

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

TUESDAY 6TH OCTOBER, 2020

AT 6.00 PM

VENUE

VIRTUAL MEETING

LINK TO VIRTUAL MEETING <https://bit.ly/36elZ00>

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

Chairman: Cllr Wendy Prentice

Vice Chairman: Cllr Thomas Smith

Councillors

Cllr Alison Cornelius

Cllr Laurie Williams

Cllr Roberto Weeden-sanz

Cllr Paul Edwards

Cllr Pauline Coakley-Webb

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Thursday 1st October 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 Services contact: jan.natynczyk@barnet.gov.uk Tel: 0208 359 5129

Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

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ORDER OF BUSINESS

Item No	Title of Report	Pages
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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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14.	Normandy Avenue and Bedford Avenue, EN5 - Outcome of informal Controlled Parking Zone (CPZ) Consultation	TO FOLLOW
15.	Progress update on Area Committee actions from previous meeting	
16.	Forward Work Programme	99 - 100
17.	Any item(s) the Chairman decides are urgent	

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Decisions of the Chipping Barnet Area Committee

22 January 2020

Members Present:-

AGENDA ITEM 1

Councillor Wendy Prentice (Chairman)
Councillor Thomas Smith (Vice-Chairman)

Councillor Alison Cornelius Councillor Pauline Coakley Webb
Councillor Roberto Weeden- Councillor Laurie Williams
Sanz Councillor Tim Roberts (substitute)

Councillor Paul Edwards

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 3 October 2019 be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

Apologies were received from Cllr Paul Edwards who was substituted by Cllr Tim Roberts.

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS

Questions were received in relation to the following items and were considered with these items:

Item 6 – Petition relating to Barnet Hospital CPZ

6. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM (INCLUDING PETITIONS)

Install CCTV in Mount Parade, EN4

The Committee received a petition from Mr Pavanakumar. Cllr Byers spoke on behalf of Mr Pavanakumar.

RESOLVED that the Committee unanimously approved £2000 CIL funding for the installation of CCTV, subject to officers confirming compliance with CIL legislation.

Traffic safety - Hadley, Clifford and Woodford Roads

Paul Clarke introduced the petition on behalf of Dan Hamilton, lead petitioner.

The Highways Officer reported that this matter was already on the LIP funding priority list. A feasibility study would feed into this.

RESOLVED that the Committee unanimously approved that a feasibility study be carried out at a cost of £5000.

Parking around Barnet Hospital

The lead petitioner was not in attendance.

A question from Linda Lusingu and the Highways officer's response was noted.

A Member asked when the proposed permits for Barnet Hospital (BH) staff were likely to be in place. The Head of Parking and Infrastructure reported that the matter was in progress and he estimated these would be implemented in around one month's time.

A Member asked whether BH's planning application for 70 extra parking spaces were being considered in relation to the staff permits. The Head of Parking noted that this would not affect the staff permits due to be issued by LB Barnet.

Patricia Yorke's question and comment, and the officer's responses were noted.

RESOLVED that the Committee unanimously approved £3000 CIL funding for the installation of double yellow lines on Bells Hill prior to the BH CPZ review being undertaken. Other roads to be discussed with ward councillors.

The Chairman invited Cllr Longstaff to speak on his Member's Item - Field End CPZ. Cllr Longstaff stated that Kerri Close and other roads in the area may wish to be part of the CPZ and requested that they be included in the consultation. Around 650m of space would be taken up by staff permits for Barnet Hospital so parking would be more difficult in the area for residents.

RESOLVED that the Committee unanimously approved that Field End and neighbouring streets be included in the CPZ consultation.

7. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

The Committee received the report.

RESOLVED

- 1. That the Chipping Barnet Area Committee notes the amount available for allocation during 2019/20, as set out in paragraph 6.2.1 and in Appendix 1;**

2. That the Chipping Barnet Area Committee notes the amount or re-allocated underspends & Overspends in Section 2.1.

8. MEMBERS' ITEMS (IF ANY)

None.

9. MEMBERS' ITEMS - AREA COMMITTEE FUNDING APPLICATIONS (IF ANY)

The Committee received the following applications for CIL funding:

Councillor	Title	Decision
Cllr Cornelius	Junction of Southway and Greenway, London N20	RESOLVED that £2000 CIL funding be agreed to implement double yellow lines around the junction.
Felix Byers	Reduce traffic speed and improve road safety along Mount Pleasant, EN4	Cllr Weeden-Sanz left the room for this item. RESOLVED that a £4000 feasibility study was not approved as measures were already in place. A vote was taken on this: For – 2 Against - 4
Sachin Rajput	Request for new equipment in children's playground at Friary Park	RESOLVED that £18,800 CIL funding be agreed.
Lisa Rutter	Install two alley gates between Woodfield Drive and Church Hill Road down to Parkside Gardens	A resident spoke on behalf of Cllr Rutter in her absence. It was noted that 30 residents had agreed to each pay £100 towards the gates and CIL funding of up to £1500 would be required. RESOLVED that £1500 CIL funding be agreed. A vote was taken on this: 6 - agreed 1 – abstained

Caroline Stock	Outdoor gym equipment for Riverside Park	<p>RESOLVED that £24,720 CIL funding be agreed.</p> <p>A vote was taken on this:</p> <p>For – 5 Against - 2</p>
Roberto Weeden-Sanz	Metal bollards to be placed on the grass verges on Hampden Way	<p>A vote was taken on £1500 CIL funding to supply metal bollards for the whole length of Hampden Way:</p> <p>For - 3 Against – 4</p> <p>RESOLVED not to agree £15000 CIL funding.</p> <p>The Chairman moved a motion, and was duly seconded, for £5000 CIL funding to provide some bollards for part of Hampden Way and to defer the remainder to the next meeting:</p> <p>For – 4 Against – 3</p> <p>RESOLVED that £5000 CIL funding be agreed and the remaining funding for additional bollards be DEFERRED until the next meeting.</p>
Pauline Coakley Webb	Hollickwood Park	<p>The Chairman moved a motion for the item to be deferred due to the need for further clarification on CIL criteria. This was duly seconded. A vote was taken:</p> <p>For – 6 Abstained – 1.</p> <p>RESOLVED that the item be deferred so that clarification could be sought on CIL criteria in</p>

		relation to this item.
David Longstaff	Field End 'pocket' CPZ	RESOLVED that Field End and neighbouring roads be included in the Barnet Hospital CPZ consultation (see item 6).
Barry Rawlings	Proposed CCTV camera on lamp column on lamp column number 11 on Cromwell Road facing towards the Strode Close junction, for one year.	RESOLVED that £2,500 CIL funding be agreed for CCTV for one year.
Paul Edwards	CPZ surrounding Barnet Hospital	RESOLVED that double yellow lines be agreed for Bells Hill (discussed under Item 6).

10. ASHMOLE ACADEMY SCHOOL, N14

Councillor Tom Smith left the room.

The Committee received the report.

Cllr Weeden-Sanz moved a motion to consider Recommendations 1-3 and to defer the remaining Recommendations until after the consultation.

A vote was taken on this:

For – 5
Abstained - 1

RESOLVED that the Committee agreed:

1. To note the review of the improvements on Arlington Road and nearby roads as outlined in this report and the appendices to this report.
2. To note the Council's Policy on traffic Calming, agree the Officer proposal to be progressed to detailed design and implementation, as outlined in Appendix 1 - Drawing No. BC/001546_FS_100-01, including two new raised zebra crossings and a 20mph speed zone area near Ashmole Academy.
3. To give instruction to the Interim Executive Director for Environment to carry out a consultation on the approved proposals.

11. CYCLEWAY - HORNSEY TO NORTH FINCHLEY (COPPETTS WARD) CONSULTATION RESULTS

The Chairman reported that this item had been withdrawn from the agenda.

12. QUEENS AVENUE - REQUEST FOR 20MPH LIMIT

The Committee received the report.

A Member spoke in objection to the recommendations. He stated that he did not think it necessary to proceed with a 20 MPH zone as the speeds did not frequently exceed 20 MPH in any case.

The Chairman moved a motion to reject the proposal and was duly seconded.

A vote was taken:

For (rejection) – 6

Abstained – 1

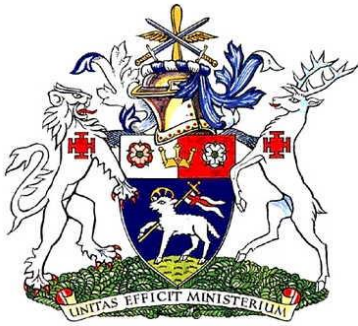
RESOLVED that the Chipping Barnet Area Committee would not instruct the Interim Executive Director, Environment to instruct officers to carry out a statutory consultation on the proposal shown on Appendix A, Drawing no. BC/001688-01-FS-100-01.

13. FORWARD WORK PROGRAMME

RESOLVED that the Committee noted the Forward Work Programme.

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

The meeting finished at 9.12 pm



Chipping Barnet Area Committee

6th October 2020

Title	Items referred from the Chipping Barnet Residents Forum
Report of	Head of Governance
Ward	Various wards within the Chipping Barnet constituency
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Jan.Natynczyk@barnet.gov.uk – Governance Officer

Summary

This item provides the Chipping Barnet Area Committee with information relating to items that have been referred up from the last meeting of the Chipping Barnet Residents Forum on the 3rd September 2020.

Recommendations

1. That the Chipping Barnet Area Committee notes the items referred up from the 3rd September 2020 meeting of the Chipping Barnet Resident's Forum.
2. That following consideration of the items highlighted at 1.1, the Committee gives instructions in accordance with its powers, outlined at section 5.4.1.

1. WHY THIS REPORT IS NEEDED

- 1.1 At its meeting on 3rd September 2020, the Chipping Barnet Area Resident's Forum referred up the below items to the Area Committee for its consideration. The items are as follows:

Title of issue	Resident who submitted issue.	Detail/text issue	Ward
Pedestrian Crossing in Barnet Road	Jonathan Hoffman	<p>The Issue was introduced by the resident who added that Barnet Road had a bus route that was very busy during rush hour. The resident pointed out that there was not a single pedestrian crossing between Hendon Wood Lane and Bells Hill which was very dangerous for pedestrians. A 13 year old was involved in a major accident when he was hit by a car near Arkley Drive and had sustained serious injuries.</p> <p>The Chairman advised that Cllr Longstaff one of the Ward Councillors had already been looking into this matter with Highways and they are currently looking at a potential crossing between Arkley Club and Quinta Drive as a crossing between bus stops would be more beneficial to residents. Highways however have advised that a feasibility study was required for the crossing to be put at the right place.</p> <p>It was RESOLVED that the issue be referred to the Chipping Barnet Area Committee for a feasibility study.</p>	High Barnet
Cattley Close Keep Clear Signs	Carrie Norris	<p>The Issue was introduced by the resident who added that a large senior care home was being built and that in a year's time, there would be increased traffic flow in that area. Therefore, with a Keep Clear sign, flowing traffic could be alleviated. One of the Directors of Signature Homes confirmed they would be prepared to fund the road marking signs. The Chairman asked one of the Ward Councillors present Cllr. Tim Roberts for any comment and he added that he was fully aware of the hold up taking place on Wood Street, preventing people from entering and exiting the close and was fully in support of the petition.</p>	Underhill

Title of issue	Resident who submitted issue.	Detail/text issue	Ward
		It was RESOLVED that the issue be referred to Chipping Barnet Area Committee to install the 'Keep Clear' markings.	
Make Staplyton Road Safe from Speeding	Simon Radford	<p>The Issue was introduced by the resident who said that cars were seen speeding down Staplyton Road as well as other roads like Union Street and Salisbury Road. Appropriate measures were needed to be put in place to slow down drivers. The Chairman advised one of the Ward Councillors –Cllr Longstaff was already having talks with Highways regarding the traffic in the Alston Road area which runs parallel with Staplyton Road. This matter was also previously raised at the last forum in March but because of Covid-19 lockdown actions had to be suspended. Officers therefore now need to re-start investigations and suggested a speed survey to be considered first..</p> <p>It was RESOLVED that the issue be referred to the Chipping Barnet Area Committee for a Speed Survey to be considered.</p>	High Barnet
Hillside Gardens EN5 - Dangerous lack of speed limiting	Alex Woods	<p>The issue was introduced by the resident who explained the great concern of the speed of motorists between Mays Lane and Wood Street all the way from Bedford Avenue to Bells Hill. The long, winding residential roads had poor vehicle visibility with many school aged children in the area. One of the resident's neighbours had lost pets through collisions and if traffic calming measures were not introduced at some point, there would be a much worse incident involving a person or a child.</p> <p>The Chairman asked Ward Councillor – Cllr Roberts if he had anything to add and he reported that it was evident that many cars went beyond the 30mph speed limit. The very narrow road with cars parked on both sides made it more difficult as an access point for pedestrians. The road was in urgent need of some form of speed control and the Ward Councillor was in full support of the issue.</p>	Underhill

Title of issue	Resident who submitted issue.	Detail/text issue	Ward
		<p>The Chairman advised that speed humps are not a preferred measure in Barnet but suggested that residents contacted Community Road Watch to get involved in monitoring speed and also suggested that perhaps the installation of speed activated signs can also be considered.</p> <p>It was RESOLVED that the issue be referred to the Chipping Barnet Area Committee.</p>	

The following petition was referred up to an Area Committee from the Hendon Residents Forum. It was established after being heard at the Hendon Resident's Forum on the 3rd September, that it should have been allocated to the Chipping Barnet Resident's Forum and Area Committee. Confusion occurred due to Hendon Wood Lane being located right on the border of the two constituencies. The Chairman of Chipping Barnet Area Committee agreed for the petition to be presented at the next Chipping Barnet Area Committee meeting, to avoid the resident having to go through the forum process again.

Title of Petition	Lead Petitioner	Detail/text of petition	No of signatures
Speed Indicator Sign for Hendon Wood Lane	Steven Wilson	<p>The petition was introduced by the Lead Petitioner and discussed by the Panel. Officers explained that a speed survey or signage may be an option and that the Area Committee would be best placed to decide this. Councillor Alex Prager also highlighted to the Lead Petitioner the Community Road Watch initiative which involves residents working with the Met Police to flag any areas where there may be issues with speeding. The contact for the initiative is CommunityRoadwatch@met.police.uk</p> <p>It was RESOLVED that; The petition be referred to the Hendon Area Committee for consideration. N.B It has since been established that the area in question falls within Chipping Barnet, rather than Hendon, and therefore with agreement of the Chairmen of the Hendon and Chipping Barnet Area Committees the petition is to be referred to the next meeting of the latter, and the Lead Petitioner has been informed.</p>	27

REASONS FOR RECOMMENDATIONS

1.2 In accordance with the council's Resident and Public Participation Rules (Article 3 of the council's constitution) petitions in between 25-1,999 signatures can be referred up from the relevant Residents' Forum to the Area Committee, where funding is required.

2.2 The Committee's instructions are requested in relation to the petition in accordance with its powers, outlined at 5.4.1 of the report.

2. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

2.1 Not applicable.

3. POST DECISION IMPLEMENTATION

3.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Executive Director.

4. IMPLICATIONS OF DECISION

4.1.1 The implications are contingent on the agreed course of action.

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

4.2.1 None in the context of this report.

4.3 Social Value

4.3.1 Petitions provide an avenue for members of the public to request the Council to take an appropriate action.

4.4 Legal and Constitutional References

4.4.1 The Council's Resident and Public Participation Rules (Article 3 of the Council's constitution) states that the Area Committee has the following powers in determining petitions:

1. Take no action;
2. Refer the matter to a chief officer to respond to the Lead Petitioner within 20 working days; or
3. Instruct an officer to prepare a report for a future meeting of the Committee on the issue(s) raised with a recommended course of action.

4.4.2 The rules further state that the Lead Petitioner will be given five minutes to present the petition to the committee. Following the presentation the Chairman and Committee Members have an opportunity to ask the Lead Petitioner questions.

4.4.3 Article 7, 7.5 Responsibility for Functions of the council's constitution states that Area Committees can consider matters raised at Residents Forums and determine how they are to be taken forward, including whether to request a report for a future meeting, refer to an Officer and/or ward Councillors.

4.5 **Risk Management**

4.5.1 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.

4.6 **Equalities and Diversity**

4.6.1 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.

4.7 **Corporate Parenting**

4.7.1 None in the context of this report.

4.8 **Consultation and Engagement**

4.9 Not applicable.

4.10 **Insight**
N/A

5. **BACKGROUND PAPERS**

5.1 Meeting of the Chipping Barnet Resident's Forum, 3rd September 2020– Issues List with Responses:

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=10162&Ver=4>



Chipping Barnet Area Committee

6 October 2020

Title	Member's Items
Report of	Head of Governance
Wards	
Status	Public
Enclosures	None
Officer Contact Details	Jan.Natynczyk@barnet.gov.uk – Governance Officer

Summary

The report informs the Chipping Barnet Area Committee of Member's Item and requests instructions from the Committee.

Recommendations

1. That the Chipping Barnet Area Committee's instructions are requested to the item submitted by Members of the Committee highlighted at Section 1.1

1. WHY THIS REPORT IS NEEDED

- 1.1 The following Members Items have been received and the Committee is asked to consider the following matter:

Cllr Laurie Williams	Request that the following Traffic Plan be brought to committee for determination: 101002084457. SCR-280-21. JCOSS school EN4 Waiting Restriction
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2. REASONS FOR RECOMMENDATIONS

- 2.1 No recommendations have been made. The Committee is 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 Corporate Priorities and Performance

- 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' Items provide a process for Members to request officer reports for discussion within a committee setting at a future meeting.

5.4 Legal and Constitutional References

- 5.4.1 The Council's Constitution, Article 2, Members of the Council, Section 2.3 states A Member (including Members appointed as substitutes by Council) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a Committee or Sub-Committee on which s/he serves. The matter must be relevant to the terms of reference of the Committee. This rule does not

apply to the Licensing, Planning and Urgency Committees. The referral of a motion from Full Council to a Committee will not count as a Member's item for the purpose of this rule.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

5.6.1 Members' 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

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 Governance on 2nd September 2020.

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	<p style="text-align: right;">Title AGENDA ITEM 9</p> <p style="text-align: center;">Chipping Barnet Area Committee</p> <p style="text-align: center;">Date</p> <p style="text-align: center;">6 October 2020</p>
<p style="text-align: center;">Title</p>	<p>Members Items – Applications for Community Infrastructure Levy (CIL) Funding</p>
<p style="text-align: center;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: center;">Wards</p>	<p>Various</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>Councillor Sowerby – Appendix A</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Jan Natynczyk, Governance Officer jan.natynczyk@barnet.gov.uk 020 8359 5129</p>

<h2>Summary</h2>
<p>This report informs the Chipping Barnet Area Committee that several applications for CIL funding have been submitted. The Committee are requested to consider the information highlighted within this report and make a determination on its desired course of action in accordance with its powers.</p>

<h2>Officers Recommendations</h2>
<p>1. That the Area Committee consider the requests as highlighted in section 1 of the report.</p>

2. That the Area Committee decide whether it wishes to:

- (a) agree the request and note the implications to the Committee's CIL funding budget;**
- (b) defer the decision for funding for further information; or**
- (c) reject the application, giving reasons.**

1. WHY THIS REPORT IS NEEDED

1.1 Requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

Title	Obstruction of Junction Farnham Close Junction of High Road N20
Raised by (Councillor)	Councillor Lisa Rutter
Ward	Brunswick Park
Area Committee	Chipping Barnet Area
Member Request	<p>I am referring this item which is in Oakleigh Ward to the Chipping Barnet Area Committee.</p> <p>I live in Kingswood Close which is off Farnham Close. Local residents in the last few months have contacted me to inform me of the difficulties they have turning right from Farnham Close on to the High Road towards Barnet and left towards Whetstone/Finchley because of the constant parking of large trucks making visibility impossible.</p> <p>This item was previously brought to the area committee and Ward Councillors are aware of this matter. The decision of the committee was to paint double yellow lines. Unfortunately, residents were not aware that the double yellow lines were just to be painted on the junction corner. This has meant that the trucks have been parking further up back to back up to the start of the zig zag crossing.</p> <p>Residents have been complaining about the trucks which have been parking for nearly 2 years in</p>

	<p>particular one of the trucks that didn't move at all. It has taken a lot of time and effort and the police involved to get these trucks finally removed.</p> <p>Residents however do not want further vehicles to be parking there and therefore I ask the committee to please consider extending the double yellow lines please a little bit further up to the start of the zig zag crossing.</p>
Funding Required (£)	TBC

Title	Application for Information Noticeboard for Darland's Nature Reserve
Raised by (Councillor)	Councillor Caroline Stock
Ward	Totteridge
Area Committee	Chipping Barnet
Member Request	<p>To fund two notice boards at the entrances into the Darland's Nature Reserve. The reason for this request is that the number of people walking in this area has dramatically increased during Covid-19. A lot of these individuals are new to the area (having seen the route advertised in Council Barnet First). The boards will have information about the correct routes to follow, as lots of people are not familiar with the area. Also, and very importantly there will be information explaining that horse-riding, motorbiking or cycling etc are not allowed in the Darlands. Finally, there will be room for information about nature walks, bird and mammal awareness days etc.</p>
Funding Required (£)	£1,600 x 2 which includes VAT and installation

Title	Love Whetstone Christmas tree in the Whetstone area
Raised by (Councillor)	Councillor Richard Cornelius

Ward	Totteridge
Area Committee	Chipping Barnet
Member Request	<p>Love Whetstone is a local community organisation that serves the Whetstone area. Their activity is therefore such that community work they undertake falls geographically both in Oakleigh Ward and Totteridge Ward although the benefit to the community is much wider. Love Whetstone have worked tirelessly each year to ensure there is a Christmas tree in the Whetstone area, notably sited around the A1000 shop-front area of Waitrose. This will be their fifth year doing so. Their fundraising activities, like that of many other organisations, have been affected by COVID-19. Notwithstanding the same, they are proactively working with Barnet Council to ensure that they are able to have a Christmas tree in Whetstone again this year too.</p> <p>One feature of ongoing expense to the community organisation concerns the ballast to keep the tree erect. This costs a significant sum each year and is expected to be £611 this year. It comes down with the tree each year and needs to be repurchased again the following year and so on. A longer-term solution would be to install a tree-pit as a permanent structure so that the organisation can continue to fundraise and work for the benefit of the community, including but not limited to, with Christmas tree provision, and the 'wasted cost' of around £611 for ballast each year can therefore be avoided with this permanent and cost-effective solution in place too. Officers have been in dialogue with Love Whetstone about this and it is anticipated that this Member request would require around £2000 to £2500 of funding from the area committee.</p>
Funding Required (£)	TBC. Likely to be around £2000 to £2500. Officers to confirm the same.

Title	Pedestrian path, Barnet Lane car park
Raised by (Councillor)	Councillor Jess Brayne
Ward	Underhill
Area Committee	Chipping Barnet
Member Request	<p>The Barnet Lane car park for King George V playing fields is used by both visitors to the park facilities and to Hadley Wood Sports facilities – who provide sports facilities and programmes to children & young people. Between the car park and Sports Trust there is a short length of road, which is where the problems are arising (will provide a picture for the committee). Despite previous improvements there is still a risk to people using the car park as there is poor visibility and cars speed along this bit of road. This is particularly dangerous for children who can be less easily seen.</p> <p>We propose creating a path to separate pedestrians from traffic on this short stretch. For a Pathway including a gate and bollard in the car park so the entrance is kept car free officers have estimated it would be around £9k. I am asking for 10k to give a little flexibility. This would greatly increase the safety of pedestrians. It would also increase the flow of traffic in and out of the car park, and any queues on Barnet Lane, as traffic would not be held up by people crossing.</p> <p>The sports trust will be dealing with the issue of speeding separately, paying for a speedbump out of their own funds.</p>

Funding Required (£)	£10,000
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Title	Three white bollards for grass verge on the northern junction between Raleigh and Manor Drive, N20
Raised by (Councillor)	Councillor Stephen Sowerby
Ward	Oakleigh
Area Committee	Chipping Barnet
Member Request	<p>I request funding for three white bollards to prevent vehicles driving over the grass verge on the northern junction between Raleigh and Manor Drive, N20 – the attached photos illustrate the issue. Whilst two wooden posts were erected in 2013 at my request they keep being knocked down by larger vehicles (nor are they particularly visible to road traffic being wooden).</p> <p>In addition, the two posts do not provide sufficient coverage to effectively prevent driving over the verge and so I request three white bollards which should suffice.</p>
Funding Required (£)	TBC

Title	Outdoor gym equipment for New Southgate Recreation Ground
Raised by (Councillor)	Councillor Roberto Weeden-Sanz
Ward	Brunswick Park
Area Committee	Chipping Barnet
Member Request	The New Southgate Recreation Ground currently has no provision for adult exercise despite being at the heart of the Brunswick Park and New Southgate estates. Adding outdoor gym equipment here to provide this would help improve this community hub

	<p>and encourage residents from the surrounding roads to use the ground.</p> <p>Greenspaces have provided a quote for 4 gym equipment pieces which would come to approximately £25,000, these would be for a Power Bike & Sit Up Bench, a Cross Trainer, a Free Runner and a Double Chest Press. This would include order and installation costs for the 4 pieces, in addition to tiger mulch for each item and path access from tarmac to each item.</p>
Funding Required (£)	£25,000 (estimate by Greenspaces)

Title	East Barnet Valley Bowls Club
Raised by (Councillor)	Councillor Jo Cooper
Ward	East Barnet
Area Committee	Chipping Barnet
Member Request	<p>Request from the East Barnet Valley Bowls Club for equipment to assist in maintaining the bowling green. The Club has a team of enthusiastic and skilled members and volunteers who help to run and maintain the club and grounds. This assists the club to remain financially efficient as it does not need to employ professional grounds staff. However, they do require new specialist equipment that is specifically designed for the maintenance and management of bowling greens. The request is for funding to pay for a</p> <ol style="list-style-type: none"> 1) Fertiliser and Seed Spreader 2) Sprayer for Moss and Weed Control 3) Dragbrush to remove worm cast and dew. <p>These particular items sourced are manufactured for bowling green maintenance rather than just general gardening.</p> <p>These would be purchased via the CIL and then maintained with any further on-costs met by the East Barnet Valley Bowls Club.</p>

Funding Required (£)	1) 192.00 2) 690.00 3) 198.00 TOTAL £1080.60
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Title	Speed Activated signs in St Margaret's Avenue, London N20
Raised by (Councillor)	Councillor Alison Cornelius
Ward	Totteridge
Area Committee	Chipping Barnet
Member Request	I should like funding for two speed activated signs, one on either side of St Margaret's Avenue, as residents are constantly complaining about speeding along the straight section of the road.
Funding Required (£)	TBC

Title	Speed survey to be conducted on Oakleigh Park South
Raised by (Councillor)	Councillor Thomas Smith
Ward	Oakleigh
Area Committee	Chipping Barnet
Member Request	I would like to request a speed survey to be conducted on Oakleigh Park South, from the roundabout up to the junction with Oakleigh Road North, to address speeding problems on this road. I would like to request £5000 for this purpose.
Funding Required (£)	£5000

RECOMMENDATIONS

- 1.2 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 1.3 CIL funding can be used to fund a wide range of infrastructure (as outlined in section 216(2) of the Planning Act 2008, and regulation 59, as amended) to support the development of a local area. The Act specifically names roads and transport, flood defences, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore, the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.
- 1.4 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.
- 1.5 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore, if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.
- 1.6 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place. Therefore, a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee. This is capped at £150k per committee per year.
- 1.7 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance, applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).
- 1.8 Members should note that the committee has the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 2018/19. Furthermore, it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

2. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 2.1 Not applicable; Members of the Council are able to submit applications for non-CIL funding to the Area Committee Budgets via Members' Items. As a result, the Committee are requested to consider the Ward Members request and determine. Therefore, no other recommendation is provided from Officers.

3. POST DECISION IMPLEMENTATION

- 3.1 Post decision implementation depends on the decision taken by the Committee, and the assessing officer's recommendation.

4. IMPLICATIONS OF DECISION

4.1 Corporate Priorities and Performance

- 4.1.1 The funding enables the Area Committee Budgets to contribute to Barnet's 2024 Corporate Plan objective to promote a pleasant, well maintained borough that we protect and invest in, by keeping the borough moving, including improvements to roads and pavements, getting the best of out of our parks by looking after and investing in our greenspaces and investing in community facilities to support a growing population.

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

- 4.2.1 The Committee has an allocated budget for **Barnet Community** Infrastructure Levy (CIL) from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers.
- 4.2.2 The Committee is able to award funding of up to £25,000 per project for CIL **Funding**. Requests for funding must be in line with the Council's priorities which are outlined in the Corporate Plan 2019 – 2024.

4.3 Social Value

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

4.4 Legal and Constitutional References

- 4.4.1 Council Constitution, Article 7, Section 7.5 Responsibility for Functions details that the Area Committee is responsible for determining the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget being allocated to the Committee being unspent.

4.4.2 Council Constitution, Article 2 Members of the Council, Section 2.3 states any Member will be permitted to have one matter only (with no sub items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget. Member's items sponsoring an application to the Area Committee Budget must be submitted 10 clear working days before the meeting. Items received after that time will only be dealt with at the meeting if the Chairman agrees they are urgent.

4.5 Risk Management

4.5.1 None in the context of this report.

4.6 Equalities and Diversity

4.6.1 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.

4.7 Corporate Parenting

4.7.1 None in the context of this report.

4.8 Consultation and Engagement

4.8.1 None in the context of this report.

5.8 Insight

4.8.2 None in the context of this report.

5. BACKGROUND PAPERS

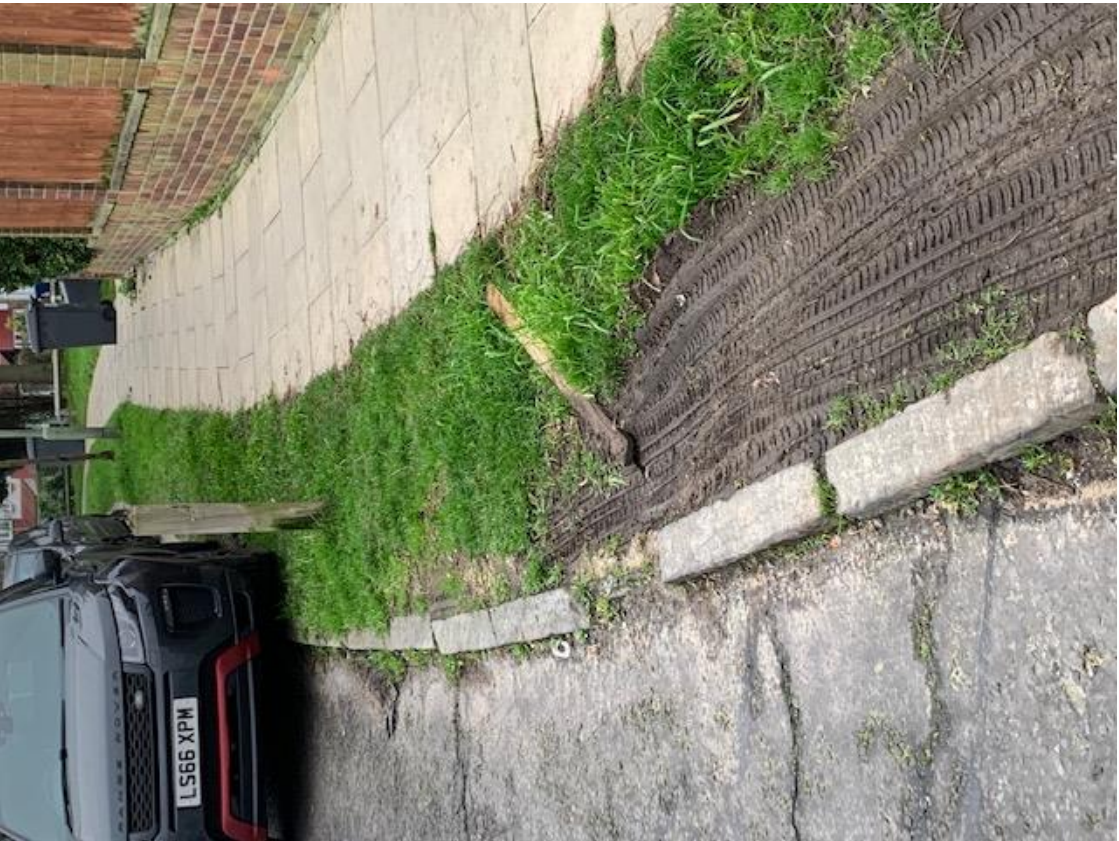
5.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets:

<http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>

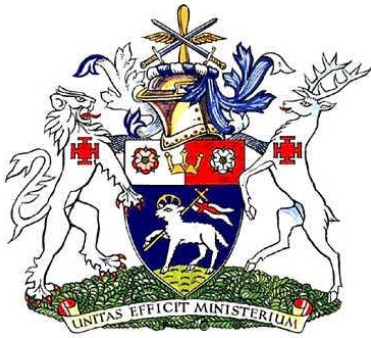
5.2 Review of Area Committees – operations and delegated budgets (24/06/2015):

<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20-%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>

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Chipping Barnet Area Committee

6th October 2020

Title	Area Committee Funding - Community Infrastructure Levy update
Report of	Head of Finance – Growth, Housing, Corporate Services & Assurance, Finance
Wards	Brunswick Park, Coppetts, East Barnet, High Barnet, Oakleigh, Underhill and Totteridge
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Outstanding Schemes to be completed
Officer Contact Details	Damien Pantling, Head of Finance – Growth, Housing, Corporate Services & Assurance, Finance Contact: Damien.Pantling@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 20/21.	

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the amount available for allocation during 2020/21, as set out in paragraph 6.2.1 and in Appendix 1
2. That the Chipping Barnet Area Committee notes the amount or 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 Levy (“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 September 2020. The total amount of underspends from 2015 – 2020 are £0.046m, whilst the total funded overspends on schemes total £0.041m.
- 2.2 The over & underspends from the prior year schemes that are still open will impact on the total Area Committee available balance, until the schemes are certified as complete.
- 2.3 We have not yet confirmed whether this Area Committee has achieved its full £0.150m allocation, which is capped at 15% of CIL receipts in the constituency area.
- 2.4 For this meeting, it has been assumed that £0.150m will be fully achieved this financial year. Going forward, Finance will feed back to the Area Committee on a quarterly basis on whether sufficient CIL receipts are expected in the current year. Please note, any shortfall in CIL receipts will have an adverse impact on the budget.

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. The total available shows the committee balance for 2020/21 to be £0.181m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.

- 6.2.2 Appendix 1 lists all the schemes that are still outstanding as at the time of publication

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 Part II 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(2) 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.

From 1st September 2019, Regulations were amended and the Council will be required to publish "annual CIL rate summary" and "annual infrastructure funding statements". These statements will replace existing Regulation 123 lists and should include a number of matters listed in the new Schedule 2 including details of how much money has been raised through developer contributions and how it has been spent. Statements must be published on the Council's websites at least once a year. The Council will be required to publish its first statement by 31 December 2020.

6.4.3 CIL cannot be used to fund Affordable Housing and other exemptions are set out in Part 6 of the Regulations.

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, under Article 7.5 para. 5, 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 **Corporate Parenting**

Not applicable in the context of this report

6.8 **Consultation and Engagement**

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

6.9 **Insight**

There are no insight 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>

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Area Committee

Chipping Barnet



Chipping Barnet Area Committee
Funding by Ward





Chipping Barnet Balance

	15/16	16/17	17/18	18/19	19/20	20/21
Budget Allocation	£150,000.00	£150,000.00	£150,000.00	£150,000.00	£150,000.00	£150,000.00
B/F	£0.00	£108,300.00	£230,500.00	£174,800.00	£121,413.65	£25,186.25

Ward	Budget Allocation (CIL Reserve) 15/16	Budget Allocation (CIL Reserve) 16/17	Budget Allocation (CIL Reserve) 17/18	Budget Allocation (CIL Reserve) 18/19	Budget Allocation (CIL Reserve) 19/20	Budget Allocation (CIL Reserve) 20/21
Brunswick Park	-£1,700.00	-£2,500.00	-£23,000.00	-£50,762.20	-£30,500.00	£0.00
Coppetts	-£10,000.00	-£7,300.00	-£4,125.00	-£8,000.00	-£35,300.00	£0.00
East Barnet	£0.00	£0.00	-£7,825.00	-£25,400.00	-£40,500.00	£0.00
High Barnet	-£2,500.00	-£3,000.00	-£67,000.00	-£21,500.00	-£52,207.40	£0.00
Oakleigh	-£8,000.00	-£6,000.00	-£24,125.00	-£51,150.00	-£20,000.00	£0.00
Totteridge	-£17,000.00	-£6,500.00	-£27,125.00	-£25,333.33	-£53,720.00	£0.00
Underhill	-£2,500.00	-£2,500.00	-£27,500.00	-£21,240.82	-£14,000.00	£0.00
Various (Not Highways)	£0.00	£0.00	-£25,000.00	£0.00	£0.00	£0.00
	-£41,700.00	-£27,800.00	-£205,700.00	-£203,386.35	-£246,227.40	£0.00

2015/16 Underspends returned to CIL reserve	£19,060.33
2016/17 Underspends returned to CIL reserve	£2,718.38
2017/18 Underspends returned to CIL reserve	£23,858.69
2018/19 Underspends returned to CIL reserve	£681.19
Overspends Funded	-£40,565.71

New Balance	£180,939.14
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Chipping Barnet Schemes In Progress

2019/20

Name	Ward	Budget Allocation (CIL Reserve)
Benches in Brunswick Crescent Playground	Brunswick Park	-£6,000.00
Brunswick Park - Waiting Restrictions	Brunswick Park	-£2,500.00
Noah's Arks Children's Hospice - Access path to Byng Road Allotments and Perimeter Fencing	High Barnet	-£25,000.00
George Crescent - Pedestrian Improvements - Implementation	Coppetts	-£6,000.00
Cromer/Shafesbury/Bulwer 20mph - Implementation	High Barnet	-£15,500.00
Memorial Plaque for David Howard	East Barnet	-£1,500.00
CPZ, N10 Area - Implementation	Coppetts	-£5,000.00
Parking - Brookhill DYL	East Barnet	-£2,000.00
Generation Garden	Underhill	-£3,000.00
Parking - Friern Village Estate DYL	Coppetts	-£3,000.00
Parking - Church Hill Road Footway Parking	Brunswick Park East Barnet	-£3,500.00
Totteridge Lane - Bench	Totteridge	-£2,000.00
Swan Lane Open Space - Installation of older children's play equipment	Totteridge	-£25,000.00
Oakleigh Community Church	Oakleigh	-£7,500.00
Rainbow Centre	High Barnet	-£1,707.40
Mount Parade, Install CCTV	East Barnet	-£2,000.00
Hadley, Clifford and Woodford Roads - Traffic safety study	High Barnet	-£5,000.00
Bells Hill - Double yellow lines	Underhill	-£3,000.00
Junction of Southway and Greenway - Double yellow lines	Totteridge	-£2,000.00
Friary Park - children's playground equipment	Coppetts	-£18,800.00
Parkside Gardens - Two alloy gates	Brunswick Park	-£1,500.00
Riverside Park - Outdoor gym equipment	Totteridge	-£24,720.00
Hampden Way - Metal bollards	Brunswick Park	-£5,000.00
Cromwell Road - CCTV camera	Coppetts	-£2,500.00





2018/19

Name	Ward	Budget Allocation (CIL Reserve)
Greenway/Southway - Stop Line	Totteridge	-£10,000.00
Physic Well – Lighting and Information Board	Underhill	-£16,240.82
Yellow lines - Parking restriction in Chase Way; The corner of Cowper Road and Shamrock Way; Junction of Naylor Road and Totteridge Lane, London N20	Various	-£6,000.00
Habitat Improvement and Information Project at Swan Lane Park, N20	Totteridge	-£8,000.00
Normandy Avenue - CPZ Review	Underhill	-£5,000.00
Brunswick Park Road - VAS	Brunswick Park	-£5,000.00
Parking - Summit Way	Brunswick Park	-£1,500.00
Double yellow lines - Corner of Hatley Close and Friern Barnet Lane	Oakleigh	-£3,000.00
Double yellow lines - the bend at the top of Summit Way, N14		
Playground equipment for the New Southgate Recreation Ground	Brunswick Park	-£24,895.53

2017/18

Name	Ward	Budget Allocation (CIL Reserve)
Steel Gate and Installation of Electronic Entry CCTV Cameras	Brunswick Park	-£3,000.00
Barnet Hospital CPZ - Review	Various	-£5,000.00





Chipping Barnet Area Committee

6 October 2020

Title	Barnet Road, EN5- Request for Zebra Crossing
Report of	Executive Director Environment
Wards	High Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 - Drawings:
Officer Contact Details	Geoff Mee - Executive Director Environment Geoff.Mee@barnet.gov.uk
Summary	
This report details the results of a feasibility study for the installation of a zebra crossing on Barnet Road, EN5, between Field End and Quinta Drive.	

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the results of the feasibility study that was undertaken in Barnet Road, between Field End and Quinta Drive, EN5.
2. That the Chipping Barnet Area Committee notes the recommendation that no further action is taken at this time.

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Chipping Barnet Area Committee on the 3 October 2019, Councillor Longstaff introduced his Member's Item, requesting a new zebra crossing on Barnet Road, EN5 between Field End and Quinta Drive.
- 1.2 Following discussion of the item, the Chipping Barnet Area Committee unanimously agreed and resolved:

'To allocate funding of up to £5,000, from this year's CIL Area Committee budget, to undertake the review, with a report back to a future meeting.'

- 1.3 This report therefore details the investigation carried out to address the above request.

2. REASONS FOR RECOMMENDATIONS

Site Observations:

- 2.1 Barnet Road is a main road connecting High Barnet to the A1. It is residential in character; subject to a 30mph speed limit from Galley Lane to Glebe Lane and 40mph thereafter until the junction with A1. Barnet Road is also a bus route serving London Buses and other bus services.
- 2.2 In the area between Field End and Quinta Drive there are a small number of existing driveways and one eastbound bus stop. The westbound bus stop is located soon after the junction with Quinta Drive.
- 2.3 Quinta Drive connects Barnet Road with Mays Lane, in addition Whittings Hill Primary School is located along this road.
- 2.4 The junction between Barnet Road and Quinta Drive is heavily used and traffic tend to slow down to allow turning manoeuvres or stopping behind stationary buses.
- 2.5 During the site visit possible locations for a zebra crossing were identified and surveys were carried out in these locations, as shown on Figure 1 below.
- 2.6 The footway along this stretch of the road is narrow: approximately 2m wide on the south side and 1.5m on the north side of the road.

Traffic surveys:

- 2.7 A **Pedestrian survey** was carried out on 28 November 2019 on Barnet Road to establish the most popular crossing points for pedestrians. The survey was carried out for 1 day from 7:00 to 10:00am and from 13:00 to 17:00 pm on the sites shown on the map below (Figure.1) and results are shown on table below (Table 1).

	AM Peak (7-10am)	PM Peak (1-5pm)
A→B	3	13
B→A	11	15
C→D	0	0
D→C	0	2
E→F	0	0
F→E	0	0
G→H	0	1
H→G	0	0

Table 1 –Pedestrian Survey Results

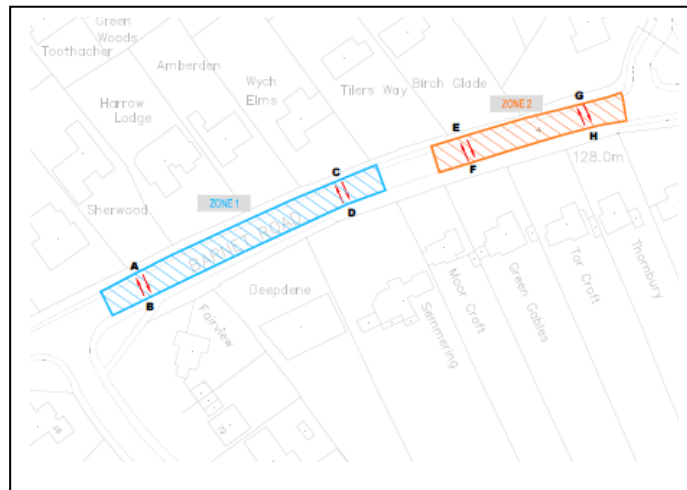


Figure.1 Pedestrian survey location plan

2.8 **A speed survey** was carried out in November 2019 on Barnet Road for 7days 24-hours on three sites as shown on Fig.2 below. Results are shown on Table 2 below.

Table 2 – Speed survey Results

	Eastbound		Westbound	
	85 th Percentile Speed (mph)	Mean Speed (mph)	85 th Percentile Speed (mph)	Mean Speed (mph)
Location 1	31.9	24	30	23.6
Location 2	34.2	30	33.8	29.1
Location 3	35.8	30.7	34.4	29.6

Note:

85th percentile speed: 85% of traffic travels at or below this speed

Mean speed: The average taken by summing all vehicle speeds and dividing by the number of vehicles.

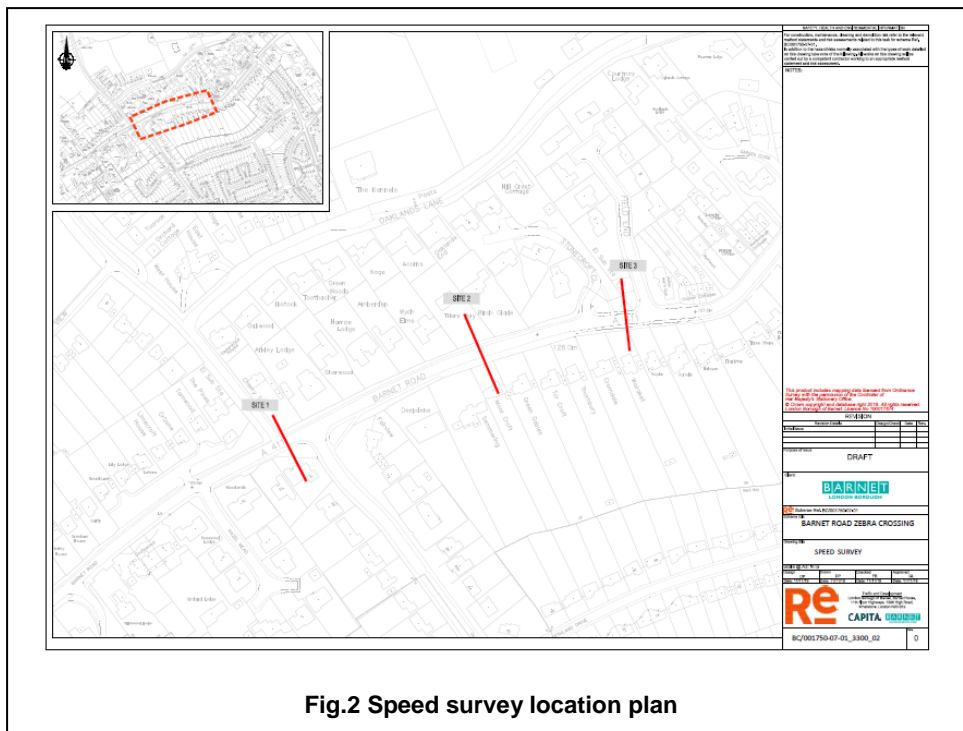


Fig.2 Speed survey location plan

2.9 Collisions Data: The Personal Injury Collision Data for the five years until 31 December 2018 was analysed in relation this location. For Members information this is the latest data available from the police, in addition the 2018 data is provisional and subject to change. The analysis of the data determined that:

- No collisions occurred between Field End and Quinta Drive.
- Three collisions occurred at the junction with Quinta Drive, all ‘slight’ and involving cars.
- One fatal accident occurred on Barnet Road, north-east of Field End in 2014 involving one pedestrian crossing the road. The latter was caused by speeding and by pedestrian crossing on a bend, where visibility is very poor.

Feasibility and Proposals:

2.10 Proposals and recommendations set out in this report are based on existing traffic regulations (Manual for Streets 2 and Local Transport Note 1/95 and 2/95) which state that:

- Recommended footway width at crossing point to be a minimum of 2 meters, to be sufficient for both pedestrians waiting to cross and pedestrians walking along the footway;
- Zebra crossings are generally only used when the speed limit is 30mph or below and they should not be installed on roads with an 85th percentile speed of 35 mph or above.

- 2.11 Results from surveys above show that the majority of pedestrians' movements happen near the junction with Quinta Drive (A-B movements), however, the demand of pedestrians crossing the road at this location is very low. It has been noted that the pedestrian movement might be associated with the presence of the eastbound bus stop which serves commuters travelling to the High Barnet area.
- 2.12 Speed along this stretch of road is above 30mph. As expected, speed is slightly reduced approaching the junction with Quinta Drive as the traffic tends to slow down to allow turning manoeuvres or stopping behind stationary buses at bus stops.
- 2.13 Having taken into account the low demand of pedestrians crossing the road, that there have not been accidents involving pedestrians at junction with Quinta Drive and that the footway is not wide enough at the moment, it is not proposed to progress the investigation of any additional traffic management measures at this current time, especially given the low demand of pedestrians.
- 2.14 Officers met with Cllr Longstaff on site in January 2020, to assess the situation and to have a better understanding of the need of a zebra crossing in the area. Officers explained the reasons for their recommendation not to proceed with the proposals at this moment in time. It was explained how a new zebra crossing on Barnet Road near Quinta Drive would exceed the £25k allocated budget for Area Scheme as it would involve the widening of the footway on the north side, removing part of the vegetation, the electrical works for the belisha beacons of the crossing and an ad hoc traffic management during the works being on a major road.
- 2.15 Due to the current limited number of pedestrian movements Officers feel that the costs do not, at this current time, justify the proposals.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Another option considered would be the installation of a set of traffic islands to serve as uncontrolled crossing. However, this option has been rejected by Officers as the width of the carriageway is not enough to accommodate this type of crossing.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location, although monitoring of vehicle speeds will continue to take place.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

5.1.2 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 As the recommendation is not to proceed with any improvements at this location, no additional funding is required from The Chipping Barnet Area Committee CIL funding.

5.3 Social Value

5.3.1 None in relation to this scheme.

5.4 Legal and Constitutional References

5.4.1. The Council’s Constitution, in Article 7, states that that Area Committees: “In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments” parks and trees.

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 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 benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

5.7. Corporate Parenting

- 5.7.1. Not applicable in the context of this report

5.8. Consultation and Engagement

- 5.8.1. If the scheme is not progressed no Consultation will be required.

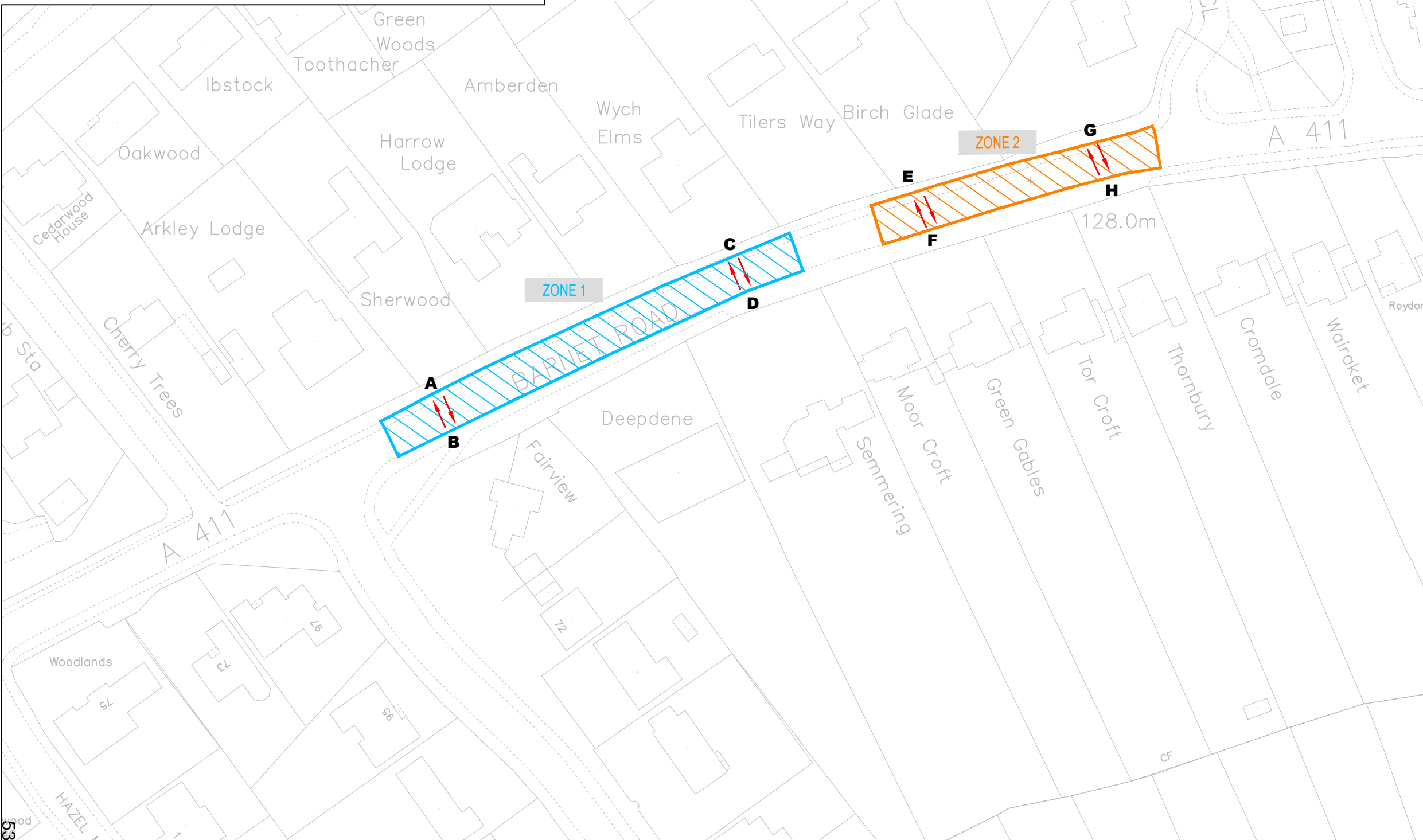
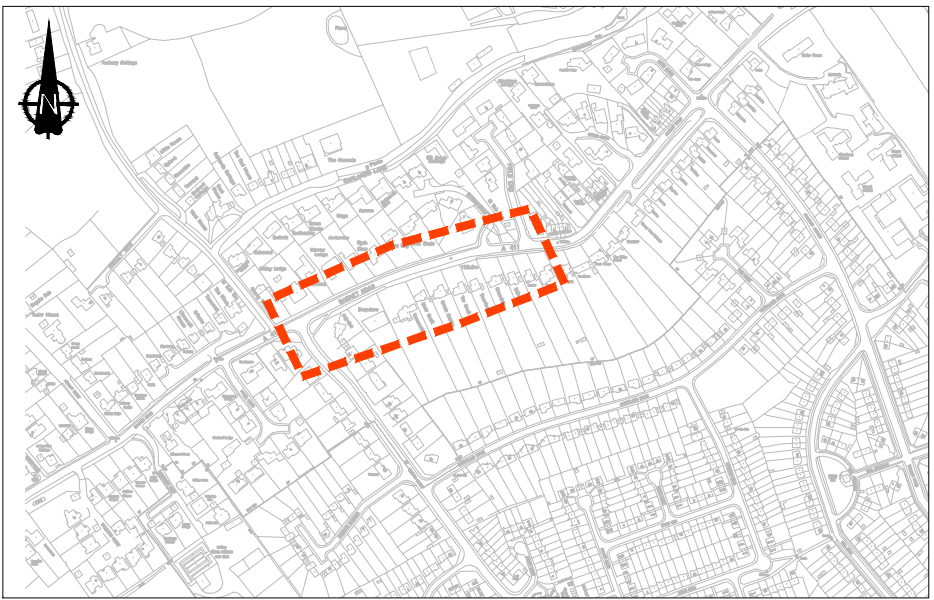
5.9. Insight

- 5.9.1. The options developed for the scheme were informed through analysis of injury accident data and on-site observations of the issues.

6. BACKGROUND PAPERS

- 6.1 Chipping Barnet Area Committee 3 October 2019
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=711&MIId=9879&Ve r=4>

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue: **DRAFT**

Client: **BARNET LONDON BOROUGH**

Scheme Ref. BC/001750-07-01
 Scheme title: **BARNET ROAD ZEBRA CROSSING**

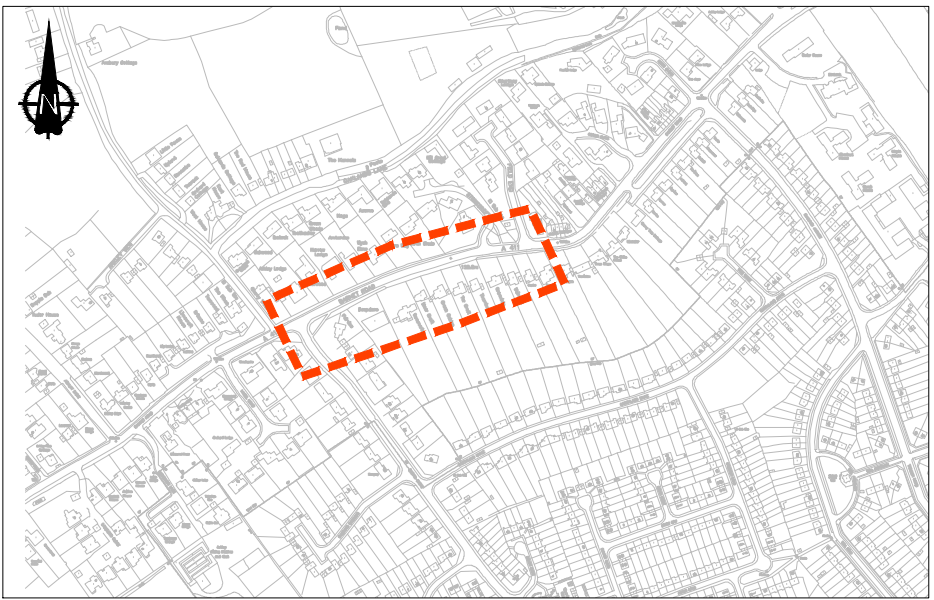
Drawing title: **PEDS SURVEY**

Scale @ A3: NTS

Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 11/11/19	Date: 11/11/19	Date: 11/11/19	Date: 11/11/19

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

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue: **DRAFT**

Client: **BARNET LONDON BOROUGH**

Scheme Ref. BC/001750-07-01
 Scheme title: **BARNET ROAD ZEBRA CROSSING**

Drawing title: **SPEED SURVEY**

Scale @ A3: NTS

Design	Drawn	Checked	Approved
DP	DP	FR	GL
Date: 11/11/19	Date: 11/11/19	Date: 11/11/19	Date: 11/11/19

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

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Chipping Barnet Area Committee

6 October 2020

Title	Chase Way N14 Speed Survey
Report of	Executive Director Environment
Wards	Brunswick Park
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001750-04-3300-01 Speed Survey Location Plan
Officer Contact Details	Geoff Mee – Executive Director, Environment Geoff.Mee@barnet.gov.uk

Summary

This report details the results of speed surveys carried out in Chase Way, N14.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the results of the speed surveys that were undertaken in Chase Way.
2. That the Chipping Barnet Area Committee agrees the recommendation that, based on the results of the surveys, no further action is taken at this time.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was raised by Councillor Roberto Weeden-Sanz at the Chipping Barnet Area Committee (“the Committee”) in October 2019, requesting the installation of two vehicle activated signs (“VAS”) in Chase Way N14. This was in response to concerns raised by residents about speeding.
- 1.2 The Committee agreed to allocate funding to carry out a speed survey in Chase Way, N14 to establish the need for VAS or any other measures, with the results to be reported back to the Committee.
- 1.3 This report summaries the outcome of the speed surveys undertaken.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Chase Way is situated in Brunswick Park Ward between Chase Side (A111) and Hampden Lane. It is a residential road in proximity to two schools, Ashmole Academy which is located on adjoining Cecil Road and Osidge Primary School, which is located on Chase Side, with pedestrian access via Cecil Road. Chase Way has a 30mph speed limit.
- 2.2 Speed surveys were conducted at three sites in Chase Way for one week, with speeds recorded in fifteen-minute intervals for 24 hours a day during the 7-day period. The speed surveys were initially installed on 23 January 2020, however due to damage occurring to the survey equipment at two of the sites, the surveys at Sites 1 and 2 were re-installed the following week in order to obtain a full week’s data. A plan showing the sites where the speed surveys were carried out is set out at Appendix A of this report.
- 2.3 The speed survey provides both the average speed and the 85th percentile speed. The two figures generally referred to when reporting speed data. The average speed quoted is the mean speed of all vehicles using the road and the 85th percentile speed is the speed at which 85 per cent of vehicles travel at or below along a road or street (under free flow conditions).
- 2.4 The 85th percentile speed could be characterised as the speed that the majority of motorists consider a sensible maximum for the road conditions. The average speeds and 85th percentile speeds that were recorded during the 7-day survey in each direction are summarised as follows, table 1:

Location	Survey Date	Direction	Average speed (mph)	85 th Percentile Speed (mph)
Site 1	30/01/20 – 05/02/20 inclusive	Northbound	21.3	26.7
		Southbound	20.1	25.1
Site 2	30/01/20 – 05/02/20 inclusive	Northbound	22.5	27.2
		Southbound	23.0	27.5

Site 3	23/01/20 – 29/01/20 inclusive	Northbound	24.2	28.8
		Southbound	24.1	28.8

Table 1: average speeds and 85th percentile speeds

2.5 The numbers of motorists exceeding 35mph (the usual enforceable threshold) were found to be relatively low:

- Site 1, 1% of all vehicles were recorded as exceeding this speed in the northbound direction and 0.5% in the southbound direction.
- Site 2, 1% of all vehicles were recorded as exceeding this speed in the northbound direction and 1.2% in the southbound direction.
- Site 3, 1.9% of vehicles in both directions were recorded at speeds of over 35mph.

2.6 The Personal Injury Accident Data, provided by Transport for London, has been analysed. Six personal injury accidents have been recorded in Chase Way in the three-year period from August 2016 to July 2019 (the most recent data currently available). Three of the incidents occurred at the junctions of Chase Way and adjacent roads. Speed was not cited as the primary contributory factor in any of these incidents. Further details of the incidents are outlined below in Table below.

Date	Location	Classification	Probable contributory factors as identified by the Police (where present)
04/11/16	Chase Way j/w Cowper Road	Slight	103 – slippery road (due to weather) 401 – junction overshoot 408 – sudden braking
08/09/17	Chase Way j/w Burleigh Gardens	Slight	403 – poor turn or manoeuvre
22/10/17	Chase Way j/w Hampden Way	Slight	405 - Failed to look properly
22/06/18	Chase Way 20m west of j/w Cecil Road	Slight	701 – Vision affected by stationary or parked vehicle 405 - Failed to look properly 406 – Failed to judge another person's path or speed
08/09/18	Chase Way 30m east of j/w Hampden Way	Slight	Unknown (self-reported incident)
05/05/19	Chase Way (exact location not provided)	Slight	Unknown (self-reported incident) *

*2019 data currently provisional

Table 2: Personal Injury Accident Data, provided by Transport for London

2.7 After consideration of both the speed survey results and the accident records for Chase Way, it is not proposed to progress with the installation of VAS and or any other traffic management measures at this time.

2.8 Residents who have concerns about speeding may be interested in an initiative introduced by the Police and Transport for London called Community Roadwatch. This gives residents the opportunity to work side by side with their local police teams in order to use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information helps to inform the future activity of local police teams.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Alternative options are not being considered at this time following the speed survey and accident investigation analysis.

4. POST DECISION IMPLEMENTATION

4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The proposals here will particularly help to address the Council's Corporate Plan delivery objectives of "keep the borough moving, including improvements to roads and pavements" 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.

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

5.2.1 Area Committee funding of £2,000 was agreed at the Committee in October 2019 to carry out the speed surveys and data analysis. As no further action is recommended, no additional funding is required.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 Article 7 of the Council's Constitution states that Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees".

5.5 Risk Management

5.5.1 Not applicable in the context of this report.

5.6 Equalities and Diversity

5.6.1 The Equality Act 2010 outlines at section 149 the provisions of the Public Sector

Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment victimisation and any other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2 The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.

5.6.3 The recommendations are not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group.

5.7 **Corporate Parenting**

5.7.1 Not applicable in the context of this report.

5.8 **Consultation and Engagement**

5.8.1 None in relation to this report.

5.9 **Insight**

5.9.1 Collision data has been referenced in this report

6. **BACKGROUND PAPERS**

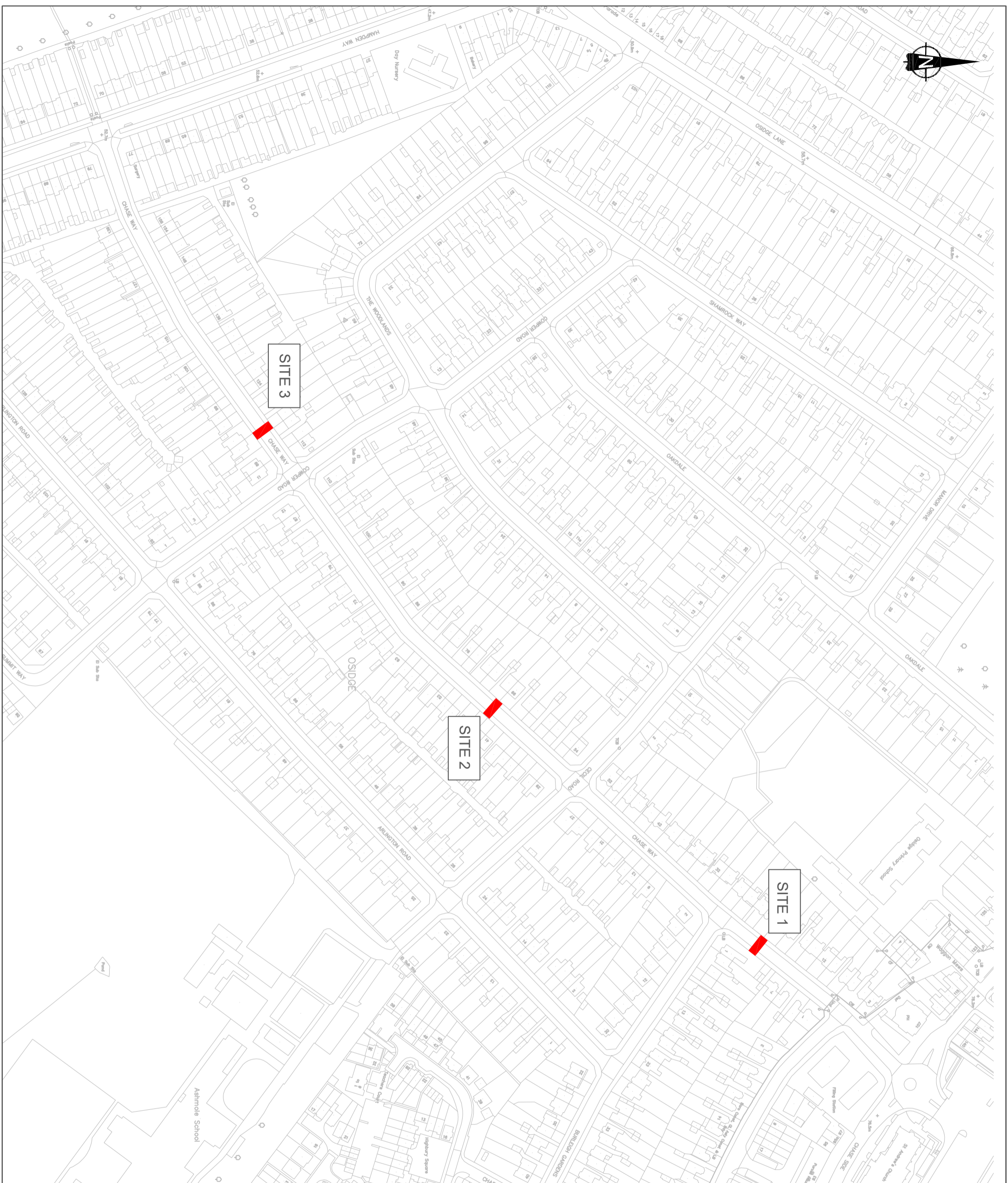
6.1 Chipping Barnet Area Committee meeting October 2019.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9879&Ver=4>

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FOR INFORMATION



Client:
BARNET
 LONDON BOROUGH

Scheme Ref: BC/001750-04
CHASE WAY N14

Drawing title
SPEED SURVEY

Scale @ A3:

Design	VR	Drawn	VR	Checked	DP	Approved	LW
Date:	04.12.19	Date:	04.12.19	Date:	04.12.19	Date:	04.12.19



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Rev: 0

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Chipping Barnet Area Committee

6 October 2020 AGENDA ITEM 13

Title	Results of informal CPZ consultation - N10 area (east of Colney Hatch Lane)
Report of	Executive Director (Environment)
Wards	Coppetts
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Consultation documents Appendix B – Existing parking situation Appendix C – Consultation Results
Officer Contact Details	Bethuel Willy – Parking Design Engineer Bethuel.Willy@barnet.gov.uk 020 8359 3509

Summary

This report considers the results of the informal consultation on whether the local population would welcome a Controlled Parking Zone in N10 Area, east of Colney Hatch Lane.

The report considers the results of the consultation and the views from the community and asks the Committee to determine the way forward.

Recommendations

That the Chipping barnet Area Committee considers the feedback to the informal consultation carried out in N10 Area located east of Colney Hatch Lane as outlined in this report and:-

1. Notes the results of the consultation.
2. Agrees not to proceed with the proposals for the introduction of a Controlled Parking Zone in response to comments received.
3. Inform the previously consulted residents accordingly.
4. Instructs the Executive Director, Environment to:

- (a) investigate and design the provision of waiting restrictions, and review the existing waiting restrictions within the N10 CPZ consultation area**
- (b) obtain agreement with Ward Councillors regarding the designs mentioned in (a) above**
- (c) subject to the Ward Councillor agreement mentioned in (b) above, carry out a statutory consultation on agreed proposals**
- (d) consider any objections to the statutory consultation outlined in (c) above using his Delegated Powers, and decide whether to introduce the proposals or not, and if so, with or without modification**
- (e) implement the proposed measures, if any are required following the decision made in accordance with (d) above and if no objections are received to the statutory consultation mentioned in (c) above**

1. WHY THIS REPORT IS NEEDED

- 1.1 At the Chipping Barnet Area Committee meeting on 3 October 2019, Members were informed that residents of N10 area had seen little improvements in the parking situation in their streets after concerns that had been raised in several previous residents' forums. It was therefore agreed it is necessary to carry out an informal consultation to find if there is resident support for a CPZ to be introduced in the affected area.
- 1.2 The roads that were mentioned as experiencing parking difficulties were: Hampden Road, Cromwell Road, Haldane Close, sections of Sydney Road, Alexandra Road and Pembroke Road. It was decided that Officers would advise on a suitable extent of a consultation area to be agreed with the area Councillors.
- 1.3 The Area Committee agreed for up to £5,000 Community Infrastructure Levy (CIL) funding for the informal consultation to take place.
- 1.4 This report presents the results and the comments that were received from the residents and businesses in the area following the consultation.

2. REASONS FOR RECOMMENDATIONS

Consultation format

- 2.1 An informal consultation was carried out between 2 July 2020 and 30 July 2020 with the residents and businesses of N10 area as shown in the drawing in Appendix A. The consultation area had been agreed with the Ward Councillors beforehand.
- 2.2 Consultation packs consisting of letters detailing the proposals with an email address and telephone for making enquires, a plan of the consultation area, permit parking charges and details of how CPZ works with Frequently Asked Questions were sent by post to each of the properties in the consultation area. Residents were asked to complete the questionnaire online. Due to COVID-19 protocols, those requesting paper copies or were unable to complete the questionnaires online had their questionnaires responses conducted over the phone.

- 2.3 The local Ward Members had been sent copies of the consultation documentation prior to consulting the residents and businesses.
- 2.4 The questionnaires asked a range of questions concerning parking in their area. These included the number of cars in a property and whether they park on the road or have an off-street parking facility. They were also asked whether they experience parking problems, the type of problems and when they occur including the times and days of the week.
- 2.5 The questionnaires also asked whether the residents would be in favour of a Controlled Parking Zone (CPZ) in view of the answers they had provided regarding the parking situation on their road. Those who answered “no” were asked if they would be in favour of the proposals if their neighbouring streets were to be included in a CPZ.
- 2.6 The community was also given the opportunity to suggest the most appropriate hours and days of operation if a CPZ scheme were to be introduced in their road and to make any additional suggestions on the proposals.
- 2.7 The closing date of the consultation was 30 July 2020.

Consultation results

- 2.8 A total of 418 responses were received by the closing date out of the total of 1725 letters that were sent out within the consultation area. After removing the incomplete responses and those from outside the consultation area, the number reduced to 387 which translates to an overall response of 22%. A summary of the consultation response is given in Table 1 below and a detailed road by road analysis is provided in Appendix B1.

Table 1: Overall consultation response

Total No. of properties consulted	Total No. of responses received	Response rate %
1725	387	22%

- 2.9 To help in understanding the parking situation in the area, the community was asked to provide the number of vehicles in their household that regularly park on their street, whether they have off-street parking and how many vehicles park in their off-street parking facility. The overall response is shown in Table 2 below and a detailed analysis is provided in Appendix B1.

Table 2: Existing parking situation

Please tell us how many vehicles from your household/organisation regularly park on the road.				
1	2	3	4	More than 4
275	77	10	3	4
Do you have access to off-street parking?				
YES	NO			
143	242			
How many vehicles in your household regularly park in your off-street parking facility?				
1	2	3	4	More than 4
120	14	2	1	2

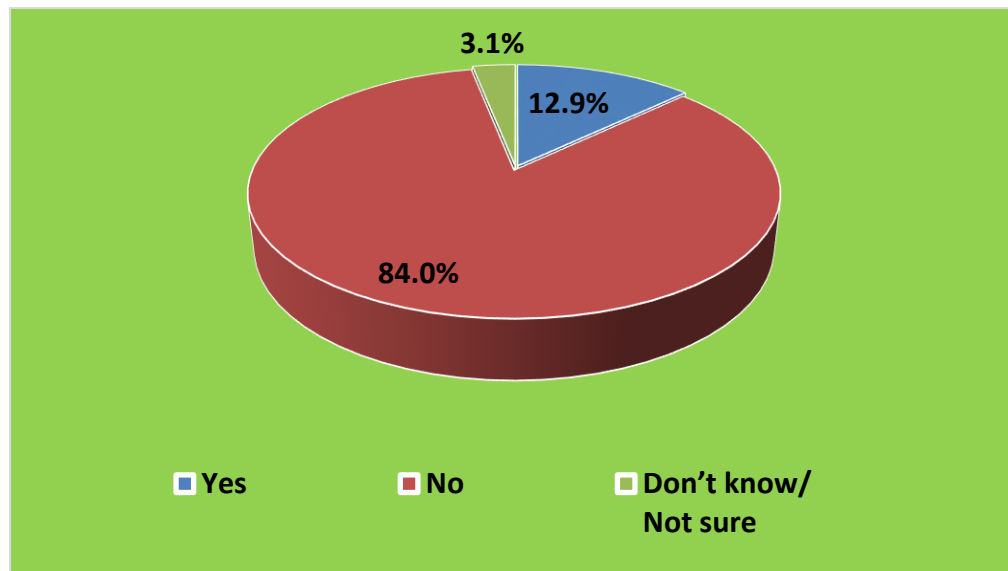
- 2.10 On the question regarding off-street parking, close to three-quarters of the households that responded indicated they park one vehicle on their road.
- 2.11 Less than half of respondents have access to an off-street parking facility with less than three quarters stating that they park one vehicle on their off-street parking facility on a regular basis.
- 2.12 The residents were then asked whether they experience any parking problems on their road, the type of problems, time of the day and days of the week they mostly occur. The overall response is summarised in Table 3 below and a road by road analysis is shown in Appendix B2.

Table 3: Existing parking situation (issues)

Do you, or your family or visitors experience parking problems near your property?						
Always	Often	Sometimes	Rarely	Never		
31	27	48	115	168		
Which (if any) of the following parking problems affect your road?						
Commuter Parking	Multicar households	Trade vans/ trucks	Shops customers/ visitors	Shops/ business staff	Parking at junctions	Other
21	47	52	15	20	26	75
When do the problems occur?						
Weekday	Weekends	Everyday				
47	13	59				
What periods of day do you have problems parking?						
Morning	Afternoon	Evening	Overnight			
45	40	75	39			

- 2.13 The respondents most commonly selected “rarely” or “never” in response to the question whether they, their family members or visitors experience any parking issues near their property.
- 2.14 Several respondents from Pembroke Road indicated that the main parking issues on their street are associated with multicar households, trade vans/trucks and shops/business staff while those from Hampden Road and Sydney Road attributed the parking issues to trade vans/trucks.
- 2.15 With respect to when and what period of the day they experience parking problems, most respondents stated they occur daily in the evenings.
- 2.16 The community were asked to consider their responses to the parking situation on their road and state if they would be in favour of the introduction of a Controlled Parking Zone (CPZ). The response was as follows:
- 50 (12.9%) supported the introduction of a CPZ in their road;
 - 325 (84.0%) were opposed to the introduction of a CPZ
 - 12 (3.1%) indicated they don’t know or not sure
- 2.17 The overall response is shown in Figure 1 below and a detailed analysis is provided in Appendix C1.

Figure 1: Would you be in favour of the introduction of a Controlled Parking Zone (CPZ) on your road?

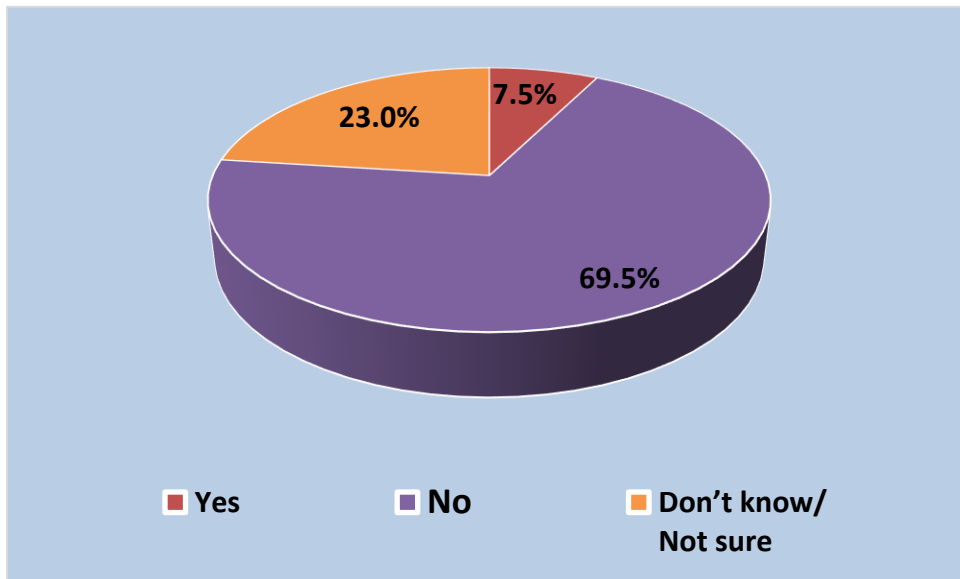


- 2.18 As shown in the figure above, the majority of respondents indicated that they are not in favour of the introduction of a CPZ.
- 2.19 The community was then asked if they would be in favour of a CPZ if their neighbouring streets were included in a CPZ.

- 29 (7.5%) said they would consider having a CPZ on their road
- 269 (69.5%) they would still not be in favour
- 89 (23.0%) indicated they don't know or not sure

2.20 The response summary is provided in Figure 2 below and a detailed analysis can be found in Appendix C1.

Figure 2: If your neighbouring streets were to be included in a CPZ, would you then be in favour of the introduction of a CPZ in your road?



2.21 Again most respondents stated that they would not be in favour of a CPZ even if their neighbouring streets were to have a CPZ introduced.

2.22 In response to the question which asked what days and hours of operation respondents would prefer if a CPZ were to be introduced in the area, most indicated they would favour one hour in the afternoon Monday to Friday.

2.23 The questionnaire then invited the residents to make any comments and suggestions that they may have regarding parking issues in their road and elsewhere in the area. The most frequently mentioned comments were as follows:

- Proposals are not needed/not necessary/I find it easier to park on my road (*161 mentions*);
- This is a money making exercise/will be a financial burden (*69 mentions*);
- The parking problems are localised at the garages/resolve issues with the garages instead (*43 mentions*);
- Proposals would inconvenience residents/visitors/businesses (*36 mentions*);
- Would displace parking into uncontrolled roads (*24 mentions*);
- Provide "at all time waiting restrictions" at problem areas e.g. road junctions and bends (*18 mentions*);

- Parking problems are due to multicar households (*17 mentions*);
- Measures would improve parking and road safety (*14 mentions*);
- There is a commuter parking problem on my road (*11 mentions*);
- Enforce/review existing parking restrictions (*9 mentions*);
- I welcome the proposals/the proposals are a good idea (*7 mentions*).

A detailed analysis of the residents' comments is to be found in Appendix C2.

2.24 Respondents have requested for a review of the extent of double yellow lines at Pembroke Road/ Stanley Road and Pembroke Road/Hampden Road junctions to increase the amount of kerbside parking space. They have asked for enforcement of existing parking controls and removal of abandoned/untaxed vehicles.

Conclusion

2.25 The informal consultation was carried out following a Members Item raised at the Chipping Barnet Area Committee by a local Ward Councillor, following concern they received from members of the local community about parking in some roads in N10 area. The responses to this consultation have generally indicated an overall preference not to introduce a CPZ.

2.26 It is noted that the response rate for the consultation was relatively low, which may indicate a lack of interest in the consultation by the community.

2.27 Accordingly, based on the consultation responses, there is an overall majority not supporting the principle of the introduction of a CPZ, and throughout the consultation area, only Audley Close and Strode Close were favourable to a CPZ being introduced in their road. It is therefore recommended that the Committee agree not to proceed with the introduction of any CPZ in this area.

2.28 It is the view of several respondents that the parking problems are mainly associated with garage businesses and confined to parts of Hampden Road, Pembroke Road, Cromwell Road and Sydney Road. They consider that the issues ought to be resolved between the businesses and affected residents instead of introducing an area-wide CPZ which they consider unnecessary.

2.29 Several respondents highlighted several road locations in the area, mainly at the junctions and on bends, and have requested for double yellow lines waiting restrictions to be implemented to improve the sightlines, remove obstructions to traffic flow and improve road safety.

2.30 Some of the road junctions highlighted as requiring the waiting restrictions include: Sydney Road/Newton Road, Sydney Road/Cambridge Gardens, Sydney Road/Wetherill Road, Hampden Road/Colney Hatch Lane, Hampden Road/Crown Road and Newton Road/Pembroke Road.

2.31 It is therefore recommended that the Committee authorise Officers to carry out investigations into the provision of waiting restrictions in the consultation area, where and if deemed appropriate proceed to statutory consultations on proposals for the introduction of at any time waiting restrictions at the locations.

The investigations would include a review of the existing parking restrictions in the area to establish whether they are still fit for purpose.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The Council could consider proposing the introduction of a CPZ in the relevant area. However, to do so, given the low response, and low support for such a measure, it is considered that a CPZ would not be viable, and would contradict the response from the local community.

4. POST DECISION IMPLEMENTATION

4.1 Those previously consulted will be advised of the Council's decision, and the Council's Engage Portal updated.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The consultation sought 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, inclusive of the free flow of traffic."

5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.

5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.

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

5.2.1 Up to £5,000 was originally committed in 3 October 2019 from the Area Committee CIL budget in respect of carrying out a consultation and reporting back the findings to this Committee.

5.2.2 In order carry out the investigation into the provision of new, or amended waiting restrictions, which would include design, statutory consultation and implementation, an additional £5,000 would be required which can be met from the Area Committee CIL budget.

5.3 Social Value

5.3.1 None in relation to this report.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004 places an 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 this duty.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.

5.4.3 The terms of reference for the Chipping Barnet Area Committee under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, consider matters raised at Residents Forums and determine how they are to be taken forward, including whether to request a report for a future meeting, refer to an Officer and/or ward councillors and determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient budget allocated to the committee being unspent.

5.5 Risk Management

5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations and it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment, to the informal consultation, the feedback of which has been considered within this report.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 outlines the provisions of the public-sector equalities duty which requires public bodies to have due regard to the need to:

- (i) Eliminate discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010
- (ii) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (iii) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2. The relevant protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

5.6.3 The proposal is not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report

5.8 Consultation and Engagement

5.8.1 An informal consultation (or a preliminary consultation) has been carried out

with the local community.

5.8.2 The acceptance to a Controlled Parking Zone proposal relies on the support of the local community. The questions are designed to establish whether there are issues or parking pressures encountered by the community.

5.8.3 Barnet Council's policy is to primarily offer online questionnaires as opposed to paper copy questionnaires, although paper copies are made available upon request. Due to the current COVID-19 pandemic, questionnaires were also conducted over the phone for those unable to complete theirs online.

5.8.4 Letters outlining the details of the consultation and of how to access online questionnaires were distributed to the properties in the consultation area.

5.8.5 The relevant details of the consultation were published on the Council's Engage Portal.

5.9 **Insight**

5.9.1 Based on the consultation feedback, officers have made recommendations on whether to proceed with the introduction of a CPZ and other measures set out in paragraph 2.31 of this Report.

6. **BACKGROUND PAPERS**

Minute Item No. 10 Chipping Barnet Area Committee meeting of 3 October 2019

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9879&Ver=4>

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Scheme Name: ***Informal CPZ Consultation - N10 Area (east of Colney Hatch Lane)***
Our Ref.: *BC/001750-01-01*
Department: *Traffic & Development*
Date: *2 July 2020*
Contact Details: *Traffic and Development Section*
Tel: 0208 359 3555
E-mail: parking.consultations@barnet.gov.uk

Dear Resident/Business,

Informal CPZ Consultation - N10 Area (east of Colney Hatch Lane)

We have been made aware of concerns from local residents about the increased challenges regarding parking in the area which is making it difficult to find kerbside space to park their vehicles close to their properties.

In response to this, the Chipping Barnet Area Committee have agreed that the concerns should be investigated and as such have decided that an informal consultation with residents should be carried out.

We have taken into consideration the current COVID-19 outbreak, please rest assured that the delivery of this consultation adheres to all social distancing rules and government guidelines.

The consultation area is shown on the enclosed drawing No. **BC/001750-01-01** together with a frequently asked questions document which provides further information on how a Controlled Parking Zone (CPZ) scheme operates.

Although your road may not be one of those currently experiencing parking difficulties, we are seeking to consult a larger area in order to give residents and businesses the opportunity to give their views, as consideration also needs to be given to the potential impact on other roads if any future measures are introduced.

The views received from the community will help us understand whether or not the current parking controls meets its needs and will help decide if new parking controls or changes to existing ones would be appropriate for your area.

What you need to do

Please have your say by completing our online questionnaire at: engage.barnet.gov.uk

The closing date for the consultation is **Thursday 30 July 2020**.

If you are unable to complete the questionnaire online and would like to request a paper copy, then please call the Traffic & Development Section on 02083593555 or email parking.consultations@barnet.gov.uk.

We are asking each household to complete only one questionnaire, so please ensure that the views given are representative of your household.

What happens next?

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

If you have any further questions, please contact us at the email address or on the telephone number above. Details of the consultation are also available for viewing on Engage Barnet at engage.barnet.gov.uk

I would like to take this opportunity to thank you for taking the time to read this letter especially in light of the current climate and look forward to receiving your completed questionnaire. Everyone consulted as part of this exercise will be notified via Engage Barnet in due course of the outcome and our intended course of action.

Yours faithfully,

Design Team
Traffic and Development Section

Coronavirus (COVID-19)

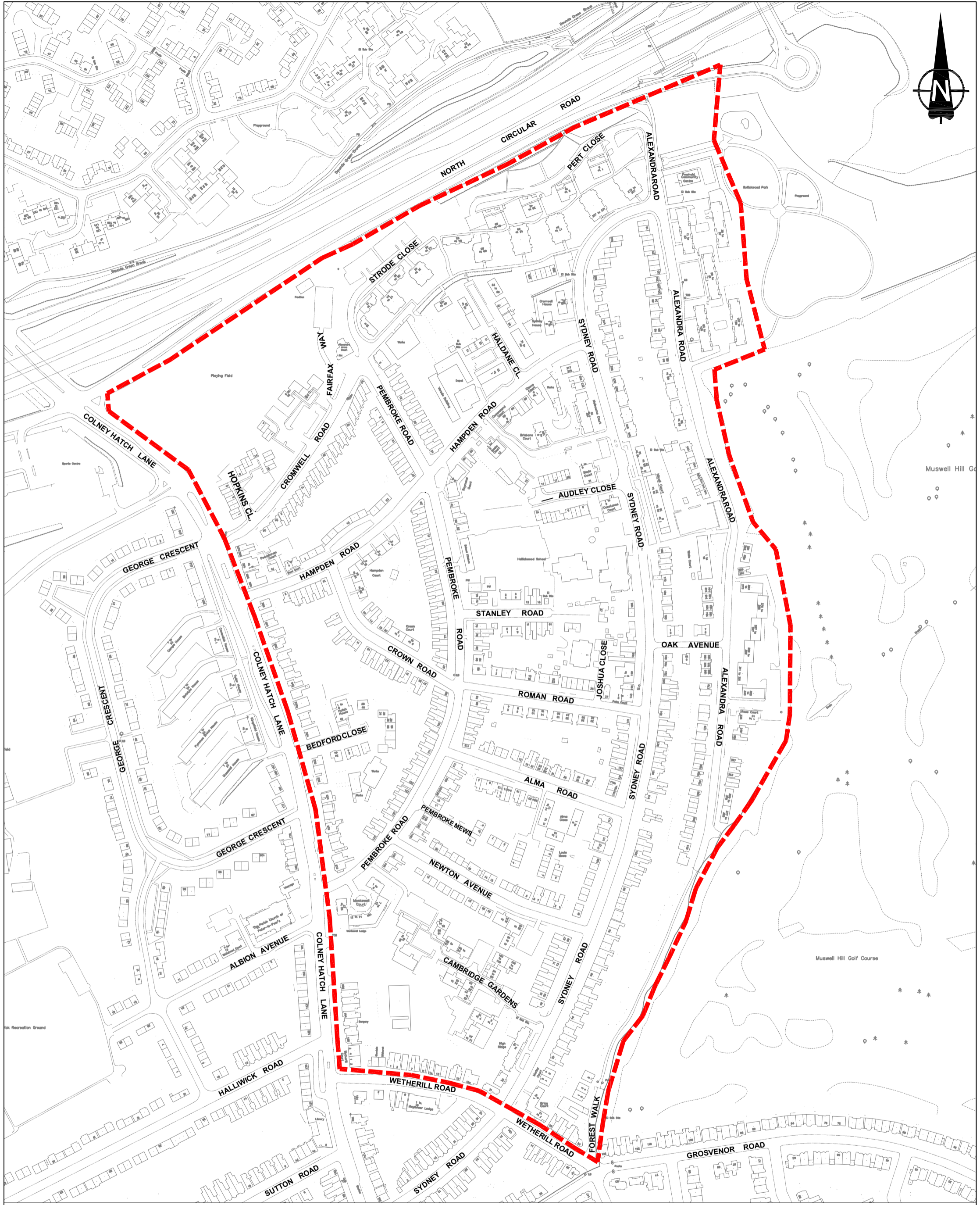
For the latest updates on council services during the COVID-19 outbreak, as well as the support available to residents at this time, visit: www.barnet.gov.uk/covid19

Community Help Hub

Barnet Council has launched a Community Help Hub to support Barnet residents most in need of extra help during the COVID-19 outbreak, including those self-isolating.

The hub manages a network of local support, coordinating Barnet Together's established community groups and volunteers, as well as providing a non-medical urgent care helpline.

Those in need of urgent support can visit: engage.barnet@gov.uk/communityhelphub or call 0808 281 3210, 9am to 5pm Monday to Friday.



CONSULTATION AREA BOUNDARY

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TITLE:
INFORMAL PARKING CONSULTATION

SCHEME:
CPZ CONSULTATION - N10 AREA
(EAST OF COLNEY HATCH LANE)



DESIGN TEAM
London Borough of Barnet
6th Floor Highways
2 Bristol Avenue
Colindale, NW9 4EW
Tel. 020 8359 2000

Scales:	NOT TO SCALE	Date:	MAY 2020
Initiated:	GWA	Drawn:	BMW
Checked:			GWA
DRAWING NO.:	79		
	BC/001750 - 01 - 01		
Acad Ref.			

S11. HIGHWAYS DESIGN. PARKING SCHEMES/BC-001750-01-01 CPZ N10 Informal Consultation DW

Informal CPZ Consultation in N10 Area (East of Colney Hatch Lane)

Questionnaire

Introduction

The council has received concerns from the residents of N10 Area about the increased challenges around parking which is making it difficult to find kerbside parking space close to their properties. We consider introducing a Parking Control Zone (CPZ) to alleviate the parking pressure being experienced in their roads.

This consultation is intended to give the council a clearer understanding of the parking issues in the area and help determine parking measures that prioritise parking for residents and local businesses. This would also improve road safety, accessibility and the amenity of your area.

We would like to hear from you. Please take the time to give us your views about parking in your road by completing this questionnaire.

Informal CPZ Consultation in N10 area (East of Colney Hatch Lane) Questionnaire

Data protection statement

Barnet Council uses Bang the Table to host questionnaires, and to store and analyse the data collected through these questionnaires. The council has investigated Bang the Table and is satisfied with its data assurance and legal framework.

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.

Section 1: We would like to understand the current parking situation in your road

To understand your particular needs and get as clear a picture as possible, please tell us where you live. Please ensure you give us your address and/or post code - without it we won't know where the problems may be.

1. Which road do you live on or is your organisation located?

Alexandra Road	Ireton Close
Alma Close	Joshua Close
Alma Road	Louis Mews
Audley Close	Newton Avenue
Bedford Close	Oak Avenue
Cambridge Gardens	Pembroke Mews
Colney Hatch Lane	Pembroke Road
Cromwell Road	Pert Close
Crown Road	Roman Road
Fairfox Way	Stanley Road
Forest Walk	Strode Close
Haldane Close	Sydney Road
Hampden Road	Wetherill Road
Hopkins Close	

2. Please provide your door number and Post Code:

House Number

Postcode

3. Is this property occupied by...? (Please tick one option only)

Resident/s

Business

Resident & Business

School nursery

GP surgery

Other (please specify)

4. To help us understand the scale of the parking demand on your road, please tell us how many vehicles from your household/organisation regularly park on the road. (Please tick one option only)

None

1

2

3

4

More than 4

5. Do you have access to off-street parking? (Please tick one option only)

Yes Go to 6

No Go to 7

6. How many vehicles in your household regularly park in your off-street parking facility?

1

2

3

4

More than 4

**7. Do you, or your family or visitors experience parking problems near your property?
(Please tick one option only)**

- Always
- Often
- Sometimes
- Rarely
- Never

**8. Which (if any) of the following parking problems affect your road?
(please tick those that apply)**

- Commuter parking
- Multicar households
- Trade vans/trucks
- Shops customers/visitors
- Shops/business staff
- Parking at junctions
- Other (please specify below)

9. When do the problems occur? (Please tick all that apply)

- Weekdays
- Weekends
- Every day

10. What periods of day do you have problems parking? (Please tick all that apply)

- Morning
- Afternoon
- Evening
- Overnight

11. Referring to the information we have provided about Controlled Parking Zones (CPZs), would you be in favour of the introduction of a Controlled Parking Zone (CPZ) on your road?

- Yes Go to 13
- No Go to 12
- Don't know/Not sure

12. If your neighbouring streets were to be included in a CPZ, would you then be in favour of the introduction of a CPZ in your road?

- Yes
- No
- Don't know/Not sure

Section 2: Operational Days/Times

13. If a CPZ scheme were to be introduced, what do you think would be the most appropriate operating hours?

- All day (e.g. 8am – 6.30pm)
- One hour in the morning (e.g. 10am – 11am)
- One hour in the afternoon (e.g. 2pm 3pm)
- Other (please specify)

14. If a CPZ scheme were to be introduced in your area, which days of the week would you like there to be parking controls?

Monday - Friday

Monday - Saturday

Seven Days a week

Other (please specify)

15. If you have any further comments and suggestions regarding parking in your road, or if you have any parking issues elsewhere in the area that you would like to raise relating to this questionnaire, please use the space provided below: (you can see a plan of the consultation area [here](#)): (Please type in your answer)

Section 3 – 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. 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.

16. Do you think the questionnaire has met the criteria mentioned above and enabled you to get your view across? (Please tick one option only)

Yes

No

17. Please give us your comments: (Please type in your answer)

Please note that due to the high volume of questionnaires distributed it will not be possible to reply individually to each respondent. However, we will inform you of the outcome of this consultation via the council's website engage.barnet.gov.uk.

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

emailing: parking.consultations@barnet.gov.uk,

telephoning: 020 8359 3555,

or writing to: Design Team, Traffic and Development Section, London Borough of Barnet, 6th Floor, 2 Bristol Avenue Colindale, NW9 4EW

Section 4: Diversity monitoring

The Equality Act 2010 identifies nine protected characteristics: age, disability, gender reassignment, marriage or civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation, and requires the council to pay due regard to equalities in eliminating unlawful discrimination, advancing equality of opportunity and fostering good relations between people from different groups. We ask questions about the groups so that we can assess any impact of our services and practices on different groups. The information we collect helps the council to check that our policies and services are fair and accessible.

Collecting this information will help us understand the needs of our different communities and we encourage you to complete the following questions.

All your answers will be treated in confidence and will be stored securely in an anonymous format. All information will be stored in accordance with our responsibilities under the Data Protection Act 1998.

For the purposes of this questionnaire we are asking eight of the protected characteristics included in the Equality Act 2010.

19. Are you male or female? (Please tick one option only)

Male	<input type="checkbox"/> Go to Q 21
Female	<input type="checkbox"/>
Prefer not to say	<input type="checkbox"/>
If you prefer to use your own term please specify here: (Please type in the box below)	<input type="checkbox"/>

Pregnant and on maternity leave

20. Are you pregnant and/or on maternity leave? (Please tick one option on each row)

	Yes	No	Prefer not to say
I am pregnant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I am currently on maternity leave	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

21. Is your gender identity different to the sex you were assumed to be at birth? (Please tick one option only)

Yes, it's different	No, it's the same	Prefer not to say
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

22. In which age group do you fall? (Please tick one option only)

16-17	<input type="checkbox"/>	55-64	<input type="checkbox"/>
18-24	<input type="checkbox"/>	65- 74	<input type="checkbox"/>
25-34	<input type="checkbox"/>	75+	<input type="checkbox"/>

35-44	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>
45-54	<input type="checkbox"/>		

23. What is your ethnic origin? (Please tick one option only)

Asian / Asian British		Other ethnic group	
Bangladeshi	<input type="checkbox"/>	Arab	<input type="checkbox"/>
Chinese	<input type="checkbox"/>	Any other ethnic group (✓ AND TYPE BELOW)	<input type="checkbox"/>
Indian	<input type="checkbox"/>	White	
Pakistani	<input type="checkbox"/>	British	<input type="checkbox"/>
Any other Asian background (✓ AND TYPE BELOW)	<input type="checkbox"/>	Greek / Greek Cypriot	<input type="checkbox"/>
Black / African / Caribbean / Black British		Gypsy or Irish Traveller	<input type="checkbox"/>
African	<input type="checkbox"/>	Irish	<input type="checkbox"/>
British	<input type="checkbox"/>	Turkish / Turkish Cypriot	<input type="checkbox"/>
Caribbean	<input type="checkbox"/>	Any other White background (✓ AND TYPE BELOW)	<input type="checkbox"/>
Any other Black / African / Caribbean background (✓ AND TYPE BELOW)	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>
Mixed / Multiple ethnic groups		
White & Asian	<input type="checkbox"/>		
White & Black African	<input type="checkbox"/>		
White & Black Caribbean	<input type="checkbox"/>		
Any other Mixed / Multiple ethnic background (✓ AND TYPE BELOW)	<input type="checkbox"/>		

Disability

The Equality Act 2010 defines disability as ‘a physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities’.

In this definition, long- term means more than 12 months and would cover long-term illness such as cancer and HIV or mental health problems.

24. Do you consider that you have a disability as outlined above? (Please tick one option only)

Yes No (Please go to Q26)

25. If you have answered ‘yes’, please select the definition(s) from the list below that best describes your disability/disabilities:

Hearing (such as deaf, partially deaf or hard of hearing)	<input type="checkbox"/>	Reduced Physical Capacity (such as inability to lift, carry or otherwise move everyday objects, debilitating pain and lack of strength, breath energy or stamina, asthma, angina or diabetes)	<input type="checkbox"/>
Vision (such as blind or fractional/partial sight. Does not include people whose visual problems can be corrected by glasses/contact lenses)	<input type="checkbox"/>	Severe Disfigurement	<input type="checkbox"/>
		Learning Difficulties (such as dyslexia)	<input type="checkbox"/>
Speech (such as impairments that can cause communication problems)	<input type="checkbox"/>	Mental Illness (substantial and lasting more than a year, such as severe depression or psychoses)	<input type="checkbox"/>
Mobility (such as wheelchair user, artificial lower limb(s), walking aids, rheumatism or arthritis)	<input type="checkbox"/>	Physical Co-ordination (such as manual dexterity, muscular control, cerebral palsy)	<input type="checkbox"/>
Other disability, please specify			
Prefer not to say <input type="checkbox"/>			

26. What is your religion or belief? (Please tick one option only)

Baha’i	<input type="checkbox"/>	Jewish	<input type="checkbox"/>
Buddhist	<input type="checkbox"/>	Muslim	<input type="checkbox"/>
Christian	<input type="checkbox"/>	Sikh	<input type="checkbox"/>
Hindu	<input type="checkbox"/>	No Religion	<input type="checkbox"/>
Humanist	<input type="checkbox"/>	Other religion/belief (Please specify)	<input type="checkbox"/>
Jain	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>

27. Do you consider yourself to be... (Please tick one option only)

Bisexual	<input type="checkbox"/>	Lesbian	<input type="checkbox"/>
Gay	<input type="checkbox"/>	Other	<input type="checkbox"/>
Heterosexual	<input type="checkbox"/>	Prefer not to say	<input type="checkbox"/>

28. In addition, if you prefer to define your sexuality in terms other than those used above, please let us know below: (Please type in your answer)

Thank you for taking part in our questionnaire.

Controlled Parking Zones explained in full and FAQs

A CPZ is a system of parking bays and parking permits that prioritises parking for local residents, businesses and their visitors and customers. It deters the parking of non-resident and commuter-type motorists in locations dedicated to permit holders, making it easier for residents to park near their homes, and access to business to be maintained. Yellow lines may be put in additionally in areas where there are specific parking issues which would benefit from greater regulation.

How do CPZs work?

Parking bays and single yellow lines operate during specified operational times. A CPZ and its operational times are indicated by signage when entering a CPZ and on corresponding parking bays. Signs will also indicate when you are exiting a CPZ. Parking, indicated by parking bays, will only be permitted where it is considered safe to do so; yellow lines are marked out in locations where parking would be dangerous or cause an obstruction – i.e. on bends, corners, dropped kerbs and junctions.

The single yellow lines would operate for the same time as the CPZ unless indicated otherwise by signage adjacent to the line. Only resident and business permit holders will be able to park in permit parking bays in the area during the CPZ operational times. Each parking bay will be signed accordingly and will display a permit code depicting who may park in the bay. Permit holders will be able to park in the parking bays with the corresponding code. Parking bays will not be in force on Christmas Day, Good Friday and Bank holidays.

Parking may take place in the parking bays without the need to display a valid permit or voucher and on yellow lines if no obstruction is being caused when the CPZ or yellow lines are NOT in operation. In some locations, double yellow lines can be introduced for safety reasons to deter obstruction, and maintain sightlines and traffic flow. No parking will be allowed at any time on these lines.

What are Resident Permit bays?

Resident Permit holder bays are for resident permit holders. They are also available for visitors displaying a valid visitor voucher.

What are 'Past this point' parking areas?

'Past this point' is a form of controlled parking which is managed without the introduction of parking bays or yellow lines. These areas are usually used in a cul-de-sac or a small network of roads with little or no through traffic. This type of zone aims to reduce the visual intrusion of road markings and signs and maximise parking provision in locations where parking demand is high but available kerb space is low. Roads within 'Past this point' areas would not have marked out designated parking bays or yellow lines but restrictions will be enforced through roadside signs. This would mean that only zone entry signs would be needed on each road stating 'permit holders parking only past this point' with the operational period and occasional repeater signs that will state 'permit holders only' with the operational times.

How much will a parking permit cost me?

The current charges for parking permits are listed under Appendix 1 below. Other permit types are also available. For further information please go to <https://www.barnet.gov.uk/citizen-home/parking-roads-and-pavements/Parking/parking-permits.html>

Please note that permit and voucher charges are subject to review and change.

Resident Permits are issued electronically, so you do not need to display a paper copy in your vehicle. Some other permits are paper copies and will therefore need to be displayed in your vehicle.

What about my visitors?

Visitors may park in resident permit bays during their hours of operation by activating a visitor voucher for their vehicle. Visitor vouchers are purchased by residents and are issued electronically, and can be activated for use in advance of the visitor arriving or immediately. For those without access to the internet or prefer not to use virtual vouchers, visitor vouchers can also be issued in paper scratchcard form and used by scratching off the relevant time and date and displaying in the vehicle. Visitor vouchers are single use and are valid for 1 day.

Will there be any special arrangements for carers?

Yes. Carers' Permits can be obtained by providing a letter from the resident's GP, stating that they are responsible for the resident's care needs, and proof of address. A Carers' Permit is free and can be used in Resident Permit Holder bays.

What happens if I need a delivery?

Continual (observed) loading/unloading is permitted for up to 40 minutes in parking bays or on single yellow lines, as long as no obstruction is being caused.

What about motorbikes?

Solo motorcycles can park without charge in the parking bays.

How is parking enforced?

Any vehicle parked in a Resident Permit Holder bay without a valid permit, or on the footway, or on a yellow line, or overstaying in a restricted bay, is likely to be issued with a Penalty Charge Notice (parking ticket).

Will I be able to park across my dropped kerb (vehicle crossover)?

No, not during the CPZ hours of operation. A yellow line waiting restriction will be marked across all dropped kerbs which will deter all vehicles from parking. Any vehicle parked on a yellow line, including residents, during the hours of operation will receive a Penalty Charge Notice.

How will this apply to Disabled (Blue) Badge holders? - Residents

Blue Badge holders living in the CPZ, who use Disabled Persons' parking bay provided at their request close to their home, will see no change to their bays.

How will this apply to Disabled (Blue) Badge holders? - Parking for disabled visitors

Blue Badge holders can park for free for an unlimited time in the ordinary Resident Permit Holder parking bays provided their Blue badge is displayed.

Are CPZs just another way for the council to make money?

No. The income received from permits contributes towards the enforcement of the CPZs in the borough. If funds are generated through CPZs, then the Council is legally obliged to reinvest this in transport related improvements across the borough.

Appendix 1 - Parking permit charges

Current costs and charges

Resident permit prices are based on vehicle CO2 emissions. Permits are valid for a year. Until 1 September 2020, we have introduced a three month resident permit to help spread the cost of your parking permit. You can apply, or renew, choosing your preferred duration of either three months or a year (12 month).

If you have a diesel car, you will be charged £10 per car on top of the relevant price band. Until 1 September 2020, the diesel surcharge will not apply. This is to provide greater flexibility to residents by allowing permits to be issued for three month periods, without needing to pay the diesel surcharge upon each renewal of the permit.

If you have more than one household car, you will be charged £25 per additional permit on top of the relevant price band. If your vehicle has 7 passenger seats or more, you can apply for a reduction on your permit price. The discount only applies if your vehicle falls into band 7 or above. The discount excludes any supplements which apply if your car is a diesel vehicle, or if you have more than one household car.

If your vehicle has been imported into the UK, was first registered before 1 March 2001, or has been modified, our permit system may not be able to retrieve emissions data for your vehicle. This is because the details are not held by the DVLA. Your permit price will be calculated using the engine size (cylinder capacity).

Please refer to the below table.

Band	CO2 g/km Emissions	Engine size (cc) equivalent	Annual Price 1st Permit	Annual Price Additional Permit	Three Month Price 1st Permit	Three Month Price Additional Permit	Annual Price 7+ Seater Vehicle Permit	Three Month Price 7+ Seater Vehicle Permit
1	0		£15.00	£40.00	£3.75	£10.00	£15.00	£3.75
2	1-50		£25.00	£50.00	£6.25	£12.50	£25.00	£6.25
3	51-75		£25.00	£50.00	£6.25	£12.50	£25.00	£6.25
4	76-90		£50.00	£75.00	£12.50	£18.75	£50.00	£12.50
5	91-100	up to 1000cc	£50.00	£75.00	£12.50	£18.75	£50.00	£12.50
6	101-110	1000cc to 1099cc	£50.00	£75.00	£12.50	£18.75	£50.00	£12.50
7	111-130	1100cc to 1200cc	£65.55	£90.55	£16.39	£22.64	£65.00	£16.25
8	131-150	1201cc to 1300cc	£71.25	£96.25	£17.81	£24.06	£65.00	£16.25
9	151-170	1301cc to 1549cc	£85.50	£110.50	£21.38	£27.63	£65.00	£16.25
10	171-190	1550cc to 1800cc	£99.75	£124.75	£24.94	£31.19	£65.00	£16.25
11	191-200	1801cc to 1900cc	£114.00	£139.00	£28.50	£34.75	£65.00	£16.25
12	201-225	1901cc to 2449cc	£142.50	£167.50	£35.63	£41.88	£71.25	£17.81
13	226-255	Over 2450cc	£171.00	£196.00	£42.75	£49.00	£85.50	£21.38
14	256+		£182.25	£207.25	£45.56	£51.81	£91.35	£22.84

Appendix B1 - Consultation response and parking situation

Location	Response Rate			Please tell us how many vehicles from your household/organisation regularly park on the road.					Do you have access to off-street parking?		How many vehicles in your household regularly park in your off-street parking facility?					
	Street Name	No. of Properties	No. of Responses	%	1	2	3	4	More than 4	Yes	No	1	2	3	4	More than 4
Alexandra Road	261	25	10%	15	7	1				8	17	7				
Alma Close	16	5	31%	4		1				1	4	1				
Alma Road	32	20	63%	19	1					8	12	7				
Audley Close	45	1	2%	1						1		1				
Bedford Close	31	7	23%	5	2					3	5	2				
Cambridge Gardens	114	10	9%	6	1			2		8	2	7	1			
Colney Hatch Lane	118	24	20%	18	4		1			10	14	7	3			
Cromwell Road	61	16	26%	9	6			1		11	4	10				1
Crown Road	36	9	25%	8	1					3	6	2	1			
Forest Walk	10	1	10%	1	0					1		1				
Haldane Close	40	7	18%	2	4					4	2	2	2			
Hampden Road	86	22	26%	14	7		1			8	13	8			1	
Hopkins Close	18	2	11%	2						2		2				
Louis Mews	11	3	27%	2	1					0	3	0				
Newton Avenue	47	15	32%	11	3	1				10	5	9	1			
Oak Avenue	10	4	40%	4						0	4					
Pembroke Mews	12	4	33%	2				1		2	2	2				
Pembroke Road	195	83	43%	61	18	3				14	69	9	3			1
Pert Close	87	13	15%	7	4					11	2	11				
Roman Road	35	4	11%	4						1	3	1				
Stanley Road	23	10	43%	9	1					1	9	1				
Strode Close	42	5	12%	5						3	2	3				
Sydney Road	347	82	24%	54	15	4	1			30	52	25	2	2		
Wetherill Road	48	15	31%	12	2					3	12	2	1			
Grand Total	1725	387	22%	275	77	10	3	4		143	242	120	14	2	1	2

Appendix B2 - Parking Issues

Street Name	Do you, or your family or visitors experience parking problems near your property?					Which (if any) of the following parking problems affect your road?							When do the problems occur?			What periods of day do you have problems parking?			
	Always	Often	Sometimes	Rarely	Never	Commuter Parking	Multicar households	Trade vans/trucks	Shops customers/visitors	Shops/business staff	Parking at junctions	Other	Weekdays	Weekends	Everyday	Morning	afternoon	Evening	Overnight
Alexandra Road	1	2	4	7	11	1	4	3			3	3	2	4	2	1	6	3	
Alma Close			1	1	3		1				1	2	1	2			1		
Alma Road	1	1	1	8	9	1	2				7				1	1	3		
Audley Close	1						1							1	1	1	1	1	
Bedford Close	2		5	1			3	1			1	1	1	2	2	2	2	2	
Cambridge Gardens			2		8	1		1	1	2	3			2	1		1		
Colney Hatch Lane	1	1	2	7	13	1	3	3	2	1	2			3	2		3	1	
Cromwell Road	1	3	3	3	6	1	1	1	2	1	4	3		2	2	4	3	1	
Crown Road			2	3	4		2	3		3	1	3	2	1			3	1	
Forest Walk				1						1	1	1							
Haldane Close	2	1	1	2	1	1	2	3	1	2	4		1	5	3	3	6	3	
Hampden Road	4	2	3	3	10	4	3	10	1	3	4	4	1	6	6	8	7	4	
Hopkins Close				1	1														
Louis Mews				1	2														
Newton Avenue			1	3	11					1	2	3		2	1				
Oak avenue				2	2						1	1					1		
Pembroke Mews				2	2					1	1	1						1	
Pembroke Road	12	8	11	31	21	5	14	15	4	8	5	15	3	15	14	11	16	8	
Pert Close		1	1	4	7	1	1	1		1	4	1		1			1	1	
Roman Road					4		1			1				1			1		
Stanley Road		1	1	1	7		1	1						1			1	1	
Strode Close		1	2		2			1	1			1			1	1			
Sydney Road	6	6	6	28	37	2	7	8	4	3	3	15	2	10	7	6	16	9	
Wetherill Road			2	6	7	3	1	1		1	4	2		1	2	2	3	3	
Grand Total	31	27	48	115	168	21	47	52	15	20	26	75	47	13	59	45	40	75	39

Appendix C1 - Response to CPZ Proposals

Street Name	Would you be in favour of the introduction of a Controlled Parking Zone (CPZ) on your road?				If your neighbouring streets were to be included in a CPZ, would you then be in favour of the introduction of a CPZ ?				If a CPZ scheme were to be introduced, what do you think would be the most appropriate operating hours?				If a CPZ scheme were to be introduced, which days of the week would you prefer?		
	Yes	No	Don't know/ Not sure	Total	Yes	No	Don't know/ Not sure	Total	All Day	One Hour (Morning)	One Hour (Afternoon)	Other	Mon-Fri	Mon-Sat	7 Days a week
Alexandra Road	3	21	1	25	3	14	8	25	5	5	5	1	10	1	4
Alma Close		5		5		5		5			1		1		
Alma Road	1	19		20	1	16	3	20	3	3	3		6	2	
Audley Close	1			1			1	1	1						1
Bedford Close	1	5	1	7		6	1	7	4		1		1	2	3
Cambridge Gardens	2	8		10		7	3	10	2	4	1		3		2
Colney Hatch Lane		23	1	24	2	22		24	4	5	3		7	2	3
Cromwell Road	5	11		16	1	9	6	16	4	3	4		7	2	2
Crown Road		8	1	9	1	7	1	9	2	1	2	1	4	1	1
Forest Walk		1		1			1	1		1			1		
Haldane Close		6	1	7		6	1	7	3		2		3		2
Hampden Road	6	13	3	22	3	10	9	22	8	7	2	1	11	3	4
Hopkins Close		2		2		1	1	2		1			1		
Louis Mews		3		3		3		3							
Newton Avenue		15		15	1	13	1	15		6			5		
Oak Avenue		4		4		4		4		1				1	
Pembroke Mews		4		4		3	1	4			1				1
Pembroke Road	16	64	3	83	2	60	21	83	14	25	6	5	34	5	7
Pert Close	1	12		13		10	3	13	1	1	1	1	1		3
Roman Road		4		4		3	1	4	1	1	1		3		1
Stanley Road		9	1	10	4	6		10		1	2		2	1	
Strode Close	3	2		5		2	3	5	2	1		1	2	2	
Sydney Road	9	73	0	82	11	56	15	82	11	19	8	3	22	4	9
Wetherill Road	2	13		15		6	9	15	1	7	4		9	2	
Grand Total	50	325	12	387	29	269	89	387	66	92	47	13	133	28	43
%	12.9%	84.0%	3.1%		7.5%	69.5%	23.0%								

Appendix C2 - Residents' comments

Street Name	Proposals are not needed/ easier to Park on my road	Money making exercise/ would be financial burden	Parking problems localised at garages/ businesses	Would inconvenience residents/ visitors/ businesses	Would displace parking to other roads	Provide restriction at road junctions/ bends	Multicars households cause parking problems	Proposals would improve parking/ road safety	There is a commuter parking problem	Enforce/ Review existing restrictions	I welcome proposals/ Good idea
Alexandra Road	12	4			1	1	1		1		1
Alma Close	3	1									
Alma Road	11	3		4	1						
Audley Close											
Bedford Close	1							1			
Cambridge Gardens	2	2		1	2	1			1		
Colney Hatch Lane	8	5		4	3						
Cromwell Road	1	1	4	2		1	1				
Crown Road	7	3	1			2					
Forest Walk		1			1		1				
Haldane Close	1		5	1			1			1	
Hampden Road	7	3	5		1	3	2		2		
Hopkins Close	1	1					1				
Louis Mews	2	1									
Newton Avenue	7	1	1	3	1	5			1		
Oak Avenue	3	1									
Pembroke Mews	3	2	1								
Pembroke Road	32	12	19	4	4	2	5	4	1	7	1
Pert Close	5	5	2			2		1			2
Roman Road	3	1									
Stanley Road	10	1		2	1		1				
Strode Close	1	2	2								
Sydney Road	36	16	3	11	7	1	4	7	4		1
Wetherill Road	5	3		4	2			1	1	1	2
Total	161	69	43	36	24	18	17	14	11	9	7

**London Borough of Barnet
Work Programme
September 2020**

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Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Items for Submission to a Future Meeting			
Metal Bollards to be Placed on the Grass Verges on Hampden Way CIL Funding Request from Councillor Weeden-Sanz	At the January 2020 meeting of the Committee £5,000 CIL funding was agreed for part of Hampden Way, with the remaining funding consideration deferred until the April 2020 meeting.	Executive Director - Environment	Non-key
Hollickwood Park - CIL Funding Request from Councillor Coakley Webb	This item was deferred at the January 2020 for clarification to be sought on CIL funding in relation to this item.	Executive Director - Environment	Non-key
Review of Barnet Hospital CPZ	For review at a future meeting of this Committee.	Executive Director - Environment	Non-key
Request for Two Vehicle Activated Signs on Chase Way	It was agreed at the meeting in October 2019 that the outcome of the speed survey be reported back to a future meeting of this Committee.	Executive Director - Environment	Non-key