm due to parking restrictions. Please consider the fantastic staff that do amazing work when considering the new restrictions.
Ridgeview Road	Please enlighten me. Exactly why are you imposing parking restrictions on a weekend? You should be ashamed of yourselves. I am in full opposition to weekend restrictions.
Ridgeview Road	I would like to express my full support for the proposed introduction the CPZ effecting N20 0HH
Ridgeview Road	The Road surface is appalling but all you do is patch up potholes. Spend the money on fixing the road. The scheme is 24/7 – why is this when Woodside Park is Mon – Fri? Will force me to pave over my existing drive. This will take away my soak away are and will add water run off to street drains.
Ridgeview Road	I completely support your plan to operate a CPZ in Ridgeview Road. The easy traffic flow in Naylor Rd, Birley Road and Hayward Road in contrast to what used to be.
Naylor Road	I am very much opposed to any controlled parking zone on Ridgeview Road as it not make a difference to the parking situation and essentially means I have to pay and friends and family are restricted as to when they can park. I therefore appeal to you to balance the views of residents like I, who will not benefit and will find it a disadvantage.
Ridgeview Road	After you introduced the CPZ in Naylor Road the situation in Ridgeview Road gets far even worse. You really should have introduced the CPZ from Naylor Road to the end of Ridgeview at the same time. (photo evidence provided)Please come see Ridgeview Road on the weekend. Only a few cars parked along the road.

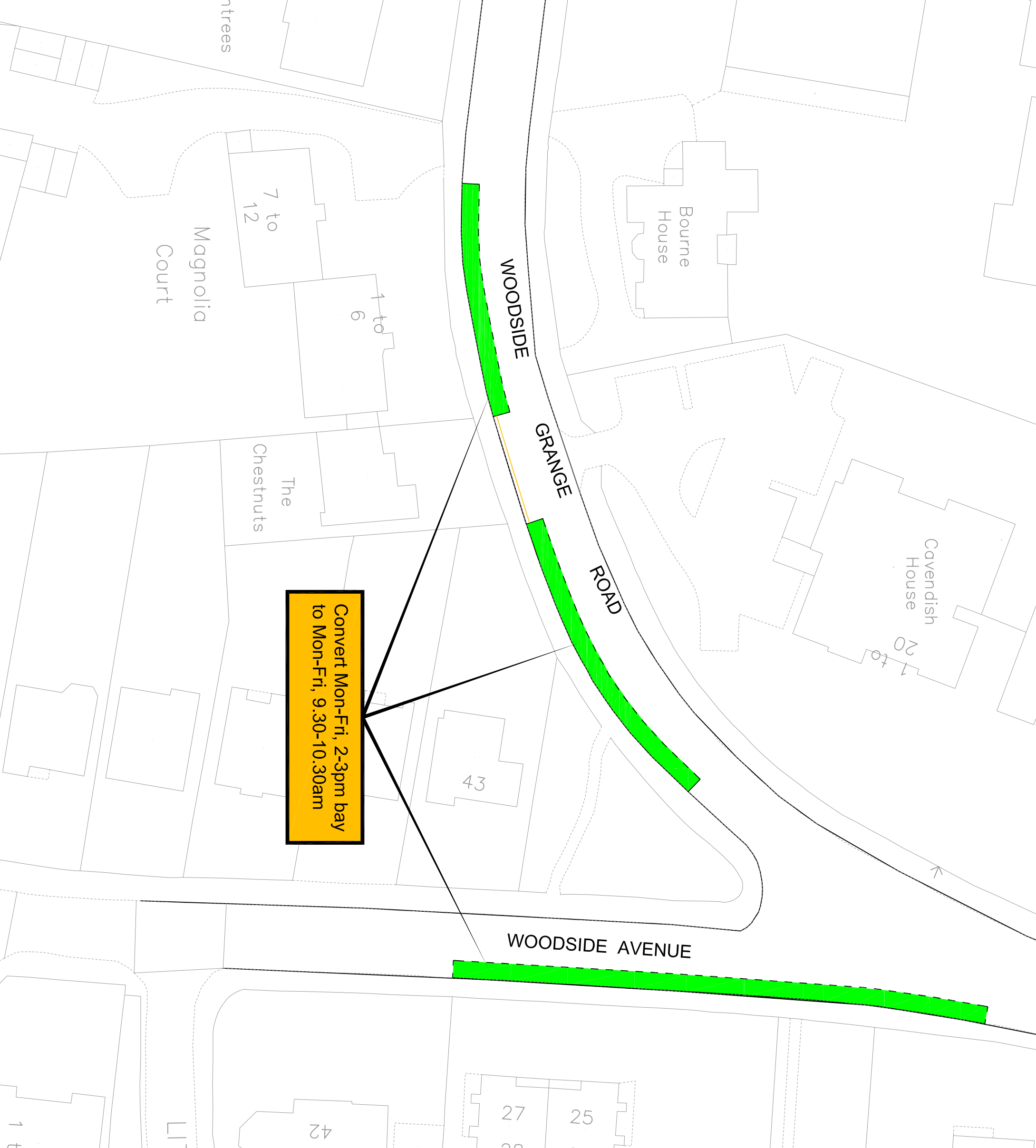
Ridgeview Road	<p>Since the introduction of the CPZ to Naylor Road the parking problems have worsened and in the last 2 weeks alone I have twice been blocked. Non- resident motorists are parking their vehicles from early morning to evening making it impossible for residents to park. This needs to be addressed and resolved.</p>
Naylor Road	<p>I would fully support the proposed extension to the recently installed CPZ.</p>
Ridgeview Road	<p>Whilst I understand and am indeed grateful for the original CPZ and the extension during major commuting hours, I cannot understand why the council sees the need to have the CPZ in place during weekends (Sat and Sun).</p> <p>We on Ridgeview Road have never had any parking problems at all on the weekends and as I am starting to draft this email on a Sunday there are indeed zero cars parked within 50 metres either side of my home.</p> <p>Therefore I would like to raise an objection to the extension of the CPZ including weekends as I believe this to be a more finance orientated initiative by the council rather than one on the grounds of being beneficial to residents. I am more than happy for it to go ahead without a weekend CPZ as there is value in the reduced congestion on weekdays.</p> <p>I would if I may ask 3 questions:-</p> <p>1. On what basis was the original weekend CPZ implemented? What did the council see to be the non-financial benefits OS implementing the CPZ at weekends and what does it think the benefit will be of implementing it at weekends in the proposed extension?</p> <p>2. Why is the council not allowing face to face consultation with residents rather than just asking for written objections? I would request that you allow for residents to discuss this extension with those directly making the decision at the council on a face to face basis.</p> <p>3. Whilst this is not directly linked this specific proposal and I understand I may not get an answer to this but has the council considered making Birley Road and Naylor Road one way (running in opposite directions) and putting in speed bumps as part of this and the prior CPZ?</p>
Ridgeview Road	<p>I do not think CPZs are a good idea and are an unnecessary expense to homeowners. Since you have introduced a CPZ in Naylor Road and Birley Road it has had a knock on effect of shifting parking congestion up the road. Most houses on Ridgeview Road have driveways built in already. CPZ would be redundant.</p>
Ridgeview Road	<p>Since you introduced the parking controls in Naylor Road the people parking outside my house has vastly increased. So I am in favour of extending the CPZ as soon as possible. However, I am</p>

	concerned you plan 7 days a week. This will penalise legitimate visits from relatives. Reluctantly I'd agree with 7 days rather than abandoning the extension. At least leave Sunday free.
	I agree to your proposals. I did want to include Ridgeway when first suggested the restrictions for Naylor Road.
Ridgeview Road	We were very pleased to receive the new proposal for permit parking on Ridgeview Road and would be delighted if this were to go ahead. Parking has been a nightmare since the restrictions have been put in place.
Ridgeview Road	I am writing to give my full support for Ridgeview Road becoming a CPZ which it should have been a long time ago. I have lived at this address and suffer for 21 years. I couldn't be more thrilled to have this road as a CPZ.
Ridgeview Road	We wholly support this proposal. Currently, as a result of the CPZ it is impossible to find anywhere to park.
	I object to CPZ operating Mon – Sunday. The CPZ which are near tube stations are to deter commuters. At weekends some street in cpz's do not get lot of vehicles parked in them, but are mostly residents. Residents were only surveyed as to whether the wanted a CPZ that operated Mon – Sun or no CPZ. Why were they not given the option of a CPZ Mon – Fri? If its too late to amend the existing area, its not too late for the proposed streets. I am concerned Barnet Council will find that including Sat and Sun will prove to be profitable and introduce across the borough.
	On the enclosed plan of the proposed CPZ there is no resident bay outside my house. Also I should like to know why the restrictions apply 7 days a week. I notice most CPZs in Barnet are Mon - Sat.
Ridgeview Road	There is an access road situated between 42/44 Ridgeview Road. This access road leads to 6 garages which are frequently in use. On the drawing, your proposal is to put a single yellow line across the entrance. We believe it should be restricted 'At any Time'. We are concerned that putting a single yellow line across will imply that it is possible to park there at certain times. It is worth noting that since the recently imposed CPZ on the adjoining Naylor Road, there have been frequent instances of people parking across our access.
	<p>I write with reference to the proposals to extend the CPZ recently initiated in Birley, Naylor and Hayward Roads.</p> <p>I have lived at Ridgeview Road since 1967 - and as far as parking is concerned, there have been just a few changes over the years.</p> <p>Background:</p> <p>1) I think such a scheme is to be welcomed. It has made a great difference to ease of access along Naylor Road. Hitherto, I had often avoided heading towards Totteridge in a northerly direction along Naylor because passing was so difficult, and I had lost count of the number of disputes, often very vocal, that I had witnessed. I preferred to go all the way round via Woodside Lane, and then left at the High Road.</p> <p>2) We have a particular problem at this end of Ridgeview Road, in that we have two schools very close by, as well as a Nursery, a</p>

	<p>Health clinic as well as other businesses. This situation puts tremendous pressure on availability of spaces, and residents have often been unable to park near [let alone outside] their homes. This is in spite of the fact that there is a higher percentage of homes here with garages / drives.</p> <p>3) Reference to the Parking Enforcement people [020 3375 4242] will confirm that there are several residents in the vicinity of my house [myself included] who have called them to have tickets issued to people who have obstructed driveways / ramps. It is a perennial problem.</p> <p>Suggestions:</p> <p>I am working on the basis that a CPZ is there for the benefit of local residents</p> <p>A) Though the restrictions will obviously limit the amount of parking and make life easier, the facts outlined in item 2 above will still pertain. In addition, I have had a commercial van parked outside my house for periods of 2 weeks, and 5 days <i>since</i> the TW CPZ was initiated, and as it was a vehicle with business details displayed on the side, I was able to track down the fact that the driver lives at an address in Birley Road, a good 10 minute walk away. Technically, of course, he has a perfect right to park anywhere he legally can. However, given the facts in item 2 above, may I suggest that the Ridgeview Road end of the CPZ be on a different code than 'TW.' I am sure that the residents of Birley Road would not relish me parking outside one of their houses if they knew that I live right at the other end of Ridgeview Road... Given the current proposals, I could.</p> <p>B) I have paced out the lengths of the parking spaces allocated and drawn out on Naylor Road, and I would like to be sure that number of spaces marked up outside my own house be confined to TWO, and that there be no temptation to cram in three. I have repeatedly had problems when someone leaves a car in the middle of the space, inviting others to try and park fore and aft - which <i>always</i> ends up with a driveway being obstructed.</p> <p>I remain hopeful that this exercise is truly a consultation and that my suggestions will be considered.</p>
	<p>I am very much in favour of the proposed zone in Ridgeview Road and It should be introduced as soon as possible.</p> <p>It was difficult to find a parking space near my house before the zone in Naylor Road was introduced and has become far worse since the zone was introduced in Naylor Road.</p> <p>Parking on a Saturday and Sunday has never been a problem so I think the zone should only apply Monday to Friday. A zone on Saturday and Sunday will not only mean those residents who work during the week and our weekend visitors will need to buy permits</p>

	<p>for those days. The Council will need to employ wardens at weekend wages to enforce it.</p> <p>It will involve unnecessary expense for everyone. They would be more onerous restrictions than those in Totteridge Lane and North Finchley CPZ. All of which apply only Monday to Saturday.</p>
	<p>I wish to object to proposed parking restrictions in Ridgeview Road and Charnwood Place, N20. I volunteer at North London Hospice, where the small car park, although reserved for use by on-call and cross-site staff, is almost invariably full. The majority of Hospice staff and volunteers for whom public transport is not a viable option and who have to travel to work in their own vehicles have no choice but to park in local roads, including Ridgeview Road and Charnwood Place. Most staff are required to work across the 14.00 to 15.00 period and many volunteers have shifts between those times. Parking in roads closer to the Hospice in Woodside Avenue is already restricted at least between 14.00 and 15.00, so there is no local alternative.</p> <p>As a charity operating on a tight budget to provide unique services to the people of Barnet, North London Hospice could not afford to pay the annual cost of business permits for each of our team members having to park locally.</p> <p>You justify the reason for the orders as being 'to deter all-day commuter-type parking ...', but Hospice staff and volunteers do not park in order to travel onwards by public transport to work elsewhere, they are people who apply themselves locally to provide a service for Barnet people that is not available from any other source.</p> <p>You also claim as a reason the reduction of traffic congestion in the roads concerned; however, neither road becomes congested – the only congestion that builds up is in the area of Finchley Catholic High School in Woodside Lane when pupils are being dropped off and collected at the beginning and end of the school day, and that is a problem no parking restrictions would address. Indeed, most of those currently parking in Ridgeview Road or Charnwood Place would have no alternative but to continue doing so, thus negating any assumed benefit to residents or other motorists. The sole beneficiary would be the London Borough of Barnet – the net result of these orders being simply to raise revenue at the expense of those attempting to serve the Borough's population.</p>
	<p>I am contacting regarding the proposed extension of the Totteridge and Whetstone Controlled Parking Zone (CPZ) - Ridgeview Road and Charnwood Place.</p> <p>I would like state our objection to the CPZ, in specific the days in which it is enforced. Monday - Sunday 2pm - 3pm will cause a problem. We have family support that come on weekends and they like us are on a low income, so purchasing multiple permits/passes would not be feasible in this current climate. However we would be</p>


	<p>happy to support a Monday to Friday 2pm - 3pm enforcement of the CPZ.</p>
	<p>I am in support of implementing parking restrictions on Ridgeview Road. However, I object to the current proposals.</p> <p>The letter which I received dated 28 April indicates that the restrictions will also be applicable on Saturdays and Sundays. Parking is indeed a problem Monday to Friday but there is no issue on the weekends. On what basis has it been concluded to extend the restriction to include weekends? Since there isn't a problem on the weekends the current proposals will inconvenience residents by requiring visitors to pay to park outside their properties. I cannot see any justification for us to incur costs on the weekend to address a problem which does not exist. It is during the work week when the tube is busiest that commuters park on Ridgeview Road in large numbers. On the weekends when the tube is quiet commuters do not park on the street. Hence, parking is not an issue on the weekends and the controlled parking zone as currently proposed is inappropriate.</p> <p>I am in favour of implementing the controlled parking zone but only on Mondays to Fridays. There is absolutely no justification for this to be extended to include weekends.</p>
	<p>We were very pleased to receive the new proposal for permit parking on Ridgeview Road, and would be delighted if this were to go ahead.</p> <p>Parking has been a nightmare since the restrictions have been put in place in Naylor Road, and even today, I was nearly involved in an accident at around 3pm (when the school finishes for the day) as I couldn't enter Ridgeview Road with so many parked cars and there was a stream of traffic coming at me in the opposite direction. There was just nowhere to move my car to, due to the parked cars - I couldn't reverse as there were other people directly behind me trying to get onto the road from Woodside Lane, and there were a stream of cars who wouldn't stop coming at me. It was frightening. Thankfully, one woman eventually took pity on me and reversed back up Ridgeview Road. Perhaps there should be double yellow lines at the end of the road so cars have a safe space to wait and this sort of incident doesn't occur.</p> <p>Anyway, we would be delighted if these new proposals were to be put into place.</p>



 Existing Monday-Friday,
 2 - 3pm bay to be changed to
 Monday-Friday, 9.30 - 10.30am.

SCHEME: RIDGEVIEW ROAD / NORTH FINCHLEY CPZ		
TITLE: PROPOSED PARKING CHANGES APPENDIX C		
Scales: N.T.S.	Date: Sept 2016	
Initiated: GWA	Drawn: MJ	Checked: GWA
DRAWING NO.: SCR121/002		Acad Ref.:

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	<h2>Chipping Barnet Area Committee</h2> <h3>26 October 2016</h3>
Title	Members' Item – Requests for Funding from Chipping Barnet Area Committee Budget
Report of	Head of Governance
Wards	Several
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Credible Years Parenting (Cllr Laurie Williams) Appendix B - Love Whetstone (Councillor Brian Salinger) Appendix C – ADDISS (Cllr Barry Rawlings) Appendix D – Barnet Community Projects (Cllr Paul Edwards) Appendix E – FOBEC (Cllr David Longstaff)
Officer Contact Details	Jan Natynczyk, Governance Officer Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129

Summary

The report informs the Chipping Barnet Area Committee of Requests for Funding submitted by Members of the Committee in accordance with the revised Area Committee Budgets processes agreed in July 2015.

Recommendations

1. That the Chipping Barnet Area Committee consider the requests as highlighted.
2. That the Chipping Barnet Area Committee decide whether it wishes to:
 - (a) support the applications for funding, subject to due diligence tests being met;
 - (b) defer the decision for funding for further information;

(c) reject the application with reasons.

1. WHY THIS REPORT IS NEEDED

- 1.1 In January 2015, the three Area Committees considered reports which detailed applications from community groups to the council's Area Committee Budgets funding stream (£100,000 per annum per Area Committee). In this process the various applications received were assessed by Officers against Area Committee Budgets Guidance and Conditions of Grant and then presented to the respective Area Committee for consideration. A number of funding awards were made and community groups have been utilising the funding for their various projects.
- 1.2 In July 2015, the three Area Committees considered reports which set out proposals for revised arrangements for Area Committee Budgets which included moving away from the open grants process which had been followed for the 2014/15 round of funding. Following consideration of the report, a revised system was adopted which gave the Area Committees an opportunity to plan and direct how they spend their funds in response to local issues which came forward from residents through a variety routes. It was identified that potential projects might come forward via Members' Items brought to the relevant Area Committee.
- 1.3 Details of the applications submitted are summarised in the enclosures list above and the full applications are attached to this report.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Committee are requested to consider the requests for funding detailed at Appendices A-E of the report and determination is required whether the committee support the projects.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable. The Area Committee agreed in July 2015 that applications to the Area Committee Budgets could come via Members' Items.

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 If the Committee agrees to the applications, the detailed applications will need to demonstrate how the projects links to the Council's Corporate Plan and other relevant policies.

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

5.2.1 The Committee are able to consider items which are in line with the remit of the Committee. The Committee have been set a budget which enables the Committee to determine how this is spent.

5.3 Social Value

5.3.1 Request for Area Committee budget funding provide an avenue for Members to give consideration to funding requests which may have added social value.

5.4 Legal and Constitutional References

5.4.1 Council Constitution, Responsibility for Functions, Annex A details that the Policy & Resources Committee is responsible "To allocate a budget, as appropriate, for Area Committees and agree a framework for governing how that budget may be spent"

5.4.2 Council Constitution, Responsibility for Functions, Annex A details that the Area Committees "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",

6 Risk Management

6.1 None in the context of this report.

7. Equalities and Diversity

7.1 Requests for Funding 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.

8. Consultation and Engagement

8.1 None in the context of this report.

9. BACKGROUND PAPERS

9.1 None in the context of this report.

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APPLICATION GUIDELINES 2016/17: For all application from 1 April 2016

- GUIDELINES FOR Area Committee – Non-CIL Community Funding
- APPLICATION FORM for Area Committee – Non-CIL Community Funding

INTRODUCTION

Each Area Committee has an annual discretionary budget that can be used to promote the economic, social or environmental wellbeing of an area. The application for Area Committee funding is a Member-led process, where Members will work with officers, local groups, organisations or individuals to write proposals that meet a local need. Area Committee Members will then bring forward an item for consideration by the relevant Area Committee.

Learn more about Area Committees [here](#)¹.

CRITERIA FOR ASSESSING APPLICATIONS FOR FUNDING

1. Area Committee funding will be for projects or initiatives that meet the priority areas agreed by the Community Leadership Committee (see below)
2. Area Committee funding will be for locally based projects or initiatives that tackle local issues, rather than borough-wide schemes
3. Area Committee funding may be used for the feasibility, start up, or scaling phase of a local project OR for one off events or purchases which fit the criteria of the Area Committee
4. The maximum value of an award is £9,999

The priority areas are

- Improve community safety
- Improving local mental and physical health, physical activity and independence
- Support local people to improve their skills or find employment
- Provide support local businesses
- Improve the local environment

Areas agreed not to be considered for funding:

- Self interest groups – where there is no evidence of wider community benefit;
- Funding must not be used to meet a budget deficit in a specific area, to meet the debts of an organisation in financial difficulty, or to cover a shortfall in a service which would normally be provided by the Council or another public sector organisation;
- Funding will not be given to assist with the administration and/or research costs of preparing an application;
- Funding must not require maintenance from the Council, or future expenditure.

Guidelines for assessing a request

¹ <https://barnet.moderngov.co.uk/mgListCommittees.aspx?bcr=1>

In assessing the eligibility for funding, Councillors will take account of;

- The nature of the project
- How the project meets the funding criteria
- How the project meets an *identified* local need
- The extent to which the target beneficiaries have been defined
- Funding will be for one-off projects which do not require on-going support from the Council.
- How the project or initiative is linked to the identified local need and the outcomes the activities will achieve
- Value for money

HOW TO APPLY

As a Member-led funding process, officers, local groups, organisations and individuals must first approach an Area Committee Member to sponsor the project. If a Member sponsor is identified, the Member must use the application form below and work with the officer, local group, organisation or individual to complete the funding application form.

WHAT HAPPENS TO APPLICATIONS

The Governance Team will advise the Member sponsor of the next Area Committee meeting which the application will be considered. **The deadline for the submission of a completed application is 12 days before the date of the Area Committee meeting.** The Governance Team will advise as to whether or not the funding application meets the basic criteria within 5 working days. It is strongly advised that applications are submitted as soon as they are completed.

At the Area Committee meeting when the application is being considered, the Member sponsor will be given the opportunity to provide an overview of the project and answer questions on the project. A decision will be made at the meeting. The Committee can agree one of three outcomes;

1. To award funding → *this will be subject to due diligence* (see below)
2. To defer a decision → proposals should be returned to the next Area Committee with more information
3. To reject a proposal and state reasons why

HOW EXPENDITURE IS MONITORED

As part of the due diligence process on Area Committee funding which has been agreed, a written agreement will be prepared between the Council and the successful applicant in relation to the funding of the project. This will contain the detail of:

- The level of funding;
- How payments will be made;
- Who is accountable for delivery of the project or initiative;
- What will be provided by the money;
- The monitoring requirements;
- What will happen if the organisation fails to meet the terms of the agreement.

PART ONE: ABOUT YOU		
1.	Area Committee To find out about Area Committees, click here	<input checked="" type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee <input type="checkbox"/> Hendon Area Committee
2.	Members Item brought by:	Cllr. Laurie Williams
3.	Proposed organisation or Council department to deliver the proposal:	Aidexcel Support Services
4.	What is the total cost of the project?	£18,710
5.	How much Area Committee funding are you applying for?	£8,920
PART TWO: ABOUT YOUR PROJECT		
6.	What is the project? Please provide a brief overview of the project and what the funding will be used for.	
	This project is called Incredible Years Parenting Programme and it is aimed at supporting families with children with conduct difficulties.	
	This project is part of the 'Improving Access to Psychological Therapies (IAPT)'. As part of IAPT, Aidexcel, alongside CAMHS, will be working to improve the way our services operate. The focus is to build up a pyramid of support with a strong emphasis on play and interaction with children, encouraging and supporting children's development and understanding children's needs. Strategies covered to support parents/carers and their children in managing behaviours: positive attention, praise, appropriate ignoring, clear communication, rewards, incentives, emotional regulation, limit setting, natural and logical consequences, problem solving and time out.	
	As part of IAPT, we want to run 3- 4 Webster Strattan / Incredible Years Parenting programmes aimed at supporting families with children with conduct difficulties. The target age group is children of primary school age.	
7.	Which priority area will the project / initiative address?	
	<input type="checkbox"/> Improving community safety	
	<input checked="" type="checkbox"/> Improving local mental and physical health, physical activity and independence	
	<input type="checkbox"/> Supports local people to improve their skills or find employment	
	<input type="checkbox"/> Support local businesses	
	<input type="checkbox"/> Improves the local environment	
8.	How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project	
	The Children that will benefit from this project are the children from East Barnet Area.	
	Some of the parents of these children are migrants or asylum seekers, whose lifestyle and cultures are different and conflicting to the adopted culture and custom of our beneficiaries. Having engaged with the parents one on one with regards to the behaviour and abilities of	

	<p>the children, we believe that parenting classes side-lined with children and young people's activities developed by Carolyn Webster- Stratton to strengthen families, would benefit the children to achieve a non-violent growth and develop a healthy and productive lifestyle.</p> <p>We expect that our resourcing of parents with positive child discipline would enhance the children a healthy relationship, first at home, then in the community; it is also expected that their self-esteem developed because of the positive relationships will help them to assert themselves to achieve their potentials educationally, socially and financially now and in their future.</p>
9.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p> <p>We are hoping to work with parents of these nurseries, primary schools and children centre:</p> <p>Nursery Schools: Brookhill, St Margaret's, Children Centre at St Margaret's</p> <p>Primary Schools - Danegrove, St Marys [C of E] and Livingstone</p>
10.	<p>Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative</p>
	<p>Participants to develop effective parenting skills, strong and more resilient active diverse communities, improving the emotional and mental well-being of families resulting in families thriving, families working together and raising their children to grasp future with confidence.</p>
11.	<p>How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number</p>
	<p>24-36 families, Each group will consist of 8-12 people, for 36 session (12 sessions per term) 2 hours weekly for 12 weeks, 3 times in 18 months.</p>
12.	<p>What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.</p>
	<p>Barnet is one of London's most populous borough and it is a changing borough. with 367,265 residents in 2015 which is anticipated to increase to 417,573 by 2030. In 2015 38.7% of the population comes from minority communities including BAMER, Albanian and GRT communities. By 2030 this will increase to almost 45%, half of whom will be under five years old. Many of these children will be born to families who share a common experience of trauma, dislocation and loss, and many will be victims of victims of genocide, war and torture. Pre-migration experiences together with the considerable challenges of settling into a vastly different new country can significantly affect family well-being and parenting practices. For many of these families, parenting styles that were normative in their countries of origin are not endorsed in the UK. The lack of validation of parenting beliefs and practices may lead to additional stress for parents from refugee backgrounds together with mis-trust and a lack of understanding of UK services. It is important that technical professionals are well informed about how best to support these families using culturally competent child protection, family intervention and community development practices but it</p>

	is equally important for families to build up confidence in their own parenting skills. The programme promotes good parenting by introducing protective factors which we believe will help to deliver LBB's Early Intervention and Prevention programme by reducing the number of families who could fail to thrive through family breakdown and reduced the demand for public services.																									
13.	Please demonstrate below how local people have been involved in developing this proposal																									
	We got feedbacks from parents of the other Incredible Year's Parenting training programme that we have done, and it's the feedback that really shows that parenting training is for every parent that wants to know how to parent their children with a little bit of help and support.																									
14.	How will the project or initiative be promoted to local residents?																									
	<p>This service will reach a wide range of potential users through a variety of means -</p> <ul style="list-style-type: none"> * a visible presence at community events, * vibrant and informative publicity materials, * interpreted materials in various languages of the people of our targeted community * information slot in the community and housing newsletters. * local school's newsletters, leaflets, and our various networks to promote the project, eg. Children + Young Peoples Network, Barnet Council for Voluntary Youth Services, Barnet Supplementary Schools Forum, * Partnership and referrals opportunities through existing networks Parents-Carers Participation for Disabilities Additional Needs Barnet - organisations relieving isolation of children and their parents. 																									
PART THREE: PROJECT DELIVERY																										
15.	What are the project timelines?																									
	The project will start January 2017, to July 2018, (18 months) 3 sessions, One session per term. (12 weeks per session).																									
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?																									
	<table border="1"> <thead> <tr> <th>Type of Cost</th> <th>Total Project Cost</th> <th>Requested Amount</th> <th>Details</th> <th></th> </tr> </thead> <tbody> <tr> <td>Sessional Worker (2 Therapist) @£110 per person, per week</td> <td>£7,920.00</td> <td>£7,90.00</td> <td>£22 p/hr, 5hrs p/wk, for 18 months (Jan 2018 July)</td> <td></td> </tr> <tr> <td>Volunteer Costs e.g: travel, lunch expenses, training @ £15</td> <td>540.00</td> <td>0.00</td> <td></td> <td></td> </tr> <tr> <td>Operational/Activity Costs e.g: Refreshment</td> <td>360.00</td> <td>360.00</td> <td>Refreshment for 36 sessions @ £10 per session</td> <td></td> </tr> <tr> <td>Office overhead,</td> <td></td> <td></td> <td>Rent@£250.00 per</td> <td></td> </tr> </tbody> </table>	Type of Cost	Total Project Cost	Requested Amount	Details		Sessional Worker (2 Therapist) @£110 per person, per week	£7,920.00	£7,90.00	£22 p/hr, 5hrs p/wk, for 18 months (Jan 2018 July)		Volunteer Costs e.g: travel, lunch expenses, training @ £15	540.00	0.00			Operational/Activity Costs e.g: Refreshment	360.00	360.00	Refreshment for 36 sessions @ £10 per session		Office overhead,			Rent@£250.00 per	
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	premises cost, e .g.: office rent cost, to cover the IT room	9,450.00	0.00	month = £9,450.00 (18 months) telephone and internet access@ 25 p/month - =£450.00(18 months)	
	Capital cost e.g. photocopier	300.00	300.00	Photo coping of materials	
	Publicity cost e.g. designing and printing publicity material	140.00	140.00	Designing and printing publicity materials	
		£18,710.00	£8,920.00		
	Total Cost				£18,710.00

17. Who will be responsible for the delivery of the project?

Faith Unoarumhi
Development Director
Aidexcel Support Services

PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY

18.	Is the applicant or organisation part of a constituted group / organisation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name of the organisation?
18.2	If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19.	Does the proposed delivery organisation have a Safeguarding policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
20.	Does the proposed delivery organisation have an Equalities and Diversity policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21.	Are there any safeguarding issues that need to be considered?	
	NO	
22.	Are there any equality issues related to this project?	
	NO	

23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
23.1	If yes, please state where funding has been sought from	
	Funder: NHS London	Amount: 30,000 Date: /04/2016
	Funder:	Amount: Date:
	Funder:	Amount: Date:
	Funder:	Amount: Date:
	Funder:	Amount: Date:
	Funder:	Amount: Date:
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24.	Date 03/10/2016	

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APPLICATION GUIDELINES 2016/17: For all application from 1 April 2016

- GUIDELINES FOR Area Committee - Non-CIL Community Funding
- APPLICATION FORM for Area Committee - Non-CIL Community Funding

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- The monitoring requirements;
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1.	<p>Area Committee To find out about Area Committees, click here</p>	<p>XX <input type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee <input type="checkbox"/> Hendon Area Committee</p>
2.	<p>Members Item brought by:</p>	<p>Cllr Brian Salinger</p>
3.	<p>Proposed organisation or Council department to deliver the proposal:</p>	<p>Love Whetstone c/o 77 Chandos Avenue, N20 9EG Love Whetstone is a not-for-profit group of volunteer local residents that seeks to promote a greater sense of community and inclusiveness in the area by organising events and activities on and around the High Road in Whetstone. We engage with local residents, traders, service providers and visitors in what is happening in the area and ensure that everyone knows about our local amenity groups. LW will promote and enable improvements to the local environment by working with the council and sponsors.</p>
4.	<p>What is the total cost of the project?</p>	<p>£3,000</p>

5.	How much Area Committee funding are you applying for?	£3,000
----	---	--------

PART TWO: ABOUT YOUR PROJECT

6.	<p>What is the project? Please provide a brief overview of the project and what the funding will be used for.</p> <p>Love Whetstone plans to erect 2 Community Notice Boards at each end of High Road Whetstone N 20. The sites are at points to receive maximum visibility but not obstruct the pavement. These will signpost to the local community not only events planned for the High Road by Love Whetstone but also those planned by other local amenity groups. These will be encouraged to use the Notice Boards. Unlike many other town centres in the Borough of Barnet, there is no central point in Whetstone to obtain information about local events and issues.</p> <p>The funding will be used to purchase 2 external quality, black powder coated, aluminium Notice Boards at a cost of £1056 Installation by Barnet Council estimated at a cost of £1,000 Artwork for the Notice Boards £900</p>
7.	<p>Which priority area will the project / initiative address?</p> <p><input type="checkbox"/> Improving community safety</p> <hr/> <p><input checked="" type="checkbox"/> Supports local people to improve their skills or find employment</p> <hr/>

	<p><input checked="" type="checkbox"/> Improves the local environment</p> <p>xx It is hoped that success of the project will also be supportive of local business</p>
8.	<p>How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project</p> <p>Love Whetstone focuses on the areas around the High Road in Whetstone which broadly comprise the Oakleigh and Totteridge Wards. However, groups in other parts of the Borough will not be excluded from using the Boards for relevant issues.</p> <p>Communicating with such a large area as these 2 wards is difficult and time-consuming. We expect that creating a focal point for local information via the Notice Boards will encourage more participation from the local community and businesses.</p> <p>There are already a number of Community events planned by Love Whetstone but no one means of readily disseminating the information about them. This is also true of other local amenity groups.</p> <p>Love Whetstone intends to encourage other local groups to make use of this platform.</p>
9.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p> <p>The local residents, local businesses and visitors to the High Road Whetstone, especially elderly residents who may not have access to the internet and other technology and who therefore may be difficult to reach.</p>
10.	<p>Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative</p> <p>The intention is to promote more inclusiveness. The Boards will be a focal point for information on upcoming events not just for residents and visitors but also for the local businesses and their employees.</p>
11.	<p>How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number</p> <p>A conservative estimate is 2-3000 calculated on the fact that just 16 streets out of the dozens in the Totteridge and Oakleigh Wards have at least an average of 100 residents per street. This does not include visitors or the local businesses and their employees.</p> <p>This would put the cost of the project at £1 per person reached at most.</p>

12.	<p>What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.</p> <p>There is no central information point in Whetstone that is easily accessible, especially for those not computer literate. The immediacy of a Notice Board means that information that may have missed a publication deadline for some newsletters can still be publicised.</p>
13.	<p>Please demonstrate below how local people have been involved in developing this proposal</p>
	<p>Love Whetstone is a group of local residents who organised Wake up Whetstone Community Celebration on the High Road in April. A project list of environmental improvements has been developed based on feedback from the event and discussions with local businesses.</p> <p>Most of these projects require funds and where possible fundraising events supported by local residents are being held. Local people are indeed participating in fundraising events.</p>
14.	<p>How will the project or initiative be promoted to local residents?</p>
	<p>The Notice Boards are expected to promote themselves. When they are in place, notices on them will state that the space is available to other local groups and clubs. In addition, they will be promoted via Whetstone Matters, our Newsletter. Most importantly the actual delivery of the Notice Boards will provide a visible focal point. They are key components in communicating with the local community.</p>
PART THREE: PROJECT DELIVERY	
15.	<p>What are the project timelines?</p>
	<p>Production of 2 Notice Boards will take 8 weeks from placing the order. Erection on the High Road will be undertaken by Barnet Council.</p> <p>It is hoped that the Notice Boards will be in place within 10 weeks of funding being obtained. Therefore, a project delivery date would hopefully be in January / February 2017.</p>

16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?
	<p>Production of 2 aluminium Notice boards in black powder coated finish including VAT. £1056 (Size of each board will be 1000 wide by 750 high and will have a header panel saying “Whetstone Community Notice Board”) Estimated charge by Barnet Council to erect the boards £1000 Artwork for the Notice Board £900</p>
17.	Who will be responsible for the delivery of the project?
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY	
18.	<p>Is the applicant or organisation part of a constituted group / organisation? <input checked="" type="checkbox"/>XX Yes <input type="checkbox"/>No Copy of the Constitution is attached</p>
18.1	<p>If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified? <input type="checkbox"/>Yes <input type="checkbox"/>No If yes, what is the name of the organisation?</p>
18.2	<p>If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end). <input checked="" type="checkbox"/>XX Yes <input type="checkbox"/>No</p> <p>The draft accounts (they have not yet been presented to the LW Committee for adoption) are attached. Love Whetstone raises funds purely for specified projects. it is not for profit and does not hold balances except for designated projects.</p>
19.	<p>Does the proposed delivery organisation have a Safeguarding policy? <input type="checkbox"/>Yes <input checked="" type="checkbox"/>XX No</p>

20.	Does the proposed delivery organisation have an Equalities and Diversity policy?	<input type="checkbox"/> Yes <input checked="checked" type="checkbox"/> No
21.	Are there any safeguarding issues that need to be considered?	
	No	
22.	Are there any equality issues related to this project?	
	<p>No.</p> <p>However, as many residents (mostly elderly) do not have access to technology, communicating with them is very difficult. Notice Boards will provide a mechanism to engage with them about community issues.</p>	
23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?	<input type="checkbox"/> Yes <input checked="checked" type="checkbox"/> No
23.1	If yes, please state where funding has been sought from	
24.	Date: 6 October 2016	

ATTACHED:
 LOVE WHETSTONE CONSTITUTION
 LOVE WHETSTONE FINANCIAL STATEMENTS AT 30 SEPTEMBER 2016

CONSTITUTION OF LOVE WHETSTONE

(Adopted 19 September 2016)

1. Aims

Love Whetstone (“LW”) is a not-for-profit group of volunteer local residents that seeks to promote a greater sense of community and inclusiveness in the area by organising events and activities on and around the High Road in Whetstone.

LW engages with local residents, traders, service providers and visitors in what is happening in the area and seeks to ensure that everyone knows about local amenity groups.

LW will promote and enable improvements to the local environment by working with the council and sponsors.

2. Powers

LW may do anything which may be done by a person of full age and capacity and which is reasonably required to be done to attain its aims, and subject to any conditions for the time being imposed by law, invest funds of LW not immediately required towards achieving its aims in investments, securities or property as it thinks fit.

3. Membership

(1) Membership of LW shall be open to any person over 18 who is interested in helping LW to achieve its aims, willing to abide by the rules of LW set out in this constitution and who is voted as a member by the committee referred to in clause 5 (the “Committee”).

(2) Membership shall be available to anyone without regard to gender, race, nationality, disability, sexual preference, religion or belief.

(3) No subscriptions may be charged for membership of LW.

(4) The membership of any member may be terminated for good reason by the Committee but the member has a right to be heard by the Committee before a final decision is made.

4. Financial year

LW’s financial year is from 1st October to the following 30th September, and a reference below to “year” is to be construed accordingly.

5. The Conduct of Business

(1) The business of LW is to be conducted by a Committee consisting of the members of LW from time to time, and all meeting shall be chaired by the chairman appointed under clause 6.

(2) Any decision of the committee, except for any decision to amend this constitution or to dissolve LW, shall be taken by a simple majority of members present at the relevant meeting of the Committee. Arrangements for amendments to this Constitution and dissolution are dealt with below.

(3) Five members of the Committee constitute a quorum.

(4) The Committee may invite such other persons as it sees fit to attend (but not vote at) its meetings.

(5) The Committee may establish such other working groups or sub-committees as it shall from time to time think fit for the better attainment of its aims.

6. Election of officers

(1) The chairman, secretary and treasurer of LW shall be elected by the Committee annually at the first Committee meeting after the start of the year.

(2) Each of the three officers is to be elected for a period of one year but is eligible for re-election and, if not re-elected, vacates the office at the conclusion of the Committee meeting where the election took place.

(3) After serving at least three years in office, an officer shall not seek re-election for a further year if someone else is willing to be elected to that office.

7. Finance

(1) Any money accruing to LW shall be either used by LW in furtherance of its aims or donated by LW to any charities or other organisations operating locally as are considered suitable by the Committee.

(2) For each year in which the annual turnover of LW in that year is less than £10,000, the treasurer shall, as soon as reasonably practicable and no later than three months following the end of a year, and at any other time as thought fit by the Committee, circulate to all members financial statements in a clear and suitable format containing details of all monies received, payments made and money held by LW. The Committee must either approve the accounts at the next Committee meeting following circulation of the financial statements or require the accounts of LW to be audited under the provisions of sub-clause 7(3) below.

(3) For each year in which the annual turnover of LW in that year is greater than £10,000, or for any year where the Committee requires the accounts to be audited under the provisions of sub-clause 7(2) above:

(a) As soon as reasonably practicable and no later than three months following the end of the relevant year, and at any other time as thought fit by the Committee, the books and accounts of LW must be audited by an honorary auditor, not being a member, appointed for that purpose by the Committee; and

(b) As soon as the accounts have been audited the audited accounts shall be circulated to all members and approved at the first Committee meeting following circulation of the audited accounts.

(4) The Committee must maintain in the name of LW such bank account or accounts, including an electronic banking account, as it considers convenient.

(5) Cheques or payments on behalf of LW shall be signed or authorised in accordance with controls determined by the Committee which are consistent with the requirements of the bank at which accounts are kept.

(6) No member shall commit LW to expenditure in excess of £100 without first providing written details of the expenditure to the treasurer and obtaining prior written approval to this expenditure from either:

(a) the treasurer and another officer; or

(b) the committee.

In either case, agreed expenditure shall be recorded in the minutes of the committee at the meeting next occurring, in the case of expenditure approved by officers, and at the relevant meeting in the case of expenditure approved by the committee.

8. Alterations to this Constitution

Any changes to this Constitution must be agreed by at least two-thirds of those members present and voting at any Committee meeting.

9. Dissolution

(1) If the Committee decides that because of its financial situation or otherwise it is necessary or advisable to dissolve LW, it must call a separate meeting of the Committee at which all members of LW are entitled to attend and vote.

(2) Not less than twenty-one days' notice of the meeting must be given stating the terms of the resolution to be proposed.

(3) If the decision to dissolve LW is confirmed by a three-quarters majority of those present and voting at the meeting, the Committee may dispose of any assets held by or on behalf of LW by way of donations to any charities or other organisations operating locally as are considered suitable by the Committee.

LOVE WHETSTONE

FINANCIAL STATEMENTS: PERIOD ENDED 30 SEPTEMBER 2016

BALANCE SHEET

	£	£
Accumulated Fund:		
Net Income for Period	1,033	
Less: Donations to Charities	846	
Balance at 30 September 2016		187
Funds received in advance		270
		457
Represented by:		
Balance at Bank		457

INCOME AND EXPENDITURE ACCOUNT

Love Whetstone Event:		
Sponsorship and donations	2,730	
Advertising	810	
Stall fees	546	
Total Income	4,086	
Operating costs and fees	2,084	
Publicity	550	
Insurance	130	
Total Costs	2,764	
Net Event Income		1,322
General Committee Expenses		289
Net Income for Period		1,033

APPLICATION GUIDELINES 2016/17: For all application from 1 April 2016

- GUIDELINES FOR Area Committee – Non-CIL Community Funding
- APPLICATION FORM for Area Committee – Non-CIL Community Funding

INTRODUCTION

Each Area Committee has an annual discretionary budget that can be used to promote the economic, social or environmental wellbeing of an area. The application for Area Committee funding is a Member-led process, where Members will work with officers, local groups, organisations or individuals to write proposals that meet a local need. Area Committee Members will then bring forward an item for consideration by the relevant Area Committee.

Learn more about Area Committees [here](#)¹.

CRITERIA FOR ASSESSING APPLICATIONS FOR FUNDING

1. Area Committee funding will be for projects or initiatives that meet the priority areas agreed by the Community Leadership Committee (see below)
2. Area Committee funding will be for locally based projects or initiatives that tackle local issues, rather than borough-wide schemes
3. Area Committee funding may be used for the feasibility, start up, or scaling phase of a local project OR for one off events or purchases which fit the criteria of the Area Committee
4. The maximum value of an award is £9,999

The priority areas are

- Improve community safety
- Improving local mental and physical health, physical activity and independence
- Support local people to improve their skills or find employment
- Provide support local businesses
- Improve the local environment

Areas agreed not to be considered for funding:

- Self interest groups – where there is no evidence of wider community benefit;
- Funding must not be used to meet a budget deficit in a specific area, to meet the debts of an organisation in financial difficulty, or to cover a shortfall in a service which would normally be provided by the Council or another public sector organisation;
- Funding will not be given to assist with the administration and/or research costs of preparing an application;
- Funding must not require maintenance from the Council, or future expenditure.

¹ <https://barnet.moderngov.co.uk/mgListCommittees.aspx?bcr=1>

Guidelines for assessing a request

In assessing the eligibility for funding, Councillors will take account of;

- The nature of the project
- How the project meets the funding criteria
- How the project meets an *identified* local need
- The extent to which the target beneficiaries have been defined
- Funding will be for one-off projects which do not require on-going support from the Council.
- How the project or initiative is linked to the identified local need and the outcomes the activities will achieve
- Value for money

HOW TO APPLY

As a Member-led funding process, officers, local groups, organisations and individuals must first approach an Area Committee Member to sponsor the project. If a Member sponsor is identified, the Member must use the application form below and work with the officer, local group, organisation or individual to complete the funding application form.

WHAT HAPPENS TO APPLICATIONS

The Governance Team will advise the Member sponsor of the next Area Committee meeting which the application will be considered. **The deadline for the submission of a completed application is 12 days before the date of the Area Committee meeting.** The Governance Team will advise as to whether or not the funding application meets the basic criteria within 5 working days. It is strongly advised that applications are submitted as soon as they are completed.

At the Area Committee meeting when the application is being considered, the Member sponsor will be given the opportunity to provide an overview of the project and answer questions on the project. A decision will be made at the meeting. The Committee can agree one of three outcomes;

1. To award funding → *this will be subject to due diligence* (see below)
2. To defer a decision → proposals should be returned to the next Area Committee with more information
3. To reject a proposal and state reasons why

HOW EXPENDITURE IS MONITORED

As part of the due diligence process on Area Committee funding which has been agreed, a written agreement will be prepared between the Council and the successful applicant in relation to the funding of the project. This will contain the detail of:

- The level of funding;
- How payments will be made;
- Who is accountable for delivery of the project or initiative;
- What will be provided by the money;
- The monitoring requirements;
- What will happen if the organisation fails to meet the terms of the agreement.

PART ONE: ABOUT YOU		
1.	Area Committee To find out about Area Committees, click here	<input checked="" type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee <input type="checkbox"/> Hendon Area Committee
2.	Members Item brought by:	Cllr Barry Rawlings
3.	Proposed organisation or Council department to deliver the proposal:	ADDISS
4.	What is the total cost of the project?	£14,153
5.	How much Area Committee funding are you applying for?	9,999
PART TWO: ABOUT YOUR PROJECT		
6.	What is the project? Please provide a brief overview of the project and what the funding will be used for.	
	<p>ADHD in Barnet</p> <p>The project will be delivered across Chipping Barnet where there are many disadvantaged and hard to reach families.</p> <p>The Project will initially be delivered in a Children Centre but will progress to two other centres during the year.</p> <ul style="list-style-type: none"> • ADDISS wishes to employ a Parent Support Worker operating within Barnet to engage with parents of children with a range of child conduct and attention problems related to ADHD. • The Parent Support worker will receive training on how to support families of children with ADHD and behaviour management strategies. • We will also train a member of staff at the Children Centre. • We will develop materials and resources for parents, which will be available from Children's centres and GP's surgeries. • To promote early support to enable families to understand and meet the needs of their child that will help them to have a fulfilled family life. • To coordinate and deliver a range of learning and training opportunities for parents of children with a range of conduct and attention difficulties • Hold a drop-in support group for parents 3 mornings a week at local children's centres or relevant venues. • For parents unable to attend our drop-in sessions, we can offer 1 to 1 support via telephone or at our main offices by appointment 1 day a week. • Monthly evening meeting with adults over the age of 18 years, currently the Adult ADHD Clinic in Edgware has over 400 adults using their services for diagnosis and treatment. • We will be introducing and delivering the 1 2 3 Magic behaviour management programme to families and Children Centres. 1 2 3 Magic is a licenced programme and ADDISS owns the UK licence to train and deliver this programme. It is a highly successful intervention for parents whose children have behaviours associated with ADHD and ASD. We currently have over 500 practitioners delivering this 	

	<p>programme across the UK, using as their preferred parenting programme. It is delivered in 3 – 5 sessions, is easy to understand and results are pretty much immediate.</p> <ul style="list-style-type: none"> • The drop in sessions will be open to parents, carers, young adults with ADHD, parents with ADHD, and anyone wanting information help and support relating to ADHD. From time to time we will bring in guest from other disciplines both to give talks and also to learn from the parents and patients themselves
7.	<p>Which priority area will the project / initiative address?</p> <p><input checked="" type="checkbox"/> Improving community safety</p> <p><input checked="" type="checkbox"/> Improving local mental and physical health, physical activity and independence</p> <p><input checked="" type="checkbox"/> Supports local people to improve their skills or find employment</p> <p><input type="checkbox"/> Support local businesses</p> <p><input checked="" type="checkbox"/> Improves the local environment</p>
8.	<p>How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project</p> <p>Children with ADHD are known to have poorly regulated impulsive behaviours, which do not improve with age. The Youth Crime Action Plan 2010 Produced by the Home Office identified poorly managed and undiagnosed ADHD was one of the top 5 causes of youth crime.</p> <p>We believe by identifying early and educating parents, by giving them tools to manage behaviours we can:</p> <ul style="list-style-type: none"> • Reduce crime • Reduce Anti-social behaviours • Reduce School exclusions • Create a Calmer home environment • Reduce stigma • Help families too become empowered and remain independent and resilient <p>Often when a child is diagnosed with ADHD the family needs scaffolding, they feel emotional, stigmatized and very often the child has been excluded from school.</p> <p>Across Hendon there will be three different venues so parents can choose the venue nearest to them, but may attend any of the three venues.</p>
9.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p> <p>This programme will benefit the whole family as a child with ADHD has an effect on everyone within the family and the wider family. It will reduce social isolation not just for the child but all family members.</p> <p>Siblings often suffer from the constant challenges and attention children with ADHD can demand from parents.</p>

	<p>With the tools and strategies parents will learn, it will help the parent to be more confident and puts the parent back in control.</p> <p>Children will exhibit difficult behaviours from as early at 18 months but diagnosis usually does not happen until around the age of 7. We would welcome parents who suspect their children may have ADHD and would offer the same strategies to support their children. In partnership with children centres we would be able to scaffold and support parents of preschoolers too young for assessment.</p> <p>Children Centres and schools will benefit from training provided by ADDISS</p>
10.	<p>Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative</p>
	<p>The outcome from this project will be:</p> <ul style="list-style-type: none"> • Enable parents to be more effective in their parenting • Parent education is the frontline treatment for ADHD and it is currently not being provided in Barnet. This project will fill that gap and help parents of newly diagnosed children. • Parents of children who have had a diagnosis for some time will also benefit from a psychoeducation group • Empower parents to manage challenging behaviours more effectively • Improve parent-child interactions, in a calmer stress free environment • Reduce the need to exclude children from school, by teaching them strategies to manage their own behaviours. • Less parents receiving treatment themselves for depression (Our survey showed 50% of parents were taking Anti-Depressants). • Educating parents about ADHD and managing behaviours, may empower them to become befrienders and volunteer to support other families and the wider community. • Preschool intervention may reduce the need for referral to CAMHS • Children centres in the Hendon area will be better informed and trained to support the families more effectively • Free training will be offered to local family practitioners to become 1 2 3 magic licenced parenting practitioners
11.	<p>How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number</p>
	<p>We predict over 100 families, however as ADHD can affect the whole family it could positively change the outcomes of up to 500 people, if we include both parents and possible siblings and grandparents.</p> <p>We also predict that a large number of teachers and schools would benefit from this project.</p> <p>Woodcroft School has been using our programme very successfully for around three years now and Rosh Pinoh have just been trained by us to implement an ADHD specific behaviour policy across their whole school.</p>

	<p>In time we would hope to share our knowledge with Children centres across the Borough so that eventually each children centre will be trained and able to support families affected by ADHD.</p>
12.	<p>What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.</p> <p>The evidence for this project are:</p> <ul style="list-style-type: none"> • There is no other Charity or Organisation in the area delivering this specialist service. • When we recently held a few meetings and talks we were overwhelmed with phone calls and e-mails, from families wanting to know when we were going to hold more meetings. • The last Adult meeting at Hendon Town Hall, we had 30 adults attending. • We recently facilitated a talk on ADHD and relationships and we had 80 people attending. • We received many phone calls from local schools, health visitors, children’s centres and Social Workers asking for advice for parents. • We have met with the Family Nurse service at the Graham Park Medical Centre who are desperate for this kind of project and who would be making referrals to the project <p>Statistically there are over 6000 up to 7% of young people in Barnet who would meet the diagnostic criteria for ADHD. We cant reach all of them but we can make a start to help those most critically in need of support.</p>
13.	<p>Please demonstrate below how local people have been involved in developing this proposal</p> <p>We have spoken to parents, clinicians, teachers, health visitors and local Councillors some of whom have attended our workshops. They feel this is fantastic project which is needed by families in this area.</p> <p>We have also talked to Barnfield childrens centre manager who would like to be involved and is very enthusiastic about supporting this project..</p> <p>We have spoken at length to parents who are so desperate for such a project.</p>
14.	<p>How will the project or initiative be promoted to local residents?</p> <p>The project will be promoted initially through:</p> <ul style="list-style-type: none"> • Information flyers distributed to GP’s, CAMHS, Children’s Centres, Health Visitors and Schools. • Barnet Community Network

	<ul style="list-style-type: none"> • ADHD tends to presents its greatest challenges in the school environment, schools will be able to identify parents and refer as necessary. • It will also be promoted through our website, social media and parents who use the service. • But the need is so great we know word of mouth would be enough. 																																	
PART THREE: PROJECT DELIVERY																																		
15.	What are the project timelines?																																	
	<p>On confirmation of the grant the post will be advertised immediately. The project can be up and running fully within 6 weeks of approval.</p> <p>ADDISS will continue to source funds and negotiate contracts to ensure the project becomes sustainable.</p>																																	
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?																																	
	<p>We hope the funding will be available across the three areas to enable us to employ a full time worker. The full project cost is as follows</p> <table> <tr> <td>Salary :</td> <td>£32,000</td> <td>includin8 pension and NI</td> </tr> <tr> <td>Supervision:</td> <td>£5000</td> <td></td> </tr> <tr> <td>Materials Books and resources;</td> <td>£1000</td> <td></td> </tr> <tr> <td>Mobile phone:</td> <td>£360</td> <td></td> </tr> <tr> <td>Deskspace</td> <td>£600</td> <td></td> </tr> <tr> <td>Travel</td> <td>£500</td> <td></td> </tr> <tr> <td>Training:</td> <td>£2000</td> <td></td> </tr> <tr> <td>Total:</td> <td>£42460</td> <td></td> </tr> <tr> <td>Less Contribution from ADDISS</td> <td>£12,463</td> <td></td> </tr> <tr> <td>Amount needed for full project</td> <td></td> <td>£29997</td> </tr> <tr> <td><u>Total amount requested for Hendon area only</u></td> <td></td> <td><u>£9,999</u></td> </tr> </table>	Salary :	£32,000	includin8 pension and NI	Supervision:	£5000		Materials Books and resources;	£1000		Mobile phone:	£360		Deskspace	£600		Travel	£500		Training:	£2000		Total:	£42460		Less Contribution from ADDISS	£12,463		Amount needed for full project		£29997	<u>Total amount requested for Hendon area only</u>		<u>£9,999</u>
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17.	Who will be responsible for the delivery of the project?																																	
	<p>ADDISS (Attention Deficit Disorder Information and Support Services)</p> <p>ADDISS is the only ADHD Charity/Organisation in the UK which has been established for over 20 years, with a professional board of expert advisers.</p>																																	

	<p>This project will create a new Vacancy which will be advertised locally. The successful applicant will receive an intensive training package, by Andrea Bilbow OBE the CEO of ADDISS.</p> <p>Three of our trustees are highly specialised ADHD parent trainers and practitioners. They will be monitoring the project.</p> <p>Supervision will be provided by Andrea Bilbow OBE and Colin McGee our in house Psychotherapist and behaviour specialist.</p> <p>Both Andrea and Colin will co facilitate from time to time.</p> <p>ADHD in Barnet is a project managed by ADDISS</p>
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY	
18.	Is the applicant or organisation part of a constituted group / organisation? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name of the organisation?
18.2	If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end). <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19.	Does the proposed delivery organisation have a Safeguarding policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
20.	Does the proposed delivery organisation have an Equalities and Diversity policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21.	Are there any safeguarding issues that need to be considered?
	<p>We would always be mindful of any safeguarding issues we may encounter and follow the correct procedures. We are also aware some parents may have conditions themselves; Mental Health problems, depression, misuse of drugs and alcohol. Other members of the family may be involved with drugs or other criminal activities.</p> <p>All staff will be trained up to date in safeguarding and DBS enhanced checked.</p>
22.	Are there any equality issues related to this project?
	There are no equality issues related to this project, as an organisation we promote equal opportunities and diversity and are always mindful of peoples differences. We will explore

	ways to support families where English is not the first language and will seek the advice of local ethnic minority organisations who may have a similar remit.
23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
23.1	If yes, please state where funding has been sought from
	Funder: Amount: Date:
	Funder: Amount: Date:
	Funder: Amount: Date:
	Funder: Amount: Date:
	Funder: Amount: Date:
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AREA COMMITTEE

Application for non-CIL Community funding 2016/17

- This application form should be submitted by a Member to their relevant Area Committee for consideration.
- Fully completed forms should be provided to Governance 7 days before the date of the Area Committee. **Please note that if an application is incomplete when submitted the Committee will be unlikely to be able to make a decision to make a funding award.**
- If an Area Committee agrees funding, additional financial information will be requested.

PART ONE: ABOUT YOU	
1.	<p>Area Committee</p> <p><input checked="" type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee <input type="checkbox"/> Hendon Area Committee</p>
2.	<p>Name of Member sponsor:</p> <p>Paul Edwards</p>
3.	<p>Name of the organisation requesting funding:</p> <p>Barnet Community Projects</p>
4.	<p>What is the total cost of the project?</p> <p>£17,256</p>
5.	<p>How much Area Committee funding are you applying for?</p> <p>£9,856</p>
PART TWO: ABOUT YOUR PROJECT	
6.	<p>What is the project? Please provide a brief overview of the project and what the funding will be used for.</p> <p>The Service</p> <p>We are seeking a grant of towards our weekly job club at the Rainbow Centre for 12 months. This is one the core services Barnet Community Projects has been running/providing at the Rainbow Centre.</p> <p>Run once a week over at least 44 weeks of the year, it supports people of all ages, but particularly 16-25 years-olds, to get into training, work and the labour market. It will provide 1:1 career information, advice and mentoring, helping local people:</p> <ul style="list-style-type: none"> *to identify barriers/challenges to training and employment and develop an action plan on how to address them *with accessing training, both basic skills and accredited – sourcing courses, making applications *with job searches, writing CVs and applications, and with interview preparations *developing workplace skills e.g. time-keeping, team-working, and positive communications *progress from their personal baseline towards entering the labour market – in some cases this may be getting out of homelessness (e.g. a young person ‘sofa surfing’ having been thrown out by their parents), in others putting together their first CV and all the way up to entering formal training and employment

*getting better at managing their lives so they can perform well at work (e.g. children doing better at school, reducing debt, help with care) - building greater motivation, self-management and resilience

*getting access to and training in how to use online and other job searching resources effectively

*accessing and completing work/volunteer placements at BCP and elsewhere

*be referred to other support we offer, e.g. money advice, Barnet College IT courses, community kitchen; and other support services, e.g. housing advice etc.

The job club will be open once a week for the whole day for individual appointments; both pre-arranged and on a drop-in basis, and for both one-off users and those being supported over a period of time. It will be run by an experienced advisor/mentor with the support of an assistant advisor who will also carry out outreach. The lead advisor is embedded on the estate with close and positive relationships with the local community and 10 years' experience, which includes mentoring in prison and at the local PRU.

Based on past records, approx 150 people will use the job club for the year, including referrals from the local job centre; and at least 25% will attend regularly for 6 – 8 weeks.

Alongside, 1:1 sessions/appointments, users will be able to access IT for their job searching, applications and personal career development. The majority of local residents do not have computers or full internet access at home. The job club is also building a resource library. This means, we will be able to offer users additional support to carry out sustained job hunting and career development outside sessions, which they may find otherwise hard to do.

The job club is not a drop-in facility offering some resources and basic support. It offers a full and personalised support service. The job club advisors/mentors have full, dedicated support, mentoring and development sessions with users - 25% of users attend for a sustained programme over 6 – 8 weeks. The job club does not just e.g. provide a CV template off the internet, they work with users on putting together their CV to a high standard.

Each advisor can offer approx 5 1-hr appointments per week and over the year, the job club will offer up to 220 individual appointments/sessions.

Track record and Job Club Project Lead

The job club has been a key support service offered at the centre since Autumn 2012, initially set up as part of a Borough-wide initiative by Barnet Homes. Funding from independent charitable trust, The John Lyons Charity, enabled us to develop it as a regular service.

Following a year's funding gap, it has restarted in August 2016. One of our most experienced youth workers has led on it from the start – Rickardo Stewart. Having grown up on one of Barnet's estates and with nine years' experience in youth work, Rickardo has built trusted relationships on the estate and is a qualified personal development mentor; he has carried out detached youth work for BCP, manages a number of youth work programmes for local organisations and carries out mentoring at the PRU and local schools. 9 of the 12 Barnet young people convicted after the London disturbances in the summer of 2011 live on the estate, and Rickardo engaged with 6 of them after the riots; his football sessions engaged most young residents with ASBOs at the time – in both cases, his work with them diverted them from sliding further into criminal and high-risk behaviour.

In the past, we have tracked the job club's work with young people in particular:

Between Winter 2012 and Autumn 2015, over individual 100 young people, including many NEETS used the job club. In addition, approx 80-100 adults, including ex-offenders attended. 25% of them used the service on a regular basis, for six sessions/weeks or more. 70% were self-referred. The other 30% were cross-referred from other services (youth projects; money

	<p>advice service; lunch club; GRT Outreach project etc) and adults referred by the local job centre. It values our job club highly – they refer people whom they find hard to help due to the levels of support needed, and people who are not ready to engage with formal channels/programmes. In 2015 (JAN – SEP), the job club helped and sustained 7 young people into accredited training and 3 into employment.</p> <p>The job club is part of our holistic support offer, which aims to give people the tools and capabilities to improve their life chances as a whole. For some of its users, it will provide early intervention, helping them develop more positive outlooks, identifying opportunities and taking more control. It also helps users along the pathway to employment we provide by motivating them to take up a volunteering opportunity at our centre, to keep it up and to actively develop their skills through it. For these longer-term users, the job club advisors provide ongoing mentoring.</p> <p>CASE STUDY: In October 12 the job club received a visit from a 25-year old female experiencing a multitude of issues as a single mum, class A and B drug user, unemployed and homeless. We supported her over a number of months in identifying solutions to her problems through regular weekly mentoring, with step-by-step goal setting to keep her engaged and focused. 9 months later, she is employed, settled in a stable home and has an optimistic outlook for her future.</p>
7.	<p>How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project</p>
	<p>The majority of job club users are drawn from the Dollis Valley Estate, Chesterfield Road estate and Underhill Ward as well as neighbouring areas in Oakleigh ward.</p>
8.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p>
9.	<p>What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.</p> <p>Figures from public and other sources show that Dollis Valley Estate and Underhill Ward</p> <ul style="list-style-type: none"> *remain the third most deprived area in Barnet and among the 12% most deprived in England *have the highest level of education, skills and training deprivation in the borough *have a concentration of Barnet 20,000 households affected by benefit reforms – CommUNITY Barnet research 2014/15 *have higher than average proportions of lone parents and individuals on long term benefits *30% of the working-age population have no qualification *60% of 25-49 years claim JSA with 20% for more than 12 months *local schools have approx 30% pupils on free school meals *NEET figures doubled from 2012 to 2013 *the crime rate remains the second highest in the borough with high levels of youth-related anti-social behaviour and substance misuse. Gang culture is still prevalent, exclusions from mainstream education and the number of entrants into the criminal justice system are still high. <p>The current regeneration together with welfare reforms have increased uncertainty and day-to-day challenges for existing residents. They lack basic skills and/or qualifications and training to get into secure employment that pays a living wage. Other barriers they face is homelessness, caring responsibilities, chronic health conditions or mental health issues that</p>

	<p>prevent them from taking up full-time work or past offences. Due to Barnet's relative wealth and local business environment, there is an increasing mismatch between them and the jobs available locally, and they lack the confidence and skills to apply for jobs using formal recruitment processes; and young people in particular also lack workplace skills to sustain and succeed in employment.</p> <p>Pathways into employment is a key part of our support offer as are projects helping people to develop more positive outlooks, and in the case of young people, to sustain themselves in education and training so they can ready themselves for the labour market.</p> <p>In 2013, we had funding to carry out a survey of the estate and created a community development plan, which informs our works and that of partners. We also know evolving needs from our regular work and presence on the estate:</p> <p>*Our 2013 survey showed a need for local IT and basic skills training; we asked Barnet Homes to provide it and they have done so for 3 years; all courses are always full, and 75% of attendees complete levels 1 and 2 IT training.</p> <p>*In 2013/14, we created employment for 2 young people, 3 part-time jobs for adults, 10 volunteering opportunities, and helped 5 people into work. Typically, we support 8 – 10 people this way each year.</p> <p>*In 2015, we hosted Social Care and Customer Care courses for local unemployed people run by A1 Social Care. We offered work placements to attendees to support their path towards employment.</p>																																																						
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11.	<p>Which corporate priority will the project assist in delivering?</p> <p>To maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough <input type="checkbox"/></p>																																																						

	To maintain the right environment for strong and diverse local economy	<input checked="" type="checkbox"/>
	To create better life chances for children and young people across the borough	<input type="checkbox"/>
	To sustain a strong partnership with the local NHS, so that families and individuals can maintain and improve their physical and mental health	<input type="checkbox"/>
	To promote healthy, active, independent and informed over 55 population in the borough to encourage and support our residents to age well	<input type="checkbox"/>
	To promote family and community well-being and encourage engaged, cohesive and safe communities	<input type="checkbox"/>
12.	Please tell us how your project meets the selected priority (250 words)	
	<p>By helping residents to get ready for the labour market, into training and work and through this improve their economic well-being and that of their community; residents will be helped to become more confident and manage their lives better, and be less reliant on state benefits; those who get into training and work will serve as positive role models to others, increasing residents' willingness and ability to engage in the labour market and enterprise.</p> <p>It also supports:</p> <p>*To create better life chances for children and young people across the borough by supporting young people in particular and giving them a more positive outlook on their life chances and future; and by helping them to sustain themselves in education, get employment ready and assist them with accessing and sustaining themselves in training and education.</p> <p>*To sustain a strong partnership with the local NHS, so that families and individuals can maintain and improve their physical and mental health – our work improves people's wellbeing and mental health and we engage with their families to access the support services they need to overcome crises and challenges, including housing advice; DV support services; mental health support services and "in-house" services like Rainbow money advice, traveller outreach project, parenting classes, and Barnet Homes IT, ESOL and basic skills classes.</p> <p>*To promote family and community well-being and encourage engaged, cohesive and safe communities – through engaging with users and their whole families and friendship circles and by supporting whole families and residents in a holistic way, we improve community relationships and cohesion.</p>	
PART THREE: DUE DILIGENCE AND ACCOUNTABILITY		
13.	Is the applicant or organisation part of a constituted group / organisation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
13.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name of the organisation?
14.	Are there any safeguarding issues that need to be considered?	
	We have safeguarding children and vulnerable adults policies in place. All relevant staff are DBS checked (this includes the job club advisors) and we carry out regular safeguarding training. We closely liaise with partner organisations on safeguarding matters and may use of the children's sectors safeguarding advisor.	
15.	Are there any equality issues related to this project?	
	The job club is free to attend, and open to people dropping in to make it as accessible as	

	<p>possible. We will promote it widely via:</p> <p>information displays at the centre; website and social media; regular newsletter (from April 2016 distributed at least quarterly across the estate and by email); fliers distributed locally; via other services and activities at the centre; via our partners, including Barnet Homes, the regeneration team, the job centre and other public services; and via outreach on the estate. Regular monitoring shows that all residents of the estate access our services.</p>	
16.	<p>In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?</p> <p>We have a Comic Relief grant for 12 months starting August 2016.</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
16.1	<p>If yes, please state the organisation / Council department and amount below</p>	
17.		<p>Date 7 October 2016</p>

APPLICATION GUIDELINES 2016/17: For all application from 1 April 2016

- GUIDELINES FOR Area Committee – Non-CIL Community Funding
- APPLICATION FORM for Area Committee – Non-CIL Community Funding

INTRODUCTION

Each Area Committee has an annual discretionary budget that can be used to promote the economic, social or environmental wellbeing of an area. The application for Area Committee funding is a Member-led process, where Members will work with officers, local groups, organisations or individuals to write proposals that meet a local need. Area Committee Members will then bring forward an item for consideration by the relevant Area Committee.

Learn more about Area Committees [here](#)¹.

CRITERIA FOR ASSESSING APPLICATIONS FOR FUNDING

1. Area Committee funding will be for projects or initiatives that meet the priority areas agreed by the Community Leadership Committee (see below)
2. Area Committee funding will be for locally based projects or initiatives that tackle local issues, rather than borough-wide schemes
3. Area Committee funding may be used for the feasibility, start up, or scaling phase of a local project OR for one off events or purchases which fit the criteria of the Area Committee
4. The maximum value of an award is £9,999

The priority areas are

- Improve community safety
- Improving local mental and physical health, physical activity and independence
- Support local people to improve their skills or find employment
- Provide support local businesses
- Improve the local environment

Areas agreed not to be considered for funding:

- Self interest groups – where there is no evidence of wider community benefit;
- Funding must not be used to meet a budget deficit in a specific area, to meet the debts of an organisation in financial difficulty, or to cover a shortfall in a service which would normally be provided by the Council or another public sector organisation;
- Funding will not be given to assist with the administration and/or research costs of preparing an application;
- Funding must not require maintenance from the Council, or future expenditure.

¹ <https://barnet.moderngov.co.uk/mgListCommittees.aspx?bcr=1>

Guidelines for assessing a request

In assessing the eligibility for funding, Councillors will take account of;

- The nature of the project
- How the project meets the funding criteria
- How the project meets an *identified* local need
- The extent to which the target beneficiaries have been defined
- Funding will be for one-off projects which do not require on-going support from the Council.
- How the project or initiative is linked to the identified local need and the outcomes the activities will achieve
- Value for money

HOW TO APPLY

As a Member-led funding process, officers, local groups, organisations and individuals must first approach an Area Committee Member to sponsor the project. If a Member sponsor is identified, the Member must use the application form below and work with the officer, local group, organisation or individual to complete the funding application form.

WHAT HAPPENS TO APPLICATIONS

The Governance Team will advise the Member sponsor of the next Area Committee meeting which the application will be considered. **The deadline for the submission of a completed application is 12 days before the date of the Area Committee meeting.** The Governance Team will advise as to whether or not the funding application meets the basic criteria within 5 working days. It is strongly advised that applications are submitted as soon as they are completed.

At the Area Committee meeting when the application is being considered, the Member sponsor will be given the opportunity to provide an overview of the project and answer questions on the project. A decision will be made at the meeting. The Committee can agree one of three outcomes;

1. To award funding → *this will be subject to due diligence* (see below)
2. To defer a decision → proposals should be returned to the next Area Committee with more information
3. To reject a proposal and state reasons why

HOW EXPENDITURE IS MONITORED

As part of the due diligence process on Area Committee funding which has been agreed, a written agreement will be prepared between the Council and the successful applicant in relation to the funding of the project. This will contain the detail of:

- The level of funding;
- How payments will be made;
- Who is accountable for delivery of the project or initiative;
- What will be provided by the money;
- The monitoring requirements;
- What will happen if the organisation fails to meet the terms of the agreement.

1.	Area Committee To find out about Area Committees, click here	<input checked="" type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee <input type="checkbox"/> Hendon Area Committee
2.	Members Item brought by:	Cllr David Longstaff
3.	Proposed organisation or Council department to deliver the proposal:	Friends of Barnet Environment Centre (FOBEC) Charity No 1165515
4.	What is the total cost of the project?	£11,406 (Most labour costs being saved by volunteer help.)
5.	How much Area Committee funding are you applying for?	£9,999
PART TWO: ABOUT YOUR PROJECT		
6.	<p>What is the project? Please provide a brief overview of the project and what the funding will be used for.</p> <p>In May 2016, FOBEC's base was transferred from the old LBB Curriculum Centre building to a new Centre on the same site. The area behind this Centre needs considerable work to create a garden, which will include a central lawn area, herbaceous beds and seating. It will also be necessary to make it safe for use by children. The project is the "Centre Garden".</p> <p>Noah's Ark Children's Hospice (NACH) acquired the 7.5 acre site in Byng Road, High Barnet, on a 125 year lease from Barnet Council. As part of the planning conditions, a base had to be provided to allow the Friends of Barnet Environment Centre (FOBEC) to continue their environmental education work. This building has now been opened, and is used jointly by FOBEC and NACH.</p> <p>The Centre Garden will serve two purposes:</p> <ul style="list-style-type: none"> – to be an area where all visitors - school groups, disabled children, visitors to the reserve and adults attending meetings at the Environment Centre – can relax surrounded by the wonderful nature reserve. It will also be a lovely space for the children to have their breaks or lunch. – to contain a variety of shrubs, grasses, plants and native wildflowers, providing attractive habitats for a range of birds and insects throughout the year and to enable visitors to interact more closely with nature. <p>The project requires the following tasks:</p> <ul style="list-style-type: none"> – Preparing the soil and turfing the central area - this will be the main 'relaxation' area, as well as being an attractive open space. – Erecting fencing, to match the existing style, around the whole garden perimeter and in front of the attenuation ponds, to ensure that it is safe for use by all groups. – Preparing herbaceous beds around the perimeter of the Centre Garden, and planting them. – Purchasing and installing seating facilities. – Constructing an Educational Activity Area beside the Centre Garden. <p>The funding will be used for each of these tasks, supplemented by many volunteer hours.</p>	

7.	Which priority area will the project / initiative address?
	<input type="checkbox"/> Improving community safety
	<input checked="" type="checkbox"/> Improving local mental and physical health, physical activity and independence
	<input type="checkbox"/> Supports local people to improve their skills or find employment
	<input type="checkbox"/> Support local businesses
	<input checked="" type="checkbox"/> Improves the local environment
8.	How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project
	The Friends of Barnet Environment Centre (previously known as the Friends of Barnet Countryside Centre) have been organising community events for over 20 years and running school visits and other environmental education activities on the site since 2006. This year over 1500 young people have benefitted from these visits – mainly Nursery, Infant and Junior children from a wide range of Barnet Primary Schools, but also students from Secondary Schools for specific courses and for Work Experience, and youth groups such as Brownies.
	The majority of our school visits were from local (Chipping Barnet) primary schools, the work experience students were from East Barnet and Mill Hill County High, and the youth groups were attached to local churches.
9.	Who will it benefit? Please state the main beneficiaries of the project.
	The main beneficiaries will initially be the schools and other youth groups that visit, as well as all the adults from the local community who make use of the Centre Garden. Our many volunteers also benefit from the opportunity to contribute their time and skills to a very worthwhile cause – we all believe strongly in helping young people learn about their environment and the importance of its conservation. Increasingly, the Centre will be open to the local community for environmentally-focussed events. Once the Hospice is constructed and in use, the Centre Garden will be used by the families visiting or staying in the Hospice – disabled access has been a major consideration throughout the planning process. Maintenance of the Centre Garden will create tasks for a wider range of abilities. Working and being in the natural environment has widely acknowledged positive benefits for all.
10.	Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative
	<ul style="list-style-type: none"> - Visitors and school groups using the Garden will be able to work or relax in a wonderful and safe environment. - The beds will contain a wide variety of shrubs, grasses, plants and native wildflowers, to provide attractive habitats for a range of birds and insects; this will enhance biodiversity and also provide an educational tool for visitors. - The Garden and Educational Activity Area will provide an alternative to the surrounding nature reserve in which nature study can take place. This will be ideal for disabled visitors or when the reserve is particularly muddy. - The view of the Centre Garden from the large windows of the Classroom and Meeting Room will be an ideal background for study and learning.

11.	How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number
	<p>In the academic year 2015/2016, more than 1500 children attended environmental educational sessions at the Environment Centre. The feedback from these visits is consistently outstanding, and we anticipate having to turn down school requests for summer visits next year. We must not overuse our natural resources but can expand into the autumn, winter and spring seasons if we can use the new Garden.</p> <p>Adult use of the Environment Centre, both for FOBEC and NACH groups, is expanding rapidly. It is difficult to estimate the annual figure – the new building only opened in May – but we anticipate that well over 1000 adults per annum will use the Centre for meetings or for activities around the nature reserve and thereby benefit from this project.</p>
12.	What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.
	<p>Before the new Environment Centre was constructed, FOBEC activities were based in the dilapidated buildings constructed around 1950, but school groups usually had lunch sitting on a large sloping grassy area surrounded by trees. The children were free to play in a safe enclosure, listening to the birds or exploring the flowers, shrubs and trees around the picnic area.</p> <p>As the new Centre was built on that open space, we are very keen to provide a similar environment in the Centre Garden. The only negative comments we have recently received on our school feedback forms have been teachers’ expressions of regret that an outdoor picnic or play area is no longer available!</p> <p>We have been unable to offer our usual community events during the Centre construction but a low key open day for local residents was held on 3rd July and attracted 157 adults and children. Most of these visitors were new to the Centre. This is a clear demonstration of local support for the Centre. We need the Centre Garden to provide adequate space for such events in the future.</p>
13.	Please demonstrate below how local people have been involved in developing this proposal
	<p>A Centre Garden Team was formed comprising FOBEC Trustees and members of the local community so that the final design of the building and the garden incorporated as many elements as possible of an ideal base for our work. Teachers’ feedback indicates that these aims have been achieved within the building and useful comments and suggestions have been made on our Garden design ideas.</p>
14.	How will the project or initiative be promoted to local residents?
	<p>In the past we have opened up the Centre and the Reserve on a regular basis for specific environmental activities for local families – Dawn Chorus walks, Bat walks, ‘bio-blitz’ days, plant swaps etc. These will continue and be increased now that our indoor facilities are so significantly improved, but we desperately need the outside space to cater for them adequately. We are currently planning an opening of the Centre Garden in the spring which will be a community event for local people.</p> <p>We hold frequent twilight sessions for all interested teachers – we email all Barnet Primary schools, local Secondary schools, and youth groups. These sessions give potential visit organisers the chance to see how we are developing the Centre’s facilities, including the Centre Garden.</p>

PART THREE: PROJECT DELIVERY	
15.	What are the project timelines?
	<p>Autumn is a good time to prepare soil and lay turf in the central area of the Centre Garden. If we are successful in our bid, we would start work immediately preparing and planting in the extensive perimeter beds. We have volunteer sessions every Monday afternoon, on the first Sunday of each month and also on special 'Make a Difference' days, some of which we would use for specific activities such as weed clearance, topsoil spreading and digging in compost. Preparing and laying the lawn and most of the herbaceous bed work could be done in the autumn, but we will keep some of the funding back for purchasing plants that would not prosper if planted before the winter frosts.</p> <p>The fence construction will be done by external specialists and will take less than a week.</p> <p>The preparation and laying of a suitable Educational Activity Area surface will again be done by an external contractor, and will take less than two weeks.</p> <p>The seating can be ordered and delivered immediately.</p> <p>We are planning to have a Garden Opening event in Easter 2017.</p>
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?
	<p>We have obtained estimates for these tasks as follows :</p> <p>Turfing - <i>£1500 VAT exempt</i> Fencing - <i>£3750 VAT exempt</i> Herbaceous Beds - We have been in contact with London Waste and they have delivered one load of compost from municipal green bin collections, but we still need topsoil and more appropriate compost for the perimeter beds, and of course suitable plants – we are hoping to obtain some of these from volunteers and by making contact with local companies – maximum cost <i>£1000 inc VAT</i> Secured Seating –we want to provide sufficient fixed seating for 30 children with accompanying adults,: Six benches in recycled material with secured bases <i>£2268 inc VAT</i> Educational Activity Area - laying of suitable surface, approx. <i>£1500 inc VAT</i> Two children's potting tables (one for wheelchair users) <i>£1388 inc VAT</i></p> <p>The total cost is therefore estimated at £11406</p>
17.	Who will be responsible for the delivery of the project?
	We have set up a Garden Project Team, consisting of both Trustees and local volunteers who have the appropriate range of experience, knowledge and skills. The whole project is being overseen by the Vice Chair of the Trustees.
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY	
18.	Is the applicant or organisation part of a constituted group / organisation?
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?
	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name

		of the organisation?
18.2	If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19.	Does the proposed delivery organisation have a Safeguarding policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
20.	Does the proposed delivery organisation have an Equalities and Diversity policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21.	Are there any safeguarding issues that need to be considered?	
	As an organisation spending the vast majority of its time with young people, we are very aware of our safeguarding responsibilities. There will always be a DBS-checked adult from FOBEC in attendance whenever children are present during this project eg to assist in soil preparation on a 'Make a Difference Day'. We will ensure that any external contractors have adequate safety procedures in place.	
22.	Are there any equality issues related to this project?	
	No <ul style="list-style-type: none"> - Membership of FOBEC is open to all - The children who visit the Centre are from Barnet families, and so reflect the varied cultural make-up of the Borough. 	
23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
23.1	If yes, please state where funding has been sought from	
	Funder: _____	Amount: _____ Date: _____
	Funder: _____	Amount: _____ Date: _____
24.	Date 7 October 2016	

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	<p>Chipping Barnet Area Committee</p> <p>26 October 2016</p>
<p style="text-align: right;">Title</p>	<p>Members' Items - Councillor Levine & Councillor Stock</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Various</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>Kirstin Lambert, Governance Team Leader Email: kirstin.lambert@barnet.gov.uk Tel: 020 8359 2177</p>

Summary

The report informs the Chipping Barnet Area Committee of a Members' Items and requests instructions from the Chipping Barnet Area Committee.

Recommendations

1. That the Chipping Barnet Area Committee instructions in relation to Members' items are requested.

1. WHY THIS REPORT IS NEEDED

1.1 A request has been received as identified below for the Chipping Barnet Area Committee to consider and determine two Members' Items. The Chipping Barnet Area Committee are requested to provide instructions to Officers of the Council as recommended.

Name of Councillor	Members Item
Councillor Levine	<p>Parking issues in Nurseryman's Road N11</p> <p>"I have received a request from the Brunswick Park Safer Neighbourhood Team (Justin Burda) and from Andy Griffiths - Head Teacher at Brunswick Park Primary School concerning parents/carers parking in Nurseryman's Rd when dropping off and collecting children from the school. I have also spoken to residents who are concerned about this.</p> <p>At the moment people are parking on both sides of that first bend and it is causing problems. Currently nothing can really be enforced as there are no lines or parking restrictions at the location.</p> <p>Could parking here please be reviewed, and could consideration be given to zigzag, or other, lines on a short stretch of Nurseryman's Rd on the north/ park side of the road between the front entrance to Aphorp Lodge and the vehicle entrance gate to Brunswick Park - or other restrictions as determined by the review."</p>
Councillor Stock	<p>Double yellow lines around the junction of Sussex Ring N12</p> <p>"The officers have been on a site visit and have recommended that I need to ask for funding."</p>

2. REASONS FOR RECOMMENDATIONS

2.1 No recommendations have been made. The Chipping Barnet 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 avenue 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 The Council's Constitution 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. Members items must be within the term 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.

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	<p>Chipping Barnet Area Committee</p> <p>26 October 2016</p>
<p style="text-align: center;">Title</p>	<p>Chipping Barnet Area Committee Work Programme</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: center;">Wards</p>	<p>All</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 - Committee Work Programme - 2016/2017</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Jan Natynczyk, Governance Officer Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129</p>

<p>Summary</p>
<p>The Committee is requested to consider and comment on the items included in the 2016/17 work programme</p>

<p>Recommendations</p>
<p>1. That the Committee consider and comment on the items included in the 2016/17 work programme</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The Chipping Barnet Area Committee Work Programme 2016/17 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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**London Borough of Barnet
Chipping Barnet Area
Committee Work Programme
2016/17
October 2016**

Contact: jan.natynczyk@barnet.gov.uk

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
24 January 2017			
Walksafe N14 - Cecil Road Crossing		Commissioning Director Environment	Non-key
Reports to Future Meetings – Dates to be Decided			
Consideration of Proposals for Reducing Social Isolation in Coppets	To be deferred to a future meeting (minute 8, 13 January 2016 refers)	Commissioning Director Environment	Non-key
Grant Applications – Update	To be reported to future meetings that consider progress reports on approved schemes (minute 9, 16 January 2016)	Commissioning Director Environment	Non-key
Progress Update on Area Committee Actions	An update to be reported to at every meeting	Commissioning Director Environment	Non-key
Friern Barnet Community Library	report back to this Committee on how funds are being utilised and the course take up.(Minute 8, 30 March 2016)	Commissioning Director Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Oxford Avenue	a report back to a future meeting of this Committee with the results of the consultation and also addressing the various safety issues.(minute 6 (a), 30 March 2016)	Commissioning Director Environment	Non-key
Knoll Drive, Brunswick Park	An update be provided to this Committee, following the outcome of the report to Environment Committee on footway parking	Commissioning Director Environment	Non-key
Sport and Physical Activity: Targeted Intervention Programme	The Committee delegate authority to the Commissioning Lead, Sport & Physical Activity to produce a future report outlining a cost review of alternative digital tools in accordance with Chipping Barnet schools committed to the Golden Kilometre Project. It also be agreed that this report back should include information relating to securing of sponsorship. The Committee request that the Commissioning Lead, Sport & Physical Activity report back to the Committee the final outcome of the projects detailed at minute items 1, 2 and 3 in the minutes. (Minute 9 (3), 30 March 2016)	Commissioning Director Environment	Key
Manor Drive Traffic Survey		Commissioning Director Environment	Key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Totteridge Lane		Commissioning Director Environment	