

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

WEDNESDAY 23RD JANUARY, 2019

AT 7.00 PM

VENUE

HENDON TOWN HALL. NW4 4BG

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

Chairman: Councillor Stephen Sowerby MA
Vice Chairman: Councillor Alison Cornelius

Julian Teare
Weeden-Sanz

Pauline Coakley Webb
Jess Brayne

Laurie Williams

Substitute Members

Thomas Smith
Lisa Rutter
Jo Cooper

Caroline Stock
Barry Rawlings

David Longstaff
Paul Edwards

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 18 January 2019 at 10AM. Requests must be submitted to jan.natynczyk@barnet.gov.uk Tel: 0208 359 5129

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

Andrew Charlwood – Head of Governance

Governance Service contact: jan.natynczyk@barnet.gov.uk Tel: 0208 359 5129

Media Relations Contact: Gareth Greene 020 8359 7039

ASSURANCE GROUP

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ORDER OF BUSINESS

Item No	Title of Report	Pages
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12.	Forward Work Programme Attached to this Work Programme is an update on non-highways schemes. An update on highways schemes will be published separately as an addendum to the Work Programme.	67 - 74
13.	Any item(s) the Chairman decides are urgent	

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Decisions of the Chipping Barnet Area Committee

4 October 2018

Members Present:-

AGENDA ITEM 1

Councillor Stephen Sowerby (Chairman)
Councillor Alison Cornelius (Vice-Chairman)

Councillor Julian Teare
Councillor Weeden-Sanz
Paul Edwards (sub: Councillor
Brayne)

Councillor Pauline Coakley Webb
Councillor Laurie Williams

Apologies for Absence

Councillor Brayne

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 9 July 2018 be agreed as a correct record, subject to the following amendments:

Members Items – Community Infrastructure Levy Funding (minute 9 refers):

Delete the words 'RESOLVED – That excluding the 90 metres of double yellow lines requested by Councillor Weeden-Sanz the committee'

2. ABSENCE OF MEMBERS (IF ANY)

An apology had been received from Councillor Brayne. Councillor Edwards substituted for her.

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

No questions had been received. Requests to make comments had been received and would be dealt with under the appropriate agenda item.

6. MATTERS AND PETITIONS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM

Title: Residents Parking for Green Road, Rasper Road & Sherwood Street N20

Lead Petitioner: Faisel Choudhry

Number of signatures: 83

Ward: Totteridge

Faisel Choudry, the Lead Petitioner addressed the Committee regarding this petition.

There was discussion about the Parking Client Team writing to the management of the Audi garage to outline the effect their parking was having on residents. The Lead Petitioner explained he had already spoken to the garage manager without any success.

Councillor Cornelius, Ward Councillor for Totteridge, suggested that the three Ward Councillors carry out an informal survey/consultation initially, as this approach had worked successfully in the past. This would involve establishing the need for parking controls and number of residents and visitor permits required. Costs would also be explained to residents.

If the need for parking controls was established, the matter would then be formalised and subject to statutory requirements. The Ward Councillors would report the findings of the informal consultation to the next Committee.

It was also requested that Sherwood Terrace be included in the consultation and that Audi garage be contacted to ask them to stop parking in the area, although it was noted that the Authority had no legal powers to prevent this.

Mr Choudry asked what criteria needed to be established for a CPZ to be implemented in the four roads: the Chairman replied that the Committee's decision would be made on the basis of need.

Petition: We the undersigned petition the council to introduce Residential Parking for Green Road, Rasper Road and Sherwood Street to alleviate significant parking issues residents of these places have been facing for many years.

The situation became drastically worse when Derwent Crescent and adjoining roads became Controlled Parking

RESOLVED - Councillor Cornelius agreed that the Totteridge Ward Councillors would conduct an informal consultation with residents reporting back to the meeting on January 23.. The inclusion of Sherwood Terrace into the CPZ consultation was agreed.. The Strategic Director agreed to contact the Audi Sales Garage about them storing vehicles on neighbouring residential streets.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT/WARD CLLRS

<p>Zones in recent years.</p> <p>The current state of parking means that parents are not able to use their cars for food shopping for their children as their parking spaces will be occupied as soon as they leave, resulting in them having to park their car many roads away from their homes. Additionally, residents are not able to travel freely with their cars for the same reason of not being able to park their cars upon their return.</p> <p>A number of commuters from nearby areas are parking their cars on these roads and then walking to the station, thereby denying use of the parking spaces usually for the whole day to residents.</p> <p>Additionally, the local Audi Garage on the High Road uses the roads as an overflow car park for their own fleet of cars, with some remaining on the road for weeks (presumably pending sale of the car).</p> <p>The lack of a CPZ and adjoining roads enjoying a CPZ means that this problem will not resolve itself, and it only likely to become worse with new housing developments in and around the Whetstone area.</p>	
<p>Title: Traffic danger spot exist at the intersection of Greenway and Southway.</p> <p>Resident: Mrs Barbara Jacobson</p> <p>Ward: Totteridge</p> <p>Issue: A traffic danger spot exist at the intersection of Greenway and Southway. Vehicles on Southway often do not give way to the traffic on Greenway, which have the right of way. There have been a number of collisions and it is likely there will be more. Erect yield or stop signs on both Southway corners to emphasize the need to stop and give way.</p> <p>Barbara Jacobson addressed the Committee on this matter.</p> <p>Officers pointed out that the introduction of two Stop Lines and Stop Signs would cost up to £10,000 as the signage to inform of the measure would have to be lit. The cost includes connecting the new street lighting the electricity supply.</p> <p>Barbara Jacobson suggested using solar power as an alternative, Officers replied that the Council may consider Solar power in the future but it has reliability issues and is not currently a council option.</p>	<p>RESOLVED - that up to £10,000 be allocated for the introduction of two stop schemes and associated lighting, to be funded from CIL funding.</p> <p>ACTION: STRATEGIC DIRECTOR ENVIRONMENT</p>
<p>Title: Parking Restrictions Chase Way</p>	<p>RESOLVED - that the</p>

<p>Resident: Mr Andrew Shepherd</p> <p>Ward: Brunswick Park</p> <p>Andrew Shepherd addressed the Committee on this issue.</p> <p>It was noted that an amendment to this item had been circulated prior to the meeting to clarify what was being requested:</p> <p>Please note, following the discussion at the Resident's Forum and agreement from the Chairman and Officers, the request for parking restrictions on Chase Way has been amended to double yellow lines between houses 66-84. the proposed lines cover the east side of the stretch of Chase Way from just beyond the new zebra crossing to the bend that impedes visibility. All households have drives that can accommodate two cars, so do not require on street parking.</p> <p>This is slightly different from the initial request which was put forward to the Residents Forum and which has been included in the published agenda for the Area Committee.</p> <p>Issue: There are no parking restrictions near 76 Chase Way. This has led to cars frequently being parked on of both sides of the road, causing a traffic bottleneck. The properties at 78, 76 and 74 Chase Way are located on a hill and a bend, therefore visibility is poor when pulling out of these driveways and is dangerous. There has been at least one traffic accident this year by these properties. I can provide police incident references on request. My neighbours and I have signed a petition to have two single yellow lines installed at the adjoining properties of 74, 76 and 78 Chase Way. Cars will still be able to park on the opposite side of the road, balancing the need for resident parking, with the need for safety. Approve the installation of two ingle yellow lines at the adjoining properties of 74, 76 and 78 Chase Way.</p> <p>Councillor Teare asked about the possibility of installing mirrors as an alternative, but was informed that it was Barnet policy not to install mirrors on the public highway.</p>	<p>request for double yellow lines be agreed, to be funded from CIL funding as part of the overall package for installation of yellow lines agreed at the meeting. It was further agreed for Officers to meet Ward councillors/residents on site to discuss the best postions for the parking restrictions.</p> <p>ACTION:STRATEGIC DIRECTOR ENVIRONMENT</p>
<p>Title: Osidge Lane N14</p> <p>Lead Petitioner: Kate Panteli</p>	<p>RESOLVED that £3,500 from CIL funding be allocated for a vehicle activation sign. Officers</p>

<p>Number of signatures: 66</p> <p>Ward: Brunswick Park</p> <p>Kate Panteli addressed the Committee regarding the following petition:</p> <p>Petition: We, the residents of Osidge Lane (Chase Side to Hamden Square) want to petition for the following:</p> <p>For some considerable time our homes have suffered potential structural damage due to the ongoing condition of the road surface in Osidge Lane. In addition the removal of paving slabs from the pavement have weakened the strength of the road. Therefore, we are urging London Borough of Barnet to rectify the road surface to reduce vibration which is having an impact on our homes. Put measure in place to stop vehicles from speeding (speed camera or reduce speed sign).</p> <p>It was noted that the location of the VAS sign is an important consideration as Osidge Lane is a long downhill stretch of road.</p> <p>The Chairman pointed out that a vehicle activation sign could be installed subject to the Committee agreeing funding, with the Committees agreement at a cost of £3,500. The location of the sign would be agreed in consultation with Ward Councillors.</p> <p>However, Officers confirmed that they would check to establish if the road was on the network recovery list for this year and respond to the local councillors. If it wasn't, Ward Councillors would have the opportunity to lobby for it to be on the list for the forthcoming year if they felt that the road was a priority.</p>	<p>further agreed to provide the Ward Councillors with the Highways Network Recovery Plan to facilitate discussion on the possibility of re-surfacing the road in the next financial year.</p> <p>ACTION: STRATEGIC DIRECTOR ENVIRONMENT</p>
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7. AREA COMMITTEE GRANTS FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

This report updated Members of the budget allocations for the Chipping Barnet Area Committee, to enable consideration of applications for funding during 2018/19. An amended Appendix 1 was circulated as some of the information was missing on the published version.

RESOLVED

- 1. That the Chipping Barnet Area Committee notes the amount available for allocation during 2018/19, as set out in Appendix 1;**
- 2. That the Chipping Barnet Area Committee notes the amount of re-allocated underspends & overspends in Section 2.1.**

8. AREA COMMITTEE GRANTS FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

The Committee considered the following Standard Members Item:

Name of Councillor	Members Item
Councillor Pauline Coakley Webb	I request that the Council works with the local councillors and residents to encourage the establishment of a 'Friends of Hollickwood Park' group to help ensure much needed improvements in Hollickwood Park for the future.

It was noted that officers would facilitate initially, but that resource levels would not allow substantial involvement

RESOLVED that Officers request the Council’s senior Parks Officer to meet interested parties/local councillors to discuss what Council support is available.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

9. MEMBERS' ITEMS - COMMUNITY INFRASTRUCTURE LEVY FUNDING

The Committee considered the following Member requests for CIL funding.

Brunswick Park Road – Request for Traffic Survey Cllr Lisa Rutter (Brunswick Park Ward)

I have been contacted by several residents regarding traffic problems along Brunswick Park Road just after the cemetery. I have witnessed the problems myself which is chaos. The exact site problem starts from 151 to 131 Brunswick Park Road N11 1EG. These row of houses do not have driveways and therefore have to park their cars on the road. This however blocks one side of the road and as the road is narrow anyway just after the cemetery roundabout, this causes traffic chaos and road rage. A bus a few weeks ago lost control mounting the pavement into the walls of two properties. Vehicles and buses are unable to move freely and there is constant car hooting and vehicle tail backs waiting to give ways. I have personally surveyed this stretch of road and residents’ initial thoughts were for footway parking along this stretch of road but after speaking to Jamie Blake he has confirmed that the pavement is too narrow. The other suggestion by residents is permanent traffic lights which will resolve the problem as this would allow traffic to take turns without causing chaos. Residents were able to see that this worked when temporary traffic lights were recently installed for road works. Residents are really fed up and want a solution. Request for £3,000 for a Traffic Survey.

The Chairman reported that the installation of traffic lights would be outside of the remit of the Committee notwithstanding the fact that the cost would be way above the £25,000 funding limit.

Highways Officers proposed that double yellow lines be installed at the mid- point of this section of Road to provide a traffic passing point. It was noted that this would be subject to full statutory consultation with local residents.

RESOLVED that this be funded from CIL funding as part of the overall funding for waiting restrictions agreed at the meeting.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

Funding to implement double yellow lines on the corner of the lower side of the carriageway where Cowper Road meets Shamrock Way Cllr Roberto Weeden-Sanz (Brunswick Park Ward)

I request funding to implement double yellow lines on the corner of the lower side of the carriageway where Cowper Road meets Shamrock Way. This is to prevent people from parking their vehicles dangerously on the corner which causes problems with visibility for vehicles driving down Cowper Road who wish to turn left and will reduce the possibility of accidents. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest that 4 metres on the bend would be around the optimal length. Please refer to the attached photo for the exact proposed location for the double yellow lines.

RESOLVED that this be funded from CIL funding as part of the overall funding for waiting restrictions agreed at the meeting.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

Funding to introduce two stone bollards on the left hand side corner of the entrance to Gillum Close, similar to the bollards that exist on the opposite side of the road already – Councillor Julian Teare (Brunswick Park Ward)

I request funding to introduce two stone bollards on the left hand side corner of the entrance to Gillum Close, similar to the bollards that exist on the opposite side of the road already. This is to prevent people from parking their vehicles at the entrance of the road and blocking Gillum Close, similar to the bollards that exist on the opposite side of the road already vehicles being able to turn into the road. There have been a few occasions when the dust carts have not been able to turn into the road because of vehicles blocking the entrance resulting in issues such as bin collections being missed and it would also cause a problem for ambulances or other emergency vehicles should they wish to turn down the road and a vehicle be parked there. Please refer to the attached photo for the exact proposed location for the two bollards.

RESOLVED that £500 be agreed for the installation of two bollards, to be funded from CIL funding.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

Funding to introduce several vehicle activated signs along Hampden Way - Cllr Wendy Prentice (Brunswick Park Ward)

I request funding to introduce several vehicle activated signs (VAS) along Hampden Way. This is to prevent people from speeding down the road and reduce the risk of accidents as it is a very busy road with cars turning onto it from several other roads and is also used by lots of children to go to school. There have been multiple occasions where residents' cars parked on the road have been badly damaged or written off completely by cars driving too fast. Whilst Highways Officers will need to recommend the optimal number of signs needed I would suggest 6, two near either end of the road and two in the middle stretch as it is a very long road and cars often tend to increase their speed as they drive along it.

Highways Officers recommended that a speed survey was carried out at 3 locations along this section of Hamden Way. The Chairman pointed out that the erection of six VAS would cost over £20,000 which was a considerable funding commitment without a verifiable need. The only way this spending outlay could be justified was via a speed survey which was the usual way the Area Committee verified the need for speeding restrictions. This would confirm if vehicles were speeding and inform the most appropriate locations and number of VAS signs required.

It was proposed by Councillor Weeden-Sanz and seconded by Councillor Teare that two VAS be installed (one each side of the road) without a speed survey.

For: 3
Against: 4
Abstained: 0

The motion was lost.

It was proposed by Councillor Sowerby and seconded by Councillor Cornelius that £2,000 be allocated from CIL funding for a speed survey.

For: 4
Against: 3
Abstained: 0

The motion was won.

RESOLVED that a speed survey, costing £2,000 from CIL funding, be agreed.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

Refurbishment of the Whetstone, High Road, N20 – Cllr Caroline Stock (Oakleigh Ward). The proposed location of the horse trough is in Oakleigh Ward.

Request to:

- remove the existing bollards - see bottom photo
- replace them with a stainless steel sign approx 700mm wide and 450mm high on which a text describing the 'history' of the whetstone and immediate vicinity will be engraved.
- the text would be prepared by local historians
- reintroduce the horse trough

RESOLVED that a maximum of £5,000 be agreed to be funded from CIL funding as the cost of removing the exiting bollards was included in the request for

£5,000.The committee agreed CIL funding on condition that the white bollards located either side of the Whetstone be retained.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

Physic Well – Lighting and Information Board - Cllr Sowerby (Underhill Ward)

The building does not currently have any lighting or electrical sockets, so it is proposed to install sockets and lighting to the ground floor and lighting to the subterranean area (the well vault); additionally it is proposed to erect a history board outside the building.

The funding request is specifically for:

- A bulkhead lighting fixture in the vault
- Concealed LED lighting beneath the handrail of the stairwell
- Associated wiring works to enable the above
- Smoke detectors
- Power installation conduit
- Lighting Install Conduit Ground Floor
- Lighting Supply
- Erection of graffiti proof information board

RESOLVED that funding of £16,240.82 plus VAT, from CIL funds, be agreed.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

Double yellow lines installed at the junction of Naylor Road and Totteridge Lane, London N20 - Cllr Richard Cornelius (Totteridge Ward)

I should like to apply for Area Committee funding to have double yellow lines installed at the junction of Naylor Road and Totteridge Lane, London N20.

At the moment, there is a single yellow line in force but only during the daytime Monday to Saturday from 9am to 6.30pm. On Sundays and also on weekday and Saturday evenings, many people park so close to the junction to avail themselves of Totteridge and Whetstone Underground Station, which is diagonally opposite the entrance to the road, that is it really quite dangerous to either turn into or exit the road.

I should like to ask that double yellow lines are introduced so that safety is ensured here for both pedestrians and motorists, as motorists should be obeying the Highway Code and not parking within a certain distance of a junction.

RESOLVED that this be funded from CIL funding as part of the overall funding for waiting restrictions agreed at the meeting.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

Double yellow lines between the entrance of No 100 Holden Road and Sylvan Court, London N12 - Cllr Alison Cornelius (Totteridge Ward)

I should like to request double yellow lines between the entrance of No 100 Holden Road and Sylvan Court, London N12 because there is a small piece of kerb between the two properties where a smart car could park at a pinch but any other vehicle would cause a problem for residents of Sylvan Court or 100 Holden Road.

RESOLVED – Councillor Cornelius withdrew the item on the advice of Highways Officers who suggested that the resident should pursue a white line across their drive entrance.

Disabled Parking Bay for general use in East Barnet Village on East Barnet Road between the Co-op and Barons Gate - Cllr Jo Cooper (East Barnet Ward)

I request a Disabled Parking Bay in East Barnet Village on East Barnet Road between the Co-op and Barons Gate to operate within the present parking restrictions for disabled shoppers. Although the Co-op has a car park the access slope is too steep for the disabled to manage.

RESOLVED that it be noted that this Disabled Parking Bay for general use will be funded from LIP funding (not CIL funding).

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

Feasibility study to improve the junction for Mays Lane and the High Road - Cllr Paul Edwards (Underhill Ward)

I request that the Committee instructs officers to conduct a feasibility study to improve the junction for Mays Lane and the High Road and report back with options.

RESOLVED that it be noted that a feasibility study will be funded for this from 18/19 LIP funding and that S106 funding from the ARC Academy school is available for its implementation.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

It was noted that the total cost of the package of double yellow lines agreed at the meeting was £6,000.

RESOLVED that funding for the approved waiting restrictions of £6,000 from CIL funds, be agreed.

10. RESULTS OF THE STATUTORY CONSULTATION - PROPOSED EXTENSION TO THE BARNET HOSPITAL CPZ

This report summarised the comments, representations and objections received in response to the statutory consultation relating to the proposed extension to the Barnet Hospital Controlled Parking Zone (CPZ) in Grimsdyke Crescent, Kings Road, Cavendish Road and Jennings Way, in order for the Committee to determine whether or not the proposal should be introduced and if so, with or without modification.

Representations were heard from Frank Niesiolowski, Michael Yorke and Councillor David Longstaff.

Concerns were expressed about the impact of displaced parking opposite a parade of shops in Underhill Ward, which included a pharmacy and hairdressers. The concept of introducing restricted parking at this location was discussed. However, the Ward Councillor (Paul Edwards) asked that no funding decisions be made until he had spoken to the affected shopkeepers for their views. The Chairman said that any proposals for the introduction of parking restrictions at this location could be brought as a Members Item to the next meeting of this Committee.

It was also noted that £5,000 had already been set aside to carry out a parking impact study on surrounding roads six months after the implementation of the CPZ.

Councillor David Longstaff asked how quickly the CPZ would be introduced in the four roads if the Committee agreed. The Strategic Director for Environment replied that it would be implemented in December 2018.

RESOLVED that the Chipping Barnet Area Committee:

- i) notes the summary of the responses received to the statutory consultation on the proposed CPZ in Grimsdyke Crescent, Kings Road, Cavendish Road and Jennings Way EN5; and**
- ii) authorise the Strategic Director for Environment to introduce the Controlled Parking Zone (CPZ) in Grimsdyke Crescent, Kings Road, Cavendish Road and Jennings Way EN5 as per drawing no SCR223a, through to the making of the relevant Traffic Management Orders to be funded as follows:**
 - up to £16,500 from the Area Committee funding allocation**
 - £5,000 from the remainder of the Section 106 contributions relating to the Elmbank development on Barnet Rd, Barnet**
- iii) authorise the Strategic Director for Environment to inform all those previously consulted to update them on the Committee's decisions and proposed future action.**

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

11. FORWARD WORK PROGRAMME

The Committee noted the Work Programme and the Traffic Development Schemes appended to the Work Programme.

Members asked that the progress of other non-highway schemes, previously agreed at this Committee, be reported to this Committee.

RESOLVED that

- 1. The Work Programme and Traffic Development Schemes be noted;**
- 2. The progress of other non-highway schemes, previously agreed at this Committee, be reported to future meetings of this Committee.**

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

The Chairman reminded Members of the need to get their Members Items to the Governance Officer by the stated deadline and using the correct form.

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

None.

The meeting finished at 8.50pm

	AGENDA ITEM 6 Chipping Barnet Area Committee 23 January 2019											
	<table border="1"> <tr> <td style="text-align: right;">Title</td> <td>Referrals from Chipping Barnet Residents Forum</td> </tr> <tr> <td style="text-align: right;">Report of</td> <td>Head of Governance</td> </tr> <tr> <td style="text-align: right;">Wards</td> <td>All</td> </tr> <tr> <td style="text-align: right;">Status</td> <td>Public</td> </tr> <tr> <td style="text-align: right;">Enclosures</td> <td>None</td> </tr> <tr> <td style="text-align: right;">Officer Contact Details</td> <td>Paul Frost Paul.frost@barnet.gov.uk</td> </tr> </table>	Title	Referrals from Chipping Barnet Residents Forum	Report of	Head of Governance	Wards	All	Status	Public	Enclosures	None	Officer Contact Details
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Report of	Head of Governance											
Wards	All											
Status	Public											
Enclosures	None											
Officer Contact Details	Paul Frost Paul.frost@barnet.gov.uk											

Summary
At the meeting of Chipping Barnet Residents Forums, 09 January 2019, the issues highlighted in section 1 were referred to the Chipping Barnet Area Committee for consideration.

Recommendations
1. That the Chipping Barnet Area Committee consider the petitions and issues referred by the Chipping Barnet Residents Forum.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council's Constitution permits the referral of petitions and issues to Area Committees:

Item	Action
<p>Title: Children's safety in a residential area. Resident: Mr Rob Glass Ward: Oakleigh</p> <p>Issue: Issue to be raised relates to the safety of children's safety in a residential area. The speed with which cars travel down steep roads and slopes could and will be fatal at some point and, as with many other areas, their speed should be controlled by speed humps or another form. Paint markings clearly make no difference at all and investment to prevent multiple crashes and fatalities needs implementing immediately.</p> <p>Please consider speed humps or another form or speed control (not just painted SLOW DOWN signs) on Lyonsdown Rd in EN5.</p>	<p>Referred to Chipping Barnet Area Committee for consideration.</p>
<p>Lead Petitioner: Mr Elias Chrysostomou Number of signatures: 31 Ward: Underhill</p> <p>Petition: As residents of Wellside Close, ENS, listed below are the issues we face with the Controlled Parking Zone (CPZ) that was introduced on 10th September 2018:</p> <ul style="list-style-type: none"> • Drivers are missing the CPZ signs and are still parking in Wellside Close during the CPZ hours • Illegally parked vehicles are taking up parking space hence making it difficult for residents (who have paid for yearly permits) and their visitors to find parking • Most people that park in Wellside Close do so because they are visiting the hospital, hence we will have these issues all year round meaning the CPZ has not had the intended effect of freeing up parking for residents and their visitors. • Paint drive bays and display the associated signage in Wellside Close as opposed to just at the beginning of the road (the drive bays must not obstruct resident's driveways) • Give every resident in Wellside Close 10 free visitor permits for the inconvenience caused (the cost for these can be taken from the Penalty Charge Notices issued thus far) 	<p>Referred to Chipping Barnet Area Committee for consideration.</p>

<p>Title: Traffic Calming Measures - Crescent Road EN4 Lead Petitioner: Mel Bartram Number of signatures: 70 Ward: East Barnet</p> <p>We the undersigned petition the council to We the undersigned petition the council to improve traffic safety on Crescent Road, EN4, and specifically to make funding available in order to: (i) undertake investigations into dangerous traffic flow, including speeding and sudden stopping; (ii) to consult with residents about the best means of calming traffic; and (iii) to implement traffic calming measures</p> <p>Over the past couple of years there has been a noticeable increase in traffic on Crescent Road, and along with this traffic, speed has increased. With the new Aldi opening at the end of the road and the new sports centre opening in Victoria Park soon, this is only going to get worse</p> <p>This e-Petition ran from 30/11/2018 to 16/12/2018 and has now finished.</p>	<p>Referred to Chipping Barnet Area Committee for consideration.</p>
<p>Resident: Ken Rowland on behalf of Barnet Residents Association Ward Ward: High Barnet</p> <p>Issue: Street Cleaning in High Barnet High Barnet Issue: Street Cleaning in High Barnet High Barnet is one of the borough's 7 main Town Centres yet is lacking in basic street scene services. As the council's own website states: "In all town centres we have employed town keepers who improve the quality of life by looking after the town centres and tackling problems such as flytipping, litter and graffiti." High Barnet hasn't had a Town keeper for as long as BRA can remember. Instead we have one dedicated Town Sweeper that's sole focus is on the main high street. In summary the main issues are:</p> <ul style="list-style-type: none"> - Lack of dedicated Town Keeper - Lack of regular timed collections for businesses resulting in bags of refuse (often including food waste which attracts vermin) left on the high street for long periods. A major turn off for users of the high street. - Lack of regular cleaning of the pavements. The only time the pavements resemble anything like clean is after a heavy rainstorm. - Littering (especially cigarette butts) is a major problem in streets off the High Street especially Moxon Street where - literally hundreds of butts can be seen. The smell of urine is often palpable and water bottles are often left in the gutters. <p>BRA feels that the council is failing High Barnet in the delivery of street scene services (including enforcement) and that a major review of how these services are delivered is urgently required.</p> <p>The Chairman considered the verbal representation given by Mr Ken Rowland and other residents and referred to the Chipping Barnet Area Committee for their consideration:</p> <ul style="list-style-type: none"> - That the Committee are requested to consider provide funding for additional litter bins and upgrading/replacing the existing bins if required 	<p>Referred to Chipping Barnet Area Committee for consideration. Referred to Chipping Barnet Area Committee for consideration for new little bins and upgrading/replacing little bins.</p>
<p>Resident: Luke Stewart Ward: Brunswick Park</p>	<p>Referred to Chipping Barnet Area</p>

Issue: Traffic Flow - Fitzwilliam Close Junction with Church Hill Road

Russell Lane is currently extremely congested with people parking along the bottom stretch where it meets Church Hill Road. This makes the road very narrow and impossible for the two lanes of traffic to flow, particularly when the double decker 125 bus tries to get through, it drives all traffic to a complete standstill. However, the pavements on that side of the road are very large.

Create on street parking bays which are half on the pavement and half on the road, to create enough room so that cars can drive down both lanes without having to stop and wait, from Fitzwilliam Close up to the junction with Church Hill Road.

Committee for consideration.

<p>Resident: Luke Stewart Ward: Brunswick Park</p> <p>Issue: Extending Yellow Lines on Hampden Square</p> <p>Cars are constantly parking dangerously in front of bus stop G on Hampden Square. Part of this stretch has a single white line but this is always ignored and people park there anyway. Extending the double yellow lines on this side of Hampden Square is necessary to prevent people from parking their vehicles on this narrow stretch of the road which causes congestion and blocks the bus stop when people park here and make it harder for buses to pull over. It also blocks the residents access road to their garages which is constantly happening.</p> <p>I request double yellow lines to extend on the western side of the Hampden Square bus stop G to cover the access road and reach the parking bays outside 104 Osidge Lane, also replacing the single white line that currently exists and is constantly ignored.</p>	<p>Referred to Chipping Barnet Area Committee for consideration</p>
<p>Resident: Luke Stewart Ward: Brunswick Park</p> <p>Issue: Double yellow lines on Ashfield Road and Waterfall Road</p> <p>There are currently no parking restrictions on the northern side of the road where Ashfield Road meets Waterfall Road. As a consequence this is constantly being parked on by cars and vans which obstruct the visibility of drivers coming down Ashfield Road or those turning onto it from Waterfall Road, particularly if they are driving down from Southgate Green. This creates a real risk of there being accidents and makes residents very worried and constantly living on edge when driving down their road</p> <p>I would like double yellow lines on the northern bend in the road where Ashfield Road and Waterfall Road. This is to prevent people from parking their vehicles dangerously on this corner which causes problems with visibility for vehicles driving down Ashfield Road or turning into it from Waterfall road and will reduce the possibility of accidents.</p>	
<p>Resident: Rob White Ward: Brunswick Park</p> <p>Issue: Double yellow lines on Connaught Avenue at the junction with Church Hill Road.</p> <p>Vehicles parked in Connaught Avenue near the junction of Church Hill Road make this very dangerous for other road users. The Highway Code says "The nearest you can park to a junction is 10 metres (or 32 feet). This is to allow drivers emerging from, or turning into, the junction a clear view of the road they are joining. It also allows them to see hazards such as pedestrians or cyclists at the junction." Double-yellow lines will remind motorists of the requirement to keep the junction clear.</p>	

<p>Please place double yellow lines for 10 metres, both sides of Connaught Avenue at the junction with Church Hill Road.</p>	
<p>Resident: Rob White</p> <p>Ward: Brunswick Park</p> <p>Issue: Double yellow lines on Parkside Gardens</p> <p>The 382 bus turns right into Parkside Gardens from Church Hill Road, and left from Parkside Gardens into Church Hill Road. When vehicles are parked along the end of Parkside Gardens, and vehicles are queueing along Parkside Gardens, there is gridlock not just for buses but for all road users.</p> <p>Please place double yellow lines along both sides of the end of Parkside Gardens for a distance of about 40m to enable two-way traffic. This will also make emerging from the alley (between Church Hill Road and Woodfield Drive) safer, because currently vehicles obscure sight lines.</p>	

2. REASON FOR REFFERAL

2.1 At the meeting of Chipping Barnet Residents Forums held on 09 January 2019 the issues highlighted in section one were referred to this Committee for consideration, as permitted by the constitution.

3. REASONS FOR RECOMMENDATIONS

3.1 As set out above.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1 N/A

5. POST DECISION IMPLEMENTATION

N/A

6. IMPLICATIONS OF DECISION

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

6.2 Not in the context of this report.

6.3 Legal and Constitutional References

6.3.1 Article 3 - Residents and Public Participation, of the Council's Constitution

allows the Residents Forum Chairman to determine the outcome of a petition as follows;

- note the issue and take no action
- instruct that an appropriate named officer contact the resident within 20 working days to provide an additional response instruct that Ward Members are notified of the issue.
- decide that the issue be referred to the next meeting of an Area Committee for consideration, subject to the issue being within the terms of reference of an Area Committee

6.3.2 Article 3 - Residents and Public Participation, of the Council's Constitution allows the Residents Forum Chairman to determine the outcome of a petition as follows;

- *Take no action;*
- *Refer the matter to a chief officer to respond to within 20 working days; or*
- *Refer the matter to the relevant Area Committee (if funding is required)*

6.4 **Risk Management**

6.5 Not in the context of this report.

6.6 **Equalities and Diversity**

6.7 Not in the context of this report.

6.8 **Consultation and Engagement**

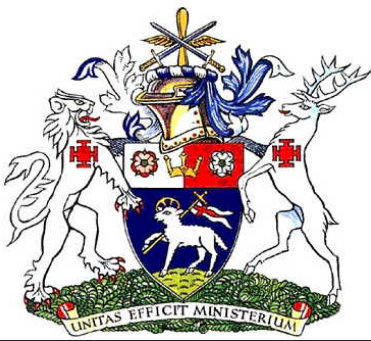
6.9 Not in the context of this report.

7. **BACKGROUND PAPERS**

7.1 None.

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AGENDA ITEM 7



**Chipping Barnet
Area Committee**

23 January 2019

Title	Area Committee Funding - Community Infrastructure Levy update
Report of	Finance Manager, Commissioning Group
Wards	Brunswick Park, Coppetts, East Barnet, High Barnet, Oakleigh, Underhill and Totteridge
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Allocation of awards, spend and balance available – CIL Reserve
Officer Contact Details	Gary Hussein, Finance Manager, Commissioning Group Contact: Gary.Hussein@barnet.gov.uk

Summary

This report is to update Members of the budget allocations for the Chipping Barnet Area Committee, to enable consideration of applications for funding during 2018/19.

Recommendations

1. That the Chipping Barnet Area Committee notes the amount available for allocation during 2018/19, as set out in Appendix 1
2. That the Chipping Barnet Area Committee notes the amount of re-allocated underspends & overspends in Section 2.1

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of part of the Community Infrastructure (“CIL”) to the Chipping Barnet Area Committee (Area Committee). This will enable the Area Committee to determine the amounts that can be allocated at this, and future meetings.
- 1.2 On 9th July 2015, the Policy & Resources Committee approved that part of the income from the CIL would be delegated to the Council’s Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated at least 15% of the CIL receipts for their local area. This is to be capped at a total of £100 per dwelling in the constituency area and ring-fenced for spend on infrastructure schemes and anything else that is concerned with addressing the demands that development places on an area. If there is a neighbourhood plan or a neighbourhood order within the constituency area of the Area Committee the allocation will increase to 25% and not capped.
- 1.3 The amounts approved from the CIL reserve were based on estimates from the service department, with a view that should the estimate prove to be understated there would be no further call on the area committee budgets, without an additional approval. Expenditure exceeding 15% of the original estimate will require an explanation to enable the Area Committee to agree any additional funding.
- 1.4 This report includes an analysis of the actual costs of the works and enables members to compare with the estimate. The net underspend on the CIL funded projects are added to the balance available where applicable.
- 1.5 Detail as to the activity to date of this Area Committee and the balance available are attached at Appendix 1 to this report.

2. CIL activity

- 2.1 The latest position shows expenditure to October 2018. The total amount of underspends from 2015 – 2018 is £0.053m, whilst the total funded overspends on schemes total £0.032m.

3. REASONS FOR RECOMMENDATIONS

- 3.1 Funding has been allocated to various organisations and/or projects and this will enable the Area Committee to note the amount available for future allocation.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1 No alternative options were considered

5. POST DECISION IMPLEMENTATION

5.1 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 and anything else that is concerned with addressing the demands that development places on the area.

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

6.1.1 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.

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

6.2.1 An annual allocation of £0.150m is made to each Area Committee. Appendix 1 shows the committee balance for 2018/19 to be £0.247m. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years.

6.3 Social Value

6.3.1 Not applicable to this report

6.4 Legal and Constitutional References

6.4.1 CIL is a planning charge that was introduced by the Planning Act 2008 to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations").

6.4.2 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. I.e. roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreation facilities and open spaces. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

6.4.3 CIL cannot be used to fund Affordable Housing.

6.4.4 Additionally, Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

6.4.5 Local Authorities must allocate at least 15% of CIL receipts to spend on priorities that should be agreed with the local community in the area where the development is to take place so as a result of this, 15% of the CIL budget is being allocated to the Chipping Barnet Area Committee.

6.4.6 In accordance with Article 7 Committees, Forums, Working Groups and Partnerships of Barnet's Constitution, the Chipping Barnet Area Committee is authorised to allocate a maximum of £25,000 per scheme / project within its area, subject to sufficient of the budget allocated to the committee being unspent.

6.5 Risk Management

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

6.6 Equalities and Diversity

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

6.7 Consultation and Engagement

There are no consultation and engagement issues as a direct result of this report

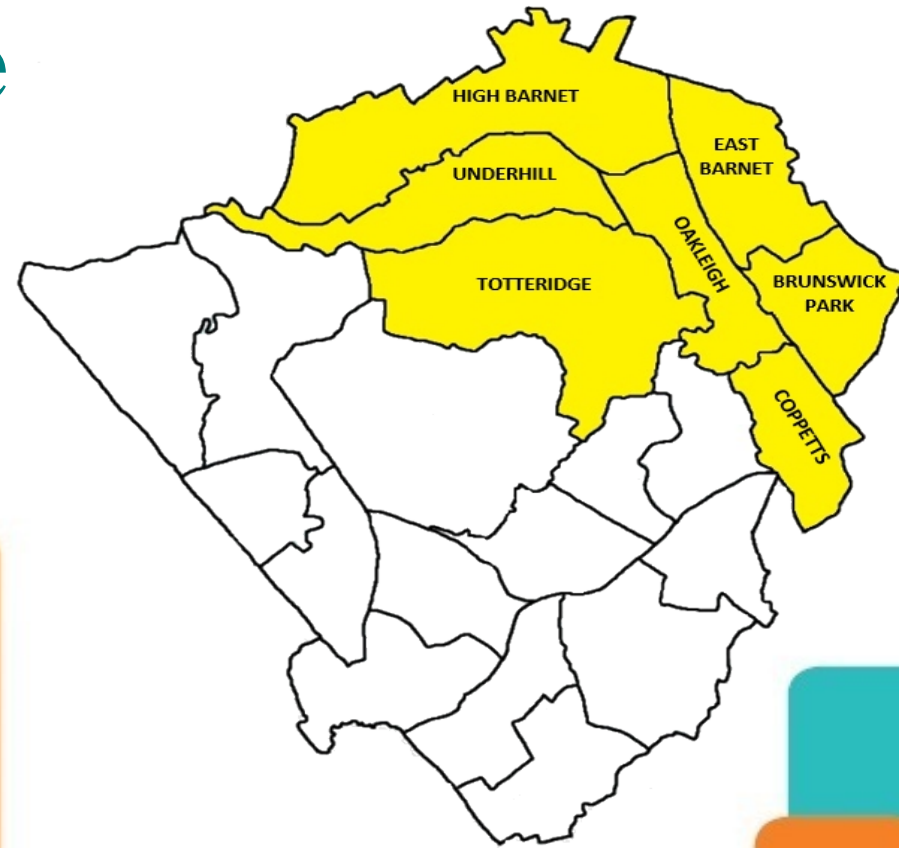
7. BACKGROUND PAPERS

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%20Committe.pdf>

Area Committee

Chipping Barnet



Chipping Barnet Area Committee
Funding by Ward





Chipping Barnet 18/19

Budget allocation 18/19	£	150,000.00
Budget C/Fwd Prior years	£	174,800.00

Ward	2018/19 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	Net Underspends to be reallocated
Brunswick Park	-£5,500.00	£0.00	£5,500.00	£0.00
Brunswick Park/Totteridge	-£6,000.00	£0.00	£6,000.00	£0.00
Coppetts	£0.00	£0.00	£0.00	£0.00
East Barnet	-£8,000.00	£2,236.00	£8,000.00	£0.00
High Barnet	-£16,500.00	£0.00	£16,500.00	£0.00
Oakleigh	-£24,850.00	£425.00	£24,850.00	£0.00
Oakleigh / Totteridge	-£5,000.00	£0.00	£5,000.00	£0.00
Oalkleigh/Brunswick Park	-£6,000.00	£0.00	£6,000.00	£0.00
Totteridge	-£10,000.00	£0.00	£10,000.00	£0.00
Underhill	-£16,240.82	£0.00	£16,240.82	£0.00
Total	-£98,090.82	£2,661.00	£98,090.82	£0.00

2015/16 Underspends returned to CIL reserve	£	20,094.00
2016/17 Underspends returned to CIL reserve	£	3,477.00
2017/18 Underspends returned to CIL reserve	£	29,124.00
Overspends Funded	-£	32,028.45

New Balance	£247,375.73
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Chipping Barnet Previous 18/19

Ward	Budget Allocation (CIL Reserve) 15/16 ; 16/17 ; 17/18	Actual Spend 15/16 ; 16/17 ; 17/18	Net 2015/16 Underspends returned to CIL reserve	Net 2016/17 Underspends returned to CIL reserve	Net 2017/18 Underspends returned to CIL reserve
Brunswick Park	-£27,200.00	£21,492.26	£1,500.00	£558.00	£650.00
Coppetts	-£17,300.00	£5,992.00	£9,765.00	-£382.00	£0.00
East Barnet	-£6,700.00	£4,680.78	£0.00	£0.00	£438.00
High Barnet	-£67,500.00	£32,724.14	£0.00	-£1,511.03	£20,258.00
High Barnet/Underhill	-£10,000.00	£7,736.00	-£2,624.00	£0.00	£0.00
Oakleigh	-£36,000.00	£24,274.00	-£906.00	£431.00	-£2,846.00
Oakleigh/Coppetts/ Totteridge	-£6,000.00	£8,221.00	£0.00	£0.00	-£2,221.00
Oakleigh/Totteridge/East Barnet/Coppetts	-£4,500.00	£7,831.00	£0.00	£0.00	-£3,331.00
Totteridge	-£47,500.00	£35,267.63	£3,561.00	£788.00	-£3,127.42
Underhill	-£27,500.00	£2,834.00	£0.00	-£334.00	£0.00
Various	-£25,000.00	£6,354.00	£0.00	£0.00	£0.00
Total	-£275,200.00	£157,406.81	£11,296.00	-£450.03	£9,820.58



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**Chipping Barnet Area Committee 23 January 2019 - Members Items -
Community Infrastructure Levy (CIL) Funding: Member requests for
funding:**

AGENDA ITEM 9

Title	Raised by (Councillor)	Ward	Member Request	Funding required (£)
Netherlands Road width restriction barrier	Sowerby	Oakleigh	I request funding for Highways to undertake an assessment of available technical solutions to replace the Netherlands Road width restriction barrier which is constantly breaking down at great cost to the council. This Highways assessment may consider potential improvements to the Netherlands Road width restriction as a whole.	TBC
Traffic calming on Hadley, Clifford and Woodville	Teare	High Barnet	Would the CBAC instruct officers investigate potential traffic calming measures (such as a road table and flashing speed signs and speed cameras) on the roads of Hadley, Woodville and Clifford at the Junction of Tudor Road. Residents feel increasingly threatened by driver behaviour and have raised a petition for action following an increasing number of incidents, damage and speeding drivers.	TBC
Brunswick Park School Osidge Lane entrance	Rutter	Brunswick Park	<p>I have been contacted by several parents from Brunswick Park School and by the Head teacher Mr Andy Griffiths regarding the access road to the school from Osidge Lane.</p> <p>Vehicles are constantly parking around the roundabout at peak school times blocking the access road. This causes chaos and is also a safety concern for children. If there is an emergency at the school an</p>	£3,000

			<p>ambulance or a fire engine would be unable to get through.</p> <p>Vehicles have been mounting the grass areas around the roundabout and the paths which have caused great damage. Although Posts have recently been placed around the roundabout this has not stopped vehicles from continuing to park inconsiderately and blocking the road.</p> <p>The school and parents are therefore requesting double yellow lines around the roundabout and the paths surrounding the entrance. Many Parents have also signed an E Petition. Matthew Gunyon from Greenspaces has also suggested that a TMO is also put in place so that this problem can be controlled by traffic wardens.</p> <p>A petition containing 224 signatures has also been received.</p> <p>Two photos are attached at Appendix 1</p>	
Double yellow lines – Parkside Gardens	Coakley - Webb	Brunswick Park	<p>To put in double yellow lines in Parkside Gardens on the hedge / Oak Hill Park side from the junction with Church Hill Road up to the end of the hedge at the park entrance and on the opposite side from the junction with Church Hill Road to the alley where it joins Parkside Gardens.</p> <p>With the increasing popularity of Oak Hill Park due to the cafe, the Park run, the football</p>	£6,000 (approx)

			<p>matches etc., the car park is often full, and cars are parking along the hedge line and at the junction with Church Hill Road. There is then insufficient space for vehicles to pass, this is particularly the case for buses and commercial vehicles and the result is gridlock. This request will ensure an end to these gridlock problems and allow all vehicles including emergency vehicles to always have access.</p> <p>Maps attached show the area for which double yellow lines are requested.</p> <p>Two photos are attached at Appendix 2.</p>	
Extend the existing double yellow lines at the junction of Park Road and Mount Road.	Byers	East Barnet	<p>I request funding to extend the existing double yellow lines at the junction of Park Road and Mount Road. Parking in close vicinity of the junction on both roads presents a hazard to traffic meeting at the junction. Vehicles parked on the north side of Mount Road force drivers on occasion to approach the junction from Mount Road on the wrong side of the highway, presenting a significant hazard when other traffic turns into Mount Road from Park Road at the same moment. Vice versa applies for traffic entering from Park Road when there are vehicles parked on the south side of Mount Road. Moreover, vehicles parked on Park Road near to the junction obstruct visibility for traffic emerging from Mount Road, with traffic turning left often joining Park Road on the wrong side of the road without drivers having had the ability to look sufficiently far north along Park Road to do so safely.</p>	TBC

			<p>I would suggest that extending the yellow lines north of the junction as far as the first crossover, and extending the yellow lines on both the north and south side of Mount Road by approximately five meters would be sufficient.</p> <p>There is not a particular problem with limited parking along this section of Park Road so this small extension to the existing restriction should not cause a problem, while it would improve safety at this junction.</p> <p>Two photos are attached at Appendix 3.</p>	
Double yellow lines on a very sharp blind bend at the top part of Hill Crescent	Stock	Totteridge	To place double yellow lines on a very sharp blind bend at the top part of Hill Crescent.	TBC
Habitat Improvement and Information Project at Swan Lane Park, N20	Alison Cornelius	Totteridge	<p>Swan Lane Park is greatly used by many residents and has the added attraction of a lovely playground area for children as well as a thriving Cafe. There is also plenty of space for people to bring picnics when the weather is favourable.</p> <p>The pond has always been a wonderful wildlife sanctuary and still has a wide variety of ducks and water creatures which live in or on the pond. There is also a bird nesting area which is a joy to watch when the young start hatching. Recently, the Mayor of Barnet's Golden Kilometre was marked out in the park not only for the residents but also for St John's School in Swan Lane who use it to walk/run their daily kilometre.</p> <p>I would like to propose the installation of an information and interpretation board to be placed in a suitable place by the pond and that some of the reeds are cleared to provide a larger and more visible habitat for the wild</p>	8,000

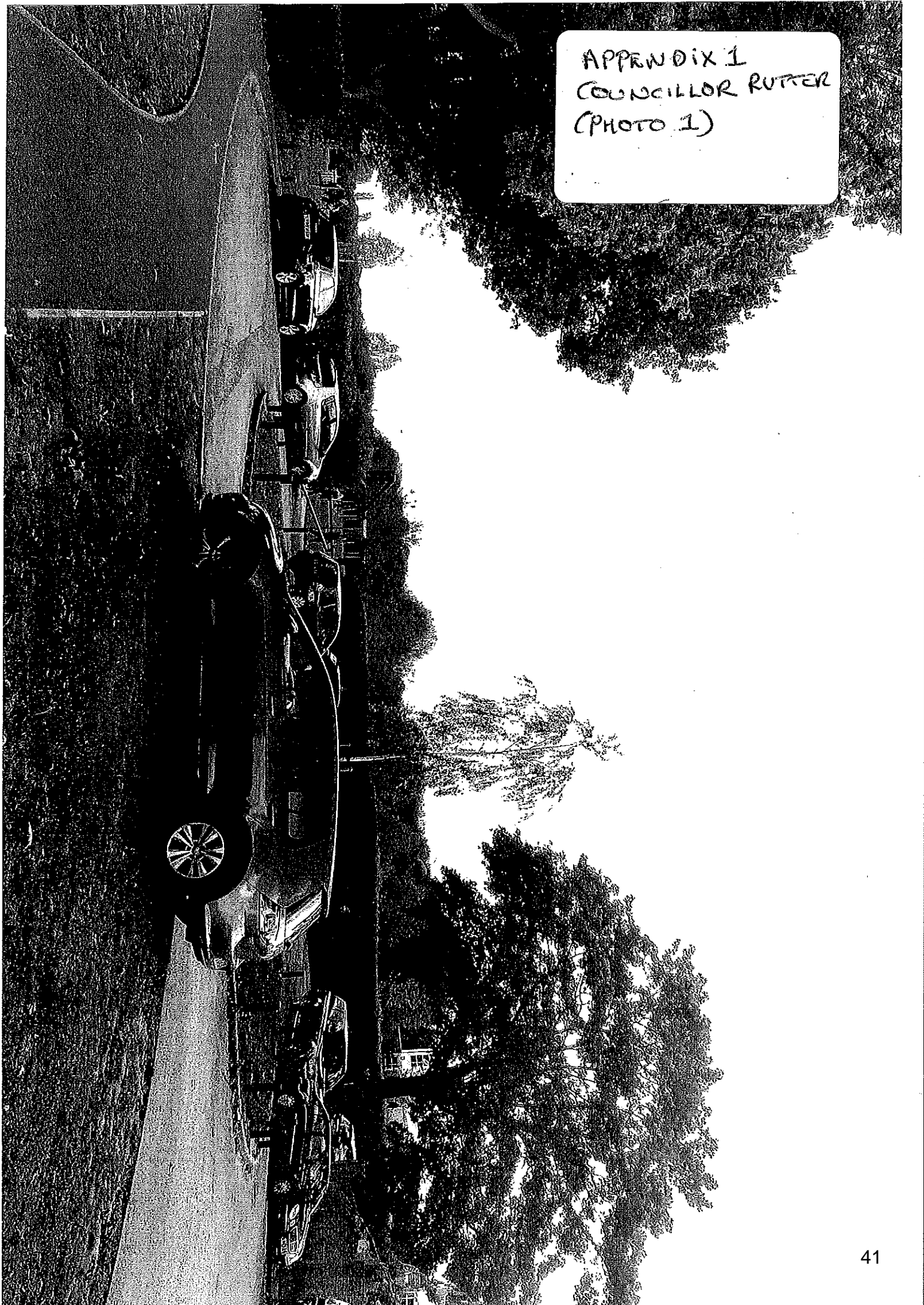
			<p>life and also to try to reduce the rat nesting area. Rats have been a major and increasing problem during the past few months and are threatening the wildlife as well as frightening parents and children. Therefore, I should also like signage to be installed around the pond and at the entrances to the park with 'pictorial noting' so that the public are asked not to feed the birds as it encourages rats. I would like to propose two signs around the pond and one at each of the three main entrances.</p> <p>I believe this request will be of great benefit to the park and will greatly interest the children especially as St John's School also use it for nature lessons.</p>	
<p>Double Yellow Lines Saddlescombe Way/Walmington Fold, N12 Junction</p>	<p>Richard Cornelius</p>	<p>Totteridge</p>	<p>I should like to request the installation of double yellow lines at the junction of Walmington Fold and Saddlescombe Way, London N12. I would like to recommend that they continue for 15 metres up Saddlescombe Way as well as the usual recommended amount round the bend at the junction.</p> <p>Saddlescombe Way is extremely narrow and if cars park either side it is impossible for large vehicles like ambulances, fire-engines and even the Councils' dustcarts to access the road.</p>	<p>TBC</p>
<p>Parking study/review of CPZ Normandy Avenue Barnet</p>	<p>Brayne</p>	<p>Underhill</p>	<p>Residents of Normandy Avenue find themselves unable to park in their road, despite paying for CPZ permits. The number of cars owned by residents on the street far outweighs the number of driveways, and the road includes 20 flats.</p> <p>The current CPZ is for one hour early afternoon. Residents have identified</p>	<p>3,000</p>

			<p>Barnet College staff and students parking in the roads as the issue, as during holidays there are no parking problems.</p> <p>The residents have conducted a survey of the road and come up with some possible solutions. The following solutions were very popular with survey respondents:</p> <ul style="list-style-type: none"> - One longer timeslot - Two different timeslots, morning and afternoon - Changing Newlyn road to zone D (to free up more parking for the residents as this road is often empty but in a zone their permits do not cover). <p>I would like to request that Officers conduct a study of the parking situation on Normandy avenue and suggest solutions to the issues to come back to committee.</p>	
Pavement parking on Brunswick Park Road	Levine	Brunswick Park	<p>I have met with residents and officers related to two-wheel pavement parking on Brunswick Park Rd on the section between Nurseryman's Close and NLBP, which also includes a bend in the road. Further up the road (towards East Barnet and the library) there is full pavement parking, but not for this section. There have been numerous accidents including a parked car being written off and another shunted onto the pavement.</p> <p>Officers are looking into widening the pavement onto the extensive grass verge there for this section of road, so that the cars can park fully</p>	TBC

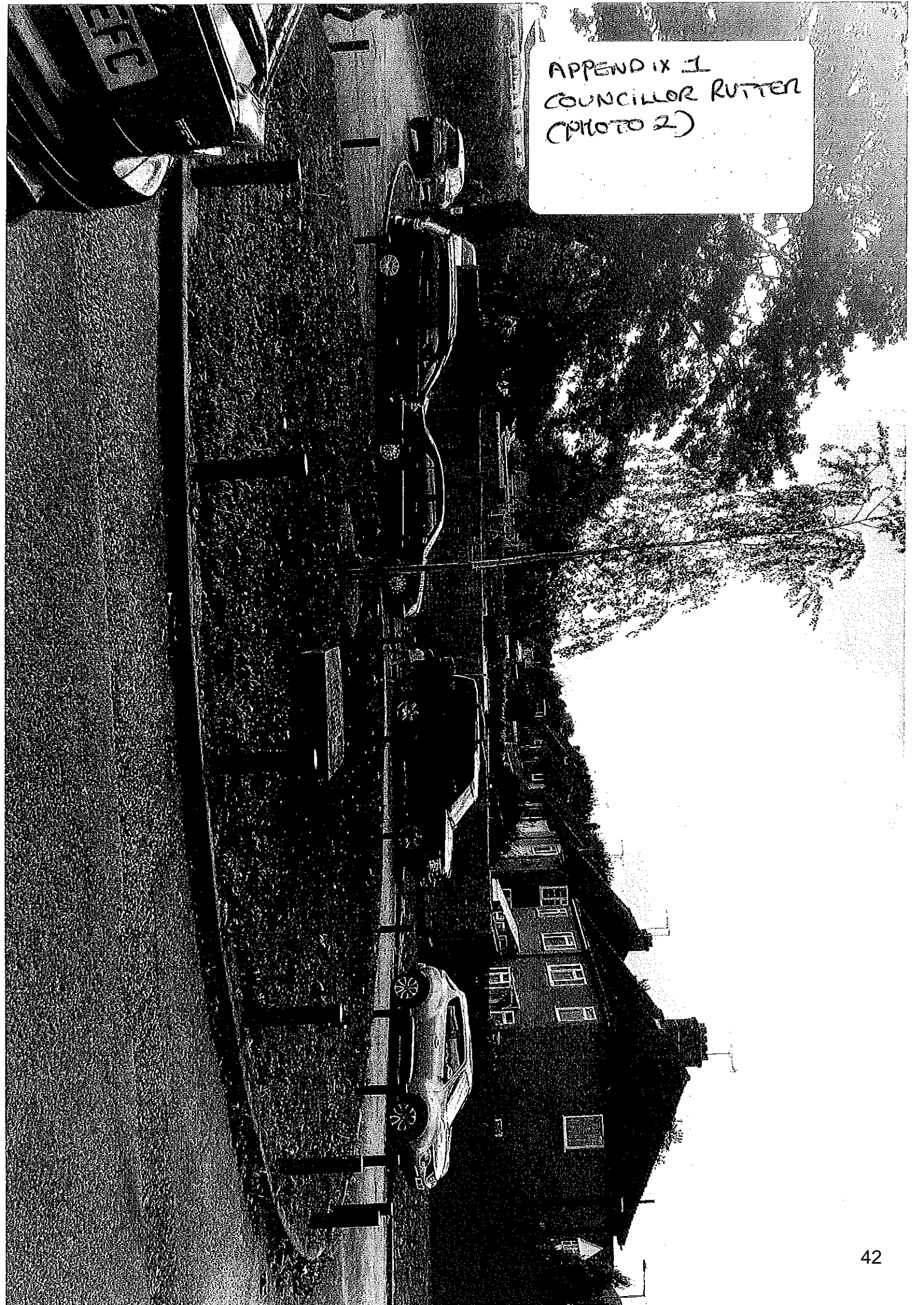
			<p>on the pavement. This work has been going on for some time, and meanwhile allocation of a disabled parking area of the road is being delayed.</p> <p>Could we have an update on the progress being made and a costing for the widening of the pavement and the change to full pavement parking on this section of road?</p>	
Zebra crossing on George Crescent	Rawlings	Coppetts	<p>To install a zebra crossing on George Crescent by the entrance/exit of Coppetts Wood School.</p> <p>This request is supported by the Head Teacher and pupils at the school.</p>	TBC
Request for vehicle activated signs on Brunswick Park Road	Councillor Weeden-Sanz	Brunswick Park	<p>I request funding to introduce two vehicle activated signs along either side of Brunswick Park Road. This is to prevent people from speeding down the road and reduce the risk of accidents as it is a very busy road with cars turning onto it from several other roads and is also used by lots of children to go to school. There have been multiple occasions where residents' cars parked on the road have been badly damaged or written off completely by cars driving too fast. Whilst Highways Officers will need to recommend the optimal location for the signs, I would suggest they be within the stretch between the New Southgate Cemetery and Osidge Library as cars often tend to increase their speed as they drive along it. See photos attached of 4 incidents one resident has suffered from in the last 3 years of damage to her car from speeding cars, and this is just a single person,</p>	TBC

			it has happened to many more.	
Moving bus stop near Co-op, East Barnet Road	Williams	East Barnet	<p>To consider the feasibility of moving the bus stop outside the Co-op on East Barnet Road, plus providing space for delivery vehicles to park there on a single yellow line with a morning only restriction.</p> <p>At the moment deliveries to the Co-op takes up part of the bus stand, so buses cannot pull in to the bus stop and block the road.</p> <p>Needs to be done in liaison with TfL, and to reduce the cost, in conjunction with the replacement of bus shelters which is scheduled to happen soon.</p>	TBC

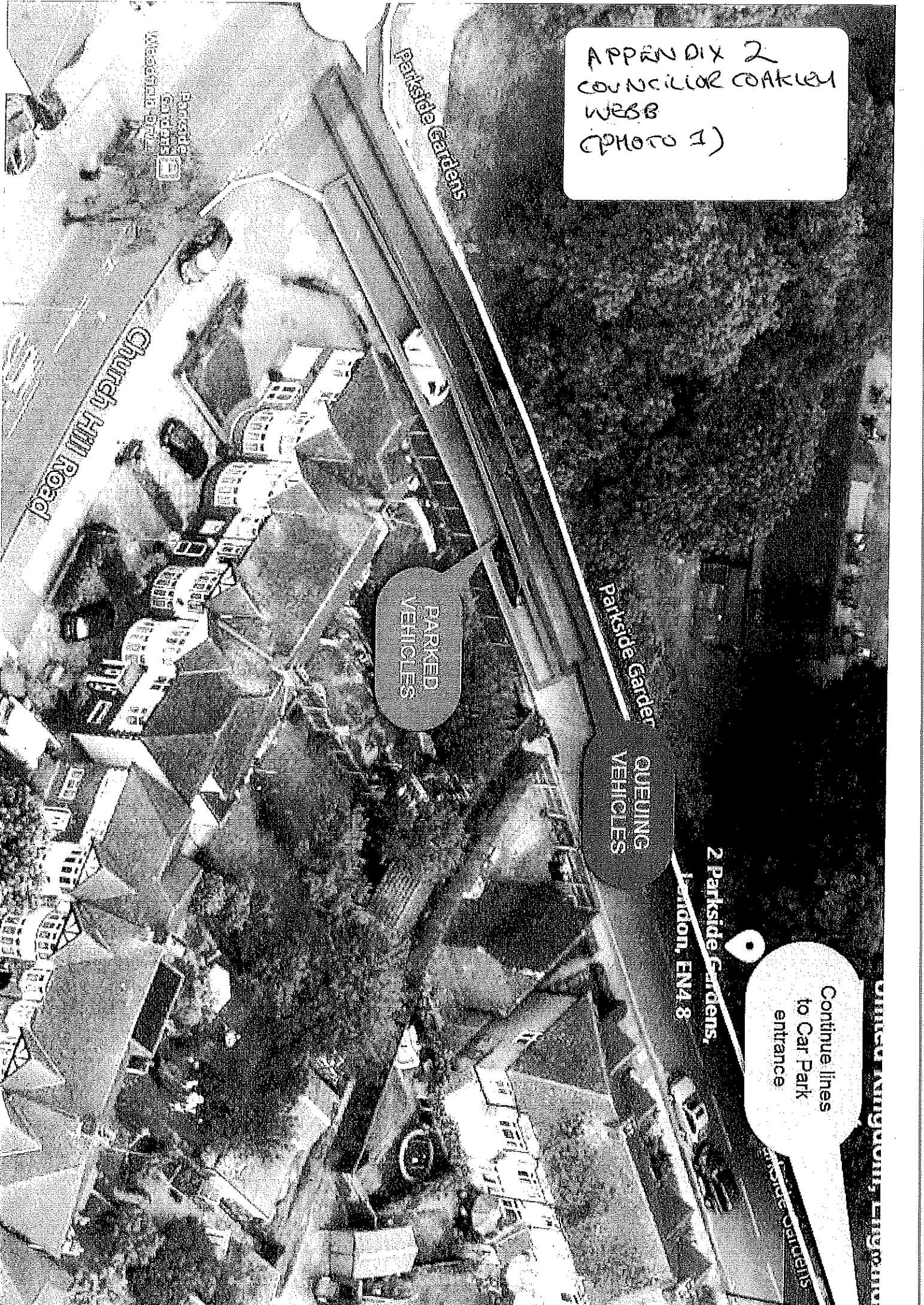
APPENDIX 1
COUNCILLOR RUTTER
(PHOTO 1)



APPENDIX 1
COUNCILLOR RUTTEN
(PHOTO 2)



APPENDIX 2
COUNCILLOR COAKLEY
W288
(PHOTO 1)



PARKED
VEHICLES

QUEUING
VEHICLES

Continue lines
to Car Park
entrance

2 Parkside Gardens,
London, EN4 8

Church Hill Road

Parkside Gardens

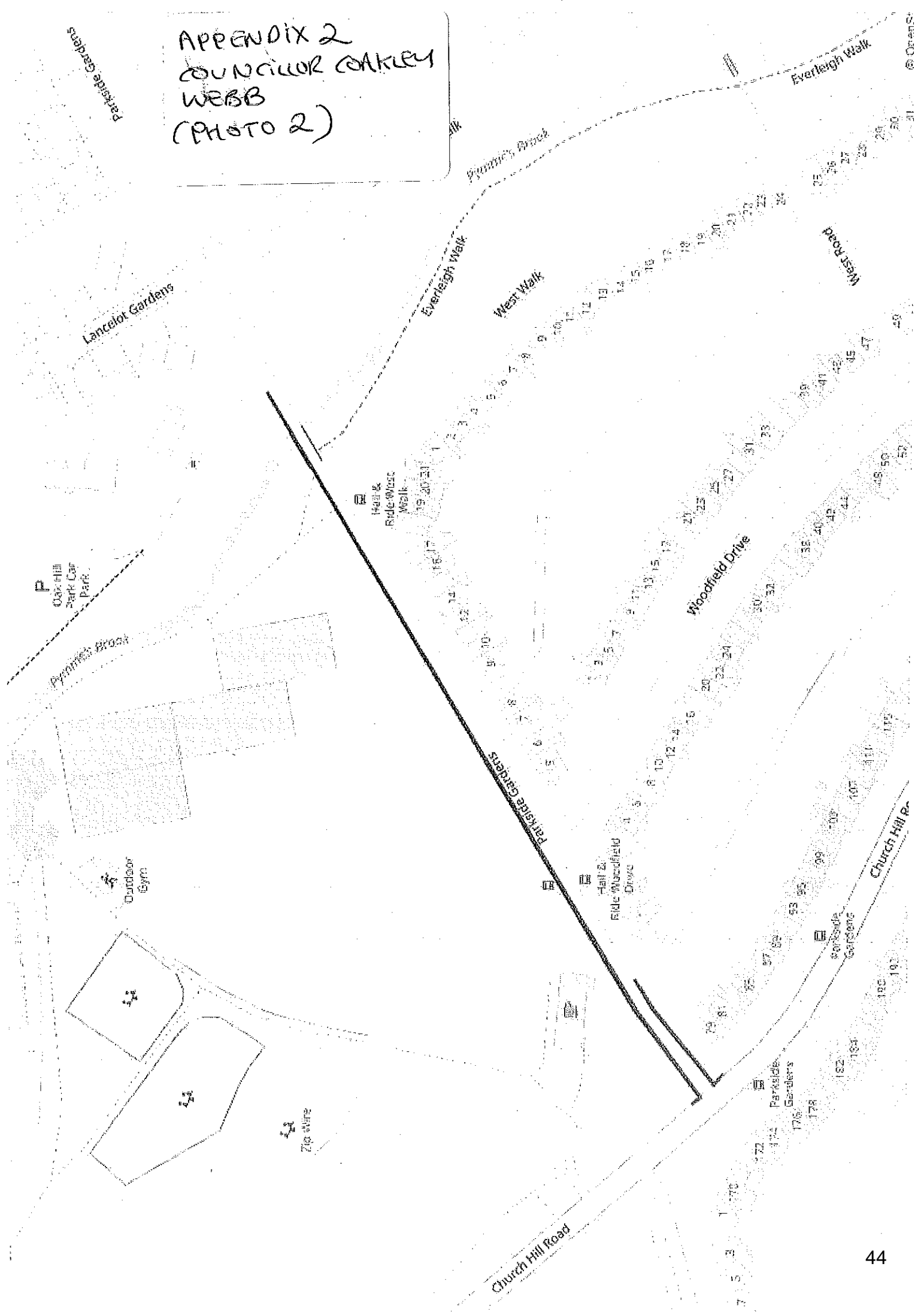
Parkside Gardens

Parkside Gardens

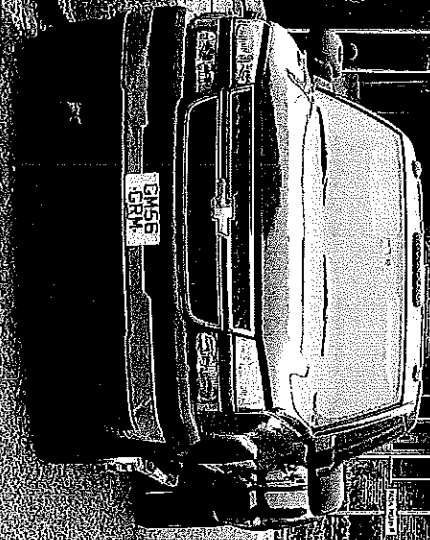
PHOTO 1

Parkside Gardens
W288
W288

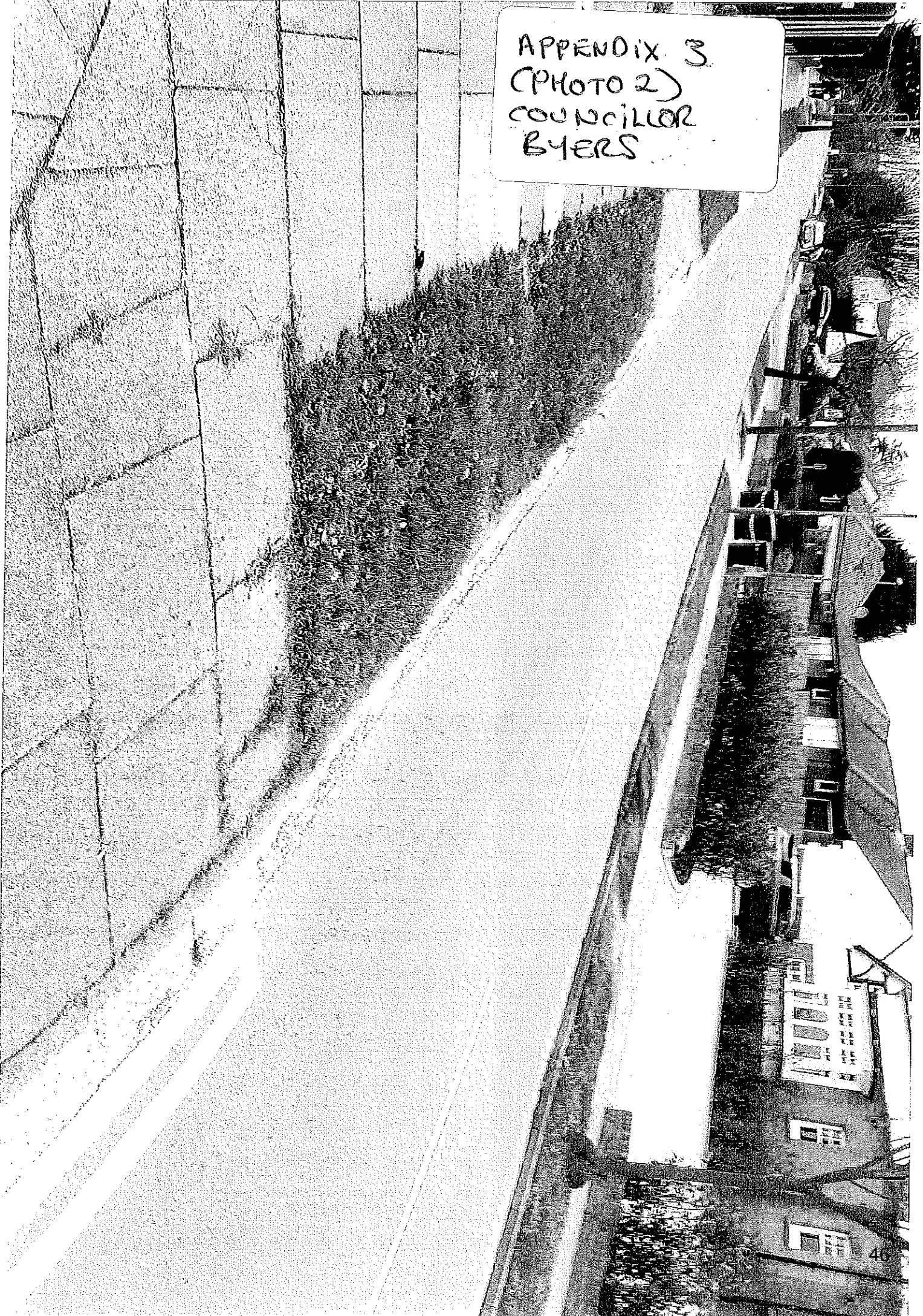
APPENDIX 2
COUNCILLOR COAKLEY
WEBB
(PHOTO 2)



APPENDIX 3
(PHOTO 1)
COUNCILLOR
BYERS



APPENDIX 3
(PHOTO 2)
COUNCILLOR
BYERS



The letters were handed delivered by the Totteridge Ward Councillors to the residents. We knocked on residents' doors, gave them the questionnaire and explained what a CPZ would entail. We went back a second time to visit those who had been out the first time we called and then left the questionnaires if they were not in a second time.

The questions we asked the residents were:

How many cars do you own?... How many can you park OFF street?...How many ON street?...

If a CPZ is considered necessary, would you like it introduced Mon-Fri...Mon-Sat... Mon-Sun...?

If a CPZ is considered necessary, would you like it just for an hour each day?... or all day....?

If a CPZ is considered necessary, how many Resident Permits would you require?...

As you can see from the attached answers these were the results:

RASPER ROAD

Out of 49 houses we had 15 responses.

10 people replied Mon –Fri (5 All day and 5 One hour), 3 people replied Mon-Sat (2 All day and 1 One hour), and 2 people replied Mon-Sun (1 All day and 1 One hour).

The 15 responses confirmed they had 18 cars, 15 are parked ON street and 3 OFF street.

They would require 16 permits if it was necessary for them to go into a CPZ.

4 commented that they did not want to go into a CPZ.

SHERWOOD STREET

Out of 14 houses we had 8 responses.

4 people replied Mon-Fri (1 All day, 2 One hour and 1 Not sure), 2 people replied Mon-Sat (1 All day and 1 One hour) and 2 people replied Mon-Sun (2 All day).

The 8 responses confirmed they had 8 cars and they were all parked ON street.

They would require 8 permits if it was necessary for them to go into a CPZ.

One commented they did not want to go into a CPZ.

SHERWOOD TERRACE

Out of 10 houses we had 5 responses.

5 people replied Mon-Fri (1 All day and 4 One hour).

The 5 responses confirmed they had 8 cars, 4 are parked ON street and 4 OFF street.

They would require 4 or possibly 5 permits if it was necessary for them to go into a CPZ.

3 commented they did not want to go into a CPZ.

GREEN ROAD

Out of 43 houses we had 14 responses.

3 people replied Mon-Fri (2 All day and 1 One hour), 3 people replied Mon-Sat (3 All Day) and 8 replied Mon-Sun (8 All day).

The 14 responses confirmed they had 21 cars, 20 are parked ON street and 1 OFF street.

They would require 21 permits if it was necessary for them to go into a CPZ.

1 commented they did not want to go into a CPZ.

TOTALS

24 replied Mon-Fri (9 All day and 12 One hour and One Not sure)

8 replied Mon-Sat (6 All day and 2 One hour)

12 replied Mon-Sun (11 All day and 1 One hour)

42 people responded that they had 55 cars, 47 are parked ON street and 8 OFF street

They would require 49 or 50 permits

Sherwood Terrace were most opposed to going into a CPZ and two residents sent in a plan showing how many residents parked on the opposite side of the street to their houses outside their extremely narrow garages. They maintained that if the garages had a solid yellow line in front of them and they could now longer park in front of them, there would be inadequate space for them to park in marked out bays in front of their houses.

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<u>ROAD</u>	<u>MON-FRI</u>	<u>MON-SAT</u>	<u>MON-SUN</u>	<u>PERMITS</u>	<u>CARS OWNED</u>
Rasper Road			One Hour	0	0
Rasper Road	One hour			1	1
Rasper Road	All Day			2	2
Rasper Road		All Day		1	1
Rasper Road	All Day			0	0
Rasper Road	One hour			1	1
Rasper Road		All Day		1	2
Rasper Road			All Day	1	2
Rasper Road		One hour		1	1
Rasper Road					
Rasper Road	One hour			1	1
Rasper Road	All Day			1	1
Rasper Road	One hour			3	3
Rasper Road	All Day			1	1
Rasper Road	One hour			1	1
Rasper Road					
Rasper Road	All Day			1	1
	20%	6%	4%		18 cars

<u>ROAD</u>	<u>MON-FRI</u>	<u>MON-SAT</u>	<u>MON-SUN</u>	<u>PERMITS</u>	<u>CARS OWNED</u>
Sherwood Street	one hour			1	1
Sherwood Street	Not sure			1	1
Sherwood Street			All Day	1	1
Sherwood Street	One hour			1	1
Sherwood Street		One hour		1	1
Sherwood Street	All day			1	1
Sherwood Street		All day		1	1
Sherwood Street			All Day	1	1
	29%	14%	14%		8 Cars

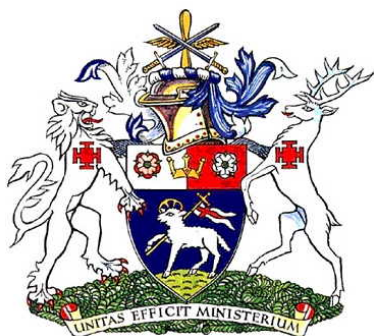
<u>ROAD</u>	<u>MON-FRI</u>	<u>MON-SAT</u>	<u>MON-SUN</u>	<u>PERMIT No</u>	<u>CARS OWNED</u>
Sherwood Terrace	One hour			0	1
Sherwood Terrace	One hour			0	1
Sherwood Terrace	All Day			3	3
Sherwood Terrace					
Sherwood Terrace	One hour			1 or 2	2
Sherwood Terrace	One hour			0	1
	50%	0%	0%		8 cars

<u>ROAD</u>	<u>MON-FRI</u>	<u>MON-SAT</u>	<u>MON-SUN</u>	<u>PERMIT No</u>	<u>CARS OWNED</u>
Green Road			All Day	0	0 but parks 1 off street
Green Road					
Green Road	All Day			None	0

Green Road		All Day		2	2
Green Road	All Day			2	2
Green Road			All Day	3	3
Green Road	One hour			1	1
Green Road		All Day		2	2
Green Road			All Day	2	2
Green Road			All Day	2	2
Green Road			All Day	2	2
Green Road			All day	1	1
Green Road					
Green Road			All day	1	1
Green Road			All Day	1	1
Green Road		All Day		2	2
	7%	7%	19%		21 cars

Other Comments
Parks 1 car on street
Parks 1 car on street
Doesn't own a car
Parks 1 on street
Parks 1 car off street & 1 car on street
Parks 1 car off street & 1 car on street
Parks 1 on street
Parks 1 car on street
Parks 1 car on street
Parks 3 cars on street
Parks car off street
Parks car on street
Parks 1 car on street
Parks 1 car on street
Parks 1 car on street
Parks 1 car on street
Parks 1 car on street
Parks 1 car on street
Parks 1 car on street
Parks 1 car on street
Parks 1 car on street
Parks 1 car off street - Don't want CPZ
Parks 1 car off street - Don't want CPZ
Parks 3 cars on street
Parks 1 car on street & 1 off street am due to schools
Parks 1 car off street
Doesnt want CPZ but if going in wants all day

Parks 2 cars on street
Parks 2 cars on street
Parks 3 cars on street
Parks 1 car on street
Parks 2 cars on street
Parks 2 cars on street
Parks 2 cars on street
Parks 1 car off street & 1 car on street
Parks 1 car on street
Parks 1 car on street
Parks 1 car on street
Parks 2 cars on street



Chipping Barnet Area Committee
23 January 2019

Title	Livingstone School, EN4- Feasibility Study
Report of	Strategic Director for Environment
Wards	East Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1- Design Drawings: BC/001492-04-01-100-01 BC/001492-04-01-100-02
Officer Contact Details	Jamie Blake- Strategic Director for Environment Jamie.blake@barnet.gov.uk

Summary

This report details the results of a feasibility study which involves investigating measures to improve traffic flow during school opening and closing times around Livingstone School.

Recommendations

- 1. That the Chipping Barnet Area Committee note the review of the improvements in the area around Livingstone School as outlined in this report.**
- 2. That the Chipping Barnet Area Committee approve the Officer preferred Option for a “point of no entry” system on to Baring Road from Castlewood Road.**
- 3. That the Chipping Barnet Area Committee authorise the Strategic Director for Environment to consult residents and stakeholders on the preferred Options.**
- 4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Chipping Barnet Area Committee instruct the Strategic Director for Environment to introduce the approved proposal.**
- 5. That the Chipping Barnet Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.**
- 6. That the Chipping Barnet Area Committee agree to allocate the funding of £15,400 CIL from this year’s CIL Area Committee budget to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the proposal.**

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Chipping Barnet Area Committee on the 9 July 2018, Councillor Felix Byers made representations related to results of a site survey carried out in respect to parking activity in roads near JCOSS School and Livingstone School, EN4.
- 1.2 Following discussion of the item, the Committee therefore resolved:
 - 1) That the Chipping Barnet Area Committee instructs the Strategic Director for Environment to carry out a feasibility study in roads in the vicinity of Livingstone Primary School.
 - 2) That the Chipping Barnet Area Committee agree to allocate the funding (CIL from this year’s CIL Area Committee Budget) of £5,000 to the actions outlined in recommendation 1 above.
- 1.3 This report is therefore required to investigate the feasibility of introducing measures to improve traffic flow and safety near Livingstone School. These measures have incorporated recent discussions between the School and the School Travel Advisor.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are in response to a Members Item calling for improved safety and traffic flow near Livingstone School.
- 2.2 An initial site visit took place during peak periods on 7 November 2018. Potential solutions have been considered and appraised against the reported issues which were raised by the Members Item above.
- 2.3 Baring Road and Castlewood Road are both currently subject to a 30mph speed limit and both roads form part of bus route 384. It was noted that during the peak period that parked vehicles impacted the bus drivers' ability to negotiate the route safely.
- 2.4 Officers observed that Baring Road was subject to congestion as it is a narrow two-way road near Livingstone School, and that parking during school drop off and pick up in the immediate vicinity of the school was dense.
- 2.5 As part of this feasibility study, the personal injury data was analysed investigating 60 months of collision data to 31 March 2018. This is the latest data that was available from the police and the 2018 data is provisional and subject to change. According to the data, there were no collisions in the last 60 months.
- 2.6 Following the site survey, discussion with the School Travel Advisor and a review of the vehicle movements, two Options to address traffic problems near Livingstone School have been developed, which are summarised in table 1 below:

Table 1 – Design Options

Option	Summary	Summary of Potential Advantages/ Disadvantages
<p>Option 1 BC/001497_04-100-01</p>	<p>This Option involves converting Baring Road to one-way in a north-east bound direction with entry into Baring Road from Castlewood Road prohibited.</p> <p>In addition, waiting restrictions are proposed opposite the school on Baring Road and at the triangle located at the junction with Castlewood Road to deter obstructive parking.</p>	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Reduced vehicle traffic on Baring Road during school times which will improve traffic flow and the pedestrian experience for pupils during school drop off and pick up. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Possible increase of traffic and bus journey times. - Baring Road residents will have

		<p>to exit via Castlewood Road and will be unable to access Baring Road via Castlewood Road which is likely to have a negative impact on the junction at peak times.</p> <ul style="list-style-type: none"> - There are many dwellings near Livingstone School and historically residents to not support waiting restrictions (yellow lines) due to loss of parking.
<p>Option 2 BC/001497_04-100-02</p>	<p>This Option involves banning entry into Baring Road from Castlewood Road.</p> <p>In addition, waiting restrictions are proposed opposite the school on Baring Road and at the triangle located at the junction with Castlewood Road to deter obstructive parking.</p>	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - Reduced vehicle traffic on Baring Road during school times which will improve traffic flow and the pedestrian experience for pupils during school drop off and pick up. - This option will cause less disruption to local residents as vehicles will not be prohibited from travelling southbound on Baring Road. <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Possible increase of traffic and bus journey times. - Baring Road residents will be unable to access Baring Road via Castlewood Road.

		<ul style="list-style-type: none"> - There are many dwellings near Livingstone School and historically residents to not support waiting restrictions (yellow lines) due to loss of parking.
--	--	--

2.7 The above Options have been reviewed on site by officers. Option 2 which is detailed on drawing BC/001497_04-100-02 is the preferred Option. This option offers the least amount of disruption to residents and reduces the volume of traffic around Livingstone School.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 In addition to the Option set out above, the only other Option at this stage is not to proceed with the proposed improvements; however, this will not address the original concerns raised in the Members Item.

4. POST DECISION IMPLEMENTATION

4.1 If the recommendation is approved, detailed design would be undertaken. Statutory consultation will be carried out and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

5.1.2 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.

5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate for the proposals as shown below in Table 4, which will need to be refined by LOHAC upon completion of the detailed design:

Table 3 –Cost Estimates

Activity	Estimated costs
Detailed Design (Including statutory processes, advertising, public consultation, safety audits etc.)	£6 500
Build Cost (Including accrual costs.)	£7 500
Sub-TOTAL	£14 000
Implementation & post implementation fee @ 10%	£ 1 400
GRAND TOTAL	£15 400

5.2.2 Procurement of the works should be via the existing London Highways Alliance Contract (LOHAC) and the Council’s Street Lighting provider as appropriate.

5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £247,000. This balance consists of an in year CIL allocation of £150,000, combined with a prior year carry forward of £174,800 minus items agreed at previous Committee meetings.

5.2.4 The maximum that can be approved from the CIL Area Committee budget is £25,000.

5.3 Social Value

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations related to their work.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004 places an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.3 CIL is a planning charge that was introduced by the Planning Act 2008 to help

deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended (“the Regulations”).

5.4.4 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

5.4.5 Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

5.4.6 As a result of this, 15% of the CIL budget is allocated to the Area Committee.

5.4.7 Article 7 of the Council’s Constitution states that Area Committees may (in relation to the areas covered):

- Take responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.
- Determine the allocation of CIL funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget allocated to the committee being unspent.

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

The broad purpose of this duty is to integrate considerations of equality into day business and keep them under review in decision making, the design of policies and the delivery of services.

Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.

The proposals in this report are not expected to disproportionately disadvantage individual members of the community.

It is considered that the Council has met its public sector equalities duty in considering these issues

5.7 Consultation and Engagement

5.7.1 A public consultation will be carried out on the proposals and details of the proposals will be advertised in the local press.

5.8 Insight

5.8.1 The proposals have been informed by on site observations and discussions with the school travel plan advisor for Livingstone School.

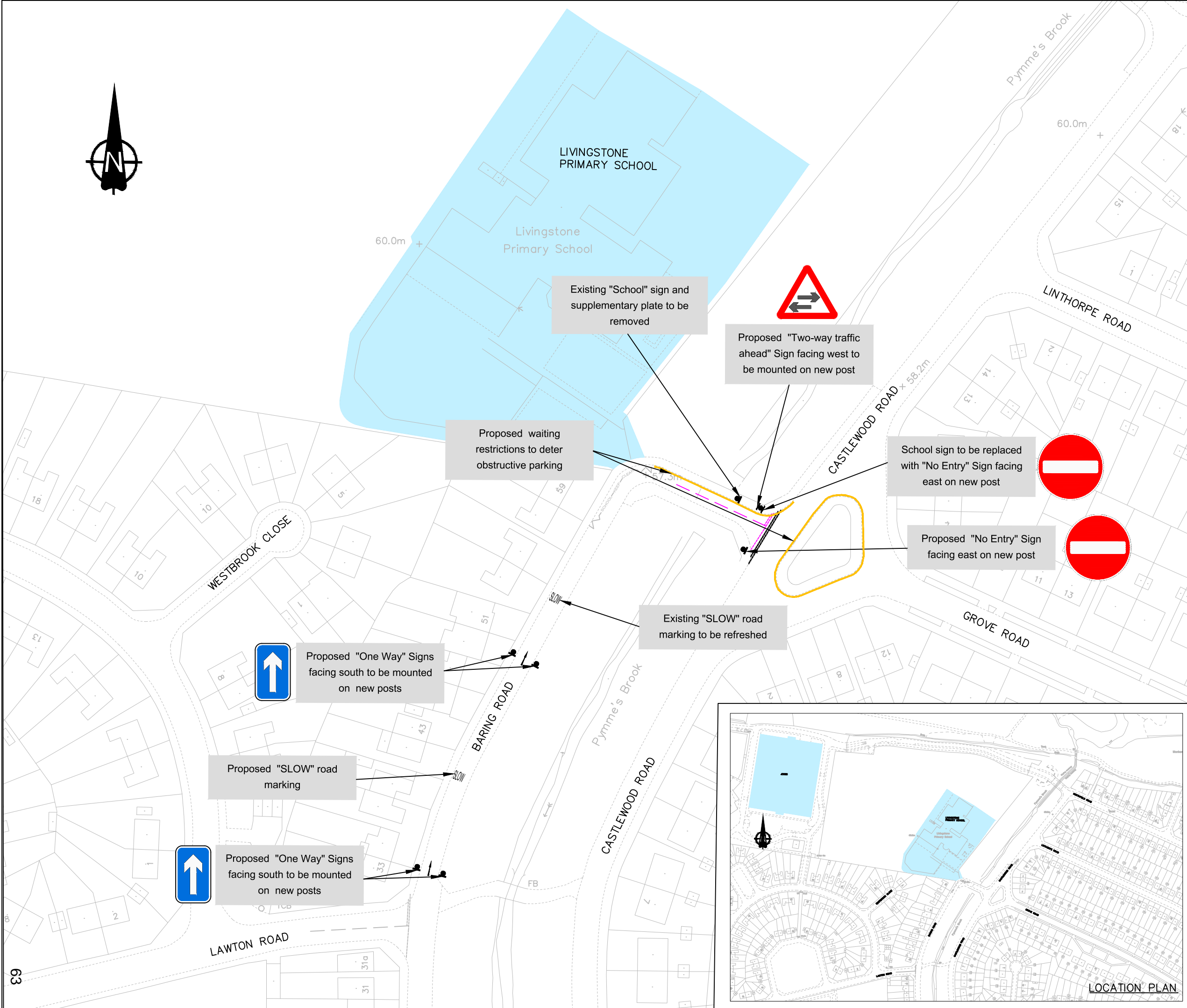
6. BACKGROUND PAPERS

6.1 Chipping Barnet Area Committee 9th July 2018

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9534&Ver=4>

6.2 Parking Investigations- Roads Near JCROSS School, New Barnet 9th July 2018

<http://barnet.moderngov.co.uk/documents/b31009/Item%2015%20-%20Parking%20Investigations%20Roads%20Near%20JCROSS%20School%20New%20Barnet%2009th-Jul-2018%2019.00%20Chippin.pdf?T=9>



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001492-04-01.
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:
 1. All dimensions are in metres except where otherwise stated.

LEGEND:

- Existing road markings
- Road markings to be removed
- New white road markings
- New yellow road markings to TSRGD 2016 Schedule 7, Part 4, Item 1

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REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue

FOR INFORMATION

Client:

BARNET LONDON BOROUGH

Scheme Ref. BC/001492-04-01

Scheme title

LIVINGSTONE PRIMARY SCHOOL

Drawing title

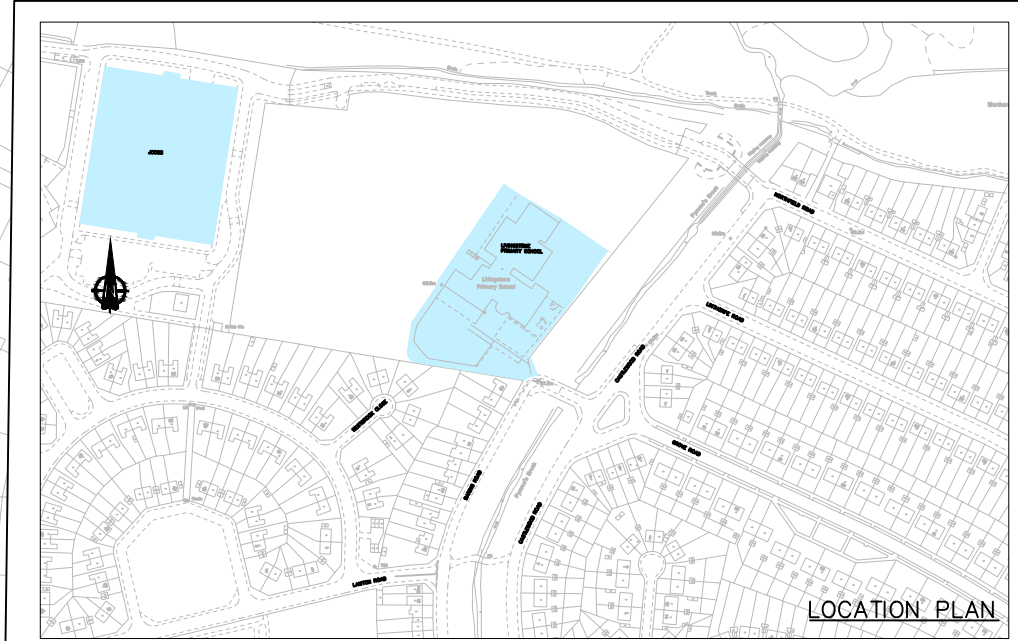
FEASIBILITY DESIGN OPTION 1

Scale @ A3: NTS

Design	Drawn	Checked	Approved
NI	NI	FR	LW
Date: 09/11/18	Date: 12/11/18	Date: 12/11/18	Date: 12/11/18

re Traffic and Development
 London Borough of Barnet, Barnet House,
 11th Floor Highways, 1255 High Road,
 Whetstone, London N20 0EJ

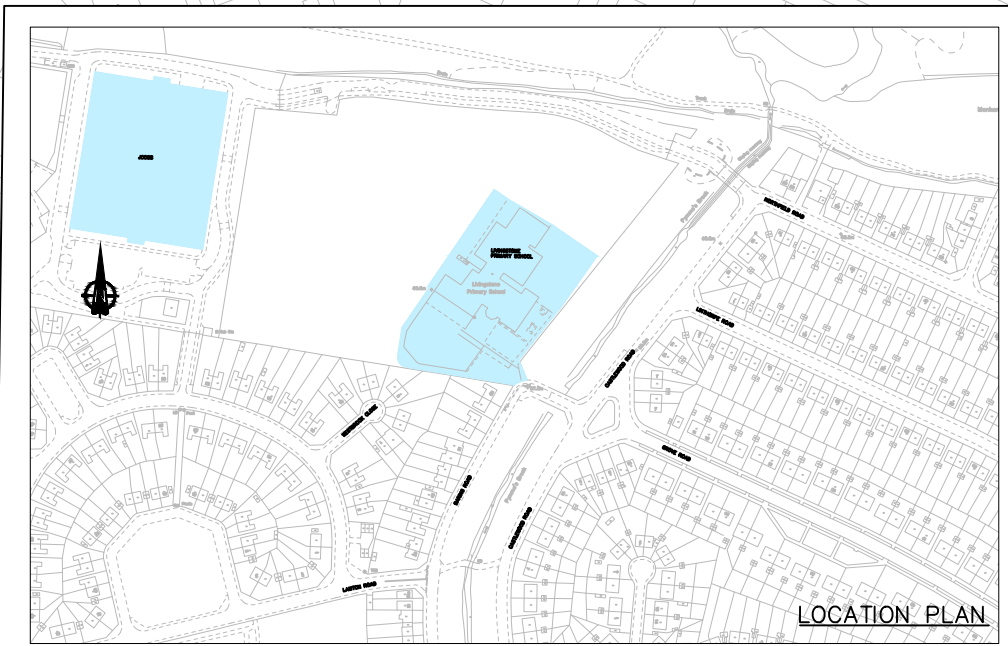
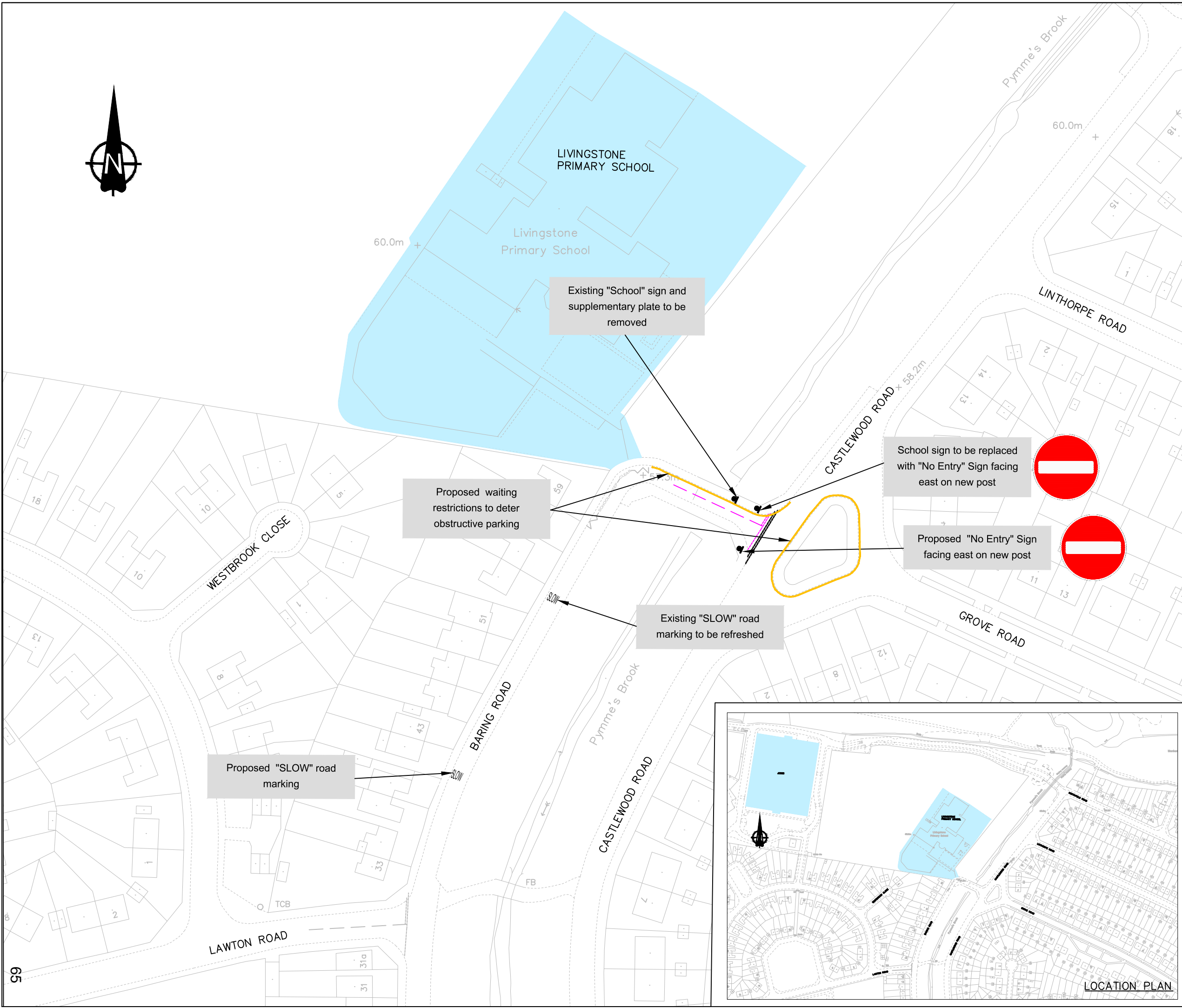
CAPITA BARNET LONDON BOROUGH



BC/001492-04-01-100-01

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001492-04-02.

In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

1. All dimensions are in metres except where otherwise stated.

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- Existing road markings
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- New yellow road markings to TSRGD 2016 Schedule 7, Part 4, Item 1

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REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue

FOR INFORMATION

Client:

BARNET
LONDON BOROUGH

Scheme Ref. BC/001492-04-01

Scheme title

LIVINGSTONE PRIMARY SCHOOL

Drawing title

**FEASIBILITY DESIGN
OPTION 2**

Scale @ A3: NTS

Design	Drawn	Checked	Approved
NI	NI	FR	LW
Date: 09/11/18	Date: 12/11/18	Date: 12/11/18	Date: 12/11/18

re Traffic and Development
London Borough of Barnet, Barnet House,
11th Floor Highways, 1255 High Road,
Whetstone, London N20 0EJ

CAPITA BARNET
LONDON BOROUGH

BC/001492-04-01-100-02

Rev. 0

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**London Borough of Barnet
Chipping Barnet Area
Committee Work Programme
2019**

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

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Items for Submission to a Future Meeting			
Review of the Barnet Hospital CPZ	Report back to future meeting		Non-key
Hampden Way - Speeding	Report back to future meeting		Non-key

Chipping Barnet Area Committee Non-Highways Items Update, January 2018 to December 2018

1. October 2018

Physic Well – Lighting and Information Board - Cllr Sowerby (Underhill Ward)

The building does not currently have any lighting or electrical sockets, so it is proposed to install sockets and lighting to the ground floor and lighting to the subterranean area (the well vault); additionally it is proposed to erect a history board outside the building.

The funding request is specifically for:

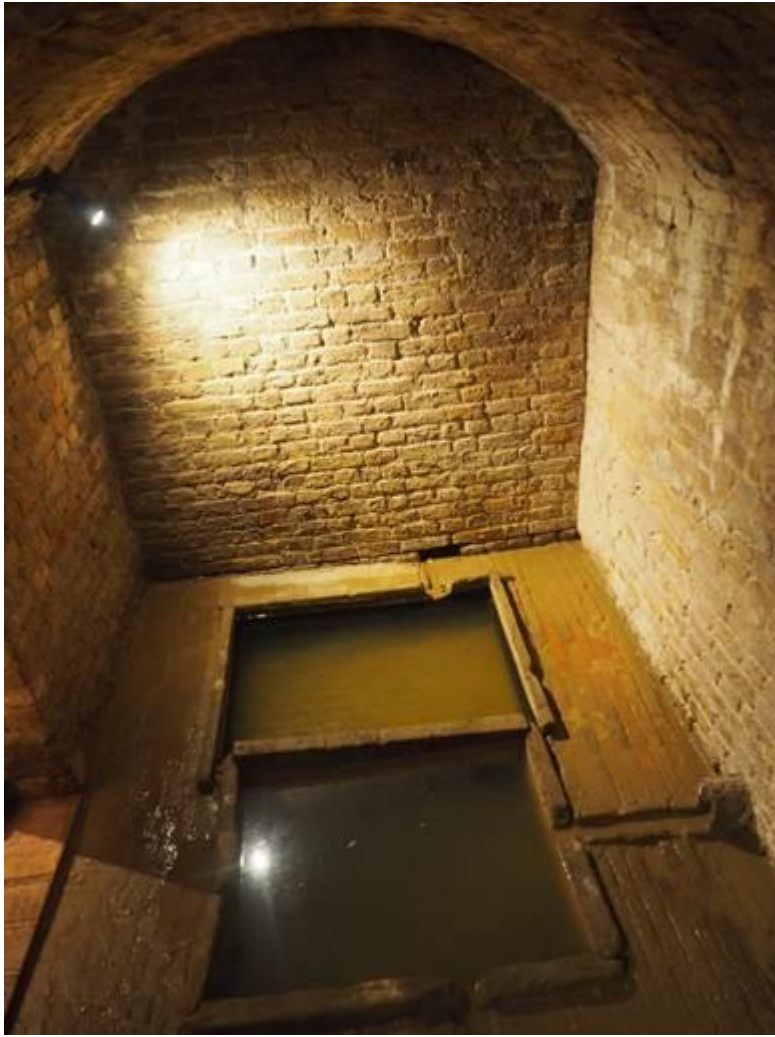
- A bulkhead lighting fixture in the vault
- Concealed LED lighting beneath the handrail of the stairwell
- Associated wiring works to enable the above
- Smoke detectors
- Power installation conduit
- Lighting Install Conduit Ground Floor
- Lighting Supply
- Erection of graffiti proof information board

RESOLVED that funding of £16,240.82 plus VAT, from CIL funds, be agreed.

Update (December 2018)

Lighting has been installed at the Physic Well – this action is now complete (see photos below).

Regarding the information board – this has been designed and will be ordered for installation in January 2019.







2. October 2018

The Committee considered the following Standard Members Item:

Name of Councillor Members Item

Councillor Pauline

Coakley Webb

I request that the Council works with the local councillors and residents to encourage the establishment of a 'Friends of Hollickwood Park' group to help ensure much needed improvements in Hollickwood Park for the future.

It was noted that officers would facilitate initially, but that resource levels would not allow substantial involvement

RESOLVED that Officers request the Council's senior Parks Officer to meet interested parties/local councillors to discuss what Council support is available

Update (December 2018)

The Greenspaces Team has said they will get a meeting diarised with the Councillors and local residents and take them through how to form a Friends Group and how this can be supported going forward.

3. July 2018

Title: Parking/Access in Strode Close and Surrounding Roads

Lead Petitioner: Laura Cope

Number of signatures: 78

Ward: Coppetts

Petition: We the undersigned petition the council to take action

to control the number of non-resident vehicles parked in Strobe Close, Cromwell Road, Pembroke Road and Hampden Road, whether by introducing CPZ or monitoring and restricting the business operations carried out by TL Motors.

With no parking restrictions in the aforementioned streets, the number of vehicles which are being parked by TL Motors has become an increasingly significant issue for us residents.

Hundreds of their customers' vehicles are parked up, sometimes left for months on end before being moved, which has made parking near our homes impossible at times. Cars blatantly block emergency vehicle access to the Close by double parking and making access points extremely narrow. Car parks are used as though they are the garage's own land on which to park their customers' vehicles. Recovery vehicles arrive throughout the day and night to drop off customer cars which causes a disturbance due to the noise. Not only is this of great inconvenience to the residents, it is also a major health and safety concern should there be a need for an emergency vehicle to access the area.

This is an issue which gets worse by the day as TL Motor's business increases - something they can afford to do due to a free reign of the streets in the area. We need this situation to be reviewed and addressed by Barnet Council as soon as possible

Petition referred
to Chipping
Barnet Area
Committee for
consideration.

3

for our peace of mind and the sake of our safety.

The Committee heard representations from Katherine Hayward and Councillor Barry Rawlings.

The Strategic Director for Environment proposed that this issue is treated as anti-social behaviour and is taken to the Community Safeguarding Hub which brings together the various agencies including the police and fire brigade. He confirmed that Planning Enforcement would also need to be involved.

Following the advice from the Strategic Director for Environment **the Committee RESOLVED -**

1. That the petition and enforcement issues raised are progressed through the Community Safety Tasking Group, which includes the responsible officers and partner organisations including Planning Enforcement. The Strategic Director confirmed that he would coordinate the Council's response.

2. A meeting would be arranged with Ward Members and the lead petitioner to feed their views into the process and share information with residents.

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

Update (January 2019)

Awaiting information from Service Area

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