

**MEETING**

**CHIPPING BARNET AREA COMMITTEE**

**DATE AND TIME**

**WEDNESDAY 21ST APRIL, 2021**

**AT 7.00 PM**

**VENUE**

**VIRTUAL MEETING:**

**LINK TO LIVE MEETING: <https://bit.ly/2NpTR2Y>**

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

Chairman: Councillor Wendy Prentice  
Vice Chairman: Councillor Thomas Smith

Cllr Alison Cornelius  
Cllr Roberto Weeden-Sanz  
Cllr Pauline Coakley-Webb  
Cllr Paul Edwards  
Cllr Laurie Williams

**Substitute Members**

Stephen Sowerby  
Lisa Rutter  
Vacancy  
David Longstaff  
Barry Rawlings  
Caroline Stock  
Tim Roberts

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Friday 16<sup>th</sup> April at 10AM. Requests must be submitted to [jan.natynczyk@barnet.gov.uk](mailto:jan.natynczyk@barnet.gov.uk) Tel: 0208 359 5129

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

**Andrew Charlwood – Head of Governance**

Governance Service contact: [jan.natynczyk@barnet.gov.uk](mailto: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
1.	Minutes of the last Meeting	5 - 8
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)	
5.	Public Questions and Comments (if any)	
6.	Matters referred from the Chipping Barnet Residents Forum	9 - 14
7.	Petitions (if any)	
8.	Progress update on Area Committee actions from previous meeting	
9.	Area Committee Grants Funding	To Follow
10.	Members' Items (if any)	
11.	Members' Items - Area Committee Funding Applications (if any)	15 - 36
12.	Hendon Wood Lane, NW7 - Speed Surveys	37 - 42
13.	Stapylton Road, EN5 - Speed Survey Results	43 - 50
14.	Barnet Hospital CPZ	To Follow
15.	Barnet Road Zebra Crossing	To Follow
16.	CIL Funding Priorities - Setting Local Priorities for the Chipping Barnet Area Committee	51 - 64
17.	Forward Work Programme	65 - 66
18.	Any item(s) the Chairman decides are urgent	

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**Decisions of the Chipping Barnet Area Committee**  
20 January 2021

Members Present: -

AGENDA ITEM 1

Councillor Thomas Smith (Vice-Chairman)

Councillor Alison Cornelius  
Councillor Roberto Weeden-Sanz  
Councillor Paul Edwards

Councillor Pauline Coakley-Webb  
Councillor Laurie Williams  
Councillor David Longstaff (substitute)

**1. MINUTES OF THE LAST MEETING**

The Chairman notified the Committee that Cllr Sowerby's CIL item in relation to teaching walls for Sacred Heart Primary School would be deferred to allow Officers to gain further clarification on whether it qualified as a CIL item to ensure consistency with other area committees.

RESOLVED that the minutes of the previous meeting held on 6 October 2020 be agreed as a correct record subject to the following amendments.

It was noted that both first and last names for each councillor should be used within the minutes on CIL funding and the Member's item on page 6 should read as Councillor Thomas Smith.

In relation to Item 13 of the minutes, the Chairman highlighted to the Committee that the funding required for the investigation and design of the provision of waiting restrictions within the N10 CPZ was £5,000, and pointed out this was stated in the body of the report in section 5.2.2 but not within the recommendations. Members of the Committee confirmed that the amount of funding had been noted.

A correction was noted under Item 14 on page 6 of the minutes. The sentence should read, 'Councillor Williams felt that more people would have returned the consultation during a lockdown and therefore suggested the CPZ was not favourable amongst residents.'

**2. ABSENCE OF MEMBERS (IF ANY)**

Apologies were received from Councillor Wendy Prentice who was substituted by Councillor David Longstaff.

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

Councillor Coakley Webb declared a non-pecuniary interest in relation to CIL item, 'Parkside Gardens Zebra Crossing Feasibility Study near entrance to Oak Hill Park and the Pymmes Brook Trail' by virtue of being a trustee on the Lancelot Hasluck Trust.

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

None.

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

None.

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

The Chairman introduced the report which sets out the issue referred from the Chipping Barnet Residents Forum to the Area Committee.

**Traffic & Speeding along Gallants Farm.**

Ward Councillor, Roberto Weeden-Sanz, spoke on the matter and reiterated residents' concerns about speeding in the area.

Officers confirmed that a feasibility study would look at all options in relation to a specific location and then identify the best option which would add most value together with the intelligence of ward councillors.

**RESOLVED** that the Committee unanimously approved that a feasibility study be carried out at a cost of £5,000.

**7. PETITIONS (IF ANY)**

None.

**8. AREA COMMITTEE GRANTS FUNDING**

The Director of Street Scene presented the report on behalf of finance which confirmed how funding was set out for the Area Committee. The report provided a balance spend to be utilised by the committee, taking into account the schemes that have already been approved.

The table shown at the meeting set out historical information including overspends and underspends. A Member raised the point of outstanding issues. Officers and stakeholders involved in the schemes were reported in the progress update under the next item.

A Member queried the amount of money agreed for a scheme that did not subsequently go ahead. Officers confirmed that any unused money for CIL items would be recredited back into the Area Committee's CIL budget and brought forward to the following financial year.

The Committee noted the reported.

**9. PROGRESS UPDATE ON AREA COMMITTEE ACTIONS FROM PREVIOUS MEETING**

The Chairman informed the committee that the report outlined the previous actions taken by the committee in more detail and outstanding schemes per ward with status updates.

It was noted that information on the Totteridge scheme on Greenway/Southway-Stop line – Design was not accurate. Officers were asked to clarify the dates for implementation of the scheme.

It was noted that in relation to quotations required for Swan Lane Open Space, itemised equipment had been agreed upon in October 2019. Therefore, it was decided that Officers would take up the issue with Greenspaces and follow up with the Member directly.

The Committee noted the report.

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

None.

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

The Committee received the following applications for CIL funding:

Councillor	Title	Decision
Cllr Kathy Levine & Cllr Roberto Weeden-Sanz	Parkside Gardens Zebra Crossing Feasibility Study near entrance to Oak Hill Park and the Pymmes Brook Trail	Following discussion, the Committee moved to vote on the item as follows: For - 7 Against - 0  <b>RESOLVED</b> that £5,000 for a feasibility study was approved.
Cllr Pauline Coakley Webb	Hollickwood Park (deferred item)	Following discussion, the Committee moved to vote on the item as follows: For - 7 Against - 0  <b>RESOLVED</b> that £16,900 for the new infrastructure project was approved.
Cllr Pauline Coakley Webb	Halliwick Recreation Ground	Following discussion, the Committee moved to vote on the item as follows: For - 7 Against - 0  <b>RESOLVED</b> that £8,000 for the table tennis table was approved.
Cllr Stephen Sowerby	Teaching Walls – Sacred Heart Primary School	<b>RESOLVED</b> that this item be deferred until further clarification on CIL eligibility was sought.
Cllr Thomas Smith	Three benches to be located on the east side of Whetstone High Road	Officers confirmed installation costs of £100 per bench at the meeting.  Following discussion, the Committee moved to vote on the item as follows: For - 7 Against - 0  <b>RESOLVED</b> that £4,800 for benches and plaques was approved.

Cllr Laurie Williams	Provision of Play Equipment in the North of Oakhill Park	It was noted that Officers would work with Cllr Williams on a more detailed plan. The Committee moved to vote on the item as follows: For - 7 Against - 0  <b>RESOLVED</b> that £25,000 for children's play equipment was approved.
Cllr Alison Cornelius	Double yellow lines from Northcliffe Drive to Totteridge Lane	It was noted that applications for double yellow lines could be batched together to bring down the overall cost. The Committee moved to vote on the item as follows: For - 7 Against - 0  <b>RESOLVED</b> that £3,000 for double yellow lines was approved.
Cllr Roberto Weeden-Sanz	Request for metal bollards on the grass verges on Hampden Way – (Deferred item from January 2020)	It was noted that Cllr Weeden-Sanz would work with Officers on the most appropriate type of bollard.  The Committee moved to vote on the item as follows: For - 6 Against - 1  <b>RESOLVED</b> that £10,000 for additional bollards was approved.

## 12. FORWARD WORK PROGRAMME

It was noted that items relating to the metal bollards and Hollickwood Park be removed from the forward work programme.

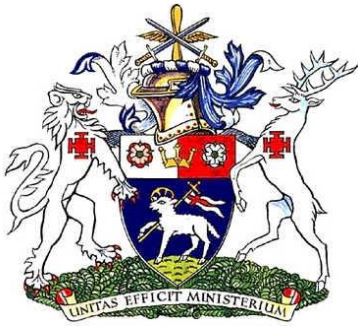
RESOLVED that the Committee noted the Forward Work Programme.

## 13. ANY ITEM(S) THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 8.45pm





## Chipping Barnet Area Committee

21 April 2021

<b>Title</b>	<b>Items referred from the Chipping Barnet Residents Forum</b>
<b>Report of</b>	Head of Governance
<b>Ward</b>	East Barnet
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Pakeezah Rahman, Acting Governance Officer <a href="mailto:pakeezah.rahman@barnet.gov.uk">pakeezah.rahman@barnet.gov.uk</a>

### 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 6<sup>th</sup> January 2021.

### Recommendations

1. That the Chipping Barnet Area Committee notes the items referred up from the 03 March 2021 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 4.4.1.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 At its meeting on 3<sup>rd</sup> March 2021 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
Addition of Single/Double Yellow Lines in 178/180 and 190/193 Cat Hill	John Stasi	<p>The resident presented the issue at the meeting. There were a lot more residents parking in Cat Hill following the opening of a new development in the area. The problem of speeding had caused the numbers of accidents to increase. It was noted that double yellow lines would be needed to allow access for large vehicles including ambulances.</p> <p>Ward councillor, Cllr Felix Byers, and officers had discussed the issue and investigated the option of double yellow lines. However, as it was a more complex issue, a feasibility study would be needed.</p> <p>It was RESOLVED that the issue be referred to Chipping Barnet Area Committee for a feasibility study.</p> <p><b>Background Information:</b> Residents were urgently requesting a review of parking to introduce double or single yellow lines. Cat Hill is a busy road. From the Cat Hill roundabout cars can pick up speed which is why there is a SLOW sign painted on the road outside 180 Cat Hill. Due to the recent development of Bollingbrooke Park EN4 where many parking restrictions exist, several residents are now forced to park on Cat Hill. Cat Hill also serves the 307 double decker bus route. When cars are parked outside 178/180 Cat Hill and 190/193 Cat Hill, buses have to cross over the white chevrons which are probably painted to separate traffic, to the opposite side of the road and then quickly swerve in again to pass through the island that is located outside 176 Cat Hill. This appears to also be a major problem for ambulances which are often seen not swerving in and driving on the opposite pass the island. Furthermore, where the boundary for Enfield starts 15 meters</p>	East Barnet

Title of issue	Resident who submitted issue.	Detail/text issue	Ward
		<p>from the front driveway of 180 Cat Hill there are double yellow line restrictions all the way to the Cat Hill roundabout. In the last few years there have been over 6 serious accidents due to these new vehicles and the challenges outlined. The accidents often involve the parked vehicles as drivers drive too fast, cannot see the SLOW sign and have to come in quickly to pass through the Island. Cars have been witnessed to being hit and drivers not stopping. On one occasion a mother with a pram was nearly hit when a vehicle hit the island, destroyed the Belisha Beacon and flipped onto its roof, landing on the pavement outside 176 Cat Hill. The residents have written on numerous occasions to the council for this to be reviewed since 2016. Some examples of the case numbers are 479249, 496767, 479256, 285900, 274932. We have also written to local MP Theresa Villiers.</p>	

## 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.

1.3 The Committee's instructions are requested in relation to the petition in accordance with its powers, outlined at 4.4.1 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, 3<sup>rd</sup> March 2021– Issues List with Responses:

[Agenda for Chipping Barnet Residents Forum on Wednesday 3rd March, 2021, 6.00 pm \(moderngov.co.uk\)](https://www.moderngov.co.uk/Agenda-for-Chipping-Barnet-Residents-Forum-on-Wednesday-3rd-March-2021-6.00-pm)

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	<p style="text-align: right;"><b>Title</b>      AGENDA ITEM 11</p> <p style="text-align: center;"><b>Chipping Barnet Area Committee</b></p> <p style="text-align: center;"><b>Date</b></p> <p style="text-align: center;"><b>21 April 2021</b></p>
<p style="text-align: center;"><b>Title</b></p>	<p><b>Members Items – Applications for Community Infrastructure Levy (CIL) Funding</b></p>
<p style="text-align: center;"><b>Report of</b></p>	<p>Head of Governance</p>
<p style="text-align: center;"><b>Wards</b></p>	<p>Various</p>
<p style="text-align: center;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: center;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: center;"><b>Key</b></p>	<p>No</p>
<p style="text-align: center;"><b>Enclosures</b></p>	<p>Appendix 1 – Additional information for Cllr Sowerby's CIL application</p>
<p style="text-align: center;"><b>Officer Contact Details</b></p>	<p><a href="mailto:Jan.Natynczyk@barnet.gov.uk">Jan.Natynczyk@barnet.gov.uk</a></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	Teaching Walls – Sacred Heart Primary School (Deferred from January 2021 meeting)
Raised by (Councillor)	Councillor Sowerby
Ward	Oakleigh
Area Committee	Chipping Barnet
Member Request	<p>I support the <b>attached (Appendix 1 to the report)</b> request for match funding for the purchase and installation of two Teaching Walls by the Sacred Heart Primary School, Whetstone, N20. I am happy to support this grant request as it supplements commendable fundraising efforts by the PTA to enhance the teaching experience of children attending Sacred Heart Primary School in my Ward.</p> <p>My only caveat to supporting this request is that it meets the Council’s due diligence checks and conforms to the rules of Area Committee grant spending.</p>
Funding Required (£)	£10,000
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments	.



which would assist the application):	
On (DATE):	
Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):	Appendix 1 to the report.

Title	Sycamore Hill Junction of Poplar Grove
Raised by (Councillor)	Councillor Coakley-Webb
Ward	Coppetts
Area Committee	Chipping Barnet
Member Request	<p>Sycamore Hill is on the Friern Village estate in N11, a very narrow road which has been flagged up by local residents with problems of sight lines exiting into Poplar Grove and vehicles parking opposite numbers 1-4.</p> <p>This request is for double yellow lines on both corners at the junction with Polar Grove and for a double yellow line opposite number 1-4.</p> <p>As well as needing improved sight lines on the corner, vehicles are parkin opposite numbers 1-4 which makes it difficult for vehicles to exit from their driveways.</p> <p>This is compounded when refuse trucks have to enter and exit, being forced to mount the pavement.</p> <p>Requests from residents for this action is already logged into the system. Images found below.</p>
Funding Required (£)	£5,000
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):	

On (DATE):

Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):





Title	East Barnet British Legion
Raised by (Councillor)	Councillor Williams
Ward	East Barnet
Area Committee	Chipping Barnet
Member Request	<p>The British Legion on Brookhill road have lost a great deal of income during the lock down periods which has also impacted on their ability to fundraise.</p> <p>The roof to the building is now in need of urgent repair at a total cost of approx. £35,000.</p> <p>This application is for the committee to agree to half the cost, this being £17500 with the Legion raising funds for the rest. Submitted on behalf of Cllr Williams</p>
Funding Required (£)	£17,500
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):	Craig Miller
On (DATE):	The British Legion next to the Aldi store on Brook Hill road East Barnet,

Title	Arkley Village Signs
Raised by (Councillor)	Councillor Longstaff
Ward	High Barnet
Area Committee	Chipping Barnet
Member Request	<p>The Arkley Association have asked for two 'Arkley Village' signs to be erected at the east and west ends of Arkley, as welcome to visitors.</p> <p>There used to be signs, which have long since disappeared.</p> <p>The residents have high regard for the area. Past and present businesses continue to head 'Arkley' as its prominent signage.</p> <p>This historic 18th Century village was esteemed then and now.</p> <p>The Association would like for Arkley to have a name plaque. It would help provide residents a sense of community in the historical and quaint village.</p>
Funding Required (£)	Not known
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):	
On (DATE):	
Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):	

Title	Double yellow lines at the junction of Ryall Court and Oakleigh Road North
Raised by (Councillor)	Councillor Rawlings
Ward	Coppetts
Area Committee	Chipping Barnet
Member Request	Double yellow lines at the junction of Ryall Court and Oakleigh Road North. The issue is parking is allowed right up to the access to the flats [see photo]. Exiting means inching forward onto a major road and if turning left having to go on the wrong side of the road which includes 3 bus routes. If turning right it is difficult to see traffic that is coming without blocking other traffic. Double yellow lines for at least 5m on each side would greatly improve safety
Funding Required (£)	£5,000
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):  On (DATE):	Residents have approached Highways, and councillors have enquired a few times via members enquiries.

Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):



Title	Feasibility study on Hampden Way for a width and weight restriction
Raised by (Councillor)	Councillor Weeden-Sanz
Ward	Brunswick Park
Area Committee	Chipping Barnet

Member Request	Request for a feasibility study on Hampden Way on the stretch between Whitehouse Way and Waterfall Road for the introduction of a width or weight restriction. The road is often used as a cut through by large vehicles to the North Circular which is unnecessary, it runs parallel to the A109 and the A111 which would be much more suitable for this type of traffic. There are underlying problems with the concrete slabs underneath the highway which mean residents' homes shake and crack because of so many HGVs using this route. A width restriction such as the one on Netherlands Road which allows a single decker bus to pass would seem to be the best solution. The survey will clarify what the best option would be. The location I have indicated would mean that the road would not be able to be used as a cut through whilst not affecting access to residents' homes when needed. .
Funding Required (£)	£5,000
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):  On (DATE):	Craig Miller and Highways  12/03/21
Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):	

Title	Double Yellow Lines at the Junction of Totteridge Village/Lane and Pine Grove, London N20
Raised by (Councillor):	Councillor A Cornelius
Ward:	Totteridge

Area Committee:	Chipping Barnet
Member Request:	Double Yellow Lines at the Junction of Totteridge Village/Lane and Pine Grove, London N20 – only to extend in accordance with the Highway Code regarding parking too close to a junction
Funding Required (£):	£2000 maximum – less money if it is included with double yellow lines at the junction of Totteridge Village/Lane and Northcliffe Drive which was discussed and approved at the last Area Committee and is pending this application because of their proximity
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):  On (DATE):	Dane McKnight and Sudhish Nair.
Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):	Sudhish Nair may have a drawing ready to circulate to the Committee

Title	Benches Totteridge Station and Dollis Brook
Raised by (Councillor):	Councillor R Cornelius
Ward:	Totteridge
Area Committee:	Chipping
Member Request:	2 new benches between Totteridge Station and Dollis Brook to replace derelict ones removed in antiquity
Funding Required (£):	Not exceeding £3500



In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):  On (DATE):	Highways TBC
Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):	2 new benches between Totteridge Station and Dollis Brook to replace derelict ones removed in antiquity

Title	Gym Equipment for Swan Lane Park
Raised by (Councillor):	Councillor Stock
Ward:	Totteridge
Area Committee:	Chipping Barnet
Member Request:	Gym Equipment for Swan Lane Park
Funding Required (£):	Up to £30,000
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):  On (DATE): 06/04/21	<p>I met Matthew Gunyon and Rob Wiltshire on site and we have discussed the placing of gym equipment in a position that will open up an area of the park that is otherwise cut off and also an area that is currently a space that encourages anti-social behaviour.</p> <p>This area will also house other new equipment that is being installed for older children which has previously been approved by the Area Committee.</p> <p>Swan Lane is a very well used park. It is not only used by local residents, but also children who come here with their families after school as there are three primary schools in the immediate vicinity. It also has the attraction of a well used café. It would</p>

	be brilliant to encourage adults to exercise while the children enjoy playing in the park and playground area. The gym would also link well with the kilometre exercise route that has markers going around the inside area of the park.
Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):	I understand from officers that there is some new exercise equipment which is available, so I have asked officers to propose what is most suitable within a budget of £30,000.

Title	Speed Survey, Traffic Calming, and Feasibility Study   Longmore Avenue, EN4 8AE
Raised by (Councillor):	Councillor Byers
Ward:	East Barnet
Area Committee:	Chipping Barnet
Member Request:	<p>On Monday 29<sup>th</sup> June 2020, a vehicle traveling eastbound on Longmore Avenue veered onto the wrong side of the carriageway and mounted the pavement, injuring a fifteen-year-old young person, and killing a thirteen-year-old young person who succumbed in hospital to her catastrophic injuries.</p> <p>The event has traumatised a community who for too long feared a fatal collision on this section of highway.</p> <p>The purpose of this request is not to examine the particular circumstances of, and liability for, the fatal collision in June 2020. It is a more general request for the Area Committee to provide funding to establish the extent to which there are demonstrable problems with speeding and visibility on Longmore Avenue that have the potential to</p>

	<p>contribute to future collisions between the junctions with East Barnet Road and Lancaster Road, and in particular at the junction with Cranbrook Road. And where those problems are reasonably within the Council’s power to remedy, this is a request for the Committee to fund those remedies.</p> <p>There are few other roads in East Barnet that consistently generate so much contact with me from resident expressing concerns about speeding, shunt incidents, and visibility for merging traffic.</p> <p>I request:</p> <ul style="list-style-type: none"> <li>(1) Funding for a feasibility study to improve road safety, including visibility for merging traffic, at the junction of Longmore Avenue and Cranbrook Road, without reducing on-street parking capacity;</li> <li>(2) Funding for two speed surveys to establish the extent of any speeding problems on Longmore Avenue (i) between Cranbrook Road and Lancaster Road, and (ii) between Cranbrook Road and East Barnet Road; and</li> <li>(3) If a problem with speeding is established, funding for new traffic calming measures on Longmore Avenue.</li> </ul>
<p>Funding Required (£):</p>	<p>TBC</p> <p>In respect of request (1), officers have previously estimated that a build-out would cost c.£10,000 plus design costs.</p>
<p>In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):</p>	<p>01.02.21 Dane McKnight, Highways</p> <p>17.11.20 Ali Ataie, Highways</p>

<p>On (DATE):</p>	<p>21.08.20 Ali Ataie, Highways</p> <p>21.07.20 Jamie Cooke, Highways</p>
<p>Any additional information (please list any documents here and email to relevant Governance Officer to circulate to the Committee):</p>	<p><a href="https://www.standard.co.uk/news/crime/teenager-victoria-carson-hit-car-barnet-north-london-a4491851.html">https://www.standard.co.uk/news/crime/teenager-victoria-carson-hit-car-barnet-north-london-a4491851.html</a></p> <p>Community Roadwatch have not responded to my request for a speed gun exercise; my understanding is that, due to the ongoing Covid-19 pandemic, the scheme is not currently operating.</p> <p>I have asked the local SNT for their comments and will gladly circulate in advance of the meeting.</p>

**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.

## 4.9 **Insight**

4.9.1 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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## **SACRED HEART CATHOLIC PRIMARY SCHOOL**

### **LONDON BOROUGH OF BARNET**

#### **SUPPLEMENTARY INFORMATION – CAPITAL ENHANCEMENT OF KEY STAGE 2 CLASSROOMS**

##### **INTRODUCTION**

Sacred Heart's bid for this grant forms part of a five year plan that will be carried out by the school over a number of years to improve the building. The school has a clear vision and a 5 year plan in place to improve the environment for pupils and staff and to meet its Health & Safety and Safeguarding obligations.

Over the past few years the school has made successful bids via LCVAP to create:

- A secure and welcoming reception and waiting area. This included creating a larger, fit for purpose office for the school admin team
- new pvc windows to the rear of the building (classrooms) to improve heat retention
- new roofing over classroom block.

This year the school seeks to start enhancing the learning experience by improving our classrooms. LCVAP has become restricted over the last few years to projects of immediate need, rather than preventative, which is what we need to achieve with our classrooms.

##### **Classrooms**

The school and its Consultants believe that to enhance and future proof the children's working environment a full re think of the classrooms will need to be undertaken, this includes rearranging the internal layouts to create a more effective use of the restricted space we have.

The school was built in 1961 and the main teaching block consists of a four storey building the first three floors being the classrooms. Each year group has interconnecting doors. Originally the classrooms were built as part of the expansion of a secondary school. The resulting classrooms are very small in comparison to most primary school classrooms. They have been modified piecemeal over the years but now need to be looked at holistically to bring our building into the 21<sup>st</sup> century and make the children learning experience as good as it can be. Arranged over the four floors each classroom has interconnecting doors. The classrooms are dated and no longer suitable for modern teaching. Effectively we plan to refurbish one floor at a time or as funds allow.

The glazing to the windows has been replaced and would not need replacing. The blinds have recently been replaced with more suitable ones that provide the level of insulation and light, required to keep the classroom at an ambient temperature for pupils and staff and to facilitate use of IT equipment.

##### **IT**

Current IT is adequate and covered under our five year plan and is partially funded by our parents association but as part of the refurbishment some rewiring and repositioning may need to take place.

##### **CONCLUSIONS**

The school consider that this bid for the funding of a Teaching Wall to be installed in a couple of classrooms and the improvements which it will enable is of vital importance to the school on Health and Safety grounds and make the following statements:

- It is essential for the wellbeing of staff and children to ensure that the condition of the teaching environment provide sufficient assurance as to the health, safety and welfare of all who are using the building.
- To provide a safe and efficient working space within the school for the children.
- To enhance the learning experience for each child

The school consider this bid to be fundamental to the overall, long term safety and operation of the principle school buildings. Through a bid it is felt that other ancillary upgrades to the building fabric and overall functionality of the school can be further accommodated through detailed consideration and careful, long term planning in the expenditure of any allocated budget.

We would respectfully ask that bid be obtained for this, to ensure a better experience for children, parents, and visitors.

### **Costs:**

Teaching walls vary according to individual specifics but for each class cost up to £5,000. Below are a few pictures of what they look like and as you can see they are customized according to your needs and size of the classroom hence the variance in exact price.

Our parent's association have raised an impressive £9,013.32 so far since September and hope to raise a similar amount by the end of the summer term. They are constantly and tirelessly thinking of ways to raise funds for the school, even to match their effects would be of a huge benefit to the school.

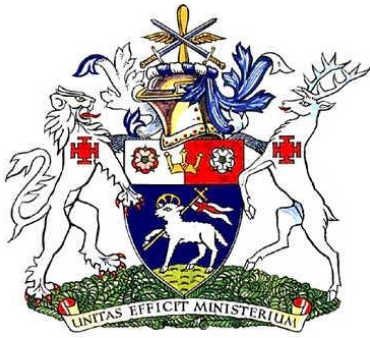
The school would like to request CIL funding of **£10,000** to match what our parent's association has raised to enable us to install these Teaching Walls in at least two further classrooms.

School Business Manager





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## Chipping Barnet Area Committee

21 April 2021

<b>Title</b>	<b>Hendon Wood Lane, NW7 - Speed Surveys</b>
<b>Report of</b>	Executive Director - Environment
<b>Wards</b>	Totteridge Ward
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing No: BC/001966-01 - Speed Survey Location Plan
<b>Officer Contact Details</b>	Geoff Mee – Executive Director - Environment <a href="mailto:geoff.mee@barnet.gov.uk">geoff.mee@barnet.gov.uk</a>

### Summary

This report details the results of speed surveys carried out at four locations in Hendon Wood Lane NW7.

### Officers Recommendations

1. That the Chipping Barnet Area Committee notes the results of the speed surveys that were undertaken in the above road.
2. That the Chipping Barnet Area Committee approves the recommendation to install vehicle activated signs and road markings in Hendon Wood Lane at an approximate cost of £12,870 from Chipping Barnet Area Committee CIL funding.

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 A petition was submitted to the Hendon Residents Forum on 3<sup>rd</sup> September 2020, in which residents outlined concerns about speeding in Hendon Wood Lane. It was agreed at the Forum meeting to refer the matter to the Area Committee for consideration.
- 1.2 Hendon Wood Lane is located on the boundary of two constituencies, Hendon and Chipping Barnet, and it was subsequently established that the road falls within the Chipping Barnet area. It was agreed with the Chairmen of both the Hendon and Chipping Barnet Area Committees for the matter to be referred to the following meeting of the latter.
- 1.3 At the Chipping Barnet Area Committee on 6<sup>th</sup> October 2020 it was agreed to conduct speed surveys and to report the results back to a future Chipping Barnet Area Committee meeting. This report summarises the outcome of the surveys undertaken.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The petition raised concerns that Hendon Wood Lane is “a narrow lane where there is barely enough room for 2 cars to pass safely, the pavements are narrow and any pedestrians are extremely close to passing traffic”. Residents are concerned that motorists regularly drive in excess of 40mph and are requesting signs to remind motorists to slow down and adhere to the speed limit.
- 2.2 Hendon Wood Lane is situated in Totteridge Ward (at its boundary with Hale Ward) between A411 Barnet Lane to the north and A5109 Totteridge Common to the south. The road is approximately 1.4 kilometres in length and has a speed limit of 30mph.
- 2.3 Speed surveys were conducted at four sites in Hendon Wood Lane from 1 February 2021 for one week, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. The proposed locations were confirmed with Ward Councillors and the Lead Petitioner prior to installation, and to confirm they were happy to proceed with the surveys during the present ‘lockdown’ conditions. A plan showing the speed survey locations is enclosed
- 2.4 The speed survey provides both the average speed and the 85<sup>th</sup> 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 85<sup>th</sup> 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).
- 2.5 The 85<sup>th</sup> percentile speed could be characterised as the speed that the majority of motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85<sup>th</sup> percentile speed is not in excess of the signed speed limit by 5mph or more.
- 2.6 The average speeds and 85<sup>th</sup> percentile speeds that were recorded during the 7-day survey in each direction are summarised as follows:

Road	Direction	Mean speed (mph)	85 <sup>th</sup> Percentile Speed (mph)
Hendon Wood Lane Site 1	Northbound	29.7	35.0
	Southbound	30.5	35.2
Hendon Wood Lane Site 2	Northbound	31.5	36.0
	Southbound	31.6	35.9
Hendon Wood Lane Site 3	Northbound	28.2	32.6
	Southbound	27.7	32.7
Hendon Wood Lane Site 4	Northbound	30.2	35.2
	Southbound	30.4	35.1

- 2.7 The 85<sup>th</sup> percentile speeds recorded average at around 35mph (the usual enforceable threshold) at three of the four sites. Further analysis shows that greater numbers of motorists exceeded the enforceable limit at Site 2 (approximately 20% in both the northbound and southbound directions), compared with approximately 15% in each direction at Sites 1 and 4 and 7% at Site 3.
- 2.8 The Personal Injury Accident Data has been analysed, and between 1 September 2017 and 31 August 20 (the most recent data currently available), there were three recorded personal injury accidents in Hendon Wood Lane. All three accidents are classified as 'slight' and are recorded as occurring in the northern half of the road, one at the junction with Barnet Road, another 30 metres south of this junction and the third approximately 400 metres south of this junction with Barnet Road. Unfortunately, we only have limited information about these incidents, however two of them appear to have been rear end shunt type incidents, both occurring in slow moving traffic. The third involved a collision of a northbound and a southbound vehicle, although it is not clear whether speeding was a contributory factor in this incident.
- 2.9 In view of the numbers of motorists exceeding the speed limit in both directions and the fairly rural character of Hendon Wood Lane meaning that some drivers may not realise that the speed limit is only 30mph, it is considered that the installation of vehicle activated signs would be beneficial to remind motorists of the limit. The number of motorists exceeding the limit in both directions was highest at Site 2, and therefore it is recommended to install vehicle activated signs displaying '30 SLOW DOWN' to face both northbound and southbound traffic at suitable sites on this stretch of road.
- 2.10 Where possible vehicle activated signs are installed on lighting columns, preferably on the near side of the road. Due to the positioning of lamp columns in Hendon Wood Lane and the relatively narrow footways, it may be necessary to install signs on the off-side of

the road. However, it is considered that there should be suitable locations to support signs in both directions, although new posts may be required.

- 2.11 In view of the concerns raised by residents about speeding on the approach to the bend, additional road markings could be installed in addition to signage as a further speed deterrent. Slow markings are already present at several locations, however 'dragon's teeth' markings and additional slow markings could be installed on the northbound and southbound approaches to the bend.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 An alternative option could be to install 'Watch your speed 30mph limit'. These would be less costly to install, although they may have less impact on vehicle speeds.
- 3.2 An alternative option would be to not install any measures however this would not address the concerns raised by residents.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Should the Committee decide to agree with the recommendations in this report, the proposed measures would be implemented and the locations agreed in discussion with Ward Councillors.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

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

- 5.2.1 Area Committee funding of £2,000 was agreed at the October Committee to carry out speed surveys and data analysis.
- 5.2.2 Additional funding of **£12,870** would be required should the Committee agree with the recommendation to install two vehicle activated signs and additional road markings. This allows for the provision of new posts to install the signs, which may be required due to the age of the lighting columns at this location.
- 5.2.3 A breakdown of the costs for these measures is provided below.



<b>Measure</b>	<b>No.</b>	<b>Approximate cost</b>
VAS signs	2	£6,700
Accruals		£1,800
Dragons Teeth/SLOW road markings	2 sets	£1,200
Design costs		£2,000
Implementation costs @10%		£1,170
<b>Total</b>		<b>£12,870</b>

### 5.3 Social Value

5.3.1 None in the context of this report.

### 5.4 Legal and Constitutional References

5.4.1 The Council's Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

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

delivery of services. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

## 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.

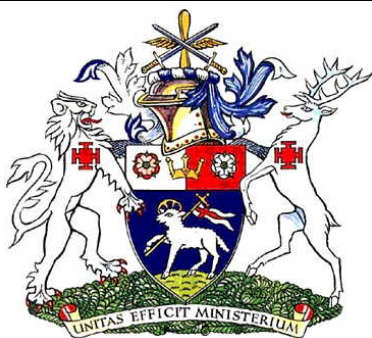
## 6. **BACKGROUND PAPERS**

6.1 Chipping Barnet Area Committee meeting, October 2020.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=10124&Ver=4>

6.2 Hendon Residents Forum, September 2020.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=10377&Ver=4>



**Chipping Barnet Area Committee**  
**21 April 2021**

<b>Title</b>	<b>Stapylton Road, EN5 – Speed Survey Results</b>
<b>Report of</b>	Executive Director Environment
<b>Wards</b>	High Barnet
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Drawing no: BC001966-02_FS_100-01Speed Survey location
<b>Officer Contact Details</b>	Geoff Mee – Executive Director - Environment geoff.mee@barnet.gov.uk

**Summary**

This report details the results of a speed survey carried out in Stapylton Road, EN5.

**Recommendations**

- 1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken on Stapylton Road, High Barnet.**
- 2. That the Chipping Barnet Area Committee notes the recommendation that no further action is taken at this time in Stapylton Road, High Barnet.**

**1. WHY THIS REPORT IS NEEDED**

- 1.1 A Members Item submitted to the Chipping Barnet Area Committee in October 2020 outlined concerns raised by a resident relating to speeding on Stapylton Road, between Salisbury Road and Union Street, EN5.

- 1.2 Following discussion of the item, the Chipping Barnet Area Committee unanimously agreed and resolved:

*‘that the Committee unanimously approve £2000 CIL funding for a speed survey to be conducted.’*

- 1.3 This report summarises the outcome of the speed survey undertaken.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Stapylton Road is situated in Chipping Barnet and joins St Albans Road to Wood Street. The speed limit is 30mph with it being heavily trafficked, featuring firstly vehicles wishing to reach the M25 and the northern outskirts of Greater London and secondly pedestrians wishing to shop in the local High Street and The Spires Shopping Centre. There are also 2 public car parks along Stapylton Road as well as Chipping Barnet library and a multifunction private hall.
- 2.2 A speed survey was conducted at two sites in Stapylton Road from 15 March 2021 for a week, with speeds recorded in fifteen-minute intervals for 24 hours a day in the 7-day period. The proposed locations were confirmed with Ward Councillors prior to installation, and confirmation was also obtained from them to proceed with the surveys during the present COVID-19 restrictions. A plan showing the survey locations is enclosed.
- 2.3 The speed survey provides both the average speed and the 85<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> percentile speed could be characterised as the speed that the majority of motorists consider a sensible maximum for the road conditions. Conditions are usually considered acceptable if the 85<sup>th</sup> percentile speed is not in excess of the signed speed limit by 5mph or more.
- 2.5 The average speeds and 85<sup>th</sup> percentile speeds that were recorded in Stapylton Road during the 7-day survey in each direction are summarised in Table 1:

**Table 1 – Speed Survey Results**

<b>Road</b>	<b>Direction</b>	<b>Average Speed (mph)</b>	<b>85th Percentile Speed (mph)</b>
Stapylton Road (Site 1)	Northbound	20.0	24.4
	Southbound	21.9	26.2
Stapylton Road (Site 2)	Northbound	21.2	25.5
	Southbound	21.2	25.6

- 2.6 Personal Injury Collision Data from December 2018 to October 2020 was analysed in relation to this location (the most recent data currently available). Only one incident was recorded and had a classification of 'slight'. This incident occurred at the junction with Union street. No cause was given.
- 2.7 At Site 1 during the week surveyed 2.2% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.3% exceeded 35mph (the usual enforceable threshold). In the southbound direction 4.4% exceeded the speed limit and 0.7% exceeded 35mph.
- 2.8 At Site 2 during the week surveyed 3.1% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 0.4% exceeded 35mph (the usual enforceable threshold). In the southbound direction 2.2% exceeded the speed limit and 0.7% exceeded 35mph.
- 2.9 It is worth noting that this survey was carried out during the national COVID lockdown with schools not fully operational and that traffic volumes were likely lower than usual. However, this would have a negligible effect on traffic speeds. If anything, speeds would be above average due to lessened congestion.
- 2.10 In view of the results of the speed survey, it is not proposed to progress the investigation of any additional speed reduction measures at this current time.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The traffic survey did not reveal a prevalence of speeding between Union Street and Salisbury Road. No further action is recommended.

### **4. POST DECISION IMPLEMENTATION**

- 4.1 Should the Committee agree with the recommendations in this report, no further action will be taken.

### **5. IMPLICATIONS OF DECISION**

#### **5.1 Corporate Priorities and Performance**

- 5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

#### **5.2 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 the context of this report.

#### **5.4 Legal and Constitutional References**

- 5.4.1 Council’s Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget.

#### **5.5 Risk Management**

- 5.5.1 Not applicable in the context of this report

#### **5.6 Equalities and Diversity**

- 5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010

- advance equality of opportunity between people from different groups
- foster good relations between people from different groups

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

5.6.3 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

## 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 Not applicable in the context of this report.

## 6. **BACKGROUND PAPERS**

6.1 Chipping Barnet Residents Forum September 2020, please refer to issue 4:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=10162&Ver=4>

6.2 Chipping Barnet Area Committee October 2020, please refer to item 6:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=10124&Ver=4>

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001966-02.  
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:



SITE 1	Northbound	Southbound
Mean speed	20.0	21.9
85th Percentile speed	24.4	26.2

SITE 2	Northbound	Southbound
Mean speed	21.2	21.2
85th Percentile speed	25.5	25.6

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REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue	LB/SHC	MAR 21	0

Purpose of issue

FOR INFORMATION

Client:



RE Scheme Ref. BC/001966-02

Scheme title  
**STAPYLTON ROAD**

Drawing title  
**SPEED SURVEY**

Scale @ A3:

Design	Drawn	Checked	Approved
LB	LB	SHC	DP
Date: MAR 21	Date: MAR 21	Date: MAR 21	Date: MAR 21



BC/001966-02\_FS\_100-01

Rev. 0



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	<h2 style="margin: 0;">Chipping Barnet Area Committee</h2> <p style="margin: 0;"><b>21 April 2021</b> AGENDA ITEM 16</p>
<b>Title</b>	<b>CIL Funding Priorities – Setting Local Priorities for the Chipping Barnet Area Committee</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Brunswick Park, Coppetts, East Barnet, High Barnet, Oakleigh, Underhill, Totteridge
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	Yes
<b>Enclosures</b>	Appendix A: Draft Local Priorities for the Chipping Barnet Area Committee Appendix B: Chipping Barnet Area Committee Updated CIL Funding Request Form
<b>Officer Contact Details</b>	Andrew Charlwood, Head of Governance <a href="mailto:Andrew.Charlwood@Barnet.gov.uk">Andrew.Charlwood@Barnet.gov.uk</a> Naomi Kwasa, Senior Governance Officer <a href="mailto:Naomi.Kwasa@Barnet.gov.uk">Naomi.Kwasa@Barnet.gov.uk</a>

<h2 style="margin: 0;">Summary</h2>
<p>On 8th February 2021, the Policy &amp; Resources Committee discussed a report concerning the CIL funding process. The report highlighted that the only criteria being used to assess CIL funding applications was the legal definition. It was agreed that each Area Committee should consider, develop and approve their own CIL funding priorities for each financial year starting in 2021/22. This report outlines the need to set local priorities for each Area Committee and details the proposed local priorities for the Chipping Barnet Area Committee as proposed by the Chairman and Vice-Chairman for debate, discussion and agreement by the Committee at this meeting (Appendix A).</p>

## **Officers Recommendations**

- 1. That the Committee develop and approve CIL funding priorities for the financial year 2021/2022, with reference to the draft list as set out in Appendix A.**
- 2. That the Committee note the updated funding request form as set out in Appendix B.**

### **1. WHY THIS REPORT IS NEEDED**

#### **Neighbourhood CIL in Barnet**

- 1.1 The Community Infrastructure Levy (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.
- 1.2 Amended regulations allow the Council to use the Neighbourhood 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.
- 1.3 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, which would be treated in the same way as CIL allocations to Parish Councils (in those areas with a local council structure). 15% of the CIL receipts for their local area (capped at £150K) were allocated to Area Committees.
- 1.4 On 8th February 2021, the Policy & Resources Committee discussed a report concerning the CIL funding process. The report highlighted that the only criteria being used to assess CIL funding applications was the legal definition. It was agreed that each Area Committee should consider, develop and approve their own CIL funding priorities for each financial year starting in 2021/22. It was also agreed that the funding limit for each CIL scheme be increased to £30,000.
- 1.5 These are interim changes as several changes are in the pipeline – a comprehensive review of Area Committee and Residents Forum arrangements is being undertaken; new ward boundaries come into effect in May 2022; and it is also expected that from the start of the 2021/22 financial year, there will be a significant increase to the amount of CIL funding available to Area Committees, subject to approval by the Policy & Resources Committee.
- 1.6 An indicative timeline for these changes is shown below:
  - March and April 2021 – Area Committees develop and agree local priorities for CIL funding for 2021/22

- Future meeting of the Policy & Resources Committee to consider report on CIL reform including proposals to: increase CIL funding amounts to the three Area Committees; creation of CIL highways pot for minor highways improvements emerging from Residents Forums and Area Committees; and agreement of updated CIL funding processes and procedures
- September 2021 – Review of revised arrangements with any policy, procedure or process improvements identified following June and October/November rounds of Residents Forums and Area Committees
- March 2022 – agreement of Area Committee CIL Funding priorities for 2022
- April 2022 – review of revised arrangements including lessons learnt and benefits realisation

### **Current CIL Funding Arrangements**

- 1.7 Following the decision in April 2017 to reduce the CIL budget to Area Committees, CIL funding application guidelines were issued and this is the framework that has been used for assessing applications being reported to Area Committees from 2017/18 onwards.
- 1.8 Prioritisation of funding can be an issue for Area Committees as legal definition of infrastructure is broad (see [section 216\(2\) of the Planning Act 2008](#), and [regulation 59](#), as amended). As such, Area Committees have, over several years approved various uses of CIL funding for local matters including (but not limited to):
- CPZ's;
  - one-way systems;
  - yellow lines;
  - 20 mph zones;
  - weight restrictions;
  - width restrictions;
  - speed surveys;
  - repairs to damaged hedges;
  - fencing in parks;
  - benches;
  - providing an access path to a local hospice and allotments;
  - improvements to road junction markings;
  - footway parking reviews;
  - outdoor play equipment;
  - outdoor gym equipment;
  - expansion of a local church facilities;
  - compost bins;
  - forest school;
  - investment in a community hub;
  - all weather table tennis table; and
  - modernisation of a school playground.
- 1.9 During 2017/18, 2018/19 and 2019/20 financial years there has been increasing pressure on the Area Committee CIL budgets, particularly for the Finchley & Golders Green and Hendon Area Committees. Budget reports suggest that the whole funding allocation is used relatively early in the financial year. Details can be accessed in the CIL funding

budget reports presented regularly to each committee:  
<https://barnet.moderngov.co.uk/mgListCommittees.aspx?bcr=1>

1.10 Part of the proposed recommendations to Policy & Resources Committee will be that Area Committees will have ringfenced CIL funding allocation for Road Safety matters which will be separate to the increased Neighbourhood CIL funding. Full details are still being developed and will be reported to Policy & Resources Committee. This would enable Area Committees to focus on infrastructure projects that would benefit the whole community and would prevent a significant proportion of the budget allocation for each area being spent on highways or road safety items. The creation of the CIL Road Safety budget will be subject to Committee approval, but it is expected that the key features of this arrangement will be:

- A proportion of CIL funding be set aside to deal with Road Safety related items that would previously been funded from Area Committee CIL budgets
- The initial sum allocated is proposed to be £250K per annum (shared across all three areas)
- Fund is to be managed by the Highways Team and schemes authorised by Executive Director Environment
- This scheme will be reviewed after 6 months in line with the review of Area Committee arrangements
- Schemes can be proposed by Residents Forums/Area Committees for consideration by Executive Director
- Regular update reports on schemes will be reported to Area Committees to give Members oversight of progress

The scope of the CIL Road Safety budget will include:

- Implementation of Road Safety matters arising from KSI events
- Junction Improvements and Visibility Slay concerns at junctions
- The need for, design and implementation of pedestrian crossings
- Renewal of Signs, Lines and Guardrails
- Speed Limits and traffic calming measures

### **Rationale for Change**

- 1.11 Prioritisation of funding can be an issue for Area Committees as the legal definition of infrastructure is broad. Limited budgets and multiple calls on resources mean that deciding which projects or schemes to fund can be challenging.
- 1.12 An assessment of the infrastructure needs for the borough and each constituency area can help Members make informed decisions about the best use of limited resources. Local priorities which are individual to each Area Committee will allow the Committee to make appropriate decisions on how funding is allocated in line with the specific needs of the area.
- 1.13 Area Committee Lead Officers can offer advice and assistance to Members regarding the infrastructure needs of the area, but it is ultimately for the Committee to choose how much weight to place on each priority when assessing applications for funding, on a case

by case basis. A Committee could chose to approve something that is not an identified priority providing it meets the legal definition of infrastructure.

- 1.14 Ward Members will be asked to indicate which local priorities are fulfilled and how the proposal benefits the wider community when submitting CIL Members Item funding requests.
- 1.15 Each Area Committee is being asked to agree a list of local priorities and these will be published on the committee webpages. Current guidelines will then be updated and will be circulated to all Members, alongside relevant deadlines at the start of each meeting cycle.
- 1.16 Current deadlines will be maintained (10 clear working days for CIL applications, 7 clear working days for regular Members Items). However, Members are encouraged to engage with relevant officers well in advance of the deadlines to enable relevant information to be obtained, checked, verified, etc. before the formal deadline thereby enabling committees to make informed decisions.
- 1.17 The Committee is requested to note that any revisions to the CIL funding guidelines will be an interim measure. Area Committee and Residents Forum arrangements are being comprehensively reviewed as part of the Ward Boundary changes coming into effect in May 2022.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 On 8th February 2021, the Policy & Resources Committee discussed a report concerning the CIL funding process. The report highlighted that the only criteria being used to assess CIL funding applications was the legal definition. It was agreed that each Area Committee should consider, develop and approve their own CIL funding priorities for each financial year starting in 2021/22.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 Area Committees could decide not to set local priorities. This is not recommended as it will not support robust decision-making of the Area Committees and will not fulfil the recommendation of the Policy & Resources Committee.
- 3.2 Policy & Resources Committee could have agreed some borough-wide priority criteria for Area Committee CIL funding. This approach was not recommended as it would not allow for the Area Committees to discuss and agree their own local priorities which could be different for each area.

#### **4. POST DECISION IMPLEMENTATION**

- 4.1 Priorities agreed by Area Committees will be published to the committee pages of the website and circulated to all Members in the constituency.
- 4.2 Arrangements will be implemented and reviewed in accordance with the timetable in section 1.6.

#### **5. IMPLICATIONS OF DECISION**

##### **5.1 Corporate Priorities and Performance**

- 5.1.1 Community Infrastructure Levy funding supports delivery of the following priorities and objectives in the Barnet Plan 2021-2025:

A place fit for the future, where all residents, businesses and visitors benefit from improved sustainable infrastructure & opportunity.

A strong cohesive community, where diversity is celebrated, and everyone has equal opportunity regardless of their background place with fantastic facilities for all ages, enabling people to live happy & healthy lives.

Unlocking and optimising the potential of Parks and Open Spaces.

Great facilities and opportunities to be physically active.

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

- 5.2.1 As set out in section 1. a proportion of the Council's CIL income is allocated to Area Committees to spend on local priorities.

##### **5.3 Social Value**

- 5.3.1 Clarification of the usage of CIL funding will support future requests for CIL funding. This provides an avenue for Members to consider funding requests which may have added social value.

##### **5.4 Legal and Constitutional References**

- 5.4.1 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”). 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.

- 5.4.2 Additionally, Regulation 59(F)(3) of the Community Infrastructure Levy Regulations 2010 as amended allows the Council, as the Charging Authority to use the Neighbourhood CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.
- 5.4.3 The Localism Act 2011 introduced requirements that a ‘meaningful proportion’ of CIL income is allocated to parish councils to support their neighbourhood infrastructure requirements. Under Regulation 59A(5) of the Community Infrastructure Levy Regulations 2010 (as amended) a charging authority must pass 15 per cent of the relevant CIL receipts to the parish council for that area; this is limited by Regulation 59A (7) to a cap of £100 per dwelling in the area of the Local Council.
- 5.4.4 Regulation 59F enables a similar application of CIL receipts in cases where, as in Barnet, a charging authority does not have a local council structure.
- 5.4.5 Under the Council’s Constitution Article 7, the terms of reference of the Chipping Barnet Area Committee includes responsibility to:

‘Determine the allocation of Community Infrastructure Levy funding within the constituency’.

## 5.5 Risk Management

- 5.5.1 To mitigate the risk of the interim arrangements on local priorities, these will be reviewed by officers after a period of around six months and/or two Area Committee meeting cycles, and an update report will be presented to the Committee. Officers will work on collating key information to assist Members in reviewing priorities including: infrastructure needs by constituency area and insight data.

## 5.6 Equalities and Diversity

- 5.6.1 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:
- Eliminate unlawful discrimination, harassment and victimisation and 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 Relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

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

5.6.4 Giving greater CIL allocation powers to the Area Committees will have a positive impact on those with protected characteristics. Each application will be accompanied with an assessment of the impact.

## 5.7 **Corporate Parenting**

5.7.1 Not applicable in the context of this report.

## 5.8 **Consultation and Engagement**

5.8.1 Officers have been engaging with the Chairman and Vice-Chairman of the Committee to develop draft priorities to present to the Committee. These discussions have taken into consideration the needs of the area as highlighted in the following Council plans, strategies and surveys;

Barnet Plan  
Barnet Resident's Perception Survey  
Growth Strategy  
Infrastructure Delivery Plan (IDP)  
Greenspaces and Leisure strategies

## 5.9 **Insight**

5.9.1 Members may wish to utilise insight data to inform local priorities for 2021/22 and future years.

## 6. BACKGROUND PAPERS

- 6.1 Policy & Resources Committee, 10 June 2014, Area Sub-Committees – Budget Arrangements, Item 9:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=7856&Ver=4>
- 6.2 Policy & Resources Committee, 10 June 2014, Area Sub-Committees – Budget Arrangements, Item 9:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=7856&Ver=4>
- 6.3 Community Leadership Committee, 25 June 2014, Area Sub-Committees – Budget Allocation Draft Framework, Item 7:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=694&MId=7874&Ver=4>
- 6.4 Community Leadership Committee, 24 June 2015, ‘Review of Area Committees – operations and delegated budgets’  
<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>
- 6.5 Policy & Resources Committee, 9 July 2015, ‘Delegating a proportion of Community Infrastructure Levy (CIL) income to the Council’s Area Committees’  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=8346&Ver=4>
- 6.6 Council, 7 March 2017, Report of the Policy & Resources Committee – Business Planning 2017 to 2020:  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=162&MId=8819&Ver=4>
- 6.7 Community Leadership Committee, 8 March 2017, Area Committee Funding – Savings from Non-Community Infrastructure Levy (CIL) Budgets  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=694&MId=8721&Ver=4>
- 6.8 Policy & Resources Committee, 8 February 2021, Review of Community Infrastructure Levy (CIL) Eligibility Criteria and Guidance  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=10200&Ver=4>

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**Appendix A: Draft Local Priorities for the Chipping Barnet Area Committee**

- Parks and green spaces infrastructure
- Public realm, including libraries (excluding buildings which are not publicly owned)
- Community and youth centres/youth groups
- Schools, whereby requests demonstrate a wider community benefit (excluding fee-paying schools)
- Supporting town centres to thrive
- Community safety and crime prevention measures (for example CCTV, if and when appropriate)

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## Chipping Barnet Area Committee CIL Funding Request Form

Title	
Raised by (Councillor):	
Ward:	
Member Request:	
Funding Requested (£):	
In consultation with (e.g. named Highways/Greenspaces Officer, and any comments which would assist the application):  And Chipping Barnet Area Lead (Craig Miller, Director, Street Scene), on (DATE):	
Please confirm which local priority/priorities the request fulfils:  <i>Final agreed priorities will be listed here. Members of the public will be able to view the priorities on the relevant <a href="#">committee webpage</a>.</i>	
How will this project/proposal benefit the wider community?	
Will this project/proposal benefit specific groups in the community, including those with protected characteristics under the Equalities Act?	
Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):	

**Chipping Barnet Area Committee CIL Funding Request Form**



**London Borough of Barnet  
Work Programme  
April 2021**

Contact: [governanceservice@barnet.gov.uk](mailto:governanceservice@barnet.gov.uk)

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
Items for Submission to a Future Meeting			
Review of Barnet Hospital CPZ	For review at a future meeting of this Committee.	Executive Director - Environment	Non-key
Barnet Road, Between Field End and Quinta Drive - Zebra Crossing	It was agreed at the meeting in October 2019, that the results of the feasibility study be reported back to a future meeting of this Committee.	Executive Director - Environment	Non-key
Pedestrian Path, Barnet Lane Car Park	It was agreed at October 2020 meeting that Officers to look at area in question and report back to this Committee.	Executive Director - Environment	Non-key