

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

TUESDAY 29TH JUNE, 2021

AT 7.00 PM

VENUE

HENDON TOWN HALL

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

Chairman: Councillor Lisa Rutter
Vice Chairman: Councillor Thomas Smith

Felix Byers Alison Cornelius Wendy Prentice
Pauline Coakley Webb Paul Edwards

Substitute Members

Stephen Sowerby David Longstaff Caroline Stock
Barry Rawlings 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 24 June 2021 at 10AM. Requests must be submitted to jan.natynczyk@barnet.gov.uk Tel: 0208 359 5129

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

Andrew Charlwood – Head of Governance

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

Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last Meeting	5 - 12
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 None.	
7.	Petitions Over 2000 Signatures (if any) None.	
8.	Neighbourhood CIL Funding Update To follow.	
9.	Standard Members Items (if any)	
10.	Members' Items - Applications for Neighbourhood CIL Area Committee Budget	13 - 38
11.	Members' Items - Road Safety & Parking Funding Requests	
12.	Hendon Wood Lane, NW7 - Speed Surveys	39 - 50
13.	Feasibility Study - Hadley Road, Clifford Road and Woodville Road	51 - 64
14.	Gallants Farm Road EN4 - Speed Surveys	65 - 78
15.	Barnet Hospital Controlled Parking Zone Parking Review 2020	79 - 158
16.	Barnet Road, EN5- Request for Zebra Crossing	159 - 170
17.	Parkside Gardens Zebra Crossing - Feasibility Study	171 - 188

18.	Oakleigh Park South - Whetstone N20 - Speed Surveys	189 - 200
19.	Progress update on Area Committee actions from previous meeting (including updates on Neighbourhood CIL Funding Applications and Road Safety & Parking Funding Requests) To follow.	
20.	Forward Work Programme	201 - 202
21.	Any item(s) the Chairman decides are urgent	

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Decisions of the Chipping Barnet Area Committee

21 April 2021

Members Present:-

AGENDA ITEM 1

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

Councillor Alison Cornelius
Councillor Roberto Weeden-Sanz
Councillor Pauline Coakley Webb

Councillor Paul Edwards
Councillor Laurie Williams

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting on the 20th January be approved as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

None.

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

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.

Addition of single/double yellow lines in 178/180 and 190/193 Cat Hill.

Following discussion on the issue the Chairman moved to vote on whether to approve £5,000 funding for a feasibility study. The votes were recorded as follows:

For: 1

Against: 6

Abstain: 0

RESOLVED that the committee take no further action.

7. PETITIONS (IF ANY)

None.

8. BARNET HOSPITAL CPZ (AGENDA ITEM 14)

The report was removed from the agenda before the meeting, subsequently no report was published or circulated for this meeting.

9. AREA COMMITTEE GRANTS FUNDING (AGENDA ITEM 9)

The Head of Finance presented the report which confirmed how funding was set out for the Area Committee. The Committee were advised that current balance was £244,000, which considered prior year commitments, overspends and underspends.

RESOLVED that the Committee noted the report.

10. PROGRESS UPDATE ON AREA COMMITTEE ACTIONS FROM LAST MEETING AND SCHEME UPDATES (AGENDA ITEM 8)

The Director of Street Scene introduced the report which outlined the previous actions taken by the committee in more detail and outstanding schemes per ward with status updates and expected completion dates.

The Director of Street Scene also provided verbal updates on the community led schemes as follows:

Brunswick Park: Steel gate and installation of electronic entry CCTV – confirmed that a design had not been agreed with other parties, resulting in the scheme not progressing. It had therefore been agreed for the £3,000 to be returned to the CIL allocation pot.

East Barnet: East Barnet Valley Bowls Club – a visit by officers was due to take place shortly, to confirm the equipment supported by the committee had been purchased and arrangements would then be made for the money to be released to the club.

High Barnet: Rainbow centre – Councillor Edwards provided an update to the committee that due to the lockdown the Rainbow Centre had not been operational and in addition to this, they were due to move from Dollis Valley to Totteridge Academy. Councillor Edwards was due to speak to the manager to establish what their plans were moving forward. As a result, no money had yet been spent. An update would be brought back to a future committee.

Oakleigh: Oakleigh Community Church – The Director of Street Scene undertook a site visit to oversee the work that had been completed and the full works to refurbish the church were due to be completed this week and therefore the money agreed would be transferred to the church.

Underhill: Generation Garden - The Director of Street Scene was due to conduct a site visit next week to confirm the status of the project, with an update being brought back to a future committee meeting.

Councillor Cornelius requested that the scheme type and money allocation for each of the schemes be included in the update for future committee meetings.

The Committee noted the report.

11. BARNET ROAD ZEBRA CROSSING (AGENDA ITEM 15)

The Strategic Service Director introduced the report, which detailed the results of a feasibility study on the installation of a Zebra Crossing on Barnet Road, EN5, between Field End and Quinta Drive. The report recommended that no further action be taken.

The Strategic Service Director advised the committee that if despite the low number of pedestrians, a crossing in this location is considered indispensable by ward members and public, the best alternative option would be the installation of a pelican crossing with traffic signals. The timescales and cost for this were outlined in section 2.18 of the report.

The Director of Street Scene advised the committee that a sensible solution at this time would be to refer the scheme to the Executive Director of Environment, to investigate the feasibility of the alternative option suggested in section 2.18 of the report. The Executive Director could then circulate the findings to the committee, with a formal report being brought back to the next committee meeting.

Following discussion, the Committee unanimously moved to vote on referral of the item to the Executive Director with a report being brought back to the next committee meeting.

RESOLVED that the Committee unanimously agreed to defer the report to the Executive Director of Environment to investigate the alternative scheme outlined in 2.18 of the report. With a report being brought back to the next committee meeting.

12. CIL FUNDING PRIORITIES - SETTING LOCAL PRIORITIES FOR THE CHIPPING BARNET AREA COMMITTEE (AGENDA ITEM 16)

Andrew Charlwood, Head of Governance, introduced the report, which outlined the need for Area Committees to set local priorities and detailed the local priorities for Chipping Barnet Area Committee proposed by the Chairman and Vice-Chairman.

The Head of Governance advised that the agreed priorities would not prevent the Committee from agreeing items not outlined on the list, if they felt it was appropriate and met the legal definition of Community Infrastructure Levy (CIL). It was reported that agreeing priorities would enable the Committee to make better informed decisions about which schemes to approve based on the infrastructure needs of the constituency.

The Committee were informed that any schemes above £25,000 that had been approved by the Committee, were subject to the decision to increase the limit to £30,000 being ratified by the Constitution & General Purposes Committee and Full Council. Members were also advised that anything that would have an ongoing revenue funding implication for the Council, should not be put proposed via Members Items or agreed by the Committee CIL funding should generally speaking be used for capital rather than revenue projects. The Director of Street Scene advised the Committee that early engagement with officers was key, so that any future ongoing costs could be reviewed.

It was noted that a review of the priorities would be carried out in six months' time when more insight and data would be available to Members to assist in setting priorities based on the needs of specific wards or constituencies.

Members were informed that workshops would be held to introduce them to the new forms and guidance, prior to the June round of Area Committee meetings.

Following discussions, the Committee agreed that a caveat should be added to the end of the priorities list, which states that the Area Committee can agree items outside of the CIL priorities list outlined in Appendix A, if they consider it important for the constituency or ward.

The Chairman then moved to the vote.
 Votes were recorded as follows:

For: 6
Against: 1
Abstain:0

RESOLVED:

1. That the Committee approved the CIL funding priorities for the financial year 2021/22, as per the list set out in Appendix A, subject to these being reviewed by the committee in 6 months and the following caveat added to the end of the list ‘ *The Area Committee can agree items outside of the CIL priorities list outlined in Appendix A, if they consider it important for the constituency or ward.*’
2. That the Committee noted the updated funding request form as set out in Appendix B.

13. MEMBERS' ITEMS (IF ANY) (AGENDA ITEM 10)

None.

14. MEMBERS' ITEMS - AREA COMMITTEE FUNDING APPLICATIONS (IF ANY) (AGENDA ITEM 11)

The Committee received the following applications for CIL funding:

Councillor	Title	Decision
Cllr Sowerby	Teaching Walls – Sacred Heart Primary School (Deferred from January 2021 meeting)	Following discussion, the Committee moved to vote on the item as follows: For - 1 Against - 5 Abstain - 1 RESOLVED to reject the application.
Cllr Pauline Coakley Webb	Sycamore Hill Junction of Poplar Grove.	It was noted that applications for double yellow lines could be batched together to bring down the overall cost. Following discussion, the Committee

		<p>moved to vote on the item as follows: For - 7 Against – 0 Abstain - 0</p> <p>RESOLVED that £5,000 for double yellows on both corners at the junction with Polar Grove and for a double yellow line opposite number 1-4.</p>
Cllr Laurie Williams	East Barnet British Legion	<p>Following discussion, the Committee moved to vote on the item as follows: For - 4 Against - 2 Abstain - 1</p> <p>RESOLVED that £17,500 for half of the cost of the roof for the building of the East Barnet British Legion be approved.</p>
Cllr David Longstaff	Arkley Village Signs	<p>Following discussion, the Committee moved to vote on the item as follows: For - 7 Against – 0 Abstain - 0</p> <p>RESOLVED that £2,000 for two Arkley village signs be approved.</p>
Cllr Barry Rawlings.	Double yellow lines at the junction of Ryall Court and Oakleigh Road North.	<p>It was noted that applications for double yellow lines could be batched together to bring down the overall cost.</p> <p>Following discussion, the Committee moved to vote on the item as follows: For - 7 Against – 0 Abstain - 0</p> <p>RESOLVED that £2,000 for double yellow lines at the junction of Ryall Court and Oakleigh Road North be approved.</p>
Cllr Weeden-Sanz	Feasibility study on Hampden Way for a width and weight restriction.	<p>Following discussion, the Committee moved to vote on the item as follows: For - 3 Against – 3 Abstain -1</p> <p>The Chairman used her casting vote to approve the application.</p> <p>RESOLVED that £5,000 for a feasibility study on Hampden way for a width and weight restriction be approved.</p>
Cllr Alison Cornelius	Double yellow lines at the junction of Totteridge Village/Lane and	<p>It was noted that applications for double yellow lines could be batched together to bring down the overall cost.</p>

	Pine Grove, London N20.	<p>Following discussion, the Committee moved to vote on the item as follows: For - 7 Against – 0 Abstain - 0</p> <p>RESOLVED that £2,000 double yellow lines at the junction of Totteridge Village/Lane and Pine Grove, London N20 be approved.</p>
Cllr Richard Cornelius	Benches for Totteridge Station and Dollis Brook	<p>Following discussion, the Committee moved to vote on the item as follows: For - 7 Against – 0 Abstain - 0</p> <p>RESOLVED that £3,500 for 2 new benches between Totteridge Station and Dollis brook be approved.</p>
Councillor Caroline Stock	Gym Equipment for Swan Lane Park	<p>Following discussion, the Committee moved to vote on the item as follows: For - 7 Against – 0 Abstain - 0</p> <p>RESOLVED that £30,000 for gym equipment at Swan Lane park be approved. Subject to the decision to increase the CIL funding per item to £30,000 per scheme being ratified by Council.</p>
Councillor Felix Byers	Speed survey traffic calming and feasibility study/ Longmore Avenue, EN4 8AE.	<p>Following discussion, the Committee moved to vote on the item as follows: For - 4 Against – 3 Abstain - 0</p> <p>RESOLVED that £5,000 for a speed survey on Longmore Avenue be approved.</p>

15. HENDON WOOD LANE, NW7 - SPEED SURVEYS (AGENDA ITEM 12)

The Strategic Service Director introduced the report, which detailed the results of a speed survey carried out at four locations in Hendon Wood Lane, NW7.

Following discussion on the item, Councillor Cornelius moved to defer the item, seconded by Councillor Coakley- Webb, so that a plan could be brought back to the committee to be considered with the report.

Votes on the motion to defer, were recorded as follows:
For: 6

Against:1
Abstain:0

RESOLVED that the report be deferred to the next committee, so that a plan could be provided to be considered with the report.

16. (STAPYLTON ROAD, EN5 - SPEED SURVEY RESULTS (AGENDA ITEM 13))

The Chairman introduced the report, which outlined the results of a speed survey carried out Staphylton Road, EN5.

The Chairman moved to vote on the officers' recommendations that no further action be taken.

Votes were recorded as follows:

For: 7

Against: 0

Abstain:0

RESOLVED:

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

17. FORWARD WORK PROGRAMME (ITEM 17 ON THE AGENDA)

The Director for Street Scene updated the committee that an update report on the Pedestrian Path, Barnet Lane Car Park would be brought to the next meeting following feedback from Parks and Open Spaces.

RESOLVED that the Committee noted the Forward Work Programme.

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

None.

The meeting finished at 9.16pm.

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Chipping Barnet Area Committee

29 June 2021

Title	Members Items – Applications for Neighbourhood Community Infrastructure Levy (NCIL) Funding
Report of	Head of Governance
Wards	Various
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – supporting documents to Councillor Longstaff's application
Officer Contact Details	Jan Natynczyk, Governance Officer, 0208 359 5129

Summary

This report informs the Area Committee that the applications listed under section 1 for Neighbourhood CIL funding have been submitted. The Committee are requested to consider the information highlighted within this report and decide on its desired course of action in accordance with its powers.

Officers Recommendations

1. That the Area Committee consider the requests as highlighted in section 1 of the report.

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

- (a) award funding (either fully or partially) and any conditions attached and note the implications to the Committee’s NCIL funding budget;**
- (b) defer the application for funding for further information, giving reasons; or**
- (c) reject the application, giving reasons.**

1. WHY THIS REPORT IS NEEDED

1.1 Applications for funding from the Committee’s allocated NCIL budget have been raised. The applications are as follows:

Title	
Raised by (Councillor):	Stephen Sowerby (LBB Heritage Champion)
Ward:	Oakleigh (funding request within Totteridge Ward)
Member Request:	Yes
Funding Requested (£):	TBC
<p>In consultation with (e.g. named Officer):</p> <ul style="list-style-type: none"> • Is within the parameters outlined in CIL statutory and regulatory definitions • Falls within the CIL Funding Priorities agreed by the relevant Area Committee • Links to priorities in any existing Council policy or strategy and/or whether any insight and intelligence may support the application • The scheme has considered any potential impact on the Council’s Strategic portfolio including those considered for strategic CIL funding • The scheme has no ongoing incremental revenue costs to the Council • That the scheme budget is forecast accurately • That the scheme deliverability has been assessed to ensure it can be resourced and successfully implemented 	<p>I request funding to enhance and protect the WW2 Air Raid Warden’s Post located on the green space adjacent to Brook Farm allotments, Whetstone High Road. This small and un-presupposing Council owned building is a purpose built Warden’s Post constructed by the Metropolitan Borough of Finchley in approximately 1939 - most Warden’s posts were cleared after the war making this a very rare surviving example. The building was recently added to the Council’s local list of heritage assets due to its historical significance and rarity.</p> <p>Unfortunately, this small concrete structure has become neglected and subject to illegal fly-tipping in recent years. I request funding to:</p> <ul style="list-style-type: none"> • Clear the fly-tipping from the building

<ul style="list-style-type: none"> • That the scheme outcomes and benefits have been assessed including benefits for the wider community and/or including those with protected characteristics under the Equalities Act 2010 <p>And Area Lead Officer (NAME), on (DATE):</p>	<ul style="list-style-type: none"> • Install a metal gate over the entrance to prevent further fly-tipping • Erect a small history board on the external wall of the building explaining the building's previous Wartime function to enhance public appreciation of the building. <p>The funding for the above protective measure is likely to be between £2000-3000.</p> <p>Not only will these measures protect a very rare Council owned heritage structure they will remove and prevent fly-tipping from a prominent open space in the heart of Whetstone.</p>
<p>Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):</p>	

Title	Hollickwood rec ground
Raised by (Councillor):	Pauline Coakley Webb
Ward:	Coppetts
Member Request:	Yes
Funding Requested (£):	£10280
<p>In consultation with (e.g. named Officer):</p> <ul style="list-style-type: none"> • Is within the parameters outlined in CIL statutory and regulatory definitions • Falls within the CIL Funding Priorities agreed by the 	<p>Matt Gunyon and Rob Wiltshire</p> <p>Hollickwood rec ground received funding at the previous committee for a table tennis table as requested by the newly formed Friends of Hollickwood rec ground who have surveyed the users and local community and the findings of which were reported to a previous area committee</p>

<p>relevant Area Committee</p> <ul style="list-style-type: none"> • Links to priorities in any existing Council policy or strategy and/or whether any insight and intelligence may support the application • The scheme has considered any potential impact on the Council's Strategic portfolio including those considered for strategic CIL funding • The scheme has no ongoing incremental revenue costs to the Council • That the scheme budget is forecast accurately • That the scheme deliverability has been assessed to ensure it can be resourced and successfully implemented • That the scheme outcomes and benefits have been assessed including benefits for the wider community and/or including those with protected characteristics under the Equalities Act 2010 <p>And Area Lead Officer (NAME), on (DATE):</p>	<p>There is continued liaison with the friends group who are drawing up a five-year plan.</p> <p>This application is for the hardstanding required for the table tennis table which residents want to be installed close to the current play equipment along with two childrens games / picnic tables to also be installed on the new hard standing , examples of which are already installed at Oak Hill park. Images attached</p> <p>Longer term the friends are looking to have the tennis courts resurfaced and new fencing but as this will be a longer-term project the request for two goals / basketball hoops is asked for at this meeting so that they can be installed in one of the tennis Courts which young people have requested. Image attached</p> <p>Matt Gunyon Craig Miller The funding being sought is as follows</p> <p>Picnic tables £1000.00 x 2 - £2000.00 Fixing £390 x 2 - £780.00 Carriage charge will be about £500.00 to deliver from manufacturer.</p> <p>Snakes & Ladders picnic set, c/w feet Chess table picnic set, c/w feet</p> <p>Hard standing for table tennis table and 2 picnic/games tables £2000</p> <p>Two multi use goals and basket ball hoops £5000</p> <p>Total £10280</p> <p>Information outstanding is the cost of fixing the multi use goals and any carriage costs. This has been requested from officers .</p>
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Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):





Title	
Raised by (Councillor):	David Longstaff
Ward:	High Barnet
Member Request:	Refurbishment of Tudor Park Pavilion
Funding Requested (£):	£200k
In consultation with (e.g. named Officer):	For several years the local residents have wanted to bring the Pavilion back into use. In 2018 I reached agreement with Jamie Blake (former Environment Director) and Dennis Rolfe (I think
<ul style="list-style-type: none"> • Is within the parameters outlined in CIL statutory and regulatory definitions: 	

<ul style="list-style-type: none"> • Falls within the CIL Funding Priorities agreed by the relevant Area Committee: • Links to priorities in any existing Council policy or strategy and/or whether any insight and intelligence may support the application: • The scheme has considered any potential impact on the Council's Strategic portfolio including those considered for strategic CIL funding: • The scheme has no ongoing incremental revenue costs to the Council: • That the scheme budget is forecast accurately: • That the scheme deliverability has been assessed to ensure it can be resourced and successfully implemented: • That the scheme outcomes and benefits have been assessed including benefits for the wider community and/or including those with protected characteristics under the Equalities Act 2010: <p>And Area Lead Officer (), on ():</p>	<p>that was his name, former Green Spaces Manager) to restore the Pavilion. Unfortunately nothing we agreed was ever progressed or commissioned, despite repeated requests..</p> <p>I've attached some pictures, from a visit in May 2021, with a local architect, Simon Kaufman, and two members of the Barnet Society, Robin Bishop and Simon Cohen. Simon Cohen also raised a 1,000 signature petition requesting the restoration of the Pavilion. The building has great potential to be a café and community space.</p> <p>Tudor park has a 'Footgolf' course, two playground areas – one fenced area for younger children (close to the Pavilion) and one for older children - and a basketball hoop area and a tennis court. The Footgolf enterprise would like to set up a crazy golf course. Just off the park are the heavily used allotments of the New Barnet Allotment Society. On top of that are the daily dog walkers and exercisers.</p> <p>During the pandemic park usage has significantly grown. The development of Victoria Quarter, the High Barnet tube station site and other smaller developments of flats, will lead to greater usage.</p> <p>The Pavilion was built in 1920 and was used for sports teams playing cricket and providing cricket teas. Cricket is very rarely played now at the park and I'm not even sure the cricket pitch has been marked out in recent years.</p> <p>Aside from the main hall, there is a kitchen, storage, changing rooms and toilets. The council store mechanical equipment in a fenced off area to the rear of the Pavilion and there is an attached toilet to the building, which is available to council staff.</p> <p>Attached with this application is the estimate that Green Spaces obtained in 2020 for £180k.</p>
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	<p>Whilst the £200k request is high, I think the expenditure can be reduced and some of the grant returned.</p> <p>The Pavilion has subsidence (caused by a collapsed drain) and unless fixed will lead to the building becoming unstable and a risk to the public. A Green Spaces manager said that he would expect to have to demolish and dispose of the building within the next five years. For reason I'm not party to, I am told that the building cannot be fixed through insurance.</p> <p>I haven't got a figure yet for the demolition and disposal cost, but I would estimate £30,000. There would also be a cost in making good the foot print of the old building and returning it to be a usable park space, approximately £5k. The toilet for the council storage area would need to be re-provided and additional security fencing for the mechanical storage area would be required; and that would be an additional cost of approximately £15k. It would seem reasonable for Green Spaces to use that inevitable cost as a contribution to refurbish rather than demolish.</p> <p>Also on the park is the abandoned golf course social club. That building is dilapidated and broken in half through subsidence. It is in need of demolition. I understand that insurance for the subsidence and loss of building has been agreed. Any excess funds following the building's removal should be put towards the Pavilions refurbishment.</p> <p>There is also the possibility of grants and matched funding grants that local residents have indicated they will apply for.</p> <p>The Growth and Regeneration Team have also indicated there are grants that can be applied for.</p>
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	<p>A fully refurbished Pavilion would enable the council to lease the café and generate a reasonable rental income – possibly ring-fenced for the upkeep and improvement of Tudor Park.</p> <p>All these plans would take a few months to mobilise and, if it were within the committee’s terms of reference, it may be possible to split the grant over this financial year and 22/23.</p> <p>Bringing the Pavilion back into regular public use would be enormously good for residents and the park.</p>
<p>Any additional information (please list any documents here to be published with the agenda, or circulated to the Committee):</p>	<p>I think I’ve written plenty... but</p> <p>https://www.barnetsociety.org.uk/overwhelming-support-for-abandoned-cricket-pavilion-to-be-restored-with-cafe-and-toilets</p> <p>https://www.theresavilliers.co.uk/news/hope-new-business-tudor-park-theresa-asks-barnet-council-think-again-about-rejecting-cafe-propo?fbclid=IwAR2SJn3ljCUn4P48Vh8hkC-l26aBFjgy60184CD5gLkwy-z2r1VqRRPeg</p>

REASONS FOR RECOMMENDATIONS

- 1.2 The Committee is requested to decide in respect of each application submitted by Ward Members for Neighbourhood CIL Funding, in line with its terms of reference set out in Article 7 of the Council’s Constitution.
- 1.3 The Policy & Resources Committee were requested by the Finchley & Golders Green Area Committee in February and October 2020 to review and clarify the current CIL Funding Policy and Eligibility Guidelines.
- 1.4 On 8th February 2021, the Policy & Resources Committee discussed a report concerning the CIL funding process. 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. In addition, it was recommended that

comprehensive guidance be developed for CIL Area Committee Budget and the Road Safety & Parking Fund to ensure that Members can make informed decisions when receiving applications for funding.

- 1.5 At its meeting on 24th May 2021, the Policy and Resources Committee agreed in respect of Area Committees:
- that each Area Committee be allocated £400,000 of Community Infrastructure Levy (CIL) funding per financial year
 - to remove the funding limit for each individual Area Committee CIL funded project (which will operate within the approved annual budget)
 - the new CIL Funding Application Guidelines and Funding Application Form
- 1.6 The Area Committees have considered and agreed their priorities for CIL funding for 2021- 22 and these can be accessed via the links provided in section 6 under Background papers.
- 1.7 The priorities do not restrict the Area Committees from approving funding requests that are not agreed priorities. The Area Committee could choose to approve something that is not an identified priority providing it meets the legal definition of infrastructure.
- 1.8 The purpose of the priorities is to enable Area Committees to make informed decisions about the requests before them. This will allow each Area Committee to make appropriate decisions on how funding is allocated in line with the specific infrastructure needs of the area.
- 1.9 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. CIL is a standard charge collected from developers on a rate per square metre basis and the funds raised are spent on infrastructure to support the development of an area. Part of CIL funding is allocated to the Neighbourhood Portion and managed by the three Area Committees for Finchley & Golders Green, Hendon and Chipping Barnet.
- 1.10 For schemes approved by Area Committee for funding above £50,000 these are recognised as more complex to deliver. The relevant Executive Director will ensure the appointment of a senior Council Officer to sponsor the scheme and the coordination of Council services, ensure the appropriate project methodology is adhered to, with the scheme set up for a successful delivery. It is recognised that these schemes may deliver outside of the financial year in which they are approved.

2. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 2.1 Not applicable; Members of the Council are able to submit applications for Neighbourhood CIL funding to the Area Committee via Members' Items. As a result, the Committee are requested to consider and determine the applications

submitted by Ward Members. 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 Community Infrastructure Levy funding supports the delivery of the Corporate Plan objectives: A pleasant, well maintained borough that we protect and invest in Getting the best out of our parks and improving air quality by looking after and investing in our greenspaces Investing in community facilities to support a growing population, such as schools and leisure centres.

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

- 4.2.1 Starting in 2021/22, the Area Committee has an allocated budget for Community Infrastructure Levy (CIL) of £400,00 per financial year. This enables the Area Committees to consider funding a larger number of projects with the opportunity to unlock greater community benefits.

- 4.2.2 The Policy & Resources Committee on 24th May 2021 agreed to remove the funding limit per scheme and that Area Committees operate within their annual budget. This enables Area Committees to consider using the increased CIL allocation to fund larger projects with the opportunity to unlock significant community benefits.

4.3 Social Value

- 4.3.1 Requests for Area Committee budget funding provides 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 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 that

a Ward Member will be permitted to have one matter only (with no subitems) on the agenda for an Area Committee where the Member is submitting a request for CIL funding to an Area Committee Budget relating to their Ward. Members' Items for CIL funding 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 Members consult with Area Committee Lead Officers at an early stage on CIL Funding applications and where relevant with other departments and services. This will enable as much supporting information as possible to be included with applications to enable committees to make an informed decision. Applications where limited or no consultation has taken place are likely to be deferred or rejected by committees. This information will enable committees to make informed decisions. There is no prescribed format for supporting information, but it is recommended that it is sufficient for the committee to make an informed decision.

5 Insight

5.1 The Committee may wish to utilise the CIL funding priorities agreed by the Area Committee as a guide towards determining an application. Officers will work on collating key information to assist Members in reviewing priorities including infrastructure needs by constituency area and insight data.

6 BACKGROUND PAPERS

6.1 Meeting of the 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>

- 6.2 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>
- 6.3 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>
- 6.4 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>
- 6.5 Policy & Resources Committee, 24 May 2021, Review of Community Infrastructure Levy (CIL) Eligibility Criteria and Guidance
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=692&MId=10201&Ver=4>
- 6.6 Chipping Barnet Area Committee - CIL Funding Priorities – 21 April 2021 (item 12):
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=10126&Ver=4>
- 6.7 Finchley & Golders Green Area Committee – CIL Funding Priorities, 8 April 2021 (item 12):
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=10257&Ver=4>
- 6.8 Hendon Area Committee – CIL Funding Priorities, 16 March 2021 (item 14):
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=10250&Ver=4>

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HIGH LEVEL QUOTATION



14th February 2020

Mr M Gunyon
Greenspaces Service Manager
Greenspaces & Leisure
Environment Directorate
London Borough of Barnet,
2 Bristol Avenue,
Colindale,
NW9 4EW

Quotation No: LM/Q1413

Dear Mr Gunyon

Re: Tudor Park – Structural and Refurbishment Works to the Sports Pavilion

We have pleasure in submitting the following as our high level quotation for the works detailed below.

To undertake works as detailed on the attached schedule and our meetings on site

Cost Option 1 – Main Hall with Standard Suspended Ceiling	£187,247.00
Cost Option 2 – Main Hall with False Floor Ceiling	£189,016.00

All prices exclude VAT

I hope the above meets with your approval and I look forward to hearing from you.

Yours sincerely

L Messling
S. W. Bruce & Co. Ltd.

SW BRUCE & CO LIMITED

Unit 1a, Dominion Business Park, Goodwin Road, Edmonton, London N9 0BG
Tel 020 8807 1089 Fax 020 8807 5835 info@swbruce.co.uk www.swbruce.co.uk

Registered Office: Leytonstone House, Leytonstone, London E11 1GA Company Registration No. 3529448 VAT No. 229 227 74

Tudor Park - Structural and Refurbishment Works to the Sports Pavilion			
Item No	Description	Option 1	Option 2
1	Preliminary Costs		
1.01	Erect Hoarding around Side Extension	£3,921.00	£3,921.00
1.02	Welfare	£3,600.00	£3,600.00
1.03	Project Manager	£5,000.00	£5,000.00
1.04	Site Foreman	£19,000.00	£19,000.00
1.05	Rubbish Removal	£4,200.00	£4,200.00
1.06	Temporary Electrical Supplies	£1,500.00	£1,500.00
		£37,221.00	£37,221.00
2.00	Price 1 - To Ladies Changing Room		
2.01	Scaffold to Side Extension and Main Roof up to Ridge	inc	inc
2.02	Prepare Site Area removing all debris	£1,500.00	£1,500.00
2.03	Carefully strip and existing roof structure back to top ridge to facilitate works	£2,047.00	£2,047.00
2.04	Strip existing roof rafters	£1,755.00	£1,755.00
2.05	Strip plasterboard ceiling and insulation	£1,186.00	£1,186.00
2.06	Remove internal ceiling joists	£1,755.00	£1,755.00
2.07	Carefully demolish existing external walls	£2,952.00	£2,952.00
2.08	Carefully demolish existing internal walls	£3,182.00	£3,182.00
2.09	Break out and clear away floor slab	£2,880.00	£2,880.00
2.10	Grub out existing foundations	£3,878.00	£3,878.00
2.11	Carryout excavation and ground preparation for new foundations		
2.12	Supply and install new Ground Beam and Piling	£38,932.00	£38,932.00
2.13	Supply and lay new Insulated Ground Beam and Floor Slab	£9,472.00	£9,472.00
2.14	Construct new external walls	£8,858.00	£8,858.00
2.15	Install new ceiling joists	£3,290.00	£3,290.00
2.16	Form new plasterboard ceiling and insulation	£2,202.00	£2,202.00
2.17	Supply and install new Roof Timbers	£3,510.00	£3,510.00
2.18	Felt, Batton & Retile Roof	£8,482.00	£8,482.00
2.19	New Soffit Fascia and Gutter	£1,140.00	£1,140.00
2.20	Form Internal Walls to New Changing Room	£8,750.00	£8,750.00
2.21	Supply and install new Doors and Frames into new Changing Room	£1,750.00	£1,750.00
2.22	Supply and install new Shower Room, WCs & Wash Hand Basins	£2,840.00	£2,840.00
2.23	New Flooring within Changing Areas	£4,250.00	£4,250.00
2.24	Carryout Wall Tiling within "Wet Areas" and prepare and redecorate the remainder	£4,700.00	£4,700.00
2.25	Carryout Electrical & Lighting Work to the Ladies Changing Areas	£5,000.00	£5,000.00
3.00	Price 3 Main Hall Area Standard Suspended Ceiling		
3.01	Erect birdcage scaffold platform	£5,393.00	
3.02	Carefully Take Down Lathe and Plaster Ceiling	£3,687.00	
3.03	Supply and lay insulation	£2,304.00	
3.04	New Suspended Ceiling	£5,531.00	
3.05	Replacement Lighting	£4,800.00	
3.10	Price 3a Main Hall Area - False Floor		
3.11	Erect birdcage scaffold platform		£4,393.00
3.12	Carefully Take Down Lathe and Plaster Ceiling		£3,687.00
3.13	Supply and lay insulation		£2,304.00
3.14	New False Floor boarded both sides to enable walking and storage		£11,500.00
3.15	Replacement Lighting		£4,800.00
3.16	Supply and install Loft Ladder at Each End with lockable hatch		£800.00
	Total Works Section	£146,026.00	£151,795.00
	Preliminary Costs	£37,221.00	£37,221.00
	Total Project Cost	£183,247.00	£189,016.00



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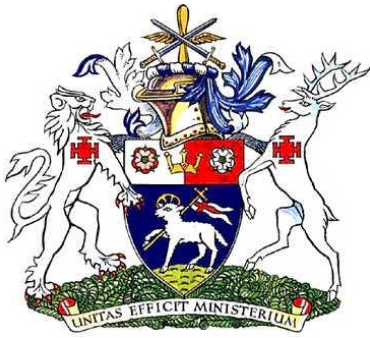
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Chipping Barnet Area Committee

29 June 2021

Title	Hendon Wood Lane, NW7 - Speed Surveys
Report of	Executive Director - Environment
Wards	Totteridge Ward
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001966-01 - Speed Survey Location Plan Drawing No: BC/001966-01_FS_100_01 – Proposed VAS and Road Markings
Officer Contact Details	Geoff Mee – Executive Director - Environment geoff.mee@barnet.gov.uk

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 notes that the Executive Director, Environments decision to install vehicle activated signs and road markings in

Hendon Wood Lane at an approximate cost of £12,870 from the Road Safety & Parking Budget

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was submitted to the Hendon Residents Forum on 3rd 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 6th 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 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).
- 2.5 The 85th 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 85th percentile speed is not in excess of the signed speed limit by 5mph or more.

- 2.6 The average speeds and 85th percentile speeds that were recorded during the 7-day survey in each direction are summarised as follows:

Road	Direction	Mean speed (mph)	85 th 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 85th 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. However due to the age of the lamp columns in Hendon Wood Lane, our Street Lighting contractors have advised that new posts will be required to support the signs in this case, which would be installed close to existing lamp columns.
- 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 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** will be allocated from the Road Safety & Parking budget to install two vehicle activated signs and additional road markings. This allows for the provision of new posts to install the signs, which will 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.

Measure	No.	Approximate cost
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
Total		£12,870

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**

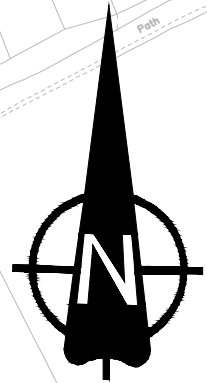
6.1 Chipping Barnet Area Committee meeting, October 2020.

<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>

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**NEW 300MM VAS
DISPLAYING 30 SLOW
DOWN TO BE INSTALLED
ON NEW POST ADJACENT
TO LC12 FACING
NORTHBOUND TRAFFIC**



LC12

**NEW 300MM VAS
DISPLAYING 30 SLOW
DOWN TO BE INSTALLED
ON NEW POST ADJACENT
TO LC16 FACING
SOUTHBOUND TRAFFIC**



LC16

HENDON WOOD LANE

Moat Mount Open Space



**PROPOSED NEW SLOW
MARKINGS WITH DRAGON
TEETH**

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001966-01.
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue

FOR INFORMATION



Re Scheme Ref. BC/001966-01

Scheme title

HENDON WOOD LANE

Drawing title

PROPOSED VAS AND ROAD MARKINGS

Scale @ A3:

Design	Drawn	Checked	Approved
VR	VR	JC	DP
Date: 29.04.21	Date: 29.04.21	Date: 30.04.21	Date: 05.05.21



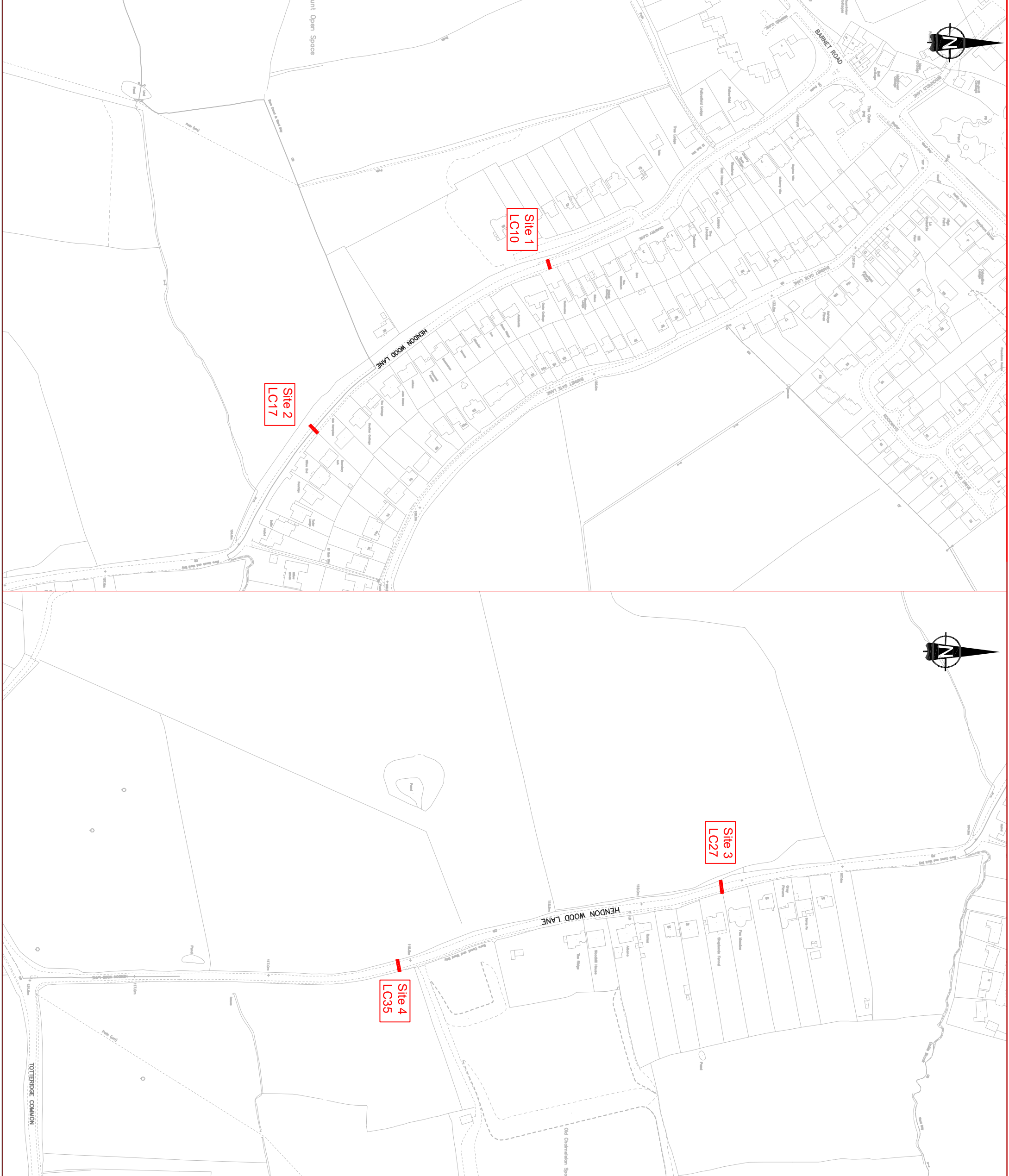
BC/001966-01_FS_100_01

Rev. 0

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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/001966-01
 In addition to the hazard/risks normally associated with the type 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:



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REVISION			
Revision Details	Design/Check	Date	Rev.

FOR INFORMATION



Client:
BARNET
 LONDON BOROUGH

Scheme Ref: BC/001966-01
HENDON WOOD LANE

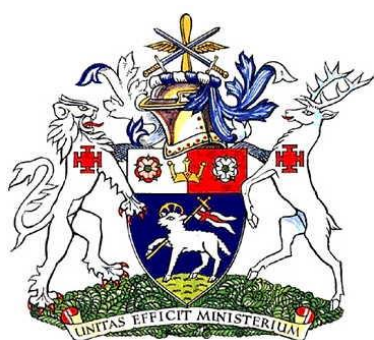
Drawing title
SPEED SURVEY LOCATION PLAN

Scale @ A3:

Design	VR	Drawn	VR	Checked	DP	Approved	DP
Date: 05.01.21		Date: 05.01.21		Date:		Date:	

Traffic and Development
 London Borough of Barnet, Barnet House,
 11th Floor Highways, 1255 High Road,
 Willesden, London W20 0EU

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Chipping Barnet Area Committee

29 June 2021

Title	Feasibility Study – Hadley Road, Clifford Road and Woodville Road
Report of	Executive Director - Environment
Wards	High Barnet Ward
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Speed survey results plan (Drawing No. BC/001834-02-01) Appendix B – Drawing No: BC/001834-02_FS_100-01
Officer Contact Details	Geoff Mee – Executive Director - Environment geoff.mee@barnet.gov.uk

Summary

This report details the feasibility study undertaken to address the traffic and safety concerns in Hadley Road, Clifford Road and Woodville Road raised in a petition to the Chipping Barnet Residents Forum and subsequently at the Chipping Barnet Area Committee.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the detail of the feasibility study as outlined in this report.

<p>2. That the Chipping Barnet Area Committee notes that the Executive Director, Environment approves with the recommendation to install a 20mph limit in the area outlined in Appendix B, Drawing No. BC/001834-02_FS_100-01.</p>
<p>3. That the Chipping Barnet Area Committee notes that the Executive Director, Environment will carry out a statutory consultation on the proposed scheme indicated on Drawing No. BC/001834-02_FS_100-01. If any objections are received as a result of the statutory consultation, the Executive Director, Environment will consider and determine whether or not the scheme should be implemented and, if so, with or without modification, subject to funding being made available.</p>
<p>4. Agrees that the Executive Director, Environment allocates funding of £19,800 to consult, design and introduce the approved proposals.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition with 134 signatures was submitted to the Chipping Barnet Residents Forum on 8th January 2020, outlining concerns about speeding in Hadley, Clifford and Woodville Roads and requesting traffic calming measures. It was agreed at the Forum meeting to refer the matter to the Area Committee for consideration.
- 1.2 At the Chipping Barnet Area Committee on 22nd January 2020 it was agreed to carry out a feasibility study and report back to a future Chipping Barnet Area Committee meeting. This report summarises the outcome of the feasibility study and considers options to address the concerns raised.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The petition requested measures to help reduce and calm traffic on Hadley, Clifford, Woodville, Tudor and Latimer Roads following ‘a series of road traffic collisions, incidents of personal injury, numerous instances of “near misses” and damage to residents’ cars’. It suggested that ‘rising volume of traffic coupled with speeding and dangerous driving on all these narrow, residential roads is creating a highly hazardous environment’.
- 2.2 The roads are situated in High Barnet between Hadley Common to the north and Potters Road to the south. Hadley Road runs north to south and connects directly with Hadley Common, and Clifford Road extends parallel to the east and Woodville Road to the west. Latimer Road and Tudor Road run adjacent east to west and interconnect with all three roads. The roads are residential in character and the speed limit is 30mph, the standard speed limit in urban areas.
- 2.3 At a site meeting in December 2020, a lead petitioner informed that these roads are used as a short cut from East Barnet to Hadley Highstone, and that traffic volumes can be high especially on Hadley Road. Residents have reported damage to parked cars and there have been altercations between passing motorists.
- 2.4 At the site meeting the following observations were noted:
- Hadley Road appeared to be the busiest of the 3 roads, and is the most direct route for through traffic (It should be noted that traffic was relatively light on the

day of the visit, although local Tier 3 restrictions were in place at the time which would likely affect traffic volumes).

- Demand for on-street parking is high on all three roads. Many properties do not have driveways or have limited off-street parking space.
- Parking is mostly unrestricted and vehicles park on both sides of the road where there is available space. In all three roads some vehicles were parked partially on the footway.
- Vehicle activated signs are already present facing southbound traffic on Hadley, Clifford and Woodville Roads to deter speeding. Watch your speed – 30mph limit signs were also present in Clifford and Woodville Roads.

2.5 Accident History

2.5.1 Accident records for the 36-month period to December 2020 have been analysed for the study area. This is the latest data currently available from the police, and is provisional and subject to change. According to the data, there were three accidents in total all classified as slight in severity. Table 1 shows a summary of the accidents within the study area.

Table 1 – Summary of the Personal Injury Accident Data

Date	Severity	Summary
22/06/18	Slight	Hadley Road junction with Latimer Road - northbound vehicle collided with westbound vehicle turning right from Latimer Road into Hadley Road.
26/10/18	Slight	Potters Road junction with Hadley Road – southbound vehicle collided with westbound vehicle
09/08/20	Slight	Clifford Road – exact location and details of how collision occurred not provided (self-reported)

2.6 Speed survey

2.6.1 Speed surveys were carried out for 7 days from 25 April to 1 May 2021 at 7 sites on Hadley, Clifford and Woodville Roads. A plan showing the location of the survey sites is attached as Appendix A.

2.6.2 The surveys provide the 24-hour mean and 85th percentile speeds for each location during the survey period, which are recorded in Table 2 below.

Table 2 – Speed Survey Data

	Northbound		Southbound	
	85 th Percentile Speed (mph)	Mean Speed (mph)	85 th Percentile Speed (mph)	Mean Speed (mph)
Hadley Road (south of Crescent Way)	29.6	23.5	29.1	23.5
Hadley Road (north of Tudor Road)	29.6	23.5	29.1	23.5
Hadley Road (south of Tudor Road)	30.8	24.6	31.0	24.8
Clifford Road (north of Tudor Road)	32.4	26.0	31.9	26.1
Clifford Road (south of Tudor Road)	27.8	22.1	29.3	23.9
Woodville Road (north of Tudor Road)	25.8	21.6	24.2	20.1
Woodville Road (south of Tudor Road)	30.1	24.7	28.6	22.7

- 2.6.3 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).
- 2.6.4 The speed measurement is not particularly affected by exceptional speeds since the value of the very highest and lowest results does not affect the results. The 85th percentile speed is used in road design to determine the 'design speed' for new features on the road. It is usually close to the speed limit the road and might be characterised as the speed that the majority of motorists consider a sensible maximum for the conditions.
- 2.6.5 Conditions are usually considered at safe if the 85th percentile speed is not in excess of the speed limit by 5mph or more. Therefore, for a 30mph road the 85th percentile speed would ideally be less than 35mph.
- 2.6.6 Traffic surveys show that average traffic volumes are notably higher in Hadley Road than Woodville and Clifford Roads, as indicated in Table 3 below. In the stretch north of Tudor Road, the volume of traffic using Hadley Road is three times greater than that of Clifford Road and two and a half times that of Woodville Road. This might be expected as Hadley Road would be the most direct route for through traffic.

Table 3 – Percentage traffic Volumes

		Traffic Volumes (%)		
		Hadley Road	Woodville Road	Clifford Road
North of Tudor Road	northbound	58	22	20
	southbound	63	24	13
South of Tudor Road	northbound	44	24	32
	southbound	38	32	30

2.7 Proposed improvements

- 2.7.1 After reviewing the speed survey and accident data and in order to address the concerns raised by residents, it is proposed to introduce a 20mph speed limit in the area, to include the following roads: Hadley Road, Clifford Road, Woodville Road, Latimer Road, Tudor Road, Bosworth Road, Norfolk Road, Hurst Rise, Julian Close and Vincent Close.
- 2.7.2 The proposed scheme, which is illustrated in Appendix B, would include terminal signs indicating the extent of the scheme, along with repeater signs and roundel road markings at regular intervals within the area. At any time waiting restrictions (double yellow lines) would also be installed at the junction of Clifford Road and Potters Road to improve sightlines on the approach to the junction.
- 2.7.3 It is considered that the proposed scheme could be effective in reducing vehicle speeds and help to discourage use of the area by through traffic. The scheme would be monitored following implementation and if vehicle speeds remain high, the addition of further measures such as vehicle activated signs could be considered.
- 2.7.4 The indicative cost for proposed measures is detailed in paragraph 5.2.1. A robust estimate will be carried out during the detailed design stage and as part of this scheme development a road safety audit will be commissioned.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Installing a one-way system in Hadley, Clifford and Woodville Roads was considered but not recommended as it could lead to an increase in traffic speeds in these roads and may not be popular with residents due to increased journey times.
- 3.2 The option to install a 20mph zone with the inclusion of traffic calming measures speed cushions or raised entry tables was also considered but not recommended. Council policy opposes the use of vertical traffic calming measures apart from in exceptional circumstances. 20mph zones are usually installed around schools. The introduction of horizontal traffic calming measures such as kerb build-outs has also been considered however would result in the loss of kerbside parking places and there would be high costs associated with the installation of new gullies.
- 3.2 A proposal to formalise parking on the roads within the area was considered in light of the concerns about damage to vehicles and the current informal parking patterns in the area. However, this would lead to a reduction in parking opportunity for residents and as demand for on-street parking is high, this option is not recommended.
- 3.3 The only other option at this stage is not to proceed with the proposed improvements, however this will not address the concerns that have been raised by residents.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved, a detailed design would be undertaken. Ward members and residents living in the area would be notified of the intention and comments invited through a statutory consultation. Implementation would follow once any issues have been considered and resolved where possible with a view to implement.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, and “Barnet will be amongst the safest places in London” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

- 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 Area Committee funding of £5,000 was agreed at the Chipping Barnet Area Committee in January 2020 for the feasibility study.

- 5.2.2 “London Highway Maintenance and Projects Framework North Area” schedule of rates has been used to carry out a preliminary high-level cost estimate for the recommendation as shown below in Table 4, which will need to be refined upon completion of the detailed design.

Table 4 – Cost Estimate

Activity	Estimated costs
Detailed Design (Includes statutory processes, STATS searches, advertising, public consultation, surveys etc.)	£10,000
Build Cost	£8,000
Sub-TOTAL	£18,000
Implementation and post implementation Fees @ 10%	£1,800
GRAND TOTAL	£19,800

- 5.2.3 The work will be carried out under the existing PFI (electrical) and LHMP (non-electrical) term maintenance contractual arrangements.
- 5.2.4 The estimated cost of installing the recommended proposals is £19,800 and is requested from the Road Safety and Parking budget. It is considered that the proposals would improve safety in the area and is recommended by officers.
- 5.2.5 Should additional measures such as vehicle activated signs be recommended following a period of monitoring the scheme, it is expected that these will be funded from the Road Safety and Parking Fund.

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.
- 5.4.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.3 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.
- 5.4.4 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 5.4.5 Statutory consultation subject to funding will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5.5 Risk Management

- 5.5.1 A road safety audit subject to funding will be commissioned during detailed design stage.

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 A statutory consultation will be carried out in relation to the scheme proposals with residents and Ward Councillors.

5.9 **Insight**

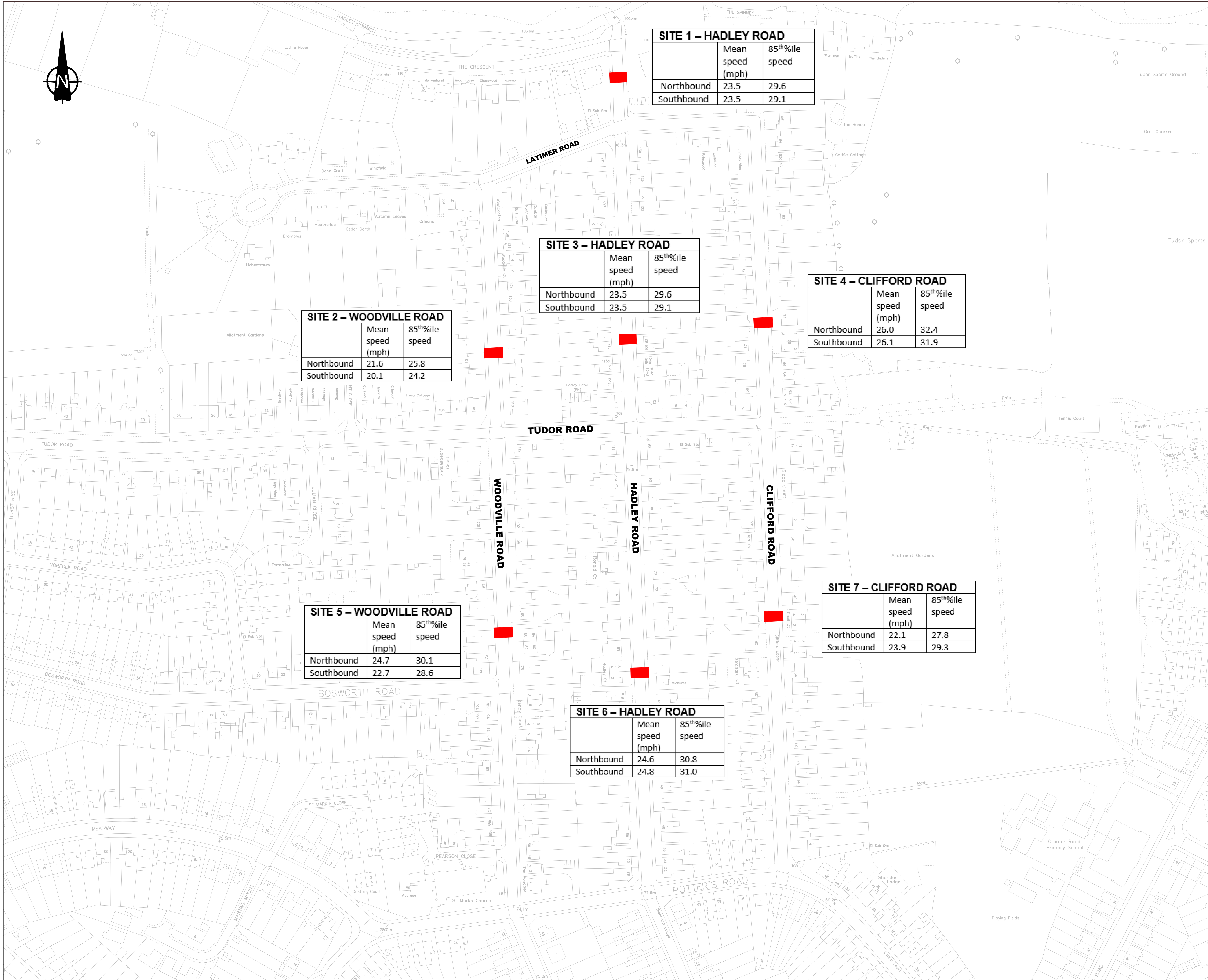
5.9.1 The proposals have been informed through the analysis of personal injury accident data, speed surveys and site observations

6. **BACKGROUND PAPERS**

5.3 Chipping Barnet Area Committee meeting, January 2020 (Item 6):
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9880&Ver=4>

5.4 Chipping Barnet Residents Forum, January 2020 (Item 1):
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=10051&Ver=4>

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SITE 1 – HADLEY ROAD		
	Mean speed (mph)	85 th ile speed
Northbound	23.5	29.6
Southbound	23.5	29.1

SITE 3 – HADLEY ROAD		
	Mean speed (mph)	85 th ile speed
Northbound	23.5	29.6
Southbound	23.5	29.1

SITE 4 – CLIFFORD ROAD		
	Mean speed (mph)	85 th ile speed
Northbound	26.0	32.4
Southbound	26.1	31.9

SITE 2 – WOODVILLE ROAD		
	Mean speed (mph)	85 th ile speed
Northbound	21.6	25.8
Southbound	20.1	24.2

SITE 7 – CLIFFORD ROAD		
	Mean speed (mph)	85 th ile speed
Northbound	22.1	27.8
Southbound	23.9	29.3

SITE 5 – WOODVILLE ROAD		
	Mean speed (mph)	85 th ile speed
Northbound	24.7	30.1
Southbound	22.7	28.6

SITE 6 – HADLEY ROAD		
	Mean speed (mph)	85 th ile speed
Northbound	24.6	30.8
Southbound	24.8	31.0

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, clearing and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC001834-02-01. In addition to the hazards/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:

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REVISION				
Revision Details	Design/Check	Date	Rev.	
Initial issue				

Purpose of issue
FOR INFORMATION

Client:

RE Scheme Ref. BC/001834-02-01
 Scheme title
HADLEY ROAD AREA

Drawing title
SPEED SURVEY RESULTS

Design	Drawn	Checked	Approved
VR	VR	JC	DP






Date: 13/05/21 Date: 13/05/21 Date: 19/05/21 Date: 21/05/21

BC/001834-02-01 Rev. 0

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001834-02-01.
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

- KEY:**
-  Proposed extents of 20 mph speed limit
 -  Proposed entry to 20mph speed limit sign.
 -  Proposed 30mph speed limit sign.
 -  Proposed 20mph speed limit repeater sign.
 -  Proposed 20 mph road marking.

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REVISION				
Revision	Details	Design/Check	Date	Rev.
Initial	Issue			

Purpose of issue
FOR INFORMATION

Client:


Scheme Ref. BC/001834-02-01
 Scheme title
HADLEY ROAD AREA

Drawing title
PROPOSED 20MPH SPEED LIMIT

Scale @ A3:

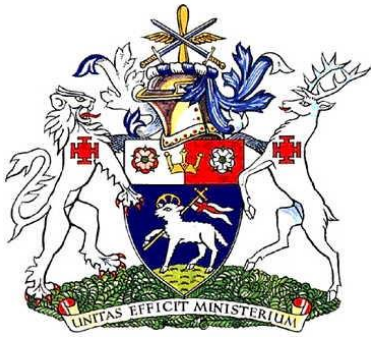
Design	VR	Drawn	VR	Checked	JC	Approved	DP
Date:	15/06/21	Date:	15/06/21	Date:	16/06/21	Date:	16/06/21



Traffic and Development
 London Borough of Barnet, Highways,
 6th Floor, 2 Bristol Avenue,
 Bristol, London NW9 4EW



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Chipping Barnet Area Committee

29 June 2021

Title	Gallants Farm Road EN4 - Speed Surveys
Report of	Executive Director - Environment
Wards	Brunswick Park / East Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001966-07 -FS-100-01 Speed Survey BC/001966-07 -FS-100-02 VAS location
Officer Contact Details	Geoff Mee – Executive Director - Environment geoff.mee@barnet.gov.uk

Summary

This report details the feasibility study undertaken to investigate measures to reduce the reported speeding on Gallants Farm Road and outlines proposals for consideration to address the concerns at this location.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the results of the speed surveys that were undertaken in Gallants Farm Road, EN4.
2. That the Chipping Barnet Area Committee notes that the Environment Director the proposal to install vehicle activated signs and road markings in Gallants Farm Road at an approximate cost of £15,070 from the Road Safety & Parking funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Member's Item was raised by Councillor Roberto Weeden-Sanz at the January 2021 Chipping Barnet Area Committee on behalf of the residents of Gallants Farm and Alverstone Avenue. Residents reported concerns about speeding along Gallants Farm Road, leading to a recent car accident that took place on the corner of Gallants Farm and Alverstone Avenue.
- 1.2 The Committee unanimously approved for a feasibility study be carried out at the costs of £5,000. This report summarises the results of the feasibility study and relevant recommendations.

2. REASONS FOR RECOMMENDATIONS

2.1 Investigations and Traffic Surveys:

- 2.1.1 Gallants Farm Road is situated in EN4 and it lies between two wards – East Barnet Ward and Brunswick Park Ward. The road runs north to south between Albemarle Road and Russell Lane. It is residential in character and the speed limit is 30mph.
- 2.1.2 Speed surveys were conducted at three sites in Gallants Farm Road from 1st 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 to confirm they were happy to proceed with the surveys during the present COVID-19 'lockdown' conditions. A plan showing the speed survey locations is attached in Appendix 2.
- 2.1.3 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).
- 2.1.4 The 85th 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 85th percentile speed is not in excess of the signed speed limit by 5mph or more.
- 2.1.5 The average speeds and 85th percentile speeds that were recorded on Gallants Farm Road during the 7-day survey in each direction are summarised in Table 1 below:

Table 1 – Speed Survey Results

Road	Direction	Mean speed (mph)	85 th Percentile Speed (mph)
Site 1 (near Burlington Rise)	Northbound	28.9	34.1
	Southbound	28.6	34.2
Site 2 (near Alverston Avenue)	Northbound	31.2	37.0
	Southbound	30.3	37.0
Site 3 (near Russell Lane)	Northbound	24.9	29.2
	Southbound	25.2	30.3

- 2.1.6 At Site 1, during the 7-day survey, 40.04% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 11.73% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 40.07% exceeded the speed limit 30mph and 11.93% exceeded 35mph.
- 2.1.7 At Site 2, during the 7-day survey, 60.5% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 23.3% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 55.7% exceeded the speed limit 30mph and 23.7% exceeded 35mph.
- 2.1.8 At Site 3, during the 7-day survey, 11.30% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 2.05% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 16.4% exceeded the 30mph speed limit and 3.46% exceeded 35mph.
- 2.1.9 The 85th percentile speeds recorded an average at around 35mph or below (the usual enforceable threshold) at two of the three sites. Further analysis shows that greater numbers of motorists exceeded the enforceable limit at Site 2 (approximately 23% in both the northbound and southbound directions), compared with approximately 12% in each direction at Site 1 and 2% and 4% in both directions at Site 3.
- 2.1.10 The Personal Injury Accident Data have been analysed, and between 1 December 2017 and 31 September 2020 (the most recent data currently available), four personal injury accidents in Gallants Farm Road were recorded. All four accidents are classified as 'slight' in severity with three of the accidents recorded at the junction with Russel Lane and one involved with pedal cycle in the hours of darkness, 100m from the junction with Alverston Avenue. Unfortunately, we only have limited information about these incidents, however three of them appear to have been rear end shunt type

incident, all occurring in slow moving traffic, although it is not clear whether speeding was a contributory factor in this incident.

2.2 Proposals and recommendations:

- 2.2.1 From the survey analysis at Site 1, it was found that more than 40% of the vehicles were travelling at between 30mph and 35mph in both directions. Hence 'dragon's teeth' markings and additional slow markings are recommended on the northbound and southbound approaches at this location.
- 2.2.2 In view of the numbers of motorists exceeding the speed limit at Site 2 in both directions, and given that this stretch of road near Alverstone Avenue has a relatively straight alignment with clear forward visibility which may encourage speeding, it is considered that the installation of vehicle activated signs (VAS) would be beneficial to remind motorists of the speed limit. Therefore, it is recommended to install VAS displaying '30 SLOW DOWN' to face both northbound and southbound traffic at suitable sites in the vicinity of Alverstone Avenue.
- 2.2.3 Taking into consideration the concerns raised by residents about speeding on the approaches to Site 2, 'Dragon's teeth' markings and 'SLOW' road markings are also recommended in addition to the VAS as a further speed deterrent.
- 2.2.4 The traffic survey indicated that the 85th percentile speed at Site 3 in both northbound and southbound directions was around 30mph, therefore no engineering measures have been recommended at this location at this stage.
- 2.2.5 Where possible VAS are installed on lighting columns, preferably on the near side of the road. The lamp columns in Gallants Farm Road are positioned on both sides of the road. The proposed vehicle activated signs will be mounted on the lamp column outside property number 66 for southbound traffic and on a lamp column between property numbers 79 and 81 for northbound traffic.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 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, and approve funding, 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 £5,000 was agreed at the Chipping Barnet Area Committee in January 2021 for the feasibility study.

5.2.2 Additional funding of **£15,070** 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.

Activity	Estimated costs
Detailed Design (Includes Design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£3,000
Build Cost including Street Lighting	£10,700
Sub-TOTAL	£13,700
Implementation and post implementation Fees @ 10%	£1,370
GRAND TOTAL	£15,070

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.

5.4.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

5.4.3 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.

5.4.4 Statutory consultation (if required) will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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.

5.6.4 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

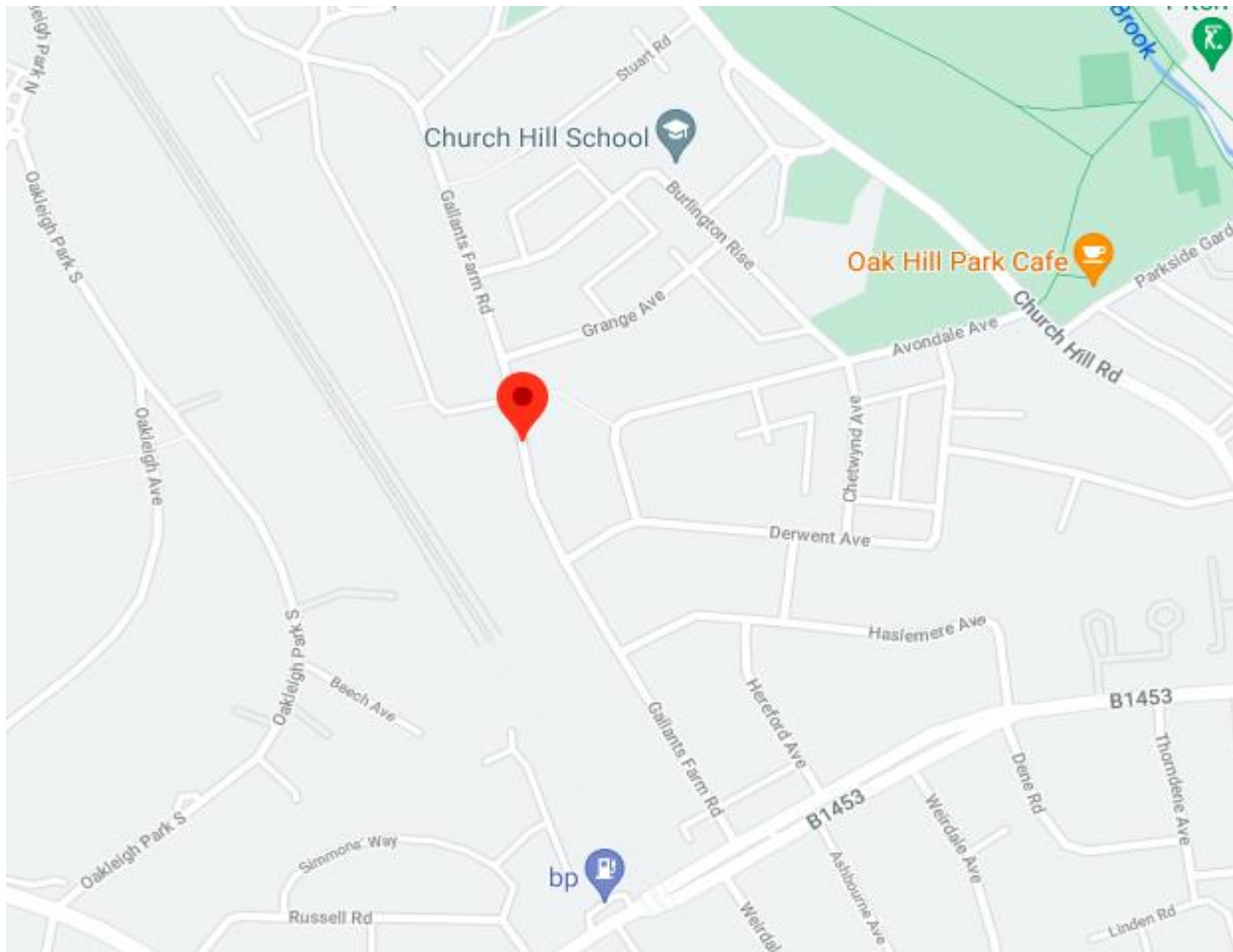
5.9.1 Collision data has been referenced in this report.

BACKGROUND PAPERS

- 5.9 Chipping Barnet Area Committee meeting, January 2021.
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=10125&Ver=4>
- 5.10 Chipping Barnet Residents Forum, January 2021.
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=10163&Ver=4>

Appendix 1

Location Map



Appendix 2

Speed survey Locations



Speed survey Location 1



Speed survey Location 2



Speed survey Location 3

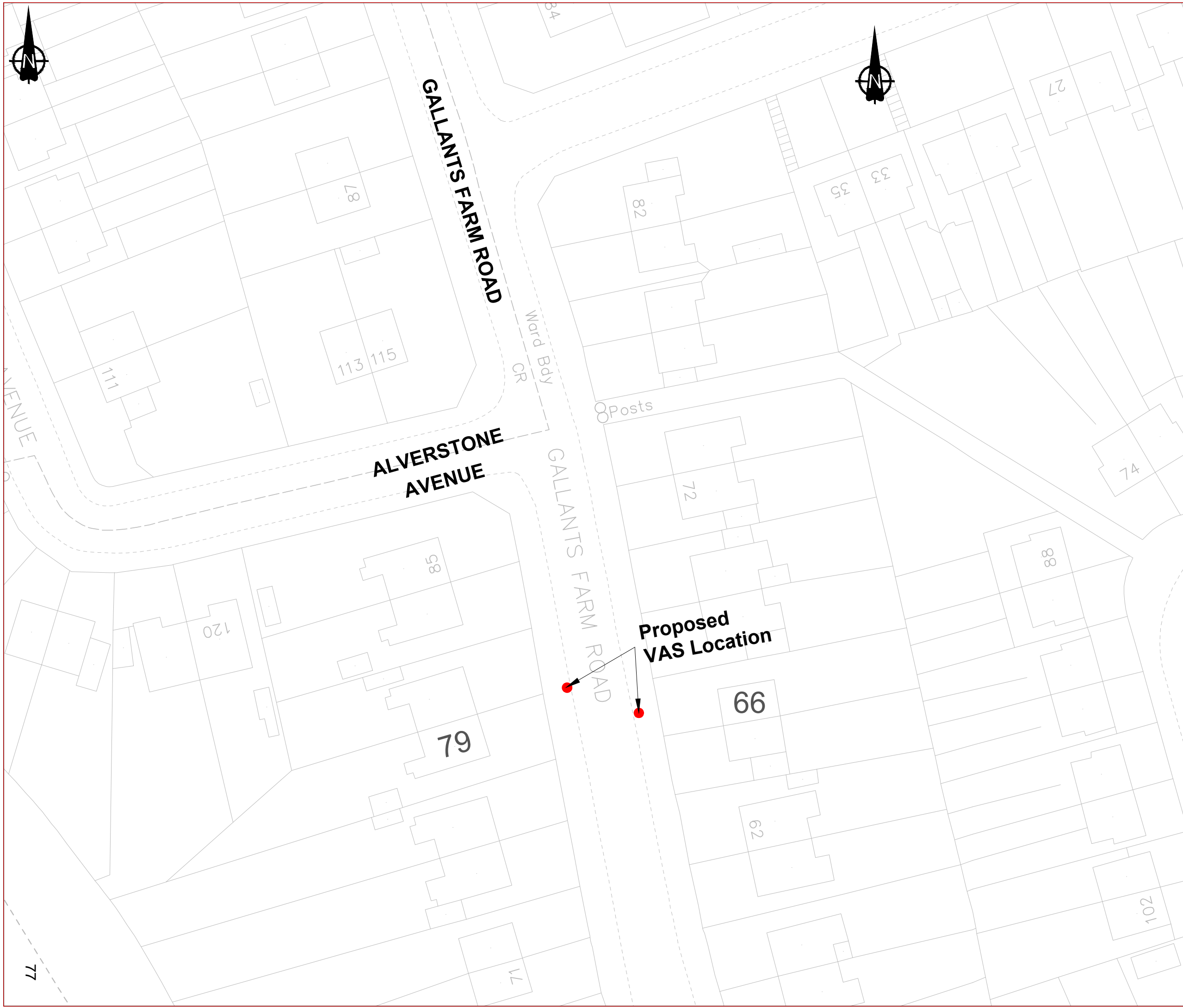


Appendix 3

Collision locations

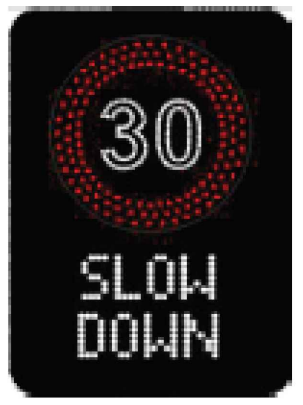


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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001966_07.
 In addition to the hazard/risks 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:



Fixed 300mm Diagram 670 sign with SLOW DOWN legend

Sign dimensions (approx):
670mm x 430mm x 48mm

Sign weight: 8.5kg (approx)

PROPOSED VAS DETAILS

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REVISION				
Revision Details	Design/Check	Date	Rev.	
Initial issue				

Purpose of issue
FOR INFORMATION

Client:
BARNET LONDON BOROUGH

Scheme Ref. BC/001966_04
 Scheme title
GALLANTS FARM ROAD

Drawing title
VAS Locations

Scale N/S @ A3:

Design RK	Drawn RK	Checked JC	Approved DP
Date: APRIL 2021	Date: APRIL 2021	Date: APRIL 2021	Date: APRIL 2021

BC/001966-07-FS-100-02
 VAS Location
 Rev. 0

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Chipping Barnet Area Committee

AGENDA ITEM 15

21 June 2021

Title	Barnet Hospital Controlled Parking Zone Parking Review 2020 V2
Report of	Executive Director, Environment
Wards	High Barnet and Underhill
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - Consultation letters Appendix B - Questionnaires Appendix C - Consultation boundary plan Appendix D - Consultation results (roads within Barnet Hospital CPZ) Appendix E - Consultation results (roads outside Barnet Hospital CPZ) Appendix F - Councillor Briefing Document
Officer Contact Details	Sudhish Nair, Operations Manager Sudhish.Nair@barnet.gov.uk

Summary

The purpose of this report is to advise on the outcome and outline the findings of the informal parking consultation carried out in the Barnet Hospital area. The report asks the Committee to note the results of the consultation, agree to progress to detailed design and introduce the extended CPZ measures using experimental traffic management orders (TMOs). The scheme will also include waiting restrictions and on street pay by phone facilities in suitable locations within the area as part of the experimental scheme.

Officers Recommendations

- 1. Having considered the feedback to the informal consultation carried out in the existing Barnet Hospital CPZ area between 23 July and 28 August 2020, the Chipping Barnet Area Committee authorise the Executive Director Environment to:**
 - a. Inform previously consulted residents and businesses of the Committee's decision.**
 - b. Note the feedback to the informal consultation and agree that the current controlled times and days remain unchanged.**
 - c. Improve road safety and access by introducing double yellow lines at junctions.**
 - d. Provide shared use permit and Pay by Phone facilities where there is available capacity to serve residents, businesses including Barnet Hospital.**

- 2. Having considered the feedback of the informal consultation carried out in uncontrolled roads surrounding the existing Barnet Hospital CPZ area between 23 July and 28 August 2020, the Chipping Barnet Area Committee authorise the Executive Director Environment to:**
 - a. Extend the existing Barnet Hospital CPZ by including Regina Close and Elizabeth Close in the experimental scheme.**
 - b. Improve road safety and access by introducing double yellow lines at junctions.**
 - c. Extend the Barnet Hospital CPZ and adopt the same controlled days and times as the existing zone.**
 - d. Introduce the controls using experimental TMOs so that scheme is kept under review for a maximum of 18 months, in line with the approved CPZ policy principles.**
 - e. Provide shared use permit and Pay by Phone facilities, where there is available capacity to serve residents and businesses, including those visiting Barnet Hospital.**

- 3. This report seeks a contribution of £30,000 from the Area Committee 2021/22 budget, with the remaining costs (£34,890) funded via the Parking Services capital budget, Borough wide Road Safety budget and S106 contributions.**

WHY THIS REPORT IS NEEDED

- 1.1 At the Chipping Barnet Area Committee in February 2018, it was agreed to introduce the Barnet Hospital CPZ into Arygle Road, Granville Road, Elmbank Avenue, Garthland Drive, Wellside Close, Wellhouse Lane Lingham Way, Lexington Way and Sutton Crescent.
- 1.2 At the same meeting it was agreed that a review of the Barnet Hospital CPZ be undertaken following implementation of the scheme.
- 1.3 The Chipping Barnet Area Committee also agreed to allocate funding (CIL from 2017/2018 CIL Area Committee budget) of £5,000 to monitor parking in the roads surrounding Barnet Hospital following the introduction of the CPZ.
- 1.4 Prior to the informal consultation a signed petition was received from residents of Field End who raised concerns in relation to displaced and inconsiderate parking. The petition was submitted via a Chipping Barnet Ward Councillor supporting the introduction of parking controls.
- 1.5 A Councillor of the High Barnet ward also requested that Field End, Kerri Close, The Croft, Barnet Road (section off Elmbank Avenue), Elizabeth Close and Regina Close to be included within the consultation.
- 1.6 The Chipping Barnet Area Committee unanimously agreed in January 2020 that an informal consultation be undertaken in Field End and neighbouring streets.
- 1.7 This report details the review that was carried out in August 2020 in the existing Barnet Hospital CPZ, and also summarises the outcome of the informal consultation that was carried out at during the same time.
- 1.8 The report recommends further action to the Chipping Barnet Area Committee and give instructions to the Executive Director- Environment.
- 1.9 This report also summarises the outcome of the informal consultation that was carried out in August 2020.

2. INFORMAL CONSULTATION

- 2.1 An informal parking consultation was carried out with residents and businesses in the existing Barnet Hospital CPZ area between the 23 July and 28 August 2020. This review area is illustrated in **Appendix C** of this report.
- 2.2 Approximately 449 properties situated within the Barnet Hospital CPZ received consultation documents in the form of a letter and a plan, which were delivered by Royal Mail.
- 2.3 Recipients were asked a variety of parking related questions which included whether they supported the existing controlled hours (Mon – Sat 8:00am to 6.30pm) or that they be amended. They were also given the opportunity to suggest preferred days and hours of control.

- 2.4 The Council also carried out an informal consultation between 23 July and 28 August 2020 with residents and businesses in the uncontrolled roads surrounding the existing Barnet Hospital CPZ and hospital site. A total of 1667 properties received the consultation materials via Royal Mail.
- 2.5 Residents and businesses in this area were also asked a variety of questions which included whether they or their visitor's experienced problems parking close to their property and if so, at what times of the day. They were also asked if they would support having a CPZ introduced in their road.
- 2.6 Both sets of letters invited residents and businesses to complete the published information on the Council's consultation portal in an online questionnaire at engage.barnet.gov.uk. Individuals who were unable to complete the online questionnaire could request a paper copy by calling the Traffic and Development Section or by email at parking.consultations@barnet.gov.uk.
- 2.7 The letters also clearly stated how the views received from the community will help the council understand the views of the current parking behaviours in the area and whether any changes are needed.

Consultation results in the Barnet Hospital CPZ review area

- 2.8 Of the 449 properties that were consulted a total of 109 completed questionnaires were received from respondents situated within the Barnet Hospital CPZ, this represents a response rate of 24%.
- 2.9 The following information provides a breakdown of responses received and further details can be found in **Appendix D** of this report;
1. Have you found it easier parking close to your home since the CPZ was introduced?
 - 83 (76%) said Yes
 - 25 (23%) said No
 - 1 (1%) were Not sure
 2. Have your visitors found it easier parking close to your home since the CPZ was introduced?
 - 74 (68%) said Yes
 - 29 (27%) said No
 - 6 (6%) were Not sure
 3. Are you happy with the current operational hours of the CPZ?
 - 78 (71%) said Yes
 - 30 (27%) said No
 - 2 (2%) were Not sure

4. Are you happy with the current days of operation of the CPZ?
 - 72 (63%) said Yes
 - 37 (34%) said No
 - 1 (1%) were Not sure

5. Do you support pay by phone facilities being introduced on street within your area?
 - 10 (9%) said Yes
 - 92 (84%) said No
 - 8 (7%) were Not sure.

6. When asked if residents and businesses were happy with the Barnet Hospital CPZ, 68% of the respondents expressed that they were satisfied or very satisfied.

Issues highlighted

- Many resident parking bays at Elmbank Avenue, Kings Road, Grimsdyke Crescent and Cavendish Avenue in the High Barnet Ward are underused. The Council should consider introducing pockets of pay by phone parking bays in these roads to facilitate the visitors who wish to park in the area, which will help reduce the pressure on parking the area.
 - A few residents of Wellside Close expressed their dissatisfaction with the controlled hours of the Barnet Hospital CPZ as they are experiencing difficulties trying to find parking on their road after 6.30pm.
 - One resident mentioned that Barnet Hospital should not be eligible for parking permits as they believe that Barnet Hospital Staff are parking in their road during the hours of restriction.
 - Another resident has mentioned that he is dissatisfied with the 'Past this point' parking layout, as visiting motorists are not observing the signage resulting in these motorists receiving a Penalty Charge notices.
- 2.10 The questionnaire also invited respondents to make any comments and/or suggestions regarding parking issues in their road and elsewhere in the area. Some of the most frequently mentioned comments include:
- Something should be done to improve the sightlines at the junction of Garthland Drive and Quinta Drive (4 mentions)
 - Barnet Hospital should consider building a Multi Storey Car to provide more parking facilities for employees and visitors (5 mentions)
 - Bells Hill should be included within the Barnet Hospital CPZ (6 mentions)
 - Would be in favour of pay by phone facilities being introduced on street within the zone (4 mentions)
 - Parking problems on street in relation to Queen Elizabeth Boys school at Queens road (4 mentions)
 - Inconsiderate and obstructive parking taking place on Bells Hill (5 mentions)

- 2.11 Further details of the comments provided by respondents can be found in **Appendix D** of this report.

Conclusion

- 2.12 Officers note that the consultation was undertaken in July/August 2020 during the COVID-19 pandemic, and its potential impact on the consultation was considered, however it was felt appropriate for this consultation to continue as many residents would be at home allowing them an opportunity to fully participate.
- 2.13 Understanding and witnessing the parking difficulties first-hand, Officers cannot explain or understand the low response rate. However it is recognised that the closure of schools, colleges and shops, and the change in working and learning habits during this period that parking issues previously encountered, were likely not experienced as much as usual at the time of the consultation.
- 2.14 The re-opening of facilities, and increased reliance on individuals using motor vehicles as opposed to public transport, may impact the area once again in future months.
- 2.15 It is acknowledged how respondents did not support the CPZ being implemented in Kerri Close and Quinta Drive. However, it is not desirable to exclude a particular road in isolation due to the likelihood of parking displacement. Therefore, it is considered appropriate to include these locations in the experimental scheme as a means of trialling parking controls. Councillor support to include these roads has been noted.
- 2.16 Several respondents highlighted a few roads in the area, mainly at the existing junctions where additional double yellow lines could be implemented to improve road safety and improve traffic flow by removing obstructive parking. These junctions include Garthland Drive with Quinta Drive and Elmbank Avenue with Barnet Road.
- 2.17 There were also concerns in relation to obstructive parking and traffic flow problems on Bells Hill where we received numerous requests for additional waiting restrictions to be implemented.
- 2.18 Officers will carry out investigations into the provision of waiting restrictions in the consultation area.
- 2.19 In relation to the question whether residents would consider the option of pay by phone facilities being introduced on their street, overall residents were not in favour of this.
- 2.20 It is noted a significant number of resident bays are underutilised within the Barnet Hospital CPZ area. Reallocating some bays to serve both permit holders and Pay by Phone will have minimal impact on resident's ability to park and will provide additional facilities for visitors.
- 2.21 The inconsiderate and obstructive parking in Granville Road and surrounding the Queen Elizabeth secondary school has been forwarded to our Safe and Sustainability Travel Team and the Parking Enforcement Team for their attention.

- 2.22 Based on the feedback received from the consultation, and the satisfaction amongst those that responded, it is recommended that the current Monday to Saturday 8am to 6.30pm operational days/hours of the Barnet Hospital CPZ remain unchanged.

Consultation results – Roads situated outside the Barnet Hospital CPZ

- 2.23 Of the 1691 properties that were consulted a total of 162 completed questionnaires were received from respondents situated within the uncontrolled area and this represents a response rate of approximately 10%.
- 2.24 A full summary of the results of the response rate on a road by road basis can be found in **Appendix E**.
- 2.25 It should be noted that the consultation received a low response. This could be attributed to the relaxation of parking payments for the Barnet Hospital staff during the Covid-19 pandemic as they were able to park on site for free, which has resulted in reduced parking pressure in the surrounding roads.
- 2.26 The following information details the responses to the main questions asked during the informal consultation, and a full analysis of all responses can be found in **Appendix E**.

1. Would you like your road to be included within a CPZ?

- 96 (60%) would be in favour of a CPZ to be introduced
- 50 (31%) of respondents said they would not be in favour of a CPZ
- 15 (9%) didn't know, was not sure or did not respond.

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

- 14 (19%) said Yes
- 43 (59%) said No
- 16 (22%) stated that they didn't know or were not sure.

3. What do you think would be the most appropriate operating hours?

- 75 (66%) were in favour 8am to 6.30pm
- 7 (6%) were in favour (10am to 11am)
- 7 (6%) preferred one hour in the afternoon (e.g. 2pm to 3pm),
- 8 (7%) preferred different times to that mentioned above
- 16 (14%) stated that they didn't know or were not sure.

4. Which days of the week of the week should the CPZ to operate?

- 47 (48%) were in favour of Monday to Friday
- 26 (26%) preferred Monday to Saturday
- 26 (26%) preferred a CPZ that operated 7 days a week.

5. Are there any junctions that are problematic due to parked vehicles?

Aitken Road - Bend on Aiken Road (1 mention)
Barnet Road/ Elmbank Avenue (2 mentions)
Dunster Close and Bells Hill (3 mentions)
Elizabeth Close / Queens Road (1 mention)
Field End / Barnet Road (1 mention)
Mineral Close Whittings Road (1 mention)
Newlands Place / Bells Hill (4 mentions)
Quinta Drive / Barnet Road (2 mentions)
Regina Close / Queens Road (5 mentions)
The Croft - Bottom of The Croft at Junction (5 mentions)
The Croft / Bells Hill - (17 mentions)
Trinder Road/ Pepys Crescent (2 mentions)
Trinder road / Well approach (2 mentions)
Trinder Road / Well Road – (2 mentions)
Well Road - Cars cannot get through gap in the road.
West End Lane / Bells Hill (1 mention)
Went End Lane - Entrance to Gladstone Place / Wessex Court (1 mention)
West End Lane - turning circle opposite No.64 West End Lane (1 mention)
Whittings Road / Chesterfield Road (1 mention)

6. Do family or visitors experience parking problems near your property?

- 72 (45%) stated always
- 13 (8%) stated never
- 32 (20%) stated often
- 16 (10%) stated rarely
- 27 (17%) said sometimes.

7. Would you be in favour of parking facilities such as Pay by Phone being introduced on street in your area, where there might be available provision?

- 48 (30%) answered yes
- 94 (59%) answered no
- 18 (11)% didn't know or were not sure.

8. When respondents were asked what problems affected the parking in their area?

- 71 (73%) Commuters
- 8 (48%) Barnet Hospital
- 45 (46%) Multicar/ House
- 44 (45%) Parking at junctions
- 38 (39%) Trade vans / trucks
- 27 (28%) Shops/Business staff
- 26 (27%) Shops customers/ visitors
- 9 (9%) Queen Elizabeth Boys school situated on Queens Road.

9. What periods of day are you experiencing problems with parking?

- 74 (76%) said the morning only
- 67 (69%) said the morning and afternoon
- 39 (40%) said the morning, afternoon and evening
- 13 (13%) said the morning, afternoon, evening and overnight.

Issues highlighted

- Petition received from the residents of Field End requesting for their road to be subject to CPZ controls.
- A few residents living on Barnet Road just outside the CPZ would like their property to be eligible to apply for resident Parking permits so that they can park within The Barnet Hospital CPZ.
- A request for additional lengths of double yellow on the north west side of Bells Hill.
- West End Lane and The Croft – Received some support from the residents of these roads. However, if we were to consider introducing CPZ measures in these roads we should be mindful of the effects these measures will have on their neighbouring roads where the support is low.
- The Croft - A few residents have mentioned that the parking situation in their road has worsened since the introduction of the Barnet Hospital CPZ, and they have indicated that they would be in favour of CPZ measures being introduced in their road.
- A few residents have mentioned that the garage situated on Bells Hill at its junction with West End Lane are parking their customers vehicles in the surrounding roads.
- A few residents would like the Hospital to consider introducing a Multi-Storey Car Park within the hospital site which would reduce the pressure on parking roads.
- Request for Double yellow lines at junctions which have been identified as part of the review.
- A couple of residents living on Pepys Crescent have raised concerns in relation to inconsiderate motorists parking close to their driveway making it difficult to manoeuvre in and out of their driveways.
- A few residents having mentioned the difficulties bus number 384 is experiencing while travelling along Trinder Road due to the narrow width of this road and coupled with vehicles parking on both side of the road.
- Whiting Road – A few residents living near Whiting Road have raised concerns in relation to their driveways being blocked by vehicles during school drop-off and pick up times in the morning and afternoon.

- 2.27 Further details in relation to the responses obtained via the questionnaire are shown in **Appendix E** of this report.

Councillor Engagement

- 2.28 Prior to the committee report being approved, Officers met with the ward councillors to discuss the outcome of the consultation and agree to the recommendations. Here follows a summary of the feedback received:

High Barnet ward meeting - Wednesday 12th May 2021

Officers advised that the outcome of the existing Barnet Hospital CPZ review showed the majority of those that responded supported no changes to the operational times and days.

Officers explained that whilst there was a low response rate to the consultation, the majority of people that responded supported being extended into the Barnet Hospital CPZ.

Ward Councillors expressed their support for Permit Parking Areas (PPAs) being introduced to deal with commuter and taxi parking in Field Way and Kerry Close. They also mention a petition that was submitted to the council from residents of Field Way and Councillors support their request to introduce permit controls.

Councillors are aware that there is support in Barnet Road and Elmbank Avenue for CPZ. It was also felt that the introduction of double yellow lines at junctions and sections of roads will help deal with lorries encroaching footways and damaging grass verge areas.

Officers explained that any forthcoming scheme will be introduced using experimental Traffic Orders which will enable the council to keep the CPZ under review, for a period of up to 18 months and make amendments to the scheme during the review period if necessary. Members agreed to the scheme being introduced and were assured that they will be kept updated during the review and design periods.

Councillors were asked if they were aware of any problem areas that needed to be addressed as part of the design process. They explained that most of the issues that they were aware of came from the Underhill Ward and that these are normally referred back to Members Services or back to the Underhill Councillors.

Officers explained that there will be some minor amendments to the existing CPZ area such as additional waiting restrictions and PBP bays, all of which will be addressed as part of the CPZ implementation.

Underhill ward meeting - Wednesday 19th May 2021

Officers advised that the outcome of the existing Barnet Hospital CPZ review showed the majority of those that responded supported no changes to the operational times and days.

Officers explained that whilst there was a low response rate to the consultation, the majority of people that responded supported being extended into the Barnet Hospital CPZ.

Councillors were disappointed to learn that there had been a low response rate from Well Road, as they had been contacted with residents of this road and were aware that many

of them supported CPZ controls. Officers explained that whilst the response was relatively low in this road, overall, the majority of residents support a scheme being introduced.

Councillors asked that officers engage with the businesses on Bells Hill to ensure that their concerns are addressed as part of the design process. In response to this shop owners did not engage with the council during the informal consultation. However, to assist it is proposed to provide pay by phone bays in the vicinity of shops and businesses as part of the experimental parking scheme.

Officers explained that if roads that didn't support the CPZ are excluded, then commuters will naturally displace to the uncontrolled roads. It was therefore suggested that the Barnet Hospital is dealt with holistically to avoid a piecemeal approach to scheme implementation.

Officers explained that any forthcoming scheme will be introduced using experimental Traffic Orders which will enable the council to keep the CPZ under review for a period of 18 months and make amendments to the scheme during the review period if necessary. Members agreed to the scheme being introduced and were assured that they will be kept updated during the review and design periods.

Officers said that there will be some minor amendments to the existing CPZ area such as additional waiting restrictions and PBP bays, all of which will be addressed as part of the CPZ extension scheme.

Councillors asked to be provided with a list of locations for current and planned Electric Vehicle Charging Points (EVCP). Officers requested that when update letters are circulated, information of the application process for the dedicated EVCPs, in addition to disabled bays, and cycle storage will be provided. This information will also help the council inform future programmes and encourage the uptake of sustainable modes of transport.

Conclusion

- 2.29 Overall, the feedback from the consultation indicated that the residents are in favour of the CPZ measures being introduced in their road. However, when you examine the responses on a road by road basis overall the responses for each road are considered relatively low.
- 2.30 Based on the feedback there is clear support for a CPZ in Regina Close and Elizabeth Close. These roads are situated just outside the existing Barnet CPZ and introducing CPZ measures in these roads will have minimal impact on resident parking in this area. It is therefore recommended that the Chipping Barnet Area Committee agree to introduce CPZ measures under an experimental order.
- 2.31 There also appears to be small pockets of support in roads such as The Croft and Field End. It is also noted that we that we received a petition from residents of Field End expressing their support for a CPZ and as such these locations will also be included the experimental scheme.
- 2.32 In response to the consultation several respondents raised concerns in relation to poor sight lines and obstruction due to vehicles parking inconsiderately on some narrow roads and at junctions at various locations within the consultation boundary. These included Elmbank Avenue/ Barnet Road, Quinta Drive/Garthland Drive, Bells Hill, The Croft, West

End Lane/ Bells Hill, Dunster Road/ Bells Hill and Newlands Place/ Bells Hill. Narrow roads mentioned as part of this review include Bells Hill and Newlands Place. As you would expect consideration will be given in the new design to address these issues.

- 2.33 Officers and ward councillors of both the Underhill and High Barnet wards all agree that the CPZ should be introduced to address the historic and ongoing commuter parking problems associated with the hospital site. In doing so, this will also help deal with the issue of widespread displaced parking across the area and provide improved parking opportunities for residents and businesses in the area.
- 2.34 The experimental traffic order process will enable the council to monitor the effectiveness of the new measures and adapt the scheme if necessary.

Timeline

- Report to be submitted to the committee chair and vice chair on 18th June 2021 after clearance from LBB, Governance, Legal and Finance teams
- Report to be presented at 21st June 2021 committee for approval
- Feasibility study – July 2021
- Design development – August 2021
- Consultation materials – September 2021
- Re to introduce the experimental order based on the consultation boundary – October 2021
- Analysing feedback (ad hoc basis) – Dec 2021 to April 2022
- Report writing – May 2022
- Making TMO – June/July 2022

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

- 4.1 The experimental CPZ would cover a wider area to address both parking traffic movement issues as agreed with Ward Members, prior to presenting this report to the Area Committee

5. IMPLICATIONS OF THE DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The experimental scheme seeks to establish whether measures are required to help 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 This improves the 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 £5000 was originally committed in February 2018 from the Chipping Barnet Area Committee CIL budget in respect of undertaking a consultation and reporting the results back to this committee.

5.2.2 The estimated costs of implementing the proposals to extend the Barnet Hospital CPZ as described in this report is £64,890. This report seeks a contribution of £30,000 from the Area Committee 2021/22 budget, with the remaining costs (£34,890) funded via the Parking Services capital budget, Borough wide Road safety budget and S106 contributions. A full breakdown of costs is shown below:

- Signage: £30,000
- Lining: £8,000
- Advertising 1: £1,000
- Advertising 2: £1,000
- Consultation material (Initial): £2,320
- Consultation material (Review): £2,320
- Officer time including meetings with Councillors and LBB: 100 hours @ engineer equivalent (inclusive of Scheme engineer, TMO officer) and Enumerator for consultation letter deliveries etc), Analysing feedback, review comments and report writing: £15,250
- Draft / Make TMO works: £5,000

Total: £64,890

5.2.3 The costs shown are an estimate of the full costs of the scheme should it be implemented.

5.2.4 There is no expectation that the works cannot be contained within the cost estimate and there is an element of contingency built into the financial estimate.

5.3 **Social Value**

5.3.1 None in the context of this report.

5.4 **Legal and Constitutional References**

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

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984 (RTRA) and subsidiary regulations made under that act. Any Experimental Traffic Order will be done in accordance

with section 9 and 10 of the RTRA.

5.4.3 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.4.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

5.4.5 The Council's Constitution, Article 7 – Committees, Forums, Workshops and Partnerships, outlines the terms of reference of the Area Committee which includes 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 It is not considered the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve parking facilities in the area to the benefit of all motorists.

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions may lead to some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads.

5.5.3 In response to this, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation involving our proposals.

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:

5.6.2 Eliminate discrimination, harassment, victimisation, and other conduct prohibited by the Equality Act 2010.

5.6.3 Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

5.6.4 Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

5.6.6 The proposal is not expected to be of disproportionate benefit or dis-benefit to members of any protected group and any person with no access to online facilities can request paper copies of the questionnaires.

5.7 Corporate Parenting

5.7.1 None in relation to 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 whether a new CPZ should be introduced 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.

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 suitable recommendations on how best to proceed as set out in the Officer Recommendation section of this report.

6. BACKGROUND PAPERS

- 6.1 Chipping Barnet Area Committee, 19th February 2018 – List items Review of the Barnet Hospital Area statutory Parking Consultation

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9308&Ver=4>

- 6.2 Chipping Barnet Area Committee, 26 October 2016 - Barnet Hospital Area EN5 Parking Consultation

<https://barnet.moderngov.co.uk/documents/s35332/Barnet%20Hospital%20Area%20EN5%20Parking%20Consultation.pdf>

- 6.3 Environment Committee, 11 September 2019 - Barnet Hospital inclusion in School Permits Scheme

<https://barnet.moderngov.co.uk/documents/s55098/Barnet%20Hospital%20Permit%20Report.pdf>

- 6.4 Chipping Barnet Area Committee - 17 May 2017 - Barnet Hospital Area EN5 Parking Consultation

<https://barnet.moderngov.co.uk/documents/b29476/Barnet%20Hospital%20Area%20EN5%20Parking%20Consultation%2017th-May-2017%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=9>

- 6.5 Environment Committee - Monday 18th January 2021 Item 7 – Controlled Parking Zone Programme:

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=10158>

Scheme Name: ***Barnet Hospital Controlled Parking Zone (Zone BH) parking review 2020 - Informal Parking Consultation***
Our ref: ***BC/001409/BH Zone***
Department: ***Traffic & Development Section (Design Team)***
Date: ***23 July 2020***
Contact Details: ***Traffic and Development Section***
Tel. 0208 359 3555
parking.consultations@barnet.gov.uk

Dear Resident/Business,

Barnet Hospital Controlled Parking Zone (Zone BH) parking review 2020 – Informal Parking Consultation

As you aware the Barnet Hospital Controlled Parking Zone (CPZ) was introduced in 2018 following the approval by the Chipping Barnet Area committee in February 2018. As part of this approval it was agreed that a review of the parking in your area should take place by way of consultation

This consultation is intended to give the council a clearer understanding of the parking issues in these roads and help determine whether any changes may be made to improve parking availability for the community in the area.

The consultation area which includes your area is shown on the enclosed drawing No. BC/BC001409.

Give us your views

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

We are keen to hear your views, please have your say by completing our online questionnaire at engage.barnet.gov.uk

If you are unable to complete the questionnaire online but would still like your view to be included, please call the Traffic and Development Section on 020 8359 3555 or email parking.consultations@barnet.gov.uk and one of our team will contact you to assist.

The closing date for the consultation is **Thursday 20 August 2020**. 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 considered 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.

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

Yours sincerely,

Design Team
Traffic and Development Section

Scheme Name: ***Barnet Hospital Controlled Parking Zone (Zone BH) parking review 2020 - Informal Parking Consultation***
Our ref: ***BC/001409/Outside CPZ***
Department: ***Traffic & Development Section (Design Team)***
Date: ***23 July 2020***
Contact Details: ***Traffic and Development Section***
Tel. 0208 359 3555
parking.consultations@barnet.gov.uk

Dear Resident/Business,

Barnet Hospital CPZ review 2020 – Informal Parking Consultation in surrounding roads

As you aware the Barnet Hospital Controlled Parking Zone (CPZ) was introduced in 2018 following the approval by the Chipping Barnet Area committee in February 2018. As part of this approval it was agreed that a review of the parking in your area should take place by way of consultation

This consultation is intended to give the council a clearer understanding of the parking issues in these roads and help determine whether any changes may be made to improve parking availability for the community in the area.

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Give us your views

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If you are unable to complete the questionnaire online but would still like your view to be included, please call the Traffic and Development Section on 020 8359 3555 or email parking.consultations@barnet.gov.uk.

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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.

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

Yours sincerely,

Design Team
Traffic and Development Section

Barnet hospital CPZ parking review 2020 - Properties 'OUTSIDE' the current CPZ (surrounding roads)

All fields marked with an asterisk (*) are required.

Introduction

As you may be aware the Barnet Hospital Controlled Parking Zone (CPZ) was introduced in 2018 following the approval by the Chipping Barnet Area committee. As part of this approval it was agreed that a review of the parking in the area should take place.

This consultation is intended to give the council a clearer understanding of the parking issues in the roads surrounding the Barnet Hospital CPZ and help determine whether any changes may be made to improve parking availability for the local community.

Please take the time to give us your views about parking in your road by completing this 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.

How to complete this questionnaire

We have tried to make this questionnaire as easy as possible to complete.

Many of the questions have a range of options for you to choose from. Please choose the option closest to your opinion and tick the relevant box or boxes.

We really value your views. The questionnaire will take approximately ten minutes to complete.

Thank you for your co-operation – your participation in this questionnaire is greatly appreciated.

Section 1: About your property

To understand your 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 business or organisation located 

- Aitken Road
- Arkley Lane
- Arkley View
- Barnet Road - Between Galley Lane and Aitken Road
- Bells Hill
- Dellors Close
- Denton Close
- Dunster Close
- Elizabeth Close
- Elmbank Avenue
- Endersby Road
- Escot Way
- Field End
- Galley Lane
- Garden Close
- Hill Close
- Kerri Close
- Leecroft Road
- Malins Close

- Newlands Place
- North Close
- Oaklands Lane
- Wood Street - Between No.148
and No.164
- Pepys Crescent
- Quinta Drive
- Redwood Way
- Regina Close
- Spring Close
- St Stephens Road
- Stonecroft Close
- The Croft
- Trinder Road
- Well Approach
- Well Road
- West End Lane
- Whittings Road

2

Please provide your flat or house number and post code: (Please type in your answer)

3

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

- Resident
- Business

- Resident & Business
- School nursery
- GP surgery
- Other (please specify)

Section 2: We would like to understand the current parking situation in your road

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
- 5

5

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

(Please tick one option only)

- Yes
- No

6

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

(Please tick one option only)

- 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 all those that apply)

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

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? - information can be found [here](#)

(Please tick one option only)

- Yes
- No
- 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?

(Please tick one option only)

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

Section 3 : Operational days/times

13

If a CPZ was to be introduced, what do you think would be the most appropriate operating hours?

(Please tick one option only)

- 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 was to be introduced, which days of the week would you like the CPZ to operate?

(Please tick one option only)

- Monday - Friday
- Monday - Saturday
- Seven Days a week
- Other (please specify)

15

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

(Please tick one option only)

- Yes
- No

16

If a CPZ was introduced would you be in favour of parking facilities such as Pay and display being introduced on street in your area where there might be available provision to do so?

(Please tick one option only)

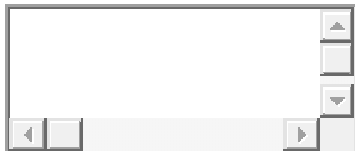
- Yes
- No
- Don't know / not sure

17

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)

A rectangular text input field with a thin border. On the right side, there is a vertical scroll bar with a small arrow pointing up and another pointing down. At the bottom left and right corners, there are small square buttons with left and right-pointing arrows, respectively, for navigating between questions.

Barnet hospital CPZ parking review 2020 - Properties 'WITHIN' the current CPZ

Introduction

As you are aware the Barnet Hospital 'BH' Controlled Parking Zone (CPZ) was introduced in September 2018 following the approval by the Chipping Barnet Area Committee. As part of this approval it was agreed that a review of the parking in the area should take place after the CPZ has been implemented.

This consultation forms part of the review and is intended to give the council a clearer understanding of the parking issues in local roads and help determine whether any changes need to.

Please take the time to give us your views about parking in your road by completing this questionnaire.

All fields marked with an asterisk (*) are required.

Section 1: About your property

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.

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

(Please tick one option only)

- Argyle Road
- Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113
- Cavendish Road
- Elmbank Avenue
- Garthland Drive
- Granville Road
- Grimsdyke Crescent
- Jennings Way

- Kings Road
- Lexington Way
- Lingholm Way
- Old Fold View - No.73 Only
- Sutton Crescent
- Vyse Close
- Wellhouse Lane - Odd No.21 to 29 Even No.120 to 124
- Wellside Close
- Wood Street - No.146 Only

2

Please provide your flat house number and post code: (Please type in your answer)

3

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

- Resident
- Business
- Resident & Business
- School nursery
- GP surgery
- Other (please specify)

Section 2: Your thoughts on parking within the Barnet hospital CPZ area

4

Now the CPZ is in place, do you now find it easier to park near your home/premises?

(Please tick one option only)

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

5

Now the CPZ is in place, do your visitors/clients now find it easier to park near your home/premises?

(Please tick one option only)

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

6

Are you happy with the current hours of operation of the CPZ - (8am to 6.30pm)?

(Please tick one option only)

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

7

If you answered no to question 6, what would you like the hours of operation of the CPZ to be?

(Please type in your answer)

8

Are you happy with the current days of operation of the CPZ (Monday to Saturday)?

(Please tick one option only)

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

9

If you answered no to question 8, what would you like the days of operation of the CPZ to be?

(Please type in your answer)

10

Overall, how satisfied are you with the Barnet Hospital Controlled Parking Zone (CPZ)

(Please tick one option only)

- Very satisfied

- Satisfied

- Don't know

- Dissatisfied

- Very dissatisfied

- Please type in any comments you may have on the CPZ (Please type in your answer)

11

Would you support the introduction of Pay and Display being introduced in the CPZ where kerbside demand is currently low, to assist visitors and workers in your area?

(Please tick one option only)

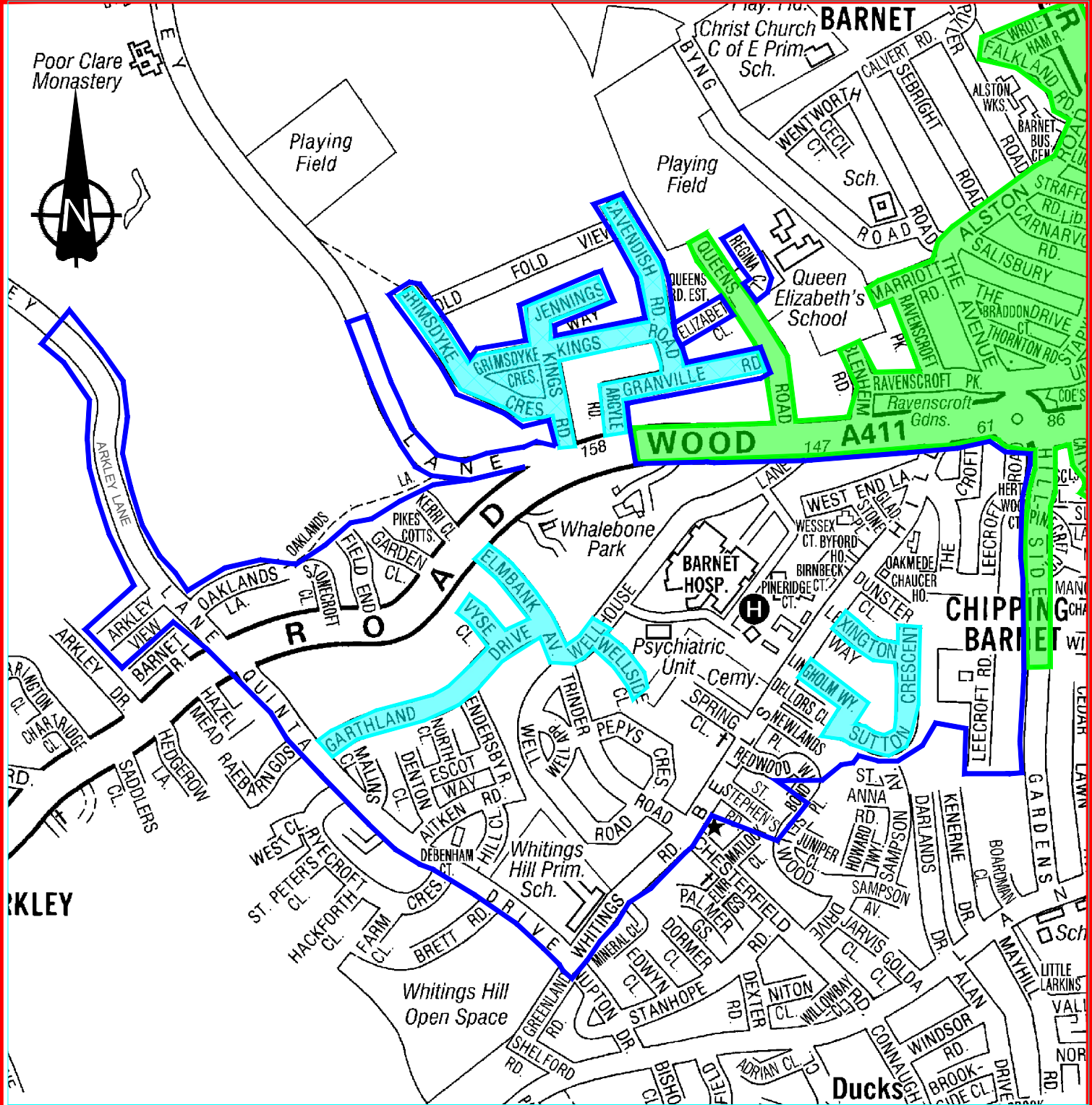
- Yes
- No
- Don't know / not sure

12

If you have any further comments and suggestions regarding parking in your road or local area, that you would like to raise, please use the space provided below

(Please type in your answer)

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KEY

BARNET HOSPITAL PARKING REVIEW INFORMAL CONSULTATION BOUNDARY



EXISTING BARNET HOSPITAL CONTROLLED PARKING ZONE - ZONE BH OPERATES MONDAY TO SATURDAY 8AM TO 6.30PM



EXISTING CHIPPING BARNET CONTROLLED PARKING ZONE - ZONE C OPERATES MONDAY TO SATURDAY 8AM TO 6.30PM



Initiated by AO	SCHEME: BARNET HOSPITAL CONTROLLED PARKING ZONE PARKING REVIEW	Geoff Mee Interim Executive Director (Environment)	
	TITLE: INFORMAL CONSULTATION		
Drawn by AO			DRAWING No.
Checked by AO/GWA			BC/001409
Date 25/05/2020	Scales: Not to Scale		113

Acad. Ref. PARKING SCHEMES/Barnet Hospital - Parking review BC001409 CB Area Committee

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Appendix D

Response from properties situated in road outside of the Barnet Hospital CPZ

Table 2a- Response rate

Road	No of properties	No of responses	Response rate
Argyle Road	7	0	0%
Bells Hill	24	7	29%
Cavendish Road	35	4	11%
Elmbank Avenue	38	6	16%
Garthland Drive	54	11	20%
Granville Road	48	15	31%
Grimdyke Crescent	49	12	24%
Jennings Way	14	4	29%
Kings Road	45	11	24%
Lexington Way	12	5	42%
Lingholm Way	9	3	33%
Old Fold View	1	0	0%
Sutton Crescent	68	23	34%
Vyse Close	12	4	33%
Wellhouse Lane	8	0	0%
Wellside Close	25	4	16%
	449	109	24%

Table 2b – Question - Now the CPZ is in place, do you now find it easier to park near your home/premises?

Road	Total responses	YES	NO	Don't know/ not sure
Argyle Road	0	0	0	0
Bells Hill	7	1	6	0
Cavendish Road	4	2	2	0
Elmbank Avenue	6	6	0	0
Garthland Drive	11	7	4	0
Granville Road	15	13	2	0
Grimsdyke Crescent	12	8	4	0
Jennings Way	4	1	3	0
Kings Road	11	10	1	0
Lexington Way	5	5	0	
Lingholm Way	3	2	0	1
Old Fold View (No.73)	0	0	0	0
Sutton Crescent	23	18	5	0
Vyse Close	4	0	0	4
Wellhouse Lane	0	0	0	0
Wellside Close	4	1	2	1
Grand total	109	74	29	6

Table 2c – Question - Now the CPZ is in place, do your visitors/clients now find it easier to park near your home/premises? L

Road	Total responses	YES	NO	Don't know/ not sure
Argyle Road	0	0	0	0
Bells Hill	7	1	6	0
Cavendish Road	4	2	2	0
Elmbank Avenue	6	6	0	0
Garthland Drive	11	7	4	0
Granville Road	15	13	2	0
Grimsdyke Crescent	12	8	4	0
Jennings Way	4	1	3	0
Kings Road	11	10	1	0
Lexington Way	5	5	0	
Lingholm Way	3	2	0	1
Old Fold View (No.73)	0	0	0	0
Sutton Crescent	23	18	5	0
Vyse Close	4	0	0	4
Wellhouse Lane	0	0	0	0
Wellside Close	4	1	2	1
Grand total	109	74	29	6

Table 2d – Are you happy with the current hours of operation of the CPZ - (8am to 6.30pm)

Road	Total responses	YES	NO	Don't know/ not sure
Argyle Road	0	0	0	0
Bells Hill	7	3	4	0
Cavendish Road	4	2	2	0
Elmbank Avenue	6	6	0	0
Garthland Drive	11	6	5	0
Granville Road	15	10	4	1
Grimsdyke Crescent	12	8	3	1
Jennings Way	4	2	2	0
Kings Road	11	8	3	0
Lexington Way	5	5	0	0
Lingholm Way	3	3	0	0
Old Fold View (No.73)	0	0	0	0
Sutton Crescent	23	20	3	0
Vyse Close	4	4	0	0
Wellhouse Lane	0	0	0	0
Wellside Close	4	1	3	0
Grand Total	109	78	29	2

Table 2d – Question – Are you happy with the current days of operation of the CPZ (Monday to Saturday).

Road	Total responses	YES	NO	Don't know/ not sure
Argyle Road	0	0	0	0
Barnet Road (Check location and add above)	1	0	1	0
Bells Hill (Check Bells Hill locations)	7	4	3	0
Cavendish Road	4	2	2	0
Elmbank Avenue	6	5	1	0
Garthland Drive	11	5	6	0
Granville Road	15	10	5	0
Grimsdyke Crescent	12	9	2	1
Jennings Way	4	2	2	0
Kings Road	11	7	4	0
Lexington Way	5	4	1	0
Lingholm Way	3	2	1	0
Old Fold View (No.73)	0	0	0	
Sutton Crescent	23	16	7	0
Vyse Close	4	4	0	0
Wellhouse Lane	0	0	0	0
Wellside Close	4	2	2	0
Grand Total	110	72	37	1

Table 2e – Question – Would you support the introduction of Pay and Display being introduced in the CPZ where kerbside demand is currently low, to assist visitors and workers in your area?

Road	Total responses	YES	NO	Don't know/ not sure
Argyle Road	0	0	0	0
Bells Hill	7	0	7	0
Cavendish Road	4	1	3	0
Elmbank Avenue	6	0	5	1
Garthland Drive	11	2	7	2
Granville Road	15	0	15	0
Grimsdyke Crescent	12	2	10	0
Jennings Way	4	2	2	0
Kings Road	11	1	9	1
Lexington Way	5	0	5	0
Lingholm Way	3	1	1	1
Old Fold View (No.73)	0	0	0	0
Sutton Crescent	23	1	20	2
Vyse Close	4	0	4	0
Wellhouse Lane	0	0	0	0
Wellside Close	4	0	3	1
Grand Total	109	10	91	8

Table 2f – Question - If you have any further comments and suggestions regarding parking in your road or local area, that you would like to raise, please use the space provided below

Road	Comments
Barnet Road	double yellow lines extend from Elmbank west onto the south side of Barnet Road for about 30 metres and stop almost directly opposite our house entrance. Cars park for the hospital beyond where the yellow lines finish which means traffic going west has to wait to pass the parked vehicles. Before the introduction of the yellow lines this was not a problem. Also the resident parking bays at the Barnet Road end of Elmbank are hardly used during the day.
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	This section of the Bells Hill requires residents' bays to allow homeowners, without driveways, to park NEAR their property, and would make the road a safer area allowing passing places for the continuous traffic flow. The road is dangerous as a result of the bumper to bumper parking and high traffic flow. Most days there are arguments and road rage incidents between drivers trying to pass on the Hill as a result. Cars mount pavements frequently, putting road users and pedestrians at risk.
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	I think you should extend our road into the scheme as it's hard to park outside our own home, without a permit.
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	The CPZ only exists in the side roads of Bells Hill and therefore parking in Bells Hill has become impossible and at times obstructive. Nearly every weekday (apart from lockdown times) there is road parking on both sides of the lower part of Bells Hill (especially opposite Newlands Place) which obstructs traffic. Emergency vehicles cannot pass at times. I have reported this issue repeatedly to Councillor Tim Roberts who has passed my comments on to the relevant departments to no avail. As there are no yellow lines or other parking enforcement on that part of Bells Hill Barnet Parking Enforcement tells me they cannot do anything about it as obstruction is a matter for the police whom I have contacted. Therefore I would suggest that the CPZ is extended to the whole of Bells Hill.
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	See point 10 - A double yellow line is needed between 134 Bells Hill down to Spring close (Right hand side in direction wood street to Trinder Road). Vehicles block access for emergency vehicles and non-emergency vehicles. The council should have foreseen this impact.
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	You need to give free parking to nurses and NHS staff in the area
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	I think the CPZ zone needs extending to include Bells Hill. As there are no restrictions, people tend to park anywhere they can and very often, on both sides of the road resulting in blocking the road.
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	Would the whole of Bells hill be CPZ.
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	Resident parking to outside properties 97 to 113 Bells Hill
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	The CPZ needs to be extended to Bells Hill as cars park on both sides of the road which blocks some parts of the road causing traffic jams. It also makes it impossible to park outside our house so we bought a parking pass so we can park on Lingholm Way. Whilst you're there chuck in a couple of speed bumps along Bells Hill to slow the speeders down its crazy how fast people drive up/down it!!!
Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113	There is a large parking area at the church which could be utilised for pay an display which could benefit the church an council

<p>Bells Hill - Odds No.57 (Flats 1-12 Elysium Court) and Nos.91 to 113</p>	<p>Please see above. We would not support any extension to the access hospital staff currently have. The hospital needs to make realistic provision for its staff and visitors, particularly as building in the area is increasing the density- it needs to be building a multi-storey with access via Wellhouse Lane.</p> <p>We would like the CPZ to be applied to Bells hill - and particularly to have it for our house numbers- which we were frustrated to find you consider our houses included when we are some of the worst affected by the impact of the hospital - being almost opposite the hospital's Bells Hill entrance and with no protected parking at all on Bells Hill itself. Please extend the CPZ to include the part of Bells Hill where we live and allow us to buy permits for where we live, not miles away.</p> <p>When the CPZ was introduced - it was clear to those on Bells Hill/other roads where it wasn't applied that the pressure where they were would be acute. The Council and hospital appear to be ignoring this. The displacement has been horrendous. Bells Hill just a snarling choke of parked cars and aggressive tooting all day, every day, with ambulances, buses, lorries routinely having to turn back as the road was blocked and impassable. This consultation- which we've asked for two year is now finally being conducted in a tiny window of time - less than a month, squarely in the middle of the summer holidays - now till 20.8.20, during the Covid pandemic.</p> <p>a) people will be away b) people are so worried about everything else c) the hospital currently has free parking for NHS staff, and also the pandemic means that people are not allowed to visit the hospital - this is entirely unrepresentative of what the parking is like in normal times d) if the council had tried to find a time in which the consultation cannot hope to be as reflective as possible of the views of people enduring the normal disaster and stress that is generated by the hospital they could not have prayed for a better time.</p> <p>This consultation period needs to be extended at least till the end of September, we've waiting so long already, another month will make little difference and preferably it needs to be done when Covid isn't happening - as this is generating an entirely artificial environment.</p> <p>However, obviously waiting till Covid is no longer an issue is clearly not a possibility - but it should be plain that a further consultation will be a necessity in the interests of fairness to the poor residents who've been enduring the usual environment generated by the hospital when Covid wasn't happening.</p>
<p>Cavendish Road</p>	
<p>Cavendish Road</p>	<p>Implementation of the CPZ allowed us to park on our road, which was often problematical prior to implementation. Any degrading of the current system, such as allowing park & pay should not happen. Unfortunately, there are still people who illegally park in bays (which we pay for) or on a single yellow line and only some get caught</p>
<p>Cavendish Road</p>	<p>We would not like to see pay and display parking introduced immediately outside the front of houses but there are places in our road, alongside fences where it would benefit people visiting the hospital. Perhaps parking could be limited to 3hrs. maximum. However, we believe the hospital should make greater efforts to provide adequate parking for visitors at reasonable cost, and free parking for staff.</p>
<p>Cavendish Road</p>	<p>As a resident in a CPZ road each car should be given an automatic free parking permit. The hospital and QE boys' school are creating the inconvenience and residents are having to pick up the cost</p>
<p>Collison Avenue</p>	<p>N/A</p>
<p>Collison Avenue</p>	<p>You have asked us for our views but Collison Avenue is not listed either on the website or the map. Maybe using up to date information would be a good idea? Our road is already rammed out with parking all over the pavement etc. Please fix this by fining those on yellow lines</p>
<p>Elmbank Avenue</p>	<p>Elmbank Avenue is particularly dangerous because it's a steep hill with a blind bend, making it very difficult in the past for vehicles to pass when the road was full of parked cars. The BH CPZ has been life-changing, totally transformed our street from clogged to clear and calm. I don't wish to see any changes to the current arrangements.</p> <p>Trinder Rd is narrow and is a bus route, most of the houses don't have driveways and there are only two or three passing places. The scheme should have included Trinder Road from day one. Trinder plus the surrounding roads Well Rd, Well Approach and Pepys Crescent should definitely be included in any extension to the BH CPZ.</p> <p>I don't think the scheme should extend to Quinta Drive, between Garthland and Whittings Rd as there is plenty of off-street parking and many on-street bays.</p> <p>Thanks!</p>

Elmbank Avenue	The zone is a big improvement. Could you look at Saturday parking .I would prefer restricted parking until 12 noon on Saturday. It would address the problem of people with a hospital appointment parking in the road. After 12 noon on a Saturday the roads are quiet.
Elmbank Avenue	Before the CPZ was introduced it was impossible to park near our house and reversing out of our drive was extremely dangerous due to reckless parking by hospital staff and visitors. The road was so congested with parked cars that ambulances had trouble getting down to the hospital. This is the first time in many years that my family and friends have come to visit as parking used to be impossible. We are paying for permits but now have been told that the Council has given the hospital 100 parking vouchers for staff. As Elmbank Avenue is the nearest road staff will obviously park here all day long. It will once again be congested and we will be paying for permits and not getting a parking space nearby. If the Council wish to extend the zone why not allocate staff spaces in what could be a BH2 zone? If the proposed new area does become a CPZ residents in roads maybe a quarter of a mile from the hospital will have clear roads and the ones near the hospital, which should be clear for ambulances, will once again be congested and dangerous.
Elmbank Avenue	should be some speed checks
Garthland Drive	Since CPZ was introduced in my road the flow of traffic has been 100% better. It has been easier for me and visitors to park near the property and no longer have hospital staff parking in the same spot all day long. 100% happy with CPZ in place.
Garthland Drive	This CPZ isn't being enforced, has L.B.B. any measures in place to ensure that it is?
Garthland Drive	The introduction of the CPZ in the area improved road safety and access in surrounding residential roads
Garthland Drive	Parking restrictions should never have been put on Garthland Drive in the first place
Garthland Drive	The exit from Garthland Drive onto Quinta Drive has now become quite dangerous. This has been due to increased parking on Quinta Drive & poor visibility to see cars coming both up & down. An extension of the yellow line on the corners by about 6 feet would help this problem.
Garthland Drive	A lot of cars park now on Quinta Drive - this makes it quite dangerous when pulling out from Garthland Drive, turning right onto Quinta Drive as you are unable to see cars coming down Quinta from Barnet Road (often at speed)
Garthland Drive	If Barnet Council provided adequate parking at the hospital, I would not have to pay for the privilege of parking outside my own house. There should have been a multi-storey car park built when the hospital was built, with free parking for staff.
Garthland Drive	The CPZ in Garthland Drive is not required, it has now caused traffic to speed down Garthland Drive at excessive speeds due to a clear road. The CPZ has not been implemented in roads closer to the Hospital. If not removed it needs to be amended so it's only for 2 hours a day & Mon-Fri only.
Garthland Drive	There is now a concentration of parking just outside the zone at the junction of Garthland Drive and Quinta Drive. A driver's view is often dangerously restricted. There have been more accidents here than before the scheme started. The problem is exacerbated by the yellow lines on the corners being shorter than at other junctions.
Garthland Drive	1. I am very concerned about imposing blanket parking restrictions in Bells Hill, near Chesterfield Rd which would further impact on the shops there, especially the chemist. 2. Junction Garthland Drive and Quinta Drive. At the moment, vehicles can park so close to the junction that it is very dangerous to turn right into Quinta because it is virtually 'blind'
Granville Road	There are still huge problems on the road due to QE boy's school. Even with the resident bays, the road is full at certain times of day but at least we have the ability to move people on as we have the resident permit. Finally, we can park outside our own homes. We are very happy as we have our nice residential street back. Please do not change this. Furthermore, it is not our road that should provide hospital parking. That is for the hospital site to sort out. It is well connected by public transport. Since CPZ, our road is less polluted without people cruising for parking spots and more convenient for those who pay to live here. Barnet should look to preserve healthy living spaces for residents in the borough and look to promote walking to work and use of public transport and to discourage driving to and parking in an area in which people do not live. It would be very sad and unfair to sacrifice our road to a school and hospital that have been poorly planned as they've expanded. Extra cars here impact on resident's health and wellbeing - both physical health and psychological. Thank you for keeping our CPZ
Granville Road	The problem is not hospital staff or visitors to the hospital but the boys from the Grammar School who fill the road.
Granville Road	We are very pleased how quiet the street is now with the CPZ and we would not like anything to change. We are sympathetic to parking by NHS staff, but feel this should be provided by the NHS on their property not in residential streets.
Granville Road	

Granville Road	I strongly object to the CPZ on my road as explained in my previous comments. I believe residents have been very selfish in denying visitors and workers to Barnet Hospital from parking their cars. The Council need to apply a sensible view of the consultation and not automatically grant the wishes of the residents and take the opportunity to earn revenue. We should be supporting our hospital not constantly making their lives difficult.
Granville Road	Without CPZ in our road the parking would be a nightmare for residents. Being near to a huge hospital and large school there would be no space for residents. In addition, with more building at Whalebones more drivers would park in our road as well as the residents of the new development opposite the Arkley pub. This was the case before CPZ was introduced even before the 2 new developments. If you introduce pay and display this would mean there would no longer be parking for residents. As well as no parking for residents before CPZ, people would park over our drives, it was total stress and chaos.
Granville Road	Extend 20mph limit around QE Boys School to Granville Road. Build multi-storey car park at hospital and abolish CPZ.
Granville Road	I believe the lack of vehicles has improved security of the area since it makes it much harder for people / vehicles to patrol the road scanning for opportunities to burgle, etc. I do not think the Council should provide free parking to non-residents within the CPZ when the residents have to pay to park outside their houses. Nor should the council introduce pay-and-display parking as this would take the area back to its pre-CPZ days and would also prevent residents from parking outside their homes (for which they have already paid).
Granville Road	Removing Saturday parking restrictions would help as during the week the demand for parking comes from hospital staff and visitors and QE boy's school. On Saturdays, mostly, it is visitors to the residents who would require on-street parking so I would support stopping parking restrictions on Saturdays.
Granville Road	Potholes and other pavement damage have not been repaired even whilst contractors were fixing similar issues on the road. A waste of resources
Grimsdyke Crescent	We would support the concept of free parking for NHS hospital staff on our road.
Grimsdyke Crescent	Very satisfied with the current arrangements - the most difficult issue currently is the lack of physical parking permits - virtual ones are not so easy to use , having to log in every time to register the car registration .
Grimsdyke Crescent	The time restriction should be shorten
Grimsdyke Crescent	Visitors and workers can be supplied with our prepaid vouchers
Grimsdyke Crescent	See comments above.
Grimsdyke Crescent	The current parking restrictions should be kept as they are.
Grimsdyke Crescent	Provision of permits for NHS staff parking within the CPZ must NOT be increased. Maximum pressure must be put on the Hospital to build a multi storey car park and look after their problem rather than increasing the CPZ.
Grimsdyke Crescent	I would not want parking meters or MORE street furniture or markings in the road
Jennings Way	Pay and Display - which already exists locally near the Hospital - is a much fairer system
Jennings Way	The warning signs at entrance of Jennings Way could be little lower
Jennings Way	Having a Pay and Display machine would be very helpful for visitors
Kings Road	The CPZ has greatly helped with a situation which had frankly become a nightmare for us residents. I would strongly object to Pay and Display being introduced as this would result in the same situation as pre-CPZ. The Council should promote walking, cycling and greater use of public transport and not encourage increased car traffic by extending Pay and Display.
Kings Road	As previously said, happy for some of the bays to be used for paid for parking as long as this was for a restricted max amount of time to cover hospital visit i.e. 2 hours and that residents with permits were still allowed to park in these bays at any time if the ones chosen are outside of their house.
Kings Road	I am very happy with BH controlled parking. For the first time in more than 5 years I am able to park in my street. Please note I am not always able to park directly outside my house even now. Parking at the hospital has to be sorted. It should be on site and plentiful. Why an underground car park was not put in when hospital built, I have no idea. A bus service direct from station to hospital would be a good idea. I do not think pay and display a good idea. It would reduce residents parking and increase traffic and a safety problem. Before Covid QE boys traffic is still a nightmare and if there is a blockage on Wood Street or temporary lights this can cause increase around Kings, Granville and Grimsdyke. May I just say that since the introduction of the zone my car is no longer being hit by other cars trying to squeeze in or driving erratically around these small roads. I have so many scratches and dents from thoughtless drivers on my car. Generally, the roads around the hospital were not built for the number of cars and visitors, rather than tweaking with the status quo I think a new way of thinking is required. Build a car park.

Kings Road	The £100 is exorbitant and should be for up to two cars. In effect we are paying to stop those who may want to park in our street.
Kings Road	<p>Q9 - I have responded 'No.' - Certain points need clarifying:</p> <p>(1) Pay and Display rates would need to be set proportionately, e.g. not too low, e.g., fails to deter visitors from parking all day; OR too high, e.g., a quick 10 min visit becomes unduly costly.</p> <p>(2) 'Meters,' if used, cannot be, 'fed.'</p> <p>(3) Non-residents, (excluding virtual permit visitors) cannot 'return' within a set period of time, in a day.</p> <p>(4) How will it be monitored, e.g., Automatic Number Plate Recognition (ANPR)?</p> <p>Re: With regards to: SITE: Whalebones, Wood Street, Barnet, EN5 4BZ. (App. Ref. 19/3949/FUL).</p> <p>I also feel it necessary to point out that the imminent construction of 152 new residential dwelling, (179 + 4 visitor parking spaces), on the above site, will, without doubt, also have a knock-on-effect on parking in the area and will certainly add to the exponential growth of parking problems already being experienced.</p> <p>Historically, it will not only be hospital visitors and staff, QE Boys' coaches and shoppers visiting the high street, seeking parking spaces but will predictably include the overflow from this new site as well. If each residential property (152) has only one car and there are never more than 31 visitors, on any one day, their 183 available parking spaces might just work? ... and pigs might fly!</p> <p>It is therefore important that consideration and forward thinking is also given to the above mentioned impending new build, when taking into account future parking planning issues as well as the genuine concerns of local residents. Having experienced life, prior to CPZ, I do not think anyone really wants to go back there.</p> <p>It would be helpful if Barnet General Hospital was bought in on the discussion to suggest ways It too could help alleviate some of the parking problems in the area, e.g., free staff parking or perhaps free parking for the first 2 hours?... oh, oh, there goes those flying pigs again!</p>
Kings Road	<p>The introduction of the CPZ in this area has been a real benefit to local residents. It allows visitors to park nearby and has also enabled residents to safely get into the road from driveways where dropped kerbs were not respected before the CPZ was introduced. Safely navigating local road junctions has also been vastly improved since the introduction of the CPZ. The CPZ area enormously benefits from no longer being treated as an extended car park for Barnet Hospital. The increased demand for parking at Barnet Hospital since the closure of some services at Chase Farm Hospital and the relocation of other hospital services to Barnet Hospital from other sites have increased traffic and parking demands in this area with these parking demands being treated as an afterthought by the NHS trust. There is also the potential of additional parking pressures for this area with the proposed development of Whalebones fields , all of which could be detrimental to local residents within the existing CPZ without it the CPZ in force.</p>
Kings Road	<p>The introduction of the CPZ has been a success and is working well - long may it continue. It has provided much needed improvements in road safety and allowed residents to feel confident to go about the business of everyday life without the stress and anxiety of whether it will be possible to park on their return.</p> <p>I would like to see things remain as they are, however, should any adjustments be made I would strongly request that these do not impact in any way on the current arrangements outside properties 1-9 Kings Road (where space remains at a premium) since these houses have no access to off-street parking. A return to a situation of uncertainty over parking space and associated stress for residents in these properties (many of whom are seniors) should be avoided.</p> <p>Parking patters observed over recent months will necessarily be distorted and atypical given the COVID situation. In addition to which August is also a quiet time of year with people away.</p>

Kings Road	I remind you that 'the community' referred to in your covering letter is comprised exclusively of local residents and homeowners who pay council tax and additional CPZ charges to the Council. It DOES NOT INCLUDE employees of local enterprises, or casual visitors to those enterprises. Residents in Kings Road last year suffered months of noise and gross inconvenience arising from the phased implementation of the CPZ, and are now enjoying the clean, quiet environment for which they petitioned and for which they are paying. Through its Member of Parliament, LBB is well connected with national government and it is high time appropriate pressure is brought to bear upon the Barnet Hospital Trust to create its OWN parking solution for employees and visitors. The presumption of Trust management - evidenced by their meeting with Councillors last year - that LBB should carry responsibility for managing the convenience of Hospital employees through preferential parking arrangements - is utterly grotesque. The area covered by the BH CPZ is a quiet residential area, some distance from a very small commercial town centre, and it is inconceivable that any parking restriction would be necessary were it not for the egregious and baseless demands of Barnet Hospital Trust.
Lexington Way	There are more than enough spaces within Barnet hospital grounds for staff and visitors
Lexington Way	The usage of spaces in Lexington Way is already high and we do not support issue of permits to non-residents, including hospital staff.
Lexington Way	BARNET HOSPITAL CPZ HAS MADE A MASSIVE DIFFERENCE, NOW WE ARE ABLE TO GO OUT , COME BACK AND PARK IN DESIGNATED PARKING AREAS WITHOUT ANY ISSUES AS PLACES ARE ALWAYS AVAILABLE.. WE ARE ABLE TO PURCHASE PARKING PERMITS FOR ANY VISITORS AND WORKERS WHO NEED TO COME TO OUR HOMES IF NECESSARY. THIS IS TURN GENERATES AN ADDITIONAL INCOME FOR BARNET COUNCIL. I WOULD LIKE FOR THIS BARNET HOSPITAL CPZ TO REAMIN IN PLACE ON MY ROAD AND ALSO ON NEARBY ROADS.
Lexington Way	It is working fine as it is.
Lexington Way	yes very happy - before the restrictions there were times my drive was blocked by other cars parked in the street.
Lingholm Way	Can a one way system be installed at Byng Road and Wentworth road officially as the traffic congestion with the two schools make it difficult at busy times? Generally support having parking available for visitors to the hospital. Could there also be a park and ride facility available for the staff?
Lingholm Way	No comments, We are fully satisfied with the current arrangements.
Lingholm Way	Pre lockdown, the CPZ caused chaos in Bell's Hill and serious problems for through traffic
Sutton Crescent	The CPZ scheme is a success. Before it, the road was often blocked by poor parking and excessive parking. Large vehicles were often seen backing out when they couldn't pass obstructions. This was dangerous as fire engines and ambulances were effectively denied access. It's MUCH better now. Please change nothing.
Sutton Crescent	see above but whole plan was not thought through with how it would affect Bells Hill passage of vehicles
Sutton Crescent	My main comment regarding this is that it has made we residents to feel we are now unrestricted when driving along the road and turning into our properties which makes for reassurance to us all. Parking is now well regulated for those without a drive and are able to park safely near their residence. Due to our close proximity to the hospital this area would become over congested again. Mrs Rush.
Sutton Crescent	THE BEND IN BELLS HILL BELOW WEST END LANE REMAINS A HAZARDOUS FEATURE. THIS SITUATION WOULD BE IMPROVED IF THE PRESENT MONDAY-FRIDAY PARKING RESTRICTION ON THE EAST SIDE OF THE BEND WAS EXTENDED BOTH TOWARDS WOOD STREET AND A LITTLE FURTHER DOWN BELLS HILL. THIS RESTRICTION NEEDS TO BE IN PLACE FOR SATURDAYS AND SUNDAYS AS ON ALL 7 DAYS OF THE WEEK, MANY DRIVERS APPROACH THE BEND FROM WOOD STREET AT SPEEDS THAT RESULT IN HEAVY BRAKING IF A VEHICLE IS COMING UP THE HILL ON THIS BLIND BEND.
Sutton Crescent	Perhaps more parking bays for the residents.
Sutton Crescent	I don't think it's a good idea to let hospital staff park in the bays or make it pay and display, it would Make it a lot more difficult for residents that have more than 1 car.
Sutton Crescent	Council appointed Civil Enforcement Officers sometimes take a long time to issue fines/Penalty Charge Notices (PCNs), to vehicles parked in contravention of the parking restrictions in Barnet hospital CPZ.
Sutton Crescent	The CPZ has greatly improved the parking situation in Sutton Crescent, I do feel though that it is unnecessary to have the scheme on Saturdays, when the hospital is much quieter and local residents are more likely to have visitors.

Sutton Crescent	We hope there will be no changes. Demand and use is too high in our road to have pay and display parking
Sutton Crescent	There is no spare capacity for pay and display or permit parking in our road. It is busy and very close to the hospital.
Sutton Crescent	Build a multi-storey car park for hospital workers and visitors and solve parking problem in the local area completely.
Sutton Crescent	<p>This project is moving in the right direction as far as residents are concerned but work remains to be done regarding Sundays and difficulties and dangers in Bells Hill and Quinta Drive..</p> <p>The ability of residents in the whole area to park their vehicle close to their home must take precedent over any other category of road users.</p> <p>We feel it is high time Barnet Hospital applied for planning permission to build multi storey car parks on their land. I think it is matter of great regret that no one had the foresight to do this during the construction phase and all the parking problems might have been avoided.</p>
Sutton Crescent	Due to the number of cars I doubt if anything better could be done but on Saturdays many residents cars are out and there is more space for visitors
Sutton Crescent	As I have stated above, the corner I have mentioned in my opinion and some of my neighbours is very dangerous and just extending the yellow lines round a bit more would solve this problem
Sutton Crescent	I have been a resident in Sutton Crescent for 18 years and the parking situation has dramatically improved since the introduction of the CPZ. It was carnage before.
Sutton Crescent	I believe the best solution to the parking issues in this area is to build a multi-storey car park in the hospital grounds for its staff and visitors. Allowing staff and visitors to park within the 'residents only' CPZ undermines its whole purpose.
Sutton Crescent	There is still plenty of land located on Bells Hill where currently there are fairly dilapidated buildings located (previous staff accommodation). This would be an ideal site for further parking facilities for the staff and potentially visitors.
Vyse Close	in my opinion, only visitors with residential visitor permits issued by local residents should be allowed to park in the CPZ. This should not extend to hospital staff or visitors, as the local streets are very narrow & heavily trafficked (bus routes).
Vyse Close	<p>There is only just enough space for the people living in Vyse Close and Garthland drive to park our cars. Often when we have visitors, we have to let them use our home drive and we pay for our own home parking permits, to allow our visitor/family access to see us. Most families here have older families visiting them. We have reduced to one household car because in Vyse Close it's a very small road and still not enough spaces for the people that live here to park.</p> <p>I have noticed that Quinta drive has got busier and that people hospital staff tend to park towards the top of Quinta Drive (nearer to Arkley Lane) on both sides of the road, this makes it difficult for traffic to pass. However, it is a wider road.</p> <p>thank you. On another note I understand that hospital staff need somewhere to park, however I teach in a school and have to park further away and walk for 10 mins as there is not enough parking. It means I just need to allow enough time to travel to work, however this is what every other professional has to do anyway.</p>
Vyse Close	still not enough parking for residents.
Wellside Close	most of us residents in Wellside Close work between the hours of the current CPZ, which means by the time we get home, we cannot park, also the visitor's going to the hospital during the middle of the night do not have any respect for resident's trying to sleep. Also, we cannot understand how anyone can buy visitor passes when they don't live in the road or area.
Wellside Close	<p>Don't even think about putting in Pay & Display anywhere near to the hospital unless:</p> <ol style="list-style-type: none"> 1) It is much more expensive than parking at Barnet Hospital 2) GENUINE residents can buy Visitor permits at the current rates <p>Without these two measures in place, we will end up in exactly the same situation as we were BEFORE the CPZ was implemented (i.e. residents can't park outside their own homes and visitors can't park near to the house that they are visiting). The only differed will be that Barnet Council will be making EVEN MORE money from the scheme than they are today.</p> <p>That is an appalling suggestion.</p>

Wellside Close

Nobody has really taken the CPZ implementation in Wellside Close seriously. If it was not for the signs that residents had put up, Barnet Council would be issuing PCNs all day long whilst the poor residents that have paid for a permit would not be able to park in the road they live in.

Barnet Council staff need to come out of their offices and come and speak to the residents of Wellside Close to understand the situation fully.

It is also totally unfair on the general public who innocently park their cars in Wellside Close because it is so easy to miss the 2 signs at the beginning of the road.

Before COVID-19, there were visitors to Barnet Hospital at peak times (after 2pm) who wanted to pay for parking but could not find any because the hospital car park was full.

Appendix E

Response from properties situated in road outside of the Barnet Hospital CPZ

Table 1a- Response rate

Roads	No of properties	No of responses	response rate (%)
Aitken Road	27	6	22%
Arkley Lane	23	1	4%
Arkley View	5	0	0%
Barnet Road	90	6	7%
Bells Hill	319	17	5%
Collison Avenue	97	1	13%
Dellors Close	8	1	4%
Denton Close	35	1	3%
Dunster Close	25	3	12%
Elizabeth Close	9	3	33%
Endersby Road	40	0	0%
Escot Way	18	0	0%
Field End	9	2	22%
Galley Lane	80	6	8%
Garden Close	10	1	10%
Hill Close	30	6	20%
Kerri Close	6	1	16%
Leecroft Road	72	3	4%
Malins Close	17	0	0%
Mineral Close	13	1	8%
Newlands Place	27	4	15%
North Close	23	0	0%
Oaklands Lane	18	2	11%
Pepys Crescent	48	3	6%
Quinta Drive	138	14	10%
Redwood Way	56	1	2%
Regina Close	12	10	83%
Spring Close	32	0	0%
St Stephens Road	31	1	3%
Stonecroft Close	5	1	20%
The Croft	56	32	57%
Trinder Road	52	7	13%
Well Approach	14	0	0%
Well Road	81	5	6%
West End Lane	107	13	12%
Whitings Road	49	11	22%
Wood Street	9	0	0%
Grand Total	1691	162	10%

Table 1b Question - 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?

Roads	No. of responses	YES	YES (%)	NO	NO (%)	Don't know / not sure	Don't know / not sure (%)
Aitken Road	6	3	50%	3	50%	0	0%
Arkley Lane	1	0	0%	0	0%	1	100%
Arkley View	0	0	0%	0	0%	0	0%
Barnet Road	6	5	83%	0	0%	1	17%
Bells Hill	17	8	47%	8	47%	1	6%
Collison Avenue	1	0	0%	1	100%	0	0%
Dellors Close	1	0	0%	0	0%	1	100%
Denton Close	1	1	100%	0	0%	0	0%
Dunster Close	3	3	100%	0	0%	0	0%
Elizabeth Close	3	3	100%	0	0%	0	0%
Endersby Road	0	0	0%	0	0%	0	0%
Escot Way	0	0	0%	0	0%	0	0%
Field End	2	2	100%	0	0%	0	0%
Galley Lane	6	3	50%	2	33%	1	17%
Garden Close	1	0	0%	1	100%	0	0%
Hill Close	6	1	17%	4	67%	1	17%
Kerri Close	1	0	0%	1	100%	0	0%
Leecroft Road	3	0	0%	2	67%	1	33%
Malins Close	0	0	0%	0	0%	0	0%
Mineral Close	0	1	100%	0	0%	0	0%
Newlands Place	4	4	100%	0	0%	0	0%
North Close	0	0	0%	0	0%	0	0%
Oaklands Lane	2	1	50%	1	50%	0	0%
Pepys Crescent	3	3	100%	0	0%	0	0%
Quinta Drive	14	2	14%	11	79%	1	7%
Redwood Way	1	0	0%	1	100%	0	0%
Regina Close	10	10	100%	0	0%	0	0%
Spring Close	0	0	0%	0	0%	0	0%
St Stephens Road	1	1	100%	0	0%	0	0%
Stonecroft Close	1	1	100%	0	0%	0	0%
The Croft	32	23	72%	6	19%	3	9%
Trinder Road	7	6	86%	1	14%	0	0%
Well Approach	0	0	0%	0	0%	0	0%
Well Road	5	5	100%	0	0%	0	0%
West End Lane	13	7	54%	4	31%	2	15%
Whitings Road	11	4	36%	5	46%	2	18%
Wood Street	0	0	0%	0	0%	0	0%
Grand Total	158	96		50		15	
		60%		31%		9%	

Table 1c Question - Do you, or your family or visitors experience parking problems near your property?

Road	No. of responses	Always	Never	Often	rarely	sometimes
Aitken Road	6	4	0	0	1	1
Arkley Lane	1	0	1	0	0	0
Arkley View	0	0	0	0	0	0
Barnet Road						
Check address	6	3	0	1	0	2
Bells Hill	17	4	1	5	3	2
Collison Avenue	0	0	0	0	0	0
Dellors Close	1	1	0	0	0	0
Denton Close	1	1	0	0	0	0
Dunster Close	3	2	0	1	0	0
Elizabeth Close	3	3	0	0	0	0
Elmbank Avenue - Wrong list	0	0	0	0	0	1
Endersby Road	0	0	0	0	0	0
Escot Way	0	0	0	0	0	0
Field End	2	1	0	1	0	0
Galley Lane	6	2	1	0	3	0
Garden Close	1	0	0	0	1	0
Hill Close	6	1	1	1	1	1
Kerri Close	1	0	1	0	0	0
Leecroft Road	3	0	2	0	1	0
Malins Close	0	0	0	0	0	0
Mineral Close	1	0	0	1	0	0
Newlands Place	4	3	0	1	0	0
North Close	0	0	0	0	0	0
Oaklands Lane	2	1	0	0	0	1
Pepys Crescent	3	2	0	1	0	0
Quinta Drive	14	5	1	2	2	4
Redwood Way	1	0	0	0	0	1
Regina Close	10	8	0	1	0	1
Spring Close	0	0	0	0	0	0
St Stephens Road	1	1	0	0	0	0
Stonecroft Close	1	0	0	0	0	1
The Croft	32	13	3	9	0	7
Trinder Road	7	4	0	1	1	1
Well Approach	0	0	0	0	0	0
Well Road	5	5	0	0	0	0
West End Lane	13	3	1	6	2	1
Whitings Road	11	5	1	1	1	3
Wood Street	0	0	0	0	0	0
Grand Total	162	72	13	32	16	27
		45%	8%	20%	10%	17%

Table 1d Question - 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?(Please tick one option only)

Road	Total No. of responses	YES	Yes (%)	NO	No (%)	Don't know / not sure	Don't know / not sure (%)	Blank	Blank (%)
Aitken Road	6	0	0%	3	50%	0	0%	3	50%
Arkley Lane	1	1	100%	0	0%	0	0%	0	0%
Arkley View	0	0	0%	0	0%	0	0%	0	0%
Barnet Road Check address	6	0	0%	0	0%	1	17%	5	83%
Bells Hill	17	2	12%	7	41%	1	6%	7	41%
Collison Avenue	0	0	0%	0	0%	0	0%	0	0%
Dellors Close	1	1	100%	0	0%	0	0%	0	0%
Denton Close	1	0	0%	0	0%	0	0%	1	100%
Dunster Close	3	0	0%	0	0%	0	0%	1	33%
Elizabeth Close	3	0	0%	0	0%	0	0%	3	100%
Elmbank Avenue - Wrong list	0	0	0%	1	0%	0	0%	0	0%
Endersby Road	0	0	0%	0	0%	0	0%	0	0%
Escot Way	0	0	0%	0	0%	0	0%	0	0%
Field End	2	0	0%	0	0%	0	0%	2	100%
Galley Lane	6	0	0%	1	17%	2	33%	3	50%
Garden Close	1	0	0%	1	100%	0	0%	0	0%
Hill Close	6	1	17%	4	67%	0	0%	1	17%
Kerri Close	1	0	0%	1	100%	0	0%	0	0%
Leecroft Road	3	0	0%	2	67%	0	0%	1	33%
Malins Close	0	0	0%	0	0%	0	0%	0	0%
Mineral Close	1	0	0%	0	0%	0	0%	1	100%
Newlands Place	4	0	0%	0	0%	0	0%	4	100%
North Close	0	0	0%	0	0%	0	0%	0	0%
Oaklands Lane	2	0	0%	1	50%	0	0%	1	50%
Pepys Crescent	3	0	0%	0	0%	0	0%	3	100%
Quinta Drive	14	3	21%	8	57%	1	7%	2	14%
Redwood Way	1	1	100%	0	0%	0	0%	0	0%
Regina Close	10	0	0%	0	0%	0	0%	10	100%
Spring Close	0	0	0%	0	0%	0	0%	0	0%
St Stephens Road	1	0	0%	0	0%	0	0%	1	100%
Stonecroft Close	1	0	0%	0	0%	0	0%	1	100%
The Croft	32	2	6%	5	16%	2	6%	23	72%
Trinder Road	7	0	0%	1	14%	0	0%	0	0%
Well Approach	0	0	0%	0	0%	0	0%	0	0%
Well Road	5	0	0%	0	0%	0	0%	5	100%
West End Lane	13	2	15%	4	31%	7	54%	0	0%
Whittings Road	11	1	9%	4	36%	2	18%	4	36%
Wood Street	0	0	0%	0	0%	0	0%	0	0%
	162	14		43		16		82	
		19%		59%		22%			

Table 1e Question - If a CPZ was introduced would you be in favour of parking facilities such as Pay and display being introduced on street in your area where there might be available provision to do so?(Please tick one option only)

Road	Total No. of responses	YES	YES (%)	NO	NO (%)	Don't know / not sure	Don't know / not sure (%)	Blank	Blank (%)
Aitken Road	6	3	50%	3	50%	0	0%	0	0%
Arkley Lane	1	0	0%	1	100%	0	0%	0	0%
Arkley View	0	0	0%	0	0%	0	0%	0	0%
Barnet Road Check address	6	0	0%	3	50%	3	50%	0	0%
Bells Hill	17	8	47%	8	47%	1	6%	0	0%
Collison Avenue	0	0	0%	0	0%	0	0%	0	0%
Dellors Close	1	0	0%	1	100%	0	0%	0	0%
Denton Close	1	0	0%	1	100%	0	0%	0	0%
Dunster Close	3	0	0%	3	100%	0	0%	0	0%
Elizabeth Close	3	0	0%	3	100%	0	0%	0	0%
Elmbank Avenue - Wrong list	0	0	0%	0	0%	0	0%	0	0%
Endersby Road	0	0	0%	0	0%	0	0%	0	0%
Escot Way	0	0	0%	0	0%	0	0%	0	0%
Field End	2	0	0%	2	100%	0	0%	0	0%
Galley Lane	6	0	0%	5	83%	1	17%	0	0%
Garden Close	1	0	0%	1	100%	0	0%	0	0%
Hill Close	6	1	17%	4	67%	1	17%	0	0%
Kerri Close	1	0	0%	1	100%	0	0%	0	0%
Leecroft Road	3	0	0%	2	67%	0	0%	1	33%
Malins Close	0	0	0%	0	0%	0	0%	0	0%
Mineral Close	1	0	0%	0	0%	1	100%	0	0%
Newlands Place	4	0	0%	3	75%	1	25%	0	0%
North Close	0	0	0%	0	0%	0	0%	0	0%
Oaklands Lane	2	0	0%	1	50%	0	0%	1	50%
Pepys Crescent	3	0	0%	3	100%	0	0%	0	0%
Quinta Drive	14	2	14%	10	71%	2	14%	0	0%
Redwood Way	1	0	0%	1	100%	0	0%	0	0%
Regina Close	10	1	10%	8	80%	1	10%	0	0%
Spring Close	0	0	0%	0	0%	0	0%	0	0%
St Stephens Road	1	1	100%	0	0%	0	0%	0	0%
Stonecroft Close	1	1	100%	0	0%	0	0%	0	0%
The Croft	32	24	75%	8	25%	0	0%	0	0%
Trinder Road	7	2	29%	4	57%	1	14%	0	0%
Well Approach	0	0	0%	0	0%	0	0%	0	0%
Well Road	5	2	40%	2	40%	1	20%	0	0%
West End Lane	13	2	15%	9	69%	2	15%	0	0%
Whitings Road	11	1	9%	7	64%	3	27%	0	0%
Wood Street	0	0	0%	0	0%	0	0%	0	0%
Grand total	162	48		94		18		2	
		30%		59%		11%			

Table 1f Question - Do you find it difficult to turn at junctions in your road due to parked vehicles?(Please tick one option only)

Road	Total No. of responses	YES	YES (%)	NO	NO (%)	Don't know / not sure	Don't know / not sure (%)	Blank	Blank (%)
Aitken Road	6	6	100%	0	0%	0	0%	0	0%
Arkley Lane	1	1	100%	0	0%	0	0%	0	0%
Arkley View	0	0	0%	0	0%	0	0%	0	0%
Barnet Road Check address	6	3	50%	3	50%	0	0%	0	0%
Bells Hill	17	10	59%	7	41%	0	0%	0	0%
Collison Avenue	0	0	0%	0	0%	0	0%	0	0%
Dellors Close	1	1	100%	0	0%	0	0%	0	0%
Denton Close	1	1	100%	0	0%	0	0%	0	0%
Dunster Close	3	3	100%	0	0%	0	0%	0	0%
Elizabeth Close	3	2	67%	1	33%	0	0%	0	0%
Elmbank Avenue - Wrong list	0	0	0%	1	0%	0	0%	0	0%
Endersby Road	0	0	0%	0	0%	0	0%	0	0%
Escot Way	0	0	0%	0	0%	0	0%	0	0%
Field End	2	2	100%	0	0%	0	0%	0	0%
Galley Lane	6	4	67%	2	33%	0	0%	0	0%
Garden Close	1	0	0%	1	100%	0	0%	0	0%
Hill Close	6	2	33%	4	67%	0	0%	0	0%
Kerri Close	1	0	0%	1	100%	0	0%	0	0%
Leecroft Road	3	0	0%	2	67%	0	0%	1	33%
Malins Close	0	0	0%	0	0%	0	0%	0	0%
Mineral Close	1	1	100%	0	0%	0	0%	0	0%
Newlands Place	4	4	100%	0	0%	0	0%	0	0%
North Close	0	0	0%	0	0%	0	0%	0	0%
Oaklands Lane	2	2	100%	0	0%	0	0%	0	0%
Pepys Crescent	3	3	100%	0	0%	0	0%	0	0%
Quinta Drive	14	4	29%	10	71%	0	0%	0	0%
Redwood Way	1	0	0%	1	100%	0	0%	0	0%
Regina Close	10	6	60%	4	40%	0	0%	0	0%
Spring Close	0	0	0%	0	0%	0	0%	0	0%
St Stephens Road	1	1	100%	0	0%	0	0%	0	0%
Stonecroft Close	1	0	0%	1	100%	0	0%	0	0%
The Croft	32	23	72%	9	28%	0	0%	0	0%
Trinder Road	7	2	29%	5	71%	0	0%	0	0%
Well Approach	0	0	0%	0	0%	0	0%	0	0%
Well Road	5	0	0%	3	60%	0	0%	0	0%
West End Lane	13	7	54%	6	46%	0	0%	0	0%
Whitings Road	11	5	45%	6	55%	0	0%	0	0%
Wood Street	0	0	0%	0	0%	0	0%	0	0%
Grand total	162	93		67		0		1	

Table 1g Question - If a CPZ was to be introduced, what do you think would be the most appropriate operating hours? (Respondents that said yes to a CPZ being introduced only)

Road	8am to 6.30pm	One hour in the morning (10am to 11am)	One hour in the afternoon (eg 2pm to 3pm)	Other time periods	don't know
Aitken Road	3	0	0	0	0
Arkley Lane	0	0	0	0	1
Arkley View	0	0	0	0	1
Barnet Road Check address	5	0	0		1
Bells Hill	6	0	0	2	1
Collison Avenue	0	0	0	0	0
Dellors Close	0	0	0	0	1
Denton Close	1	0	0	0	0
Dunster Close	2	0	1	0	0
Elizabeth Close	2	0	0	1	0
Elmbank Avenue - Wrong list	0	0	0	0	0
Endersby Road	0	0	0	0	0
Escot Way	0	0	0	0	0
Field End	2	0	0	0	0
Galley Lane	1	0	1	1	1
Garden Close	0	0	0	0	0
Hill Close	1	0	0	0	1
Kerri Close	0	0	0	0	0
Leecroft Road	0	0	0	0	1
Malins Close	0	0	0	0	0
Mineral Close		0	0	1	0
Newlands Place	2	1	1	0	0
North Close	0	0	0	0	0
Oaklands Lane	1	0	0	0	0
Pepys Crescent	1	2	0	0	0
Quinta Drive	1	0	1	0	1
Redwood Way	0	0	0	0	0
Regina Close	10	0	0	0	0
Spring Close	0	0	0	0	0
St Stephens Road	1	0	0	0	0
Stonecroft Close	1	0	0	0	0
The Croft	14	4	2	3	3
Trinder Road	6	0	0	0	0
Well Approach	0	0	0	0	0
Well Road	5	0	0	0	0
West End Lane	6	0	1	0	2
Whitings Road	4	0	0	0	2
Wood Street	0	0	0	0	0
Grand total	75	7	7	8	16
	66%	6%	6%	7%	14%

Table 1h Question - If a CPZ was to be introduced, which days of the week would you like the CPZ to operate? (Respondents that said yes to a CPZ being introduced only)

Road	Monday to Friday	Monday to Saturday	7 Days a week
Aitken Road	0	0	3
Arkley Lane	0	0	0
Arkley View	0	0	0
Barnet Road Check address	3	1	1
Bells Hill	7	0	1
Collison Avenue	0	0	0
Dellors Close	0	0	0
Denton Close	0	1	0
Dunster Close	1	1	1
Elizabeth Close	1	1	1
Elmbank Avenue - Wrong list	0	0	0
Endersby Road	0	0	0
Escot Way	0	0	0
Field End	0	2	0
Galley Lane	1	0	2
Garden Close	0	0	0
Hill Close	0	0	1
Kerri Close	0	0	0
Leecroft Road	0	0	0
Malins Close	0	0	0
Mineral Close	1	0	0
Newlands Place	3	1	0
North Close	0	0	0
Oaklands Lane	0	0	1
Pepys Crescent	3	0	0
Quinta Drive	0	0	2
Redwood Way	0	0	0
Regina Close	3	5	2
Spring Close	0	0	0
St Stephens Road	1	0	0
Stonecroft Close	0	0	1
The Croft	13	8	2
Trinder Road	3	1	2
Well Approach	0	0	0
Well Road	2	1	2
West End Lane	3	3	1
Whitings Road	2	0	2
Wood Street	0	0	0
Grand total	47	25	25
	48%	26%	26%

Table 1i Question - Do you have access to off-street parking? (Respondents that said yes to a CPZ being introduced only)

Road	No of properties	No of responses	Yes	No
Aitken Road	27	6	2	4
Arkley Lane	23	1	1	0
Arkley View	5	0	0	0
Barnet Road	90	6	3	2
Bells Hill	319	17	9	8
Collison Avenue	97	1	0	0
Dellors Close	8	1	0	1
Denton Close	35	1	0	1
Dunster Close	25	3	3	0
Elizabeth Close	9	3	1	2
Endersby Road	40	0	0	0
Escot Way	18	0	0	0
Field End	9	2	2	0
Galley Lane	80	6	5	1
Garden Close	10	1	1	0
Hill Close	30	6	2	4
Kerri Close	6	1	1	0
Leecroft Road - PRIVATE ROAD	72	3	3	0
Malins Close	17	0	0	0
Mineral Close	13	0	1	0
Newlands Place	27	4	3	1
North Close	23	0	0	0
Oaklands Lane	18	2	2	0
Pepys Crescent	48	3	3	0
Quinta Drive	138	14	8	6
Redwood Way	56	1	1	0
Regina Close	12	10	3	7
Spring Close	32	0	0	0
St Stephens Road	31	1	0	1
Stonecroft Close	5	1	1	0
The Croft	56	32	31	1
Trinder Road	52	7	4	3
Well Approach	14	0	0	0
Well Road	81	5	1	4
West End Lane	107	13	9	4
Whitings Road	49	11	9	2
Wood Street	9	0	0	0
Grand Total	1691	162	109	52

**Table 1j Question - Which (if any) of the following parking problems affect your road?
(Respondents that said yes to a CPZ being introduced only)**

Parking at junctions	Commuter Parking	Shops customers /visitors	Shops/business staff,	Barnet Hospital	Trade vans/trucks	Queen Elizabeth (QE) Boys school situated on Queens Road	Multi Car/house
44	71	26	27	47	38	9	45
97	97	97	97	97	97	97	97
45%	73%	27%	28%	48%	39%	9%	46%

**Table 1k Question - When do the problems occur? (Please tick all that apply)
(Respondents that said yes to a CPZ being introduced only)**

	Week day	Weekends	Everyday
Total No. of respondent out of 97 respondents that selected the following options	51	11	52
Total No. of respondent out of 97 respondents that selected the following options (%)	53%	11%	54%

**Table 1L - Question - When do the problems occur? (Please tick all that apply)
(Respondents that said yes to a CPZ being introduced only)**

ticked Week days only out of 69 respondents	ticked Week days and Weekends only out of 69 respondents	ticked Week days, Weekends, Everyday out of 69 respondents
51	11	7
74%	16%	10%

Table 1m - What periods of day do you have problems parking? (Respondents that said yes to a CPZ being introduced only)

	Selected Morning Only	Selected Morning, afternoon	Selected Morning, afternoon, Evening	Selected Morning, afternoon, Evening, Overnight
Total No. of respondent out of 97 respondents that selected the following options	74	67	39	13
Total No. of respondent out of 97 respondents that selected the following options (%)	76%	69%	40%	13%

Selected the option Morning Only	Selected the options Morning, afternoon only	Selected the options Morning, afternoon, Evening only	Selected the options Morning, afternoon, Evening, Overnight only
74	67	39	13
38%	35%	20%	7%

Request for waiting restrictions

Aitken Road - Bend on Aiken Road (1 mention)
 Barnet Road/ Elmbank Avenue (2 mentions)
 Dunster Close and Bells Hill (3 mentions)
 Elizabeth Close / Queens Road (1 mention)
 Field End / Barnet Road (1 mention)
 Mineral Close Whittings Road (1 mention)
 Newlands Place / Bells Hill (4 mentions)
 Quinta Drive / Barnet Road (2 mentions)
 Regina Close / Queens Road (5 mentions)
 The Croft - Bottom of The Croft at Junction (5 mentions)
 The Croft / Bells Hill - (17 mentions)
 Trinder Road/ Pepys Crescent (2 mentions)
 Trinder road / Well approach (2 mentions)
 Trinder Road / Well Road – (2 mentions)
Well Road - Cars can not get through gap in the road.
 West End Lane / Bells Hill (1 mention)
 Went End Lane - Entrance to Gladstone Place / Wessex Court (1 mention)
 West End Lane - turning circle opposite No.64 West End Lane (1 mention)
 Whittings Road / Chesterfield Road (1 mention)

Table 1n - 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,

Road	Comments
Aitken Road	I do not want a parking schedule which leads to us as residents having to pay for permits and when we have visitors - we have a right to have whomever we want in our own private homes. I already pay excessive council rates and the states of the streets around here are horrendous so additional charges feel very unreasonable.
Aitken Road	I regularly call enforcement about people blocking the roads and parking illegally. There are road users who park across drop kerbs, it is impossible park outside or even near my home. It is awful and something needs to be done. It's dangerous.
Aitken Road	Parking is a complete joke I have to park very close to my flat as I have 4 children 2 of them very vulnerable as well as having to get shopping up the stairs sometimes i am unable to park close to my property which causes difficulty as well as putting my children at risk because of the idiots speeding on the roads there a unused garages and sheds close by which could be knocked down and made into parking spaces which could really benefit residents and also the shop which is around the back and would also stop the drug dealings as they hang around these garages or better still dedinated parking bays for me and other residents that really need them
Arkley Lane	Arkley Lane is a narrow lane, on which only car is able to pass. We have passing areas (there are not many of them) which we use when a vehicle comes from the opposite direction, rendering it difficult for any manner of parking, whether long or short period.
Barnet Road - Between Galley Lane and Aitken Road	I try to park in Kerri close as I cannot park on the pavement outside my house this would cause severe disruption to the traffic but there are not always spaces in Kerri close as staff from Barnet hospital park there all day
Barnet Road - Between Galley Lane and Aitken Road	A section of road opposite my property does not have yellow lines, despite them starting a short distance away. People who I assume are visiting the hospital park there and cause chaos. It interrupts the flow of traffic and causes much audible frustration amongst drivers! It also causes problems with visibility at the top of Elmbank Avenue, which is an extremely dangerous junction. I would suggest some traffic calming measures along this stretch if road as drivers regularly pass by at extremely high speeds. Also, Kerri Close, which is the nearest sensible place for me to park should be made a CPZ so that residents can park here, not hospital visitors.
Barnet Road - Between Galley Lane and Aitken Road	I live directly on Barnet Road and in 2018 parking restrictions were added to the surrounding roads (e.g. Kings Road) and then double yellow lines were introduced along Barnet Road. I have tried to obtain a permit for the Zone BH but told I am not eligible due to where my property is. This means that effectively all my street parking facilities have been removed by the council yet I still pay my full road tax and full council tax. Our household requires 2 cars as no public transport options exist for our regular commute (business and personal). Barnet is not reserved only for people that travel to central on the tube. A car is not a luxury it is a necessity to enable us to get to work and get to our family and obligations. Any uncontrolled street parking near my property is then full of commuters and hospital parking. I am a resident and without adequate parking i will be forced to move out of the area that I want to live in.
Barnet Road - Between Galley Lane and Aitken Road	Quinta Drive is dangerously overparked by people visiting Barnet Hospital for appointments, during weekdays.
Barnet Road - Between Galley Lane and Aitken Road	Not only do we have problems with continuous parking on Barnet Road and Kerri Close we also fly tipping problems in Kerri close. At the moment there is a carpet, 2 large containers of who knows what plus various items of PPE that hospital staff dump. It disgusting, I have young children and it is a hazard.
Bells Hill	The main issue arises due to hospital workers. During COVID-19 they have been allowed free parking at the hospital and the situation on the roads has been much better. In regular times, staff arrive around 8:30am-9am and fill the entire road, often double parking along the cemetery opposite Newlands place (the council is considering restrictions here but the proposals were insufficient as often the issue extends along the entire cemetery boundary). The staff leave at around 6pm and parking gets much better. Patients also use the road but the number of nurse uniforms suggest that the hospital staff are the main issue. When the existing parking zone was introduced the problems became much worse on Bells Hill. I think a number of residents would have changed their mind since the last consultation and would rather have parking restrictions for the whole area now. I have also seen buses for the care home unable to go along Bells Hill due to the parking and delivery vans needing to reverse up the entire road.
Bells Hill	The residents need to be considered and if a controlled zone is in place, there must be resident permit options to allow us to park

Road	Comments
Bells Hill	Residents need to be considered, we need access to our vehicles & should not be denied this in favour of businesses when we LIVE in our homes surrounded with problems parking all the time. Residents that have driveways don't always use them making the problem worse. Residential permits may help make it better
Bells Hill	We have no off street parking available and if available this is on a first come first serve basis which is very very limited. Permit parking would be an extra cost which is unfavourable for many in this block and would also be a huge inconvenience for visitors. This would not be practical and if provided should be at no cost to residents and visitors. Parking issues are not sufficient enough to warrant such a scheme. I would object to any extension / inclusion in parking zone.
Bells Hill	would rather encourage better parking practises such as bayed spaces to help those unable to judge parking requirements, parking attendance to fine those who have parked illegally or over drives etc.
Bells Hill	Hospital needs to provide affordable parking
Bells Hill	I think as a minimum, you should introduce yellow lines towards the bottom of Bells Hill.
Bells Hill	The only problem if a new CPZ was imposed would be where would the hospital staff park, it would push the problem onto roads further from the hospital
Bells Hill	<p>Since parking restrictions were put in place on selected roads around Barnet Hospital, parking and driving down residential streets has become a daily nightmare for residents and road users in other parts of the local area.</p> <p>I live on Bells Hill, every single day (Pre lock down) there are problems caused to residents and road users by people parking on both sides of the road (where the cemetery is located), which leaves restricted and often no space for passing vehicles. I've seen countless blockages caused by careless parking. Ambulances and fire engines have not been able to drive along the road, cars are barely able to do so. More than once the cars had parked so close together and directly opposite each other than not even a standard size car could drive down the road; I was taking my children to nursery and had to do a U turn and drive the other way - I reported this to Barnet parking contraventions who explained there is little they can do unless cars are parked on yellow lines.</p> <p>In addition, I've seen many cars being damaged, scraped and wing mirrors damaged or broken off.</p> <p>Please can the council urgently review the parking on Bells Hill, can I suggest putting double yellow lines on the cemetery side to stop dangerous parking for example?</p> <p>The situation at present is simply dangerous, surely the ambulance and emergency services deserve better than this? Let alone the residents and local road users who can't get to work, school, church, local amenities etc or even home and on/off their driveways safely?</p> <p>On a more personal note, the opening (drop kerb) to our driveway (75) is frequently parked over and occasionally blocked completely by parked cars. I have two, three year old boys with special needs, both of whom I need to take to a specialist nursery every day. Surely I should have the right to drive my children to and from our home and be able to get on and off our driveway safely. Currently this is absolutely not the case, I would greatly appreciate any help possible to rectify this situation.</p> <p>Clearly there is a desperate need for more parking for people attending and working at the hospital. What is being done about this?</p> <p>Thank you.</p>
Bells Hill	<p>There should be double yellow lines on the left of Bells hill, by the grave yard and marked driveway o parking on legal dropped curbs.</p> <p>But parking needs to be available to the general public to allow the local shops to continue business</p>
Bells Hill	This would cause our business great stress and would be very detrimental to our everyday running of our business. We are already facing a difficult time as a new business with the current pandemic, and if their was a cpz introduced it would cause a great deal of distruction.
Bells Hill	Based upon repeated frustration as an out patient at The Royal Free Hospital - Hampstead. Parking at the hospital is very limited. There is very little 'pay to park' with walking distance. There are however street after street of controlled 'resident' parking spaces in the immediate area the majority which are empty but available only to permit holders. Public transport is not suitable for many out patients at the hospital and much local parking is restricted to permit holders.

Road	Comments
Bells Hill	From the top end of Bells Hill where drivers park on the left hand side, cars speed up and down the road because it is so narrow (because of the parked cars).Something really needs to be done as there are frequent alterations between drivers, so many cats have been killed and it can be dangerous for pedestrians, particularly when drivers mount the pavement to pass oncoming cars. Either double yellow lines need to be considered or speed restrictions installed. At worst, make Bells Hill one-way excepting for emergency service vehicles.
Bells Hill	I am a pensioner who has trouble walking long distances and I am nearly always forced to park my car a long distance from my home due to the congestion caused by the hospital overflow of workers and visitors.
Bells Hill	Our MP says the Hospital Trust has funding for improved onsite parking. Why don't they use it? Oakmede corner of Bells Hill to Dunster Close needs to be redesigned with safety in mind.
Bells Hill	The CPZ has led to lots of empty space on Lexington Close (where most residents have driveways). Parking on both sides of the road at the bottom of Bells Hill / junction St Stephens causes disruption. The CPZ seems to have solved a non-existent problem and created others.
Dellors Close	A 24 hour parking restriction needs to be implemented on the bend at the top of Bells Hill as drivers have to come around the bend on the wrong side of the road due to parked cars. This is very dangerous and causes daily road rage.
Denton Close	I think residents parking would be the better option, pay and display would not solve the issue
Dunster Close	We have had issues with people parking on both sides of the road therefore blocking off access to the entire road. Maybe having a double yellow on one side would be helpful
Elizabeth Close	1. We suggest "Passed This Post" parking control. They have it on Jennings way and it's worked well for their residents. 2. the current parking issues are a risk/danger. The additional people parking on these streets, double parking, parking right at the junctions causes a hazard for pedestrians and the QE boys as they enter and leave school. 3. emergency vehicles can't always get into the close. This has happened before with an ambulance for a very elderly resident. Rubbish vans also can't get in and have knocked a tree down, trying to manoeuvre into the close. 4. Regina close have applied twice for parking restrictions and nothing has happened.
Elizabeth Close	People sometime block the road in a way that delivery and emergency services cant access.
Elmbank Avenue	Barnet road should not have a cpz introduced. It would just make the situation worse for people who have nowhere to park. That stretch of road can manage without parking restrictions.
Field End	There should be no parking in Barnet Road from Elm Bank Avenue to Quinta Drive as this is dangerous and causes congestion and tail backs, as only one lane can be used by motorists
Field End	Commercial vehicles and private vehicles are often parked blocking entrance to home
Galley Lane	Please extend the double yellow lines on Galley Lane up to the convent where the road widens. The parking available on Wood Street is enough.
Galley Lane	The double yellow lines on Galley Lane have ensured that we can safely leave and enter our premises- without them there would be cars parked that obstructed the road and blocked the view. They also caused obstructions at the top of the road which on several occasions meant vehicles had to reverse to avoid a collision and I am aware of accidents being caused. It is imperative that the yellow lines are retained.
Galley Lane	Galley Lane has double yellow lines. They stop people parking - especially at the top of the road close to Wood Street where parking used to be extremely dangerous. However, tradesmen, construction workers and, occasionally, private car drivers do frequently park with wheels on the pavement. I wish they wouldn't but I reluctantly understand their need, and cannot see how they can avoid doing so.

Road	Comments
Galley Lane	We did not have any parking problems on our road until the double yellow lines were added. It is a complete hindrance to everyday life, especially as it was completely unnecessary. It has made the lane so much more dangerous as now people speed through it as there are no cars on the road to slow them down. Please consider removing the double yellow and adding residents permits or even a single yellow between an hour in the day during week days or a small amount of time will do the same job, not that we EVER has a parking issue. I sent proof of so many pictures showing that no one else parked on the lane apart from residents and their guests on the initial consultation. It is a nightmare please remove the double yellows. The residents also think this as it is so restrictive on family life and is ruining my experience on living such a nice lane.
Garden Close	I think the CPZ has worked well. garden Close is a private road and putting up that signage has stopped others parking there. The problem is the area from Elmbank up to Garden Close where you do not have yellow lines. On certain days (especially when QE boys has a function) cars park there and block the free flow of traffic on Barnet Road. As this takes a high volume of emergency vehicles, this is dangerous. I would like to see yellow lines installed on both sides of the road.
Hill Close	WE DONT NEED OR WNAT A CPZ ON OUR STREET, WE HAVE BEEN LIVING HERE 15 YEARS AND HAVE NO PROBLEMS WITH PARKING, KINDLY FOCUS ON THE STREETS THAT REQUIRE CPZ AS THERE ARE NO PARKING ISSUES ON HILL CLOSE, THANK YOU
Hill Close	As it stands at the moment all residents work together so we all get parked, if you put parking bays in the road there would insufficient spaces to park, the only way CPZ would work would be resident parking only signs without bays
Kerri Close	Hi kerri close is a small Quite road, it would really not look nice to the character of the road to be cpz most of the road is double yellow anyway and there is not much of an issue, I think the current cpz for the hospital works perfectly as it is. Please do not increase it and ruin the Suburban feel or Arkley Thanks
Leecroft Road	As this address is gated sheltered accommodation, parking not an issue for residents
Leecroft Road	Please note Leecroft Road is a private road and should not be included in this survey or any CPZ plans
Leecroft Road	Leecroft Road is a private road. Why do you keep including this in your CPZ maps? The council have been informed numerous times about the status of this road!
Mineral Close	As mentioned Mineral Close is owned by Metropolitan but there should be an agreement between Barnet & Metropolitan to include the Close in the controlled parking at school pick up times otherwise it will cause the residents further issues than what they are already experiencing
Newlands Place	Whilst it is frustrating that we have often been blocked in / out I understand that some hospital staff / visitors cannot afford to park in the designated car park. However, more provision / reduction in charges needs to be applied at Barnet Hospital. Notwithstanding this we do need some controlled parking in our Road and we have numerous photos showing some of the parking issues we have encountered.
Newlands Place	I couldn't support this any more. It's so needed. I have been in situations where I've needed to leave for meetings and physically can't as staff from the hospital park in such a way where cars can't fit through. So those parked at the end of the road (which is where I am) are pinned in. As residents, we really worry that if an emergency services vehicle were needed, they wouldn't be able to get to us. It's only weekdays (not weekends at all) and just by permitting an hour in the afternoon would stop people being able to park there all day. It's reached the point where I become anxious to leave my flat in the day, knowing that I might not even be able to drive down my road to get back home. Thank you so so much for considering this and if there's anything I can do further to support it please let me know.
Newlands Place	Double yellow lines going down one side of Bells hill from Newlands Place. People double park and emergency vehicles can't get through and accidents have occurred On Newlands Place, hospital staff double park so that resident vehicles are trapped in the road and unable to leave. Emergency vehicles cannot get access. Although we have 1 vehicle and have access to off street parking, please bear in mind that we have a shared drive which means it is not always possible to use the off-street parking as we will be blocking access for our neighbours car. If you don't take this into consideration, then our responses won't be fully understood
Newlands Place	Comments have been provided. Single yellow line on Newlands Place and Bells Hill on ONE side of the road (no parking at ALL times) to prevent indiscriminate parking.

Road	Comments
Oaklands Lane	Total parking restrictions as all residents have drives and garages so no need to obstruct as is now done by visitors and residents too lazy and selfish to park in their own drives
Oaklands Lane	Oaklands Lane should not be included in your or any parking scheme. It is a small no through road which is not suitable for visitor parking. We do not need any parking schemes as there are only several properties on the road and most neighbours are considerate and know each other and try to ensure that if they have friends or workmen to visit they make space for them in their own driveways so that the road does not get blocked, and if a problem does occur and we can't get out the drive we know one another well enough to get the visitor to move. If you go ahead with any parking scheme it will cause problems in our road as we will not be able to get out our driveways, garbage men will not be able to come down the road with their trucks, and we have several elderly residents myself and my husband included who would be put at risk if parking was permitted in the street as ambulances or any emergency vehicles would not be able to come down the road.
Pepys Crescent	People park in this very narrow road people cannot get in or out of their property. In the past i have had people knocking on my door to ask if they can use my parking place
Pepys Crescent	Pepys crescent is too narrow for cars to park in bends. We cannot get out of off-street parking if a car is parked opposite. Refuse truck cannot get passed if a car is parked on the bend
Quinta Drive	Parking in our area is a problem as we have lots of blocks of flats with no off street parking. We also have buses turning in the road which takes up space that could be used for resident parking. I work at Barnet hospital and pay for a permit to park there and would not welcome the added expense or having to pay for a resident permit at home as well.
Quinta Drive	I personally think the Barnet Rd end of Quinta Drive should have double yellow lines, as cars park too close to that junction and cars and large vehicles swing around into Quinta drive at speed. It is often impossible to see traffic coming down the road due to parked cars and consequent restricted sight line. It has become increasingly dangerous and there have been "near miss" accidents.
Quinta Drive	Parking has increased substantially Monday to Friday as a result of the CPZ in Garthland Drive. This has led to more dangerous driving conditions but it hasn't quite often stopped cars speeding so effective traffic calming measures would be helpful.
Quinta Drive	We don't have issues necessarily with people parking here who are visiting the hospital, it is the fact that there is an overwhelming competition for parking in general in this area. Due to the volume of multi car households. What you really need to do is introduce more parking spaces in the local area for the amount of properties there are.
Quinta Drive	Make hospital parking free for staff, this would resolve the problem for the residential roads surrounding the hospital
Quinta Drive	In Quinta Drive we need allocated parking and more off-street parking for both flats and houses.
Quinta Drive	provide a drive way so that i have parking space for me and my visitors
Quinta Drive	There are a few issues with this survey. Firstly, even when I ticked no for off road parking, it then asks how many vehicles I regularly park in my off road parking facility. That in itself suggests that this consultation is nothing more than lip service as it is flawed. Secondly, the minor parking problems that we suffer have been caused by the CPZ that started in Feb 2018. There are so many empty parking spaces in those roads now that you'd probably be better off operating a pay and display scheme for hospital visitors. That will incur small costs in terms of signage but will draw people away from parking at Quinta Drive junction with Garthland. That's where the only problem is. At the moment, we believe that this extension is an excuse to make more money by charging residents for parking permits with very limited further investment by yourselves. If this was a consultation based purely on safety, I'd suggest that you mark the junctions with yellow lines and stop that parking. Combined with the pay and display bays on Garthland Drive that I suggested, this will alleviate any minor issues with parking. I will point out, that these issues were pointed out in the previous consultation as being the likely outcomes but we were ignored. Please don't treat this as a scheme to make money out of already hard pressed residents.
Quinta Drive	If CPZ was introduced, there should be the ability have a short exemption for the customers of my shop. For example, the ability to park free for (no more than) 10 minutes.
Quinta Drive	there is no issue with a parking, only local residents park on our roads, any restrictions will make our lives more difficult

Road	Comments
Regina Close	<p>Our road is narrow and bends round a corner with only 12 houses on it. There is JUST about enough space for residents to park their cars but no room for more than that. Even that is a squeeze and needs neighbours working together considerably in order to safely park our cars.</p> <p>If cars are parked on both sides of the street, there isn't enough room for wider cars to pass through. We have had several occasions in the past year where emergency vehicles have not been able to gain access. Thank God there hasn't been a fire. We'd have no chance.</p> <p>What the road needs is a Residents NO PARKING PAST THIS POINT post, just like the one in Jennings Way. I have spoken with all 12 houses in our street and everyone agrees this is a good idea for our street.</p>
Regina Close	<p>As we are a narrow cul de sac with a bend in the road it would be too difficult to introduce parking bays. Therefore a NO PARKING PADT THIS POINT Post at the street entrance (like you have granted to Jennings Way) would be preferable.</p>
Regina Close	<p>Since the CPZ has been introduced in surrounding streets it has made parking in Regina Close and Elizabeth Close a nightmare.</p> <p>However, I would also ask that a traffic assessment into the level of problems caused by QE Boys school visitors/parents/pupils be also introduced and further more a new strategy in ensuring the parents adhere to parking and safe driving regulations be introduced.</p> <p>As it currently stands during school pick up and drop off times (worse upon pick up as the parents are hanging around) the parents all insist on trying to get as close to the entrance gate on Queens Road as possible. They then dangerously and illegally park and turn their cars around right by the 4 way junction between Queens Road, Regina Close, Elizabeth Close and the Industrial Estate. As there is not STOP or GIVE WAY signs at the entrance to the Industrial estate this adds to the danger and it is only a matter of time before there is a serious accident where either a pupil or resident is killed.</p> <p>It is utter mayhem and I have watched traffic wardens witness this and do nothing. They seem to turn a blind eye as if it is so bad they don't know where to start!! Urgent action is required. As the majority of boys that attend the school are not local the number of parents driving their children to school are much higher than an average school. Please help!</p>
Regina Close	<p>Retired people & young families live here, the road is becoming dangerous with schoolboys speeding round. People park both sides making it impassable for emergency services and deliveries. School parents park all around junction. Early morning & 3.30 this junction is treacherous with parents doing 3 point terms & industrial site traffic, coaches etc going up and down. An accident is waiting to happen.</p>
Regina Close	<p>Our Close has enormous parking problems due to staff, boys and parents of QEBOYS (an accident waiting to happen)!! and evening events also open days and exam days....chaos. Hospital staff from Barnet General have also moved in as they haven't been able to park in the adjacent roads adding to our problems.</p>
Regina Close	<p>I would wish to have Past this Point parking control introduced in Regina Close</p>
Regina Close	<p>Prefer "Passed This Point" parking control rather than painted lines or bays</p>
Regina Close	<p>We would like a 'Don't park past the point' notice like the one in Jennings Way as we are a cul de sac with a bend in the road.</p>
Regina Close	<p>As there isn't sufficient space for parking bays on both sides of the road on Regina Close, a 'BH' zone (i.e. 'Resident permit holders parking only past this point') would be ideal. This type of zone exists in nearby Jennings Way and seems to work effectively.</p>
The Croft	<p>A lot of staff from the hospital park all day /night at our house & also too many vans. This is a residential area & commercial vehicle parking is NOT appropriate & should be prohibited please. The next problem is the gravel bit that is not public which will end up with an impossible number of vehicles displaced here causing more blockage to our garage. How can you prevent this?</p>
The Croft	<p>As a road we have definitely noticed the impact of CPZ in nearby roads on this road. In the morning there is actually a queue of vehicles waiting to come into the road and park. We have also noticed that cars are often abandoned for several weeks and on occasion longer. Currently vehicle parked outside my house that has been there for several weeks and not moved.</p>
The Croft	<p>There is a definite need for yellow lines on the west side of the Croft to keep parking on the east side and avoid obstructions that often block cars and could prevent emergency vehicles passing through</p>
The Croft	<p>Parking has been a little easier during the Coronavirus emergency but has been building up again recently. I suspect that there are some who park here in orderr to walk to the tube station and commute into London.</p>
The Croft	<p>Regardless of the final solution our wish would be to limit or curtail all day non-resident parking. A 'beyond this point' signage solution would be least intrusive to the character of the road.</p>

Road	Comments
The Croft	Provide more affordable Parking for hospital We are lucky we can walk to it
The Croft	There is often a chicane effect formed by parked cars half way down The Croft This occasionally makes it difficult for larger vehicles to pass down the road. We would be in favour of double yellow lines on the west side of the road to ensure safe access for emergency vehicles, and for refuse collection and delivery vehicles etc. since introduction of previous CPZ in the nearby area we notice that there are no cars at all parked on these residential roads. It would seem better to provide some more paid parking for visitors of local houses, business and the hospital on these roads. This would free up some off street parking space and take the pressure off the roads without CPZ. Perhaps there could also be some more spaces in the CPZ zones with shorter restriction times (eg.10-11am) to also help with this.
The Croft	There is so much more traffic on our road since 2018, we wanted Park Garage and the nurses from the vets to be able to park cars so didn't vote for a CPZ initially but the parked cars block drives, prevent refuse collection and are often inconsiderate, so we're in favour of restrictions.
The Croft	Some houses don't seem to have correct dropped curbs and drive over the pavement or tree roots. This needs checking.
The Croft	I often find that the northern most section of The Croft is heavily parked on making it also difficult for delivery vans to drive around due to cars not parking close to the kerb. In some instances it is also difficult to drive my own car out and have to resort to mounting the grass verge to avoid them.
The Croft	I believe the real issue in The Croft is safety and access. I am happy for the road to be used by other road users. My issues are with the lack of visibility and the fact that the road is often blocked by careless parking. I believe that yellow lines on the western edge of the Croft from Bell's Hill to just after the turn into the roundabout section of the Croft would improve things greatly.
The Croft	As previous CPZ's have been introduced this has had a knock on effect to other roads in the outer zone, mine included. More cars parking all day, blocking road access and driveways with inconsiderate parking, Bells Hill is another great example of this. I sometimes come home to find no parking and have to find a space elsewhere, down Bells Hill or further and walk back, ridiculous really not being able to park outside your own home or at least on the same road!
The Croft	The private shingle walkway through to Wood Street will end up being used as the public car park for the road, with parked cars potentially blocking access to our property
The Croft	The main issue is that there is not enough parking for residents and guests of residents on The Croft due to a high volume of hospital staff and visitors using the road as a free place to park whilst attending Barnet Hospital. It would not help to make the road pay and display as hospital staff or visitors would still park on the road for long stretches of time rendering the parking on the road unusable for residents and their guests. I was very disappointed when a midwife came to visit me after I had given birth and was unable to find parking on our road or surrounding roads and had to block our neighbour in their driveway for a rushed visit that should have been more thorough.
The Croft	We need to highlight the chicane that occurs outside no. 26 & 28 on the west side and no 39 & 41 on the east side of The Croft (this has occurred since the kerb was dropped outside no.39). Parking outside these residences creates a chicane effect which has led to the road being frequently impassable for residents, ambulances, refuse collection, Old Peoples Welfare Bus. This is caused by inconsiderate non-resident parking and is only eased when they return at the end of the day. There is also a parking issue on the south end of The Croft where there is one set of double yellow lines only on this corner. This leads to non-residents parking on the opposite side (where there are no yellow lines) and creates a row of parked cars that eventually creates an impasse with cars parked directly opposite. There has been a huge increase in passing traffic on The Croft as non-residents seek to find free parking. Traditionally parking was down the east side of this narrow road. Kerb dropping has led to parking on both sides which causes blockages. We think yellow lines down the west side would solve the chicane problem outside no.26 & no.28. This could either be double yellow or single yellow with time restrictions. Failing this, CPZ is our alternate solution to the parking problems.
The Croft	I've lived in The Croft for over 30 years, Historically parking has been down that side and that is where the bays should go. The bottom bend is quite dangerous and people turning up need a wide berth to avoid any down coming traffic.
The Croft	The road is not wide enough to support parking on both sides. Parking should be limited to one side only (East side due to previously mentioned issues with visibility). Given that this road falls within a conservation area, yellow lines in thin rather than thick paint would be appropriate.
The Croft	yellow lines on the west side please

Road	Comments
The Croft	The speed limit needs to be reduced to 20mph in the Croft as we have a problem with speeding cars at the Bells Hill end as they enter the Croft. Maybe road markings would be sufficient to slow traffic down.
The Croft	Double yellow lines on one side of the junction into the cul de sac section of The Croft as double parking here completely blocks off the cul de sac from the main part of the road.
Trinder Road	Please widen the road where buses set down passengers and pull into the hospital on Wellhouse Lane. This is not wide enough for traffic to pass from the opposite direction, including ambulances with a blue light on and holds up ambulances behind buses which are setting down passengers, etc.
Trinder Road	I hope something is done urgently in the area denoted for the consultation. It is a nightmare, finding a parking space on my road.
Trinder Road	Since the CPZ was introduced the parking on Trinder road has been horrendous. The staff park all day and visitors take the spots as soon as we move our cars. We have no off street parking and often have to park 10mins walk down the road to Whitings road which is a school road and is already congested when it's school time.
Trinder Road	Trinder Road is a bus route used by the 384 service, there is often difficulty with the bus being able to go up and down the road due to parked cars and congestion. Staff from the hospital often eat lunch in their vehicles and tip their rubbish onto the pavement, I have witnessed this on many occasion and when challenged they can be become very abusive. Visitors to the road also regularly park over driveways making it impossible to get on or off the drive.due to every available parking space being used by 8am the road becomes totally congested with no area to give way to oncoming traffic. Constant road rage is heard all day every day by residents. Parked vehicles are also constantly being damaged, mine included by vehicles trying to pass each other in ridicules small areas
Trinder Road	
Trinder Road	Between 8am and 9pm approximately, seven days a week the road is dangerously parked with cars, almost bumper to bumper. Often, I have been out walking and seen people park their car on Trinder Road and walk into Barnet Hospital either being patients or visitors. On many occasions these cars are parked all day from morning till evening and I am able to see the same cars parked along the road. Around about 10pm the road becomes clearer with what seems to be just residents parking where as from morning to evening, the road becomes dangerously overcrowded. I have also spoken to those residents with drive ways on Trinder Road and they tell me they are anxious when parking on their drive due to the over crowded nature of the road and cars forced to park so close to their driveway. Trying park on a overly busy road, when the 384 bus approaches makes it even more dangerous and difficult. I struggle to park at all in Trinder Road which makes me not want to go out because I know when I come back I have to park streets away if I am lucky. This has and does cause stress and anxiety which is growing increasingly worse as other residential roads near me are getting CPZ so more people are parking along Trinder Road, as they cant park in some other surrounding roads. Another repercussion of the lack of parking on this road, results in my friends and family not coming to visit for that reason. This makes me feel very lonely, and isolated and adds more anxiety. As I approach 60 I fear that If I needed any support, I wouldn't be able to receive it without residential parking. This includes any contractors who are required to work on my property not being able to complete their job. For example, when my oven broke I contacted the relevant people to come and fix it, he couldn't park anywhere so I had to make another appointment resulting in me having to take another day off work for the contractor to try and visit again. I was then left without a working cooking for three weeks all because of the parking issue on Trinder Road. During lockdown, parking was fine. The difference between times where the road only has residence parking, and the times where people park to use Barnet Hospital or park for free to walk up to Barnet High street is so significant and affects many parts of my life. Other residence who I have spoken to about this agree and share the same concerns as me. 2-3 years ago my daughter went door to door asking those to sign there name if they felt strongly about Trinder Road needing CPZ, we acheived many signitures and submitted this to Barnet Parking Services. This was discussed at panel and rejected. Since, the parking has got increasingly worse and my mental health is suffering as a result.

Road	Comments
Trinder Road	<p>I am against the restrictions as I don't think those measures help locals with parking.</p> <p>The price is high. And there is no explanation nor accounts or commitment on how the collected money from introduced CPZ are going to be used to improve resident parking.</p> <p>Is this actually for the benefit of resident parking?</p> <p>There are no business or busy shops or close major transport links that can create resident parking issues.</p> <p>Majority of people parking work in the hospital, so obviously hospital staff would be most affected. They are recognised by the uniforms and the community does not mind having them around. The big car park at the hospital seems to be badly managed, if staff cannot benefit from it. This is a real issue!</p> <p>If anything the traffic flow should be looked, and how it can be improved to reduce congestion, accidents and pollution.</p> <p>The busiest times are in the mornings at rush hour and school runs for the rest of the time it is very quiet. Even with the busses running.</p> <p>Data from TFL for example can help a lot understand the real issues in the area.</p> <p>Rather than introducing restrictions and charges.</p> <p>Who benefit from that?</p>
Well Road	<p>since the parking was put in two years ago in the roads that all have private drives anyway and we did not get it the parking has become terrible, I have sent lots of photos to the council showing the parking in cpz roads (empty) to the roads that were not given cpz (jam packed).</p> <p>I sometimes have to drive around for 15 - 20 mins looking for somewhere to park, my wife has a disability so this adds to the problem.</p> <p>As I have stated it is also dangerous the way people are parking that effectively blocks off well road from vehicles.</p> <p>This is all caused by hospital staff and patients I have even asked for a permit that would allow me to park in Elmbank Avenue but was told I couldnt even though Elmbank is closer to my house than where I normally have to park now and there are literally no cars parked in the CPZ some days</p>
Well Road	<p>I have had sooo much issues with parking on my road. We avoid shopping and using our cars as we are not able to find a space once we leave I. I have spent over 45m at times looking for parking near my own house which is not fair I. I would love to have restrictions put into place so that me my family and my neighbours can live a normal life and not have to worry about parking. People park too close causing accidents and leave their car in places where the road is blocked. I am soo tiered of contact the council and the hospital and yet nothing has been done. This is not fair on the residents of well road as we all suffer. My actual car has been hot 3 times due to people parking and narrowing the street. Please help as I have had enough of this issue which has been going on for years thanks</p>
Well Road	<p>During the current Covid19 situation there have been no issues whatever regarding parking, this highlights the demand and daily problems with parking during "normal" circumstances. When we return to normal and all clinics re open and staff no longer have free staff parking, the problem will return. Our road can be so congested that shopping deliveries could not be made unless the driver could park much further away from the intended property. We have seen emergency vehicles struggle to reach their destination due to parking. Cars park across dropped kerbs, opposite junctions, both sides of the road limiting space, our road has become dangerous. People who go to work and leave early in the morning and return home in the early evening or anytime during the day are often unable to park in their own road!</p>
West End Lane	<p>just as mentioned huge issues with the pub in the street. Single yellow lines parking on the pavement and blocking the road if not parked over enough. When I leave for work around 8 there is always people waiting to grab the space as a free car park and when I return between 2 and 5 they are still there. The parking seems easier after 5.30, 6ish when people finish work and go home but if there is something on at the pub there are cars on both sides of the road.</p>
West End Lane	<p>Stop vehicles parking partly on pavements</p>

Road	Comments
West End Lane	It defies logic that a tiny, heavily populated road right on Barnet Hospital's doorstep (ie West End Lane), has not already been granted CPZ. Other much more spacious/less populated roads further away from the hospital have previously been granted CPZ. This is obviously not fair or reasonable and I strongly suggest CPZ be introduced for West End Lane.
West End Lane	Should a CPZ be introduced, there ought to be consideration of the entire status of West End Lane - I think some parts of it are, strictly speaking, part of the Wessex Court flats - this being the case, it would be important to ensure that they are included in the zone to avoid displacement parking. There should be consideration given to the size of the zone to ensure that, should parking on West End Lane itself be impossible owing to the bays being full, we can park on eg Bells Hill. If implemented there should be marked bays to avoid the issue of dangerous parking (i.e. that which is causing an obstruction and/or dangerous lack of vision at junctions). However, it is vital that these are properly enforced, at the moment no wardens are ever down here. Furthermore, the enforcement should be done by Barnet Council not contractors, the contracted wardens in the town centre spend longer watching videos on their phone than checking vehicles.
West End Lane	Parking is a big problem on west end lane, it is a very narrow road with very little off street parking available and a number of blocks of flats and multi-car households. It is in such close proximity to Barnet General that people use the already limited parking spaces to park for free when visiting the hospital. I have a young child and getting a parking space near my property is a daily concern.
West End Lane	I work for Barnet Social Services and often work from home completing visits in the community. I often find that there is no where to park during the day when returning from visits, this is predominantly due to users of the hospital parking considerable amounts of cars every day on our street, this then effects my productivity in my role working for Barnet Council. Due to its close proximity to the hospital and complete lack of parking restrictions West End Lane is used daily for parking by staff working at the hospital and visitors of the hospital. Those cars referred above that regularly come and park on West End Lane all day usually arrive between 0730am and 1000am and are parked there until at least 6.30-7pm in the evening. West End Lane is home to many young families who are unable to safely unload children outside of their homes from their cars as there are no parking spaces, due to cars being parked that should be in the hospital. Similarly, our street is regularly used as a car park by local business owners and users of Wood Street business premises.
West End Lane	Leave things as they are. We do not want a money making cap here.
West End Lane	parking can be a problem in our road, largely due to a mixture of the garage on the corner of Bells Hill using it for customer cars, hospital staff and multi car households. However, introducing a cpz would not solve the problem for us as there are not enough spaces for all the cars that need to park here- it would simply mean that we would be paying for not being able to park near our house. Please do not introduce cpz in our road.
Whitings Road	In whitings road the problem is very bad and sometimes we can't even get out of the drive,even though we have a dropped curb.the parking is bad and bells hill is terrible.
Whitings Road	households with drives should be encouraged to use them. Operated parking hours should be enforced twice per day to allow people to park and use the local shops but prevent hospital workers parking all day long. This will give a more frequent opportunity for residents to find parking.
Whitings Road	I don't think our street should be included in the controlled parking zone
Whitings Road	this is a residential area and the facilities should be for those of us that live in these roads. Maybe hospital car parking fees should be reviewed, if they were more affordable, visitors wouldn't park on our streets
Whitings Road	People (hospital workers, staff and visitors to Whitings Hill primary school) are the the main culprits who park over peoples driveways. Perhaps an alternative to cpz would be to paint white lines across driveways.
Whitings Road	parking issues with parents dropping off and picking up. Larger car park for staff would help. Perhaps more children would walk to school if there was help for them crossing the roads - quinta etc with crossing patrol or pedestrian lights. It's very difficult with the buses as well at those times.
Whitings Road	Vehicles are parking over drives, ignoring white lines paid for by residents that provide a safe exit from drives in a busy road that is also a bus route. This is making it very dangerous and hazardous when trying to exit and re-entering my drive.

Barnet Hospital CPZ Consultation Outcome - Briefing to Ward Councillors

Background information

At the Chipping Barnet Area Committee in February 2018, it was agreed to extend the Barnet Hospital CPZ into Arygle Road, Granville Road, Elmbank Avenue, Garthland Drive, Wellside Close, Wellhouse Lane Lingholm Way, Lexington Way and Sutton Crescent.

At the same meeting, it was agreed that a review of the Barnet Hospital CPZ be undertaken following its introduction and ask residents and businesses for their feedback on the how the scheme was operating.

A Councillor of the High Barnet ward also requested that Field End, Kerri Close, The Croft, Barnet Road (section off Elmbank Avenue), Elizabeth Close and Regina Close to be included within the consultation.

The Chipping Barnet Area Committee unanimously agreed in January 2020 that an informal consultation be undertaken in Field End and neighbouring streets.

1. Barnet Hospital CPZ Review - existing roads

Of the 449 properties that were consulted a total of 109 completed questionnaires were received this represents a response rate of 24%.

Have you found it easier parking close to their home since the CPZ was introduced?

- 83 (76%) said Yes
- 25 (23%) said No
- 1 (1%) were Not sure

Are you happy with the current operational hours of the CPZ?

- 78 (71%) said Yes
- 30 (27%) said No
- 2 (2%) were Not sure

Are happy with the current days of operation of the CPZ?

- 72 (63%) said Yes
- 37 (34%) said No
- 1 (1%) were Not sure

When asked if residents and businesses were happy with the Barnet Hospital CPZ, 68% of the respondents expressed that they were satisfied or very satisfied.

Issues highlighted

- Many resident parking bays at Elmbank Avenue, Kings Road, Grimsdyke Crescent and Cavendish Avenue in the High Barnet Ward are underused. The Council should consider introducing pockets of pay and display parking bays in these roads to facilitate the visitors who wish to park in the area which also help reduce the pressure on parking the area.
- Wellside Close (Underhill Ward) – A few residents of Wellside Close expressed their dissatisfaction with hours Barnet Hospital CPZ as they are experiencing difficulties trying to find parking on their road after 6.30pm.
- One resident mentioned that Barnet Hospital should not be eligible for parking permits as

they believe that Barnet Hospital Staff are parking in their road during the hours of restriction. Furthermore, a resident has mentioned that he is dissatisfied with the “Past this point” parking layout as visiting motorists are not observing the signage resulting in these motorists receiving a Penalty Charge notice.

Conclusion

Based on the feedback received from the consultation, and the satisfaction amongst those that responded, it is recommended that the current Monday to Saturday 8am to 6.30pm operational days/hours of the Barnet Hospital CPZ remain unchanged.

Recommendation

- I. Note the feedback to the informal consultation and agree that the current controlled times and days remain unchanged.
- II. Improve road safety and access by Introducing double yellow lines at junctions.
- III. Provide shared use permit and Pay by Phone facilities where there is available capacity to serve both residents and businesses.

2. Barnet Hospital CPZ – uncontrolled roads outside CPZ

Of the 1691 properties that were consulted a total of 162 completed questionnaires were received from respondents situated within the uncontrolled area and this represents a response rate of approximately 10%.

Would you like your road to be included within a CPZ?

- 60% (96) would be in favour of a CPZ to be introduced
- 31% (50) of respondents said they would not be in favour of a CPZ
- 9% (15) didn't know, was not sure or did not respond

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

- 19% (14) said Yes
- 59% (43) said No
- 22% (16) stated that they didn't know or were not sure

What do you think would be the most appropriate operating hours?

- 66% (75) were in favour 8am to 6.30pm
- 6% (7) were in favour (10am to 11am)
- 6% (7) preferred one hour in the afternoon (e.g. 2pm to 3pm),
- 7% (8) preferred different times to that mentioned above
- 14% (16) stated that they didn't know or were not sure

Which days of the week of the week should the CPZ to operate?

- 48% (47) were in favour of Monday to Friday
- 26% (26) preferred Monday to Saturday
- 26% (26) preferred a CPZ that operated 7 days a week

Issues highlighted

- Low response rate to the Barnet Hospital parking review questionnaire and the roads situated outside the Barnet Hospital CPZ are suffering from displaced parking.
- Field End - Petition received from the residents of Field End requesting for their road to be subject to Controlled Parking Zone controls.
- Barnet Road - A few residents living on Barnet Road just outside the CPZ would like their property to be eligible to apply for resident Parking permits so that they can park within The Barnet Hospital CPZ.
- Bells Hill – Request for additional lengths of double yellow on the north west side of Bells Hill.
- West End Lane and The Croft– Received some support from the residents of these roads. However, if we were to consider introducing CPZ measures in these roads we should be mindful of the effects these measures will have in the neighbouring roads where the support is low.
- The Croft - A few residents have mentioned that parking situation in their road has worsened since the introduction of the Barnet Hospital CPZ and they have indicated that they would be in favour of CPZ measures being introduced in their road.
- A few residents have mentioned that the garage situated on Bells Hill at its junction with West End Lane are parking their customers vehicles in the surrounding roads
- A few residents would like the Hospital to consider introducing a Multi-Storey Car Park within the hospital site which would reduce the pressure on parking roads.
- Request for Double yellow lines at junctions which have been identified as part of the review.
- Pepys Crescent - A couple of residents living on Pepys Crescent have raised concerns in relation to inconsiderate motorists parking close to their driveway making it difficult to manoeuvre in and out of their driveways.
- Trinder Road – A few residents have mentioned the difficulties bus number 384 is experiencing while traveling along Trinder Road due to the narrow width of this road and coupled with vehicles parking on both sides of the road.
- Whiting Road – A few residents living near Whiting Road have raised concerns in relation to their driveways being blocked by vehicles during school drop-off and pick-up time in the mornings and afternoons.

Councillor Engagement

High Barnet ward meeting - Wednesday 12th May 2021

Officers advised that the outcome of the existing Barnet Hospital CPZ review showed the majority of those that responded supported no changes to the operational times and days.

Officers explained that whilst there was a low response rate to the consultation, the majority of people that responded supported being extended into the Barnet Hospital CPZ.

Ward Cllrs expressed their support for Permit Parking Areas (PPAs) being introduced to deal with commuter and taxi parking in Field Way and Kerry Close. They also mentioned a petition that was submitted to the council from residents of Field Way and Cllrs support their request to introduce permit controls.

Cllrs are aware that there is support in Barnet Road and Mill Bank for CPZ. It was also felt that the introduction of double yellow lines at junctions and sections of roads will help deal with lorries encroaching footways and damaging grass verge areas.

Officers explained that any forthcoming scheme will be introduced using experimental Traffic Orders which will enable the council to keep the CPZ under review, for a period of 18 months and make amendments to the scheme during the review period if necessary.

Cllrs were asked if they were aware of any problem areas that we need to address as part of the design process. They explained that most of the issues that they were aware of came from the Underhill Ward and that these are normally referred back to Members Services or back to the Underhill Cllrs.

Officers explained that there will be some minor amendments to the existing CPZ area such as additional waiting restrictions and PBP bays, all of which will be addressed as part of the CPZ implementation.

Cllrs said they will discuss the briefing paper and our follow up meeting notes/actions and agree before responding formally in support of introducing the extended CPZ.

Underhill ward meeting - Wednesday 19th May 2021

Officers advised that the outcome of the existing Barnet Hospital CPZ review showed the majority of those that responded supported no changes to the operational times and days.

Officers explained that whilst there was a low response rate to the consultation, the majority of people that responded supported being extended into the Barnet Hospital CPZ.

Cllrs were disappointed to learn that there had been a low response rate from Well Road, as they had been contacted with residents of this road and were aware that many of them supported CPZ controls. Officers explained that whilst the response was relatively low in this road, overall, the majority of residents support a scheme being introduced.

Cllrs asked that officers engage with the businesses on Bells Hill to ensure that their concerns are addressed as part of the design process. In response to this, shop owners did not engage with the council during the informal consultation. However, to assist it is proposed to supply the businesses with pay by phone parking provisions as part of the experimental parking scheme.

Officers explained that if roads that didn't support the CPZ are excluded, then commuters will naturally displace to the uncontrolled roads. It was therefore suggested that the Barnet Hospital 54 is dealt with holistically to avoid a piecemeal approach to scheme implementation.

Officers explained that any forthcoming scheme will be introduced using experimental Traffic Orders which will enable the council to keep the CPZ under review, for a period of 18 months and make amendments to the scheme during the review period if necessary. Members agreed to the scheme being introduced and were assured that they will be kept updated during the review and design periods.

Officers said that there will be some minor amendments to the existing CPZ area such as additional waiting restrictions and PBP bays, all of which will be addressed as part of the CPZ extension scheme.

Cllrs asked to be provided with a list of locations for current and planned EVCPs. Officers said that when the works notification letter is circulated that information of the application process for dedicated disabled bays, EVCPs and cycle storage will be provided. This information will also help the council inform future programmes and encourage the uptake of sustainable modes of transport.

Timeline

- Report to be submitted to the committee chair and vice chair on 10th June 2021 after clearance from LBB, Governance, Legal and Finance teams
- Report to be presented at 21st June 2021 committee for approval
- Feasibility study – July 2021
- Design development –Aug 2021
- Consultation materials –Sept 2021
- Re to introduce the experimental order based on the consultation boundary – October 2021
- Analysing feedback (adhoc basis) – Dec 2021 to April 2022
- Report writing – May 2022
- Making TMO – June/July 2022

Estimate

Following engagement with ward members, we've established the scheme extent and associated costs as shown below;

- Signage: £30,000
- Lining: £8,000
- Advertising 1: £1,000
- Advertising 2: £1,000
- Consultation material (Initial): £2,320
- Consultation material (Review): £2,320
- Officer time including meetings with Cllrs and LBB: 5 weeks @ engineer equivalent (inclusive of Scheme engineer, TMO officer) and Enumerator for consultation letter deliveries etc): £9,725.
- Analysing feedback, review comments and report writing: £11,250
- Draft / Make TMO works: £5,000

Total: £70,615

Total including 10% contingency: £77,676

Please be advised, following the review period, should the scheme require any modification additional funds would be required.

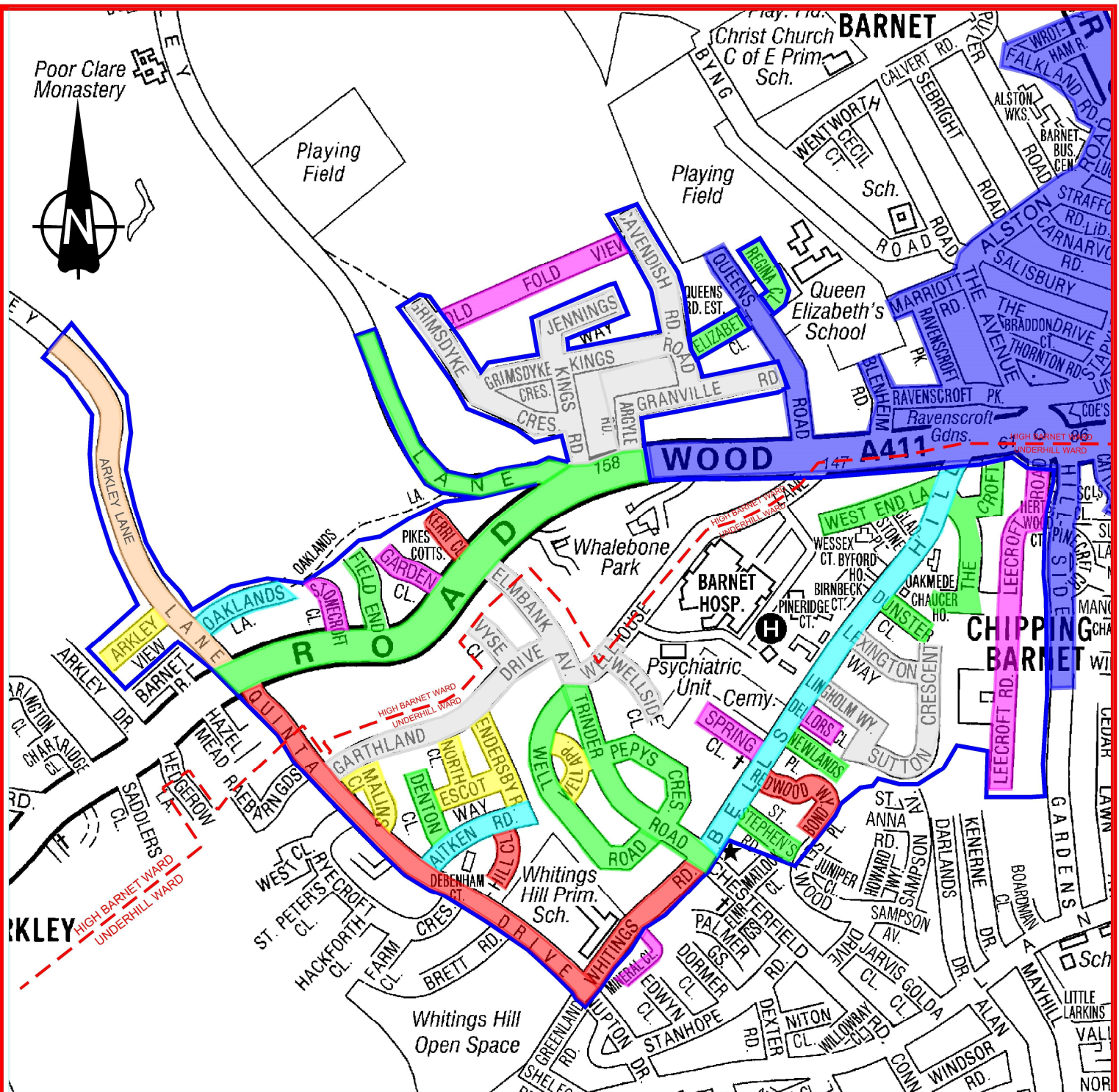
Conclusion

The feedback from the consultation indicated that residents are in favour of CPZ measures being introduced in the area. However, it is recognised that there was a low response rate to the consultation when you examine the responses on a road by road basis. Officers, and ward councillors of both the Underhill and High Barnet wards all agreed that the CPZ should be introduced to address the historic and ongoing commuter parking problems associated with the hospital site. In doing so, this will also help deal with the issue of widespread displaced parking across the area and provide improved parking opportunities for residents and businesses in the area. The experimental traffic order process will enable the council to monitor the effectiveness of the new measures and adapt the scheme if necessary.

Recommendation

1. Note the feedback to the informal consultation and agree that:
 - I. the Barnet Hospital CPZ is extended and the same controlled days and times are introduced
 - II. That the extended controls are introduced using experimental TMOs so that scheme is kept under review for a maximum of 18 months, in line with the [approved CPZ set principles](#).
 - III. Improve road safety and access by Introducing double yellow lines at junctions.
 - IV. Provide shared use permit and Pay by Phone facilities where there is available capacity to serve both residents and businesses.

Appendix – Consultation outcome map



KEY

Consultation results

Analysis of responses following Barnet Hospital Controlled Parking Zone

- Respondents in favour
- Respondents not in favour
- Respondents who do not know
- Respondents undecided
- Non respondents

Barnet hospital parking review informal consultation boundary



Existing Barnet Hospital controlled parking zone - Zone BH operates Monday to Saturday 8am to 6.30pm



Existing Chipping Barnet controlled parking zone - Zone C operates Monday to Saturday 8am to 6.30pm



Private Road



Ward Boundary



Initiated by AO	SCHEME: BARNET HOSPITAL CONTROLLED PARKING ZONE PARKING REVIEW 2020	Geoff Mee Interim Executive Director (Environment)	  DESIGN TEAM
Drawn by AO	TITLE: INFORMAL CONSULTATION RESULTS PLAN	London Borough of Barnet 2 Bristol Avenue Colindale London NW9 4EW Tel. 020 8359 2000	DRAWING No. BC/001409/CR 157
Checked by AO/SN			
Date 24/05/2021	Scales: Not to Scale		Acad. Ref. PARKING SCHEMES/Barnet Hospital - Parking review BC001409 CB Area Committee

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Chipping Barnet Area Committee
29 June 2021

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: BC/001750-07-01-3300-01 Pedestrian Survey Nov 2019 BC/001750-07-01-3300-02 Speed Survey BC/001750-07-01-3300-03 Pedestrian Survey Dec 2020
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, noting 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 that the Executive Director, Environment will approve the recommendation not to progress with the requested zebra crossing but to progress with the installation of two vehicle activated signs in Barnet Road.

3. Notes that the Director of Environment will allocate an approximate funding of between £13,000 – £15,000 for the agreed recommendation to introduce the approved proposals of 2 Vehicle Activate Signs on Barnet Road from the Road Safety and Parking Budget.

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 A feasibility report with the results of the investigation was presented at Chipping Barnet Area Committee in October 2020. Recommendations were not to proceed with the zebra crossing on Barnet Road due to the low number of pedestrians crossing at this location and the high costs of the measures.

1.4 At the November Environment Committee, it was agreed to undertake a further investigation and survey on a number of days and over a longer day to pick up bus drop off pedestrians' flow and to report back the findings to the Chipping Barnet Area Committee.

1.5 A report summarising the first feasibility study with the further investigation carried out in December 2020 was presented at Chipping Barnet Area Committee in April 2021. It was agreed to enhance the report with the Executive Director for Environment views on the proposals and possible pelican crossing and report back to the next Committee.

1.6 This report therefore summarises the results of all the investigations and surveys carried out up to date, together with Ward members' comments gathered throughout the investigation and including the Executive Director's views.

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 stationery 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).

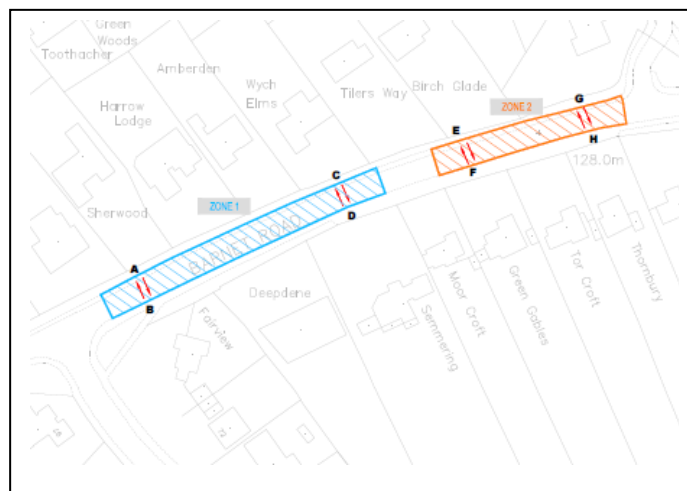


Figure.1 Pedestrian survey location plan – Nov 2019

	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 November 2019

2.8 Following request at Environment Committee a further survey was carried out on Thursday 17th December 2020 and Friday 18th December 2020, as agreed with ward members. The survey was carried out from 7:00 to 10:00am and from 13:00 to 19:00 pm on the above sites and one more site west of Quinta Drive near the bus stop to gather bus users' flow. The map showing the location of this survey is shown in Picture 2 and the results are shown on Table 2 below.

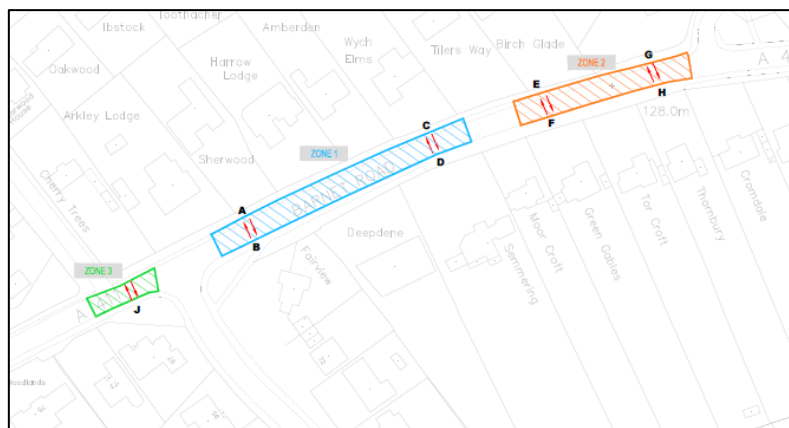


Figure.2 Pedestrian survey location plan – Dec 20

Thursday 17/12/2020	AM Peak (7-10am)	PM Peak (1-7pm)
A→B	6	12
B→A	7	3
C→D	0	0
D→C	0	0
E→F	0	0
F→E	0	1
G→H	1	1
H→G	0	0
I→J	1	6
I→J	5	6

Friday 18/12/2020	AM Peak (7-10am)	PM Peak (1-7pm)
A→B	2	10
B→A	3	3
C→D	0	0
D→C	2	4
E→F	0	0
F→E	0	1
G→H	1	1
H→G	1	0
I→J	0	8
I→J	9	15

Table 2 –Pedestrian Survey Results in December 2020

2.9 **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 and Table 3 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

Table 3 – Speed survey Results

	Eastbound				Westbound			
	Highest 85 th Percentile Speed (mph)	Highest Mean Speed (mph)	% of vehicles over 35mph in 24h	% of vehicles over 35mph 7am-7pm	Highest 85 th Percentile Speed (mph)	Highest Mean Speed (mph)	% of vehicles over 35mph in 24h	% of vehicles over 35mph 7am-7pm
Location 1	54.1	55.4	7%	4%	41.1	64.1	3%	2%
Location 2	46.5	53.7	11%	9%	45.2	43.5	10%	8%
Location 3	47.9	55.2	18%	16%	52.5	47.5	13%	12%

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.

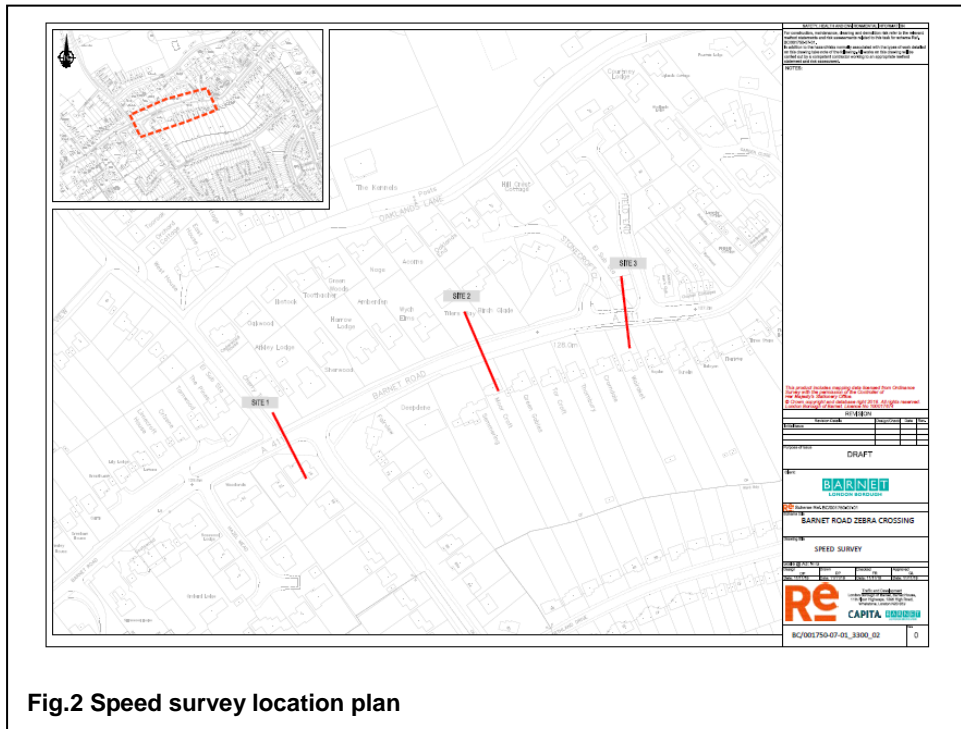


Fig.2 Speed survey location plan

2.9 **Collisions Data:** The Personal Injury Collision Data was analysed in relation to this location. For Members information we analysed the latest data available and all the 2020 records are currently provisional and subject to change. The analysis of the data determined that:

- No collisions occurred between Field End and Quinta Drive for the five years until the end of September 2020.
- One accident occurred in Jan 2019 near Hazel Mead, outside the area of this study. The collision occurred between a pedestrian and a car, resulting in slight injury to the pedestrian.
- Three collisions occurred at the junction with Quinta Drive, all 'slight' and involving cars for the five years until 31 December 2018
- In the past, 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 most pedestrians' movements happen near the junction with Quinta Drive (A-B and I-J 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, with 85th percentile over 35mph in one location. The highest mean speed and the highest 85th percentile speed reaches over 50mph at times with more than 10% of vehicles driving at more than 35mph during the 24-hour is location 1 and 2 of the speed survey.
 - 2.13 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, however still quite high and just below the threshold recommended by traffic regulations. From site visits, officers believe that speeding occurs on a regular basis and they are concerned that if a zebra crossing is installed, there might be conflicting occurrences when speeding traffic will not have enough time to stop at the crossing whilst pedestrians think it is their right of way to cross.
 - 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 During the December 2020 investigation, Re Officers engaged with LBB Street Lighting Contractor whose recommendations were that *a controlled crossing would be the safest way to ensure pedestrians are safe crossing this road, ensuring traffic has fully stopped before proceeding across road. Although belisha beacons are being looked at, as cheaper option to controlled crossing, there would be some stipulations to ensure crossing can be built. Footpath at its current side on northside would need to be increased, and beacons would be placed at back of path to ensure minimize vehicle collisions, with outreach brackets pushing globes into footpath. This would possibly be done with erecting combined lighting columns which will provide positive contrast on crossing as current set up does not give correct negative contrast. As we will need to ensure motorist is aware of change on road.*
 - 2.16 The investigation carried out in December 2020 confirmed a low number of pedestrians crossing Barnet Road near its junction with Quinta Drive. It has to

be noted that the survey was carried out whilst London area was in Tier 3 (Schools and shops were open) and before the national lockdown.

- 2.17 On 1st April 2021, officers met with ward members to explain their recommendations and reasoning stated in this report. Ward members still think that a crossing at this location is necessary and asked to report back with reasons for recommendations and alternative options.
- 2.18 Having taken into account the low demand of pedestrians crossing the road, data from the speed survey, that there have not been accidents involving pedestrians at junction with Quinta Drive, comments from street lighting and that the footway is not wide enough at the moment, it is not proposed to progress the investigation of a zebra crossing at this location at this current time.
- 2.19 It is recommended to address the speeding issue with the introduction of 2 Vehicle Activated Signs (VAS). These signs will need to be installed on existing lamp columns or on new posts where the footway is slightly wider. Suitable locations will need to be investigated and confirmed with the street lighting contractor.
- 2.20 Two types of VAS can be considered as follows:
1. Option 1: Vehicle Activated Signs with 30mph roundel for speed limit and "SLOW DOWN" legend beneath
 2. Option 2: Vehicle Activated Signs with Speed Indicator Device and "SLOW DOWN" legend beneath

Approximately costs for both options are indicated below in paragraph 5.2.1.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative 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.
- 3.2 Another alternative option considered would be the installation of the zebra crossings together with vertical measures on both approaches to the crossing, in the forms of speed cushions. However, this option has not been progressed by Officers as speed cushions are usually recommended in a 20mph speed limit area and as Barnet Road is a main road with bus route.
- 3.3 If a crossing in this location is considered indispensable by ward members and public, the best possible option would be the installation of a pelican crossing, with traffic signals. This type of crossing would ensure that traffic fully stops to let pedestrians cross before proceeding across the road. This option would involve engaging with Transport for London (TfL) for the modelling and installation of the signals; it will take up to 18 months to installation with a cost

of about £50,000 and it is not recommended due to the low number of pedestrians which would not justify the higher costs.

- 3.4 The installation of speed enforcement cameras could be considered. Wards Members will need to liaise with the enforcement team to progress this option further.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action for a zebra crossing is recommended at this location, although the installation of Vehicle Activated Signs to monitor and address speeding is recommended.

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 Funding from the Chipping Barnet Committee CIL would be required should the Committee agree with the recommendation to install two vehicle activated signs. A breakdown of the costs for these measures is provided below.

Measure	Option 1 – VAS with 30mph roundel	Option 2 – VAS with speed Indicator device
VAS signs	£8,700	£9,500
Accruals	£1,800	£1,800
Design costs	£2,000	£2,000

Subtotal	£12,500	£13,300
Implementation costs @10%	£1,250	£1,330
Total	£13,750	£14,630

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?CId=711&MId=9879&Ver=4>

6.2 Environment Committee 25 November 2020

<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=10157&Ver=4>



Chipping Barnet Area Committee

29 June 2021

Title	Parkside Gardens Zebra Crossing – Feasibility Study
Report of	Executive Director, Environment
Wards	East Barnet and Brunswick Park
Status	Public
Urgent	No
Key	No
Enclosures	Drawing no. BC/001966-08_FS_100-01 OF 03 Drawing no. BC/001966-08_FS_100-02 OF 03 Drawing no. BC/001966-08_FS_100-03 OF 03
Officer Contact Details	Geoff Mee – Executive Director - Environment geoff.mee@barnet.gov.uk

Summary

This report details the results of a feasibility study to inform on the installation of a zebra crossing on Parkside Gardens, EN4 near the entrance to Oakhill Park.

Officers Recommendations

That the Chipping Barnet Area Committee:

1. That the Chipping Barnet Area Committee note the details of the feasibility study as outlined in this report.

2. That the Chipping Barnet Area Committee notes the Executive Directors decision to proceed with Option 1 as the preferred option.
3. That the Chipping Barnet Area Committee, notes that the Executive Director, Environment will carry out a statutory consultation on the preferred Option 1 as shown on Drawing No. BC/001966-08_FS_100-01 OF 03. If any objections are received as a result of the statutory consultation, the Strategic Director for Environment will consider and determine whether the agreed Options should be implemented or not and if so, with or without modification, subject to funding being made available
4. Notes that the Director of Environment has allocated from Road Safety & Parking fund the funding of £43,450 to consult, design and introduce the approved proposals for the agreed Option.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Member's Item raised by Councillor Kathy Levine and Roberto Weeden-Sanz at the Chipping Barnet Area Committee on 20th January 2021 outlined concerns raised by residents in crossing Parkside Gardens to access Oakhill Park. Residents requested the Council to consider the installation of a zebra crossing to improve safety at this location.
- 1.2 The Chipping Barnet Area Committee agreed to allocate £5,000 of CIL funding to carry out a feasibility study for the installation of a zebra crossing. This report details the result of the feasibility study and outlines proposals for consideration.
- 1.3 Ward councillors were informed on the nature and location of the feasibility study, prior to the commissioning of survey data. No comments were received.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The feasibility study is informed by:
 - a) Site observations
 - b) Personal Injury Accident data
 - c) Traffic Surveys
 - d) Pedestrian survey data

2.2 Site Observations

- 2.2.1 Parkside Gardens is a relatively straight road connecting to Church Hill Road in the West and Brookside Close in the East. The road has a steep vertical gradient from Brookside Close to the middle section of Parkside Gardens and is then relatively flat until Church Hill Road.
- 2.2.2 There are no parking restrictions on Parkside Gardens. The road is residential in character and the speed limit is 30mph. Two 30mph Vehicle Activation signs are located between Lancelot Gardens and Mallory Gardens, as well as a sign warning of cyclists.
- 2.2.3 Monkfrith Primary School is a short walk away from Brookside Close to the East. Towards the middle of Parkside Gardens is a condensed cluster of varied points of interest which include:
 - Junctions with Lancelot Gardens, East Walk and West Walk.

- A significant number of retirement homes
- An access road to a car park for Oakhill Park and a Pitch & Putt (57 vehicle capacity, free parking)
- Over bridge with narrow footway over Pymmes Brook
- Pedestrian entrances to Oakhill Park
- Post box

2.2.4 Further west towards Church Hill Road is residential on one side. The other side is a hedge row of Oakhill Park, with no pedestrian footpath or access.

2.2.5 A 'hail and ride' bus route serves Parkside Gardens. Bus route 382 travels the length of Parkside Gardens from Brookside Close to Church Hill Road. The bus stops are situated outside property Nos. 15 and 34 Parkside Gardens.

2.2.6 Due to the proximity of Oakhill Park and associated amenities such as a Pitch & Putt, and bowling green, a variety of pedestrian type were observed crossing Parkside Gardens. This included joggers and cyclists that straddle the side of the road in an attempt not to break stride when crossing; vulnerable pedestrians such as children, elderly and parents with pushchairs and also dog walkers.

2.2.7 Park visitors were also observed parking on Parkside Gardens between East Walk and West Walk on the opposite side of the road to Oakhill Park and then crossing the road to enter the park despite there being spaces available in the free parking car park. Perhaps this is due to park visitors considering it quicker and more convenient to do so. Parked cars at this location caused congestion at the park entrance due to vehicles having to give way to oncoming traffic.

2.2.8 During site visits it was observed that pedestrians did not have to wait long for a gap in the traffic to cross, however cyclists, parents with pushchairs and dog walkers did struggle for pavement space. It was also noted that pedestrians were crossing from between parked cars.

2.2.9 Footway and road widths were measured to be acceptable for a zebra crossing (minimum 2m). The officer observed that occasionally vehicles traveling West to East from Brookside Close down the hill tended to speed when there were low levels of oncoming traffic.

2.3 Personal Injury Collision Data

2.3.1 Personal Injury Collision Data for the five years preceding December 2020 was collected for Parkside Gardens (the most recent data available from TFL). Two personal injury accidents (both classified as slight in severity) occurred at the Junction of Church Hill Road and Parkside Gardens. These Involved vehicles only and on a clear day.

2.4 Traffic surveys

2.4.1 A speed survey was carried out on 22nd April 2021 for 7 days, 24 hours a day on 2 sites. The speed survey location plan is shown in Figure 1 and results are summarised in Table 1 below. The results show the 85th percentile traffic speed ranged from 32mph to - 34.1mph. This is within the satisfactory traffic speed threshold for a zebra crossing.

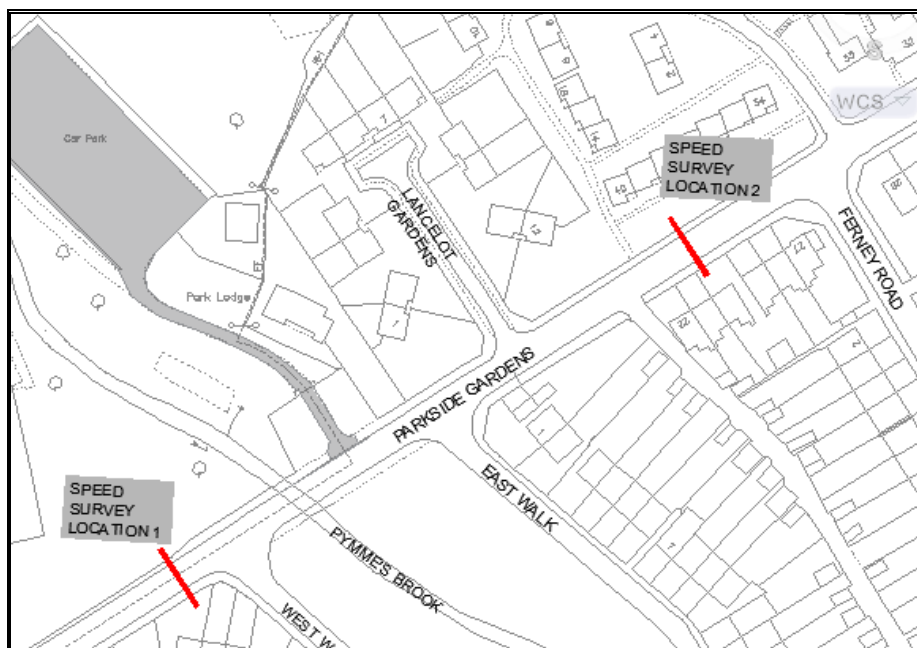


Figure.1 Speed survey location plan

	Eastbound		Westbound	
	85th Percentile speed (mph)	Mean speed (mph)	85th Percentile speed (mph)	Mean speed (mph)
Location 1	33.9	27.0	32.0	24.7
Location 2	34.1	27.5	32.6	26.0

Table 1 -Speed Survey Results

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.

2.4.2 A vehicle and pedestrian count survey was carried out for a 12-hour period on Thursday 22nd April and Saturday 24th April using CCTV cameras. The weather on both dates was bright and sunny. During this time Oakhill park administrators confirmed that all amenities were open to full capacity including the park café and the popular Pitch & Putt and bowling green which tend to cause a spike in car park usage and footfall traffic.

2.4.3 A vehicle count survey for car park usage was carried out to determine if locating a zebra crossing immediately east of the car park would impact on accessibility. Turning movements of vehicles to/from the east was shown to be highest between the hours of 1pm-5pm on Saturday, with the largest recorded hourly volume of 65 vehicles between 2pm-3pm. The results show that in general car park usage was greater on Saturday than on Thursday, suggesting that car park usage is highest on the weekend.

2.4.4 A pedestrian survey was also carried out to determine the volume of pedestrians crossing the road and at which location they crossed (desire lines). The results show a

significantly high number of pedestrians and cyclists crossing Parkside Gardens within the survey area shown in green in Figure 2 below. The highest hourly crossing volume was Saturday at 3pm-4pm where 202 pedestrians crossed; the highest volume of cyclists crossing was 32 from 2pm-3pm, this suggests a demand for a zebra crossing.

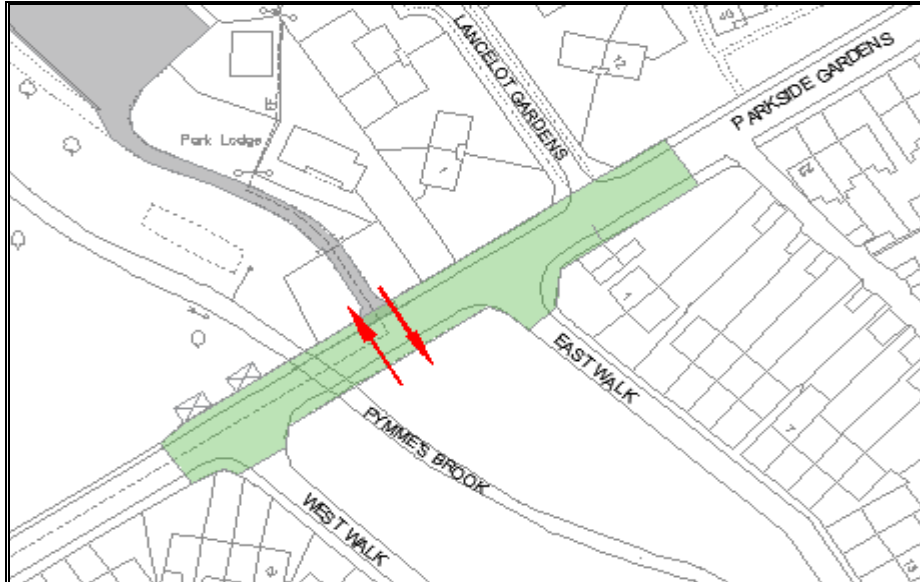


Figure 2. Pedestrian crossing survey area, shown in green

Parkside Gardens road crossings to/from Oakhill Park				
	SAT 24 TH APRIL		THUR 22 ND APRIL	
Time	peds	cyclists	peds	cyclists
7Am-8AM	27	8	64	8
8AM-9AM	59	14	91	10
9AM-10AM	48	15	75	6
10AM-11AM	85	13	59	9
11AM-12PM	89	14	64	14
12PM-13PM	75	15	104	11
13PM-14PM	103	18	77	6
14PM-15PM	144	32	59	3
15PM-16PM	202	24	110	8
16PM-17PM	169	11	89	17
17PM-18PM	147	18	66	27
18PM-19PM	45	2	78	11
Total	1193	184	936	130

Table 2 Parkside Gardens road crossings to/from Oakhill Park

2.5 Feasibility and Proposals

2.5.1 The above site investigations and traffic surveys highlight a demand for a zebra crossing on Parkside Gardens. Two suitable locations were identified. Both locations require

improvements to street lighting via additional street lighting columns and column repositioning.

2.5.2 As traffic speeds are over 30mph, Zebra crossing warning signs are recommended.

2.5.3 Approximately 60% of pedestrians who crossed Parkside Gardens did so at West Walk which is directly opposite the park entrance. The layout of the road does not allow for a zebra crossing at this location. Being mindful of the possibility that pedestrians may continue to cross here for convenience, the officer's recommendation is to propose additional safety measures at West Walk.

2.5.4 **Option 1 – West of East Walk.**

Option 1 involves the proposed zebra crossing to be sited between East Walk and the car park access road, this is the closest possible location to the entrance to Oakhill Park. Details of this option are shown on drawing no. BC/001966-08_FS_100-01

Due to the proximity of the side roads to the crossing, it is necessary to extend the footway at East Walk to allow the required minimum separating width between zebra crossing and the side road. Zig zags restrictions are to be extended past the overbridge to West Walk, to improve the visibility of pedestrians and cyclists to the approaching traffic. At West Walk the radii of the kerb is tightened and tactile paving proposed to remedy issues raised in par 2.5.3.

Advantages:

- Closest possible location to Oakhill Park entrance and has the strongest desire line.
- Tightening the radius of East Walk significantly reduces the speed of turning traffic and together with a narrowing of the carriageway makes crossing East Walk inherently safer for pedestrians and cyclists.
- Additional junction improvements at West Walk also reduce the speed of turning traffic and provide assistance to vulnerable road users.

Disadvantages:

- Where peak car park usage times coincide with peak pedestrian crossing times it may cause a small increase in waiting times for vehicles entering and leaving the car park access road.
- This option removes popular parking opportunities closest to the park entrance.
- The crossing is sited at the minimum allowable spacing between a Zebra crossing and side roads.

2.5.5 **Option 2 – West of East Walk including anti-skid surfacing**

Option 2 is the similar to Option 1 but also includes an antiskid surface to enhance safety at the crossing. The estimated build cost for ant-skid surfacing installation is approximately £11k.

Advantages

- Improves road safety by improving vehicle breaking performance around the crossing especially in adverse weather conditions.

2.5.6 Option 3 – Between East Walk and Lancelot Gardens.

For option 3 the zebra crossing is located between East Walk and Lancelot Gardens. A buildout with reduced radius is required on East Walk to allow a safe distance between the zebra crossings and side roads. This option requires the relocation of a road gully. As this location is on a vertical gradient a high friction surface is included. At West Walk the radius of the kerb is tightened and tactile paving installed to remedy issues raised in par 2.5.3.

Advantages:

- This location does not affect access to the car park
- East Walk buildout and kerb radius reduction reduces the speed of turning traffic and improves safety of pedestrians and cyclists crossing East Walk.
- Additional junction improvements at West Walk also reduce the speed of turning traffic and provide assistance to vulnerable road users.

Disadvantages:

- The crossing is located further away from the entrance to Oakhill Park compared to option 1, and is at the extremity of the desire line
- This option requires additional works to relocate a road gully
- This crossing is installed at a gradient which may cause vehicles to brake severely in the downhill direction.

2.5.6 Officers consider the three proposed options to be viable, however on balance recommends the progression of Option 1 for the following reasons:

- Option 1 sites the crossing closest to pedestrian desire lines and on a flatter gradient than at option 3.
- Option 1 also offers improved visibility to pedestrians and reduces the risk of pedestrians crossing in between parked cars.
- If after implementation and that Committee funding is still available at the end of this financial year, implementation of the anti-skid surfacing is recommended to enhance safety in the vicinity of the crossing point; by improving vehicle braking performance at the crossing especially in wet weather conditions. The implementation cost is estimated at £11,000.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 An alternative low-cost option is not to proceed with a zebra crossing and instead tighten the radii and provide tactile paving at East Walk and West Walk only. This will improve safety at the junctions by reducing vehicle turning speed, improving crossing visibility for pedestrians, reducing crossing distance for pedestrians, and increasing footway space for cyclists. However, this proposal does not provide any provisions for crossing Parkside Gardens despite the pedestrian survey showing a significantly high volume of people crossing the road. The proposal is therefore not recommended.

3.2 The only other option is not to proceed with the proposed improvements, however this will not address the concerns that have been raised by residents.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee agree with the recommendations, a statutory consultation on the proposed measures would be undertaken and detailed design of the proposal would be completed, with a view to implementing the proposal during the 2021/22 financial year. design

5. IMPLICATION OF THE 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 £5,000 was agreed at the Chipping Barnet Area Committee in January 2020 for the feasibility study.
- 5.2.2 ‘London Highway Maintenance and Projects Framework North Area (LHMP) ’ schedule of rates have been used to carry out a preliminary high-level cost estimate as shown in Table 3 below, which will need to be refined upon completion of the detailed design:
- 5.2.3 The work will be carried out under the existing PFI (electrical) and LHMP (non-electrical) term maintenance contractual arrangements.

Table 3 –Cost Estimate

Activity	Estimated costs
Detailed Design ((Includes design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£ 9,500
Build Cost including Street Lighting	£30,000
Sub-TOTAL	£39,500
Implementation and post implementation Fees @ 10%	£ 3,950
GRAND TOTAL	£43,450

- 5.2.4 The estimated cost of installing the recommended proposals as per Option 1 is **£43,450**

and is requested from the Chipping Barnet Area Committee CIL budget. It is considered that the proposals would improve safety in the area and is recommended by officers.

5.2.5 If after implementation the Committee decides that anti-skid surfacing will benefit this crossing, the construction costs are estimated at £11,000. This will require funding from the Committee.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1. The Council's Constitution, in 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 In relation to 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. The Council has carried out an equalities impact assessment for this scheme.

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. A statutory consultation will be undertaken as set out above.

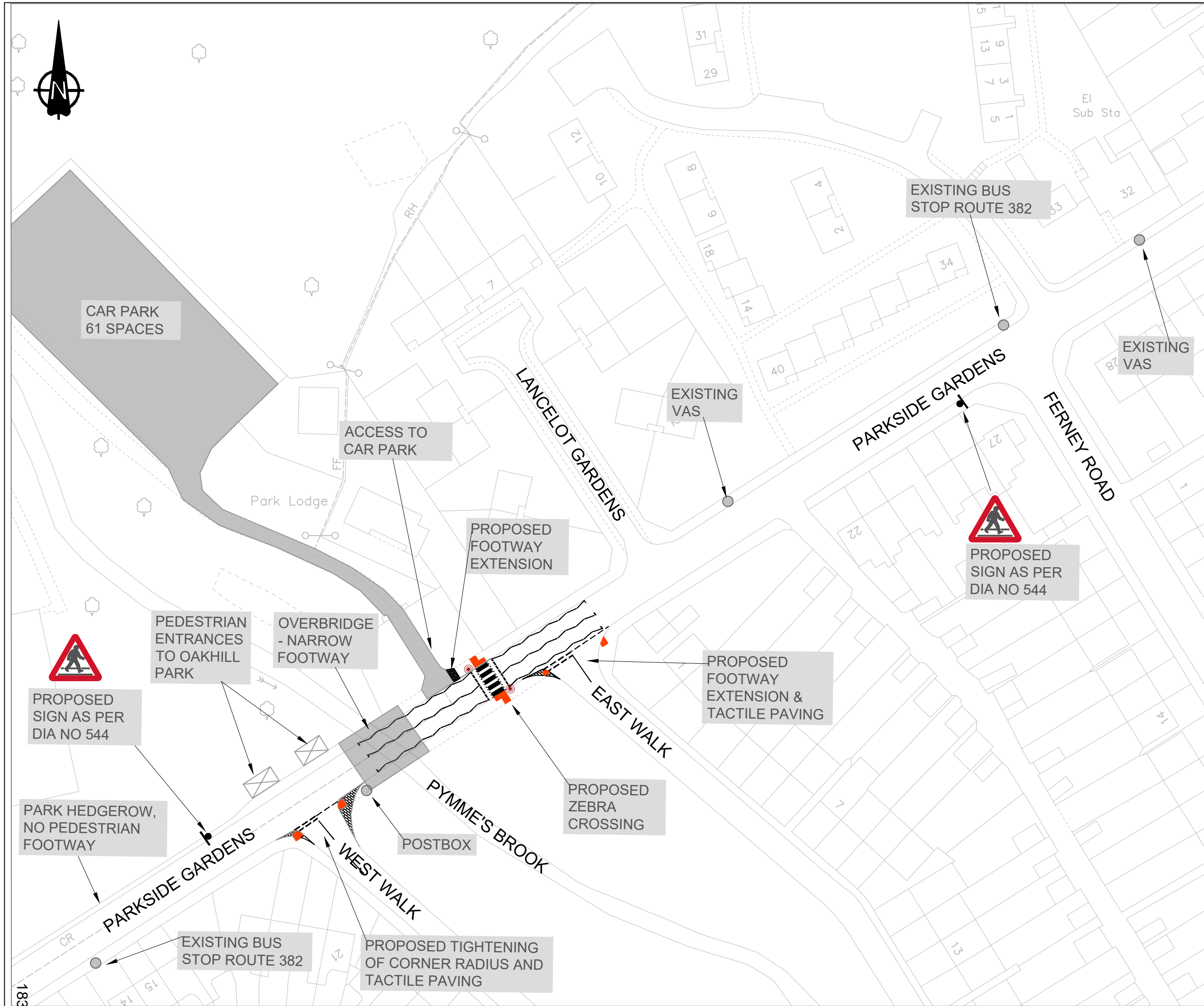
5.9. Insight

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 20 January 2021, item 11
<https://barnet.moderngov.co.uk/documents/g10125/Printed%20minutes%2020th-Jan-2021%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001966-08.

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:

- Drawing issued is overlaid on OS map. Therefore any measurements taken are subject to typical OS tolerances and also subject to date original survey captured, which may not reflect current site conditions.

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REVISION			
Revision Details	Design/Check	Date	Rev.
Feasibility	EM/JC	May '21	0

Purpose of issue
FOR INFORMATION

Client:
BARNET LONDON BOROUGH

Scheme Ref. BC/001966-08
Scheme title
PARKSIDE GARDENS EN4

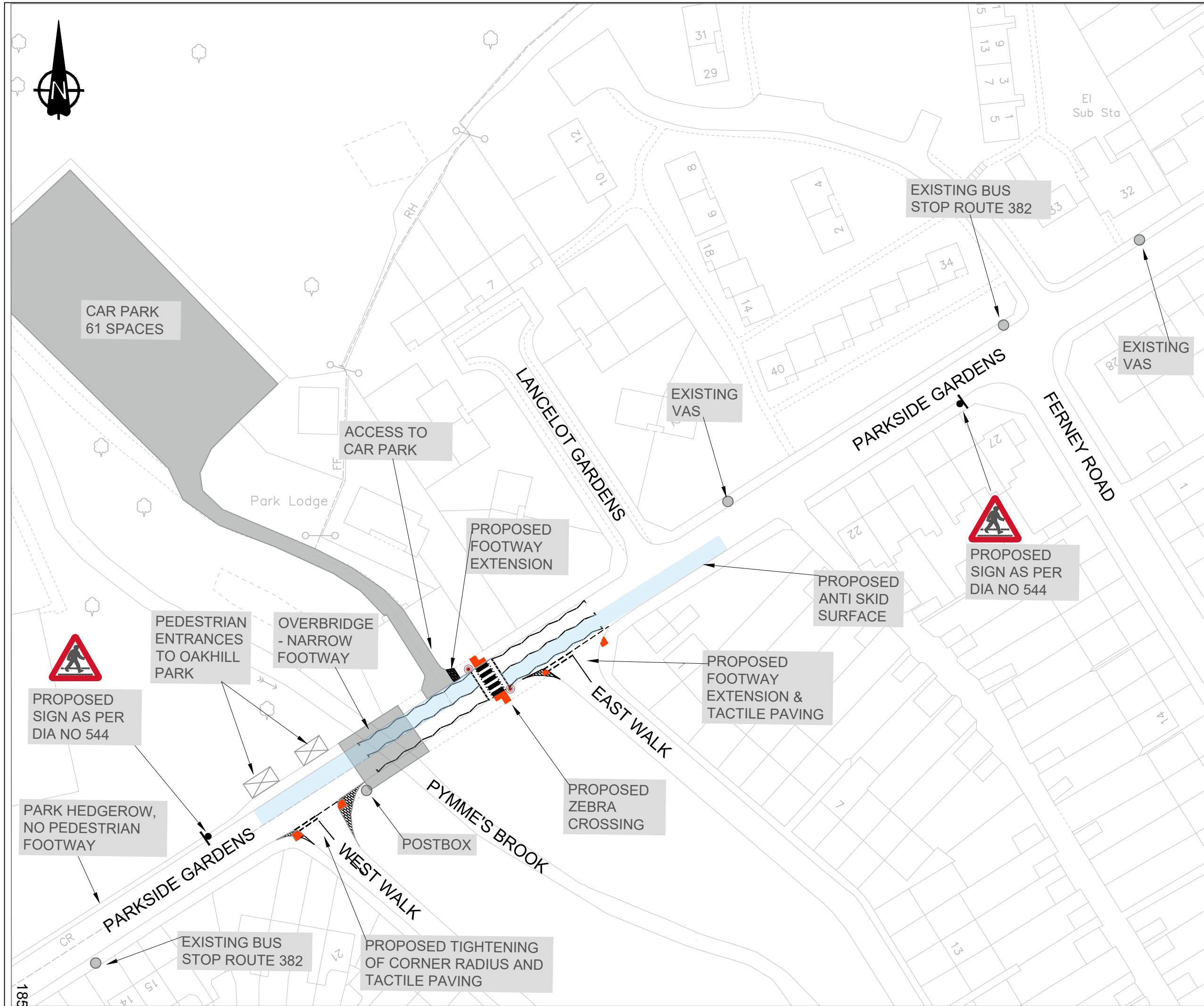
Drawing title
OPTION 1

NOT TO SCALE

Design	Drawn	Checked	Approved
EM	EM	JC	DP
Date: MAY 21	Date: MAY 21	Date: MAY 21	Date: MAY 21

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

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Feasibility	EM/JC	May '21	0	

Purpose of issue: **FOR INFORMATION**

Client: **BARNET LONDON BOROUGH**

Scheme Ref. BC/001966-08
 Scheme title: **PARKSIDE GARDENS EN4**

Drawing title: **OPTION 2**

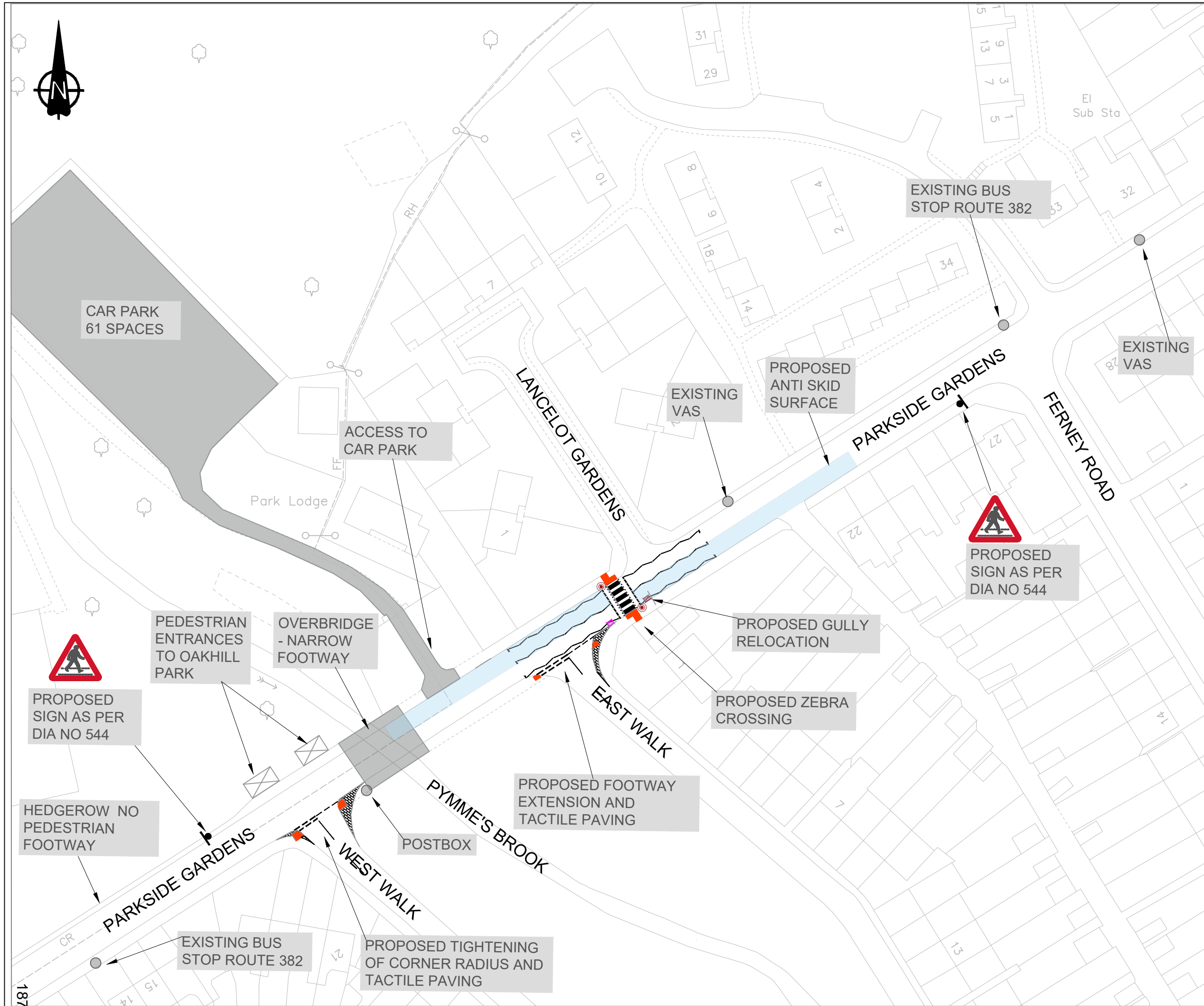
NOT TO SCALE

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EM	EM	JC	DP
Date: MAY 21	Date: MAY 21	Date: MAY 21	Date: MAY 21

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Revision Details	Design/Check	Date	Rev.	
FEASIBILITY	EM/JC	May '21	0	

Purpose of issue: **FOR INFORMATION**

Client: **BARNET LONDON BOROUGH**

Scheme Ref. BC/001966-08
Scheme title: **PARKSIDE GARDENS EN4**

Drawing title: **OPTION 3**

Scale 1 : 200 @ A3:

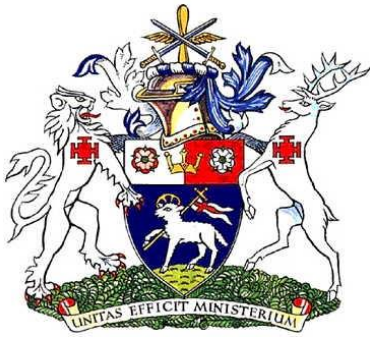
Design	Drawn	Checked	Approved
EM	EM	JC	DP
Date: MAY 21	Date: MAY 21	Date: MAY 21	Date: MAY 21

RE Traffic and Development
London Borough of Barnet, Barnet House,
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Whetstone, London N20 0EJ

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Chipping Barnet Area Committee

29 June 2021

Title	Oakleigh Park South – Whetstone N20 - Speed Surveys
Report of	Executive Director - Environment
Wards	Oakleigh Ward
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No: BC/001966-04 -FS-100-01 DRG1
Officer Contact Details	Geoff Mee – Executive Director - Environment geoff.mee@barnet.gov.uk

Summary

This report details the results of speed surveys carried out at three locations in Oakleigh Park South and in Oakleigh Park North N20 following concerns raised by Members to address speeding problems on this road.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the results of the speed surveys that were undertaken on Oakleigh Park South, Whetstone.
2. That the Chipping Barnet Area Committee note the proposal to install 4 (four) Vehicles Activated Signs (“VAS’s”), and refresh or install new road markings in the area, at an approximate cost of £26,400 from Chipping Barnet Area Committee CIL funding.

1. WHY THIS REPORT IS NEEDED

- 1.1 A Members Item was submitted to the Chipping Barnet Area Committee on 6th October 2020 by Councillor Smith outlining the speeding problems on Oakleigh Park South.
- 1.2 Following discussion of the item, the Chipping Barnet Area Committee unanimously agreed the requested sum of £2,000 to conduct speed surveys on Oakleigh Park South.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Oakleigh Park North and South are situated in the Oakleigh ward and they are predominantly residential in character with a speed limit of 30mph.
- 2.2 Speed surveys were conducted at three sites in Oakleigh Park South and Oakleigh Park North 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 prior to installation, to confirm they were happy to proceed with the surveys during the present 'lockdown' conditions. A plan showing the speed survey locations is attached in Appendix 1.
- 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. Conditions are usually considered acceptable if the 85th percentile speed is not in excess of the signed speed limit by 5mph or more
- 2.5 The average speeds and 85th percentile speeds that were recorded during the 7-day survey in each direction are summarised as follows:

Table 1 – Speed Survey Results

Road	Direction	Mean speed (mph)	85 th Percentile Speed (mph)
Site 1 Oakleigh Park South (junction with Oakleigh Park Avenue)	Northbound	28.7	32.9
	Southbound	26.9	31.9
Site 2 Oakleigh Park south (Closer to Sacred Heart Roman Catholic Primary School)	Northbound	26.2	30.9
	Southbound	26.5	31.0
Site 3 Oakleigh Park North (Adjacent to Oakleigh Park Station)	Northbound	26.6	31.2
	Southbound	25.3	30.2

- 2.6 At Site 1, during the week surveyed 37.64% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 7.16% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 18.76% exceeded the speed limit 30mph and 3.38% exceeded 35mph.
- 2.7 At Site 2, during the week surveyed 19.69% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 4.03% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 20.95% exceeded the speed limit 30mph and 3.73% exceeded 35mph.
- 2.8 At Site 3, during the week surveyed 21.94% of all vehicles travelling northbound were recorded as exceeding the 30mph speed limit and 4.65% exceeded 35mph (the usual enforceable threshold). In the southbound direction, 15.97% exceeded the 30mph speed limit and 3.01% exceeded 35mph.
- 2.9 The 85th percentile speeds recorded average at around below 35mph (the usual enforceable threshold) at three of the sites. Further analysis shows that greater numbers of motorists exceeded the 30mph speed limit at Site 1 by 38% in the northbound direction and at Site 2, approximately 20% in both the northbound and southbound directions.
- 2.10 The Personal Injury Accident Data have been analysed, and between 1 February 2017 and 31 May 2020 (the most recent data currently available), three personal injury accidents in Oakleigh Park South were recorded. Two accidents are classified as 'slight' in severity and occurred at the junction with Chandos Avenue and Oakleigh Park North. Unfortunately, we only have limited information about these incidents, however two of which appeared to have been rear end shunt type incident, both occurred in slow moving traffic. The third incident occurred near to Oakleigh Park North junction, although it is not clear whether speeding was a contributory factor in this incident.

- 2.11 The numbers of motorists exceeding the speed limit in both directions in all three sections indicates that some drivers may not realise that the speed limit of this road is 30mph. Therefore, it is recommended that all road markings to be refreshed along with new 'SLOW' road markings to be installed in the vicinity of all three locations.
- 2.12 The installation of VAS's displaying '30 SLOW DOWN' is also recommended as this would be beneficial to remind motorists of the speed limit. Where possible VAS's are installed on lighting columns, preferably on the near 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.
- 2.13 Given that Site 1 has the highest number of motorists exceeding the limit in both directions, it is recommended additional 'Dragons teeth' road markings are to be installed, as well as the measures in 2.12, as a further speed deterrent. These will be situated prior to the bends on Oakleigh Park South.
- 2.14 At Site 2, there are a number of motorists exceeding the speed limit in both directions in the vicinity of Sacred Heart RC Primary School according to the speed survey. The installation of VAS's displaying '30 SLOW DOWN' are recommended as this would be beneficial to remind motorists of the speed limit. Where possible VAS's are installed on lighting columns, preferably on the near 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. In addition, two set of "dragon's teeth" road markings are also recommended.
- 2.15 In Site 3, two accidents were classified as 'slight' in severity and occurred at the Chandos Avenue / Oakleigh Park North junction. Unfortunately, we only have limited information about these incidents, and it is unclear if speeding is the contribution factor, therefore no measures will be proposed at this location at present.
- 2.16 It is worth noting that as the two recorded incidents recorded at the Chandos Avenue / Oakleigh Park North junction appeared to be shunt-type collision at the zebra crossing. It may be beneficial to resurface the area in the vicinity of the zebra crossing with a higher skid resistance material at a later stage to mitigate this type of collision.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option could be to install a few sets of speed cushions on Oakleigh Park South between property numbers 48-34. However, the cost for the installation of the speed cushions would be circa £15,000 and might be excessive to justify given the speeding's at the Sites were not at exceptionally high speeds, as well as considering that vertical traffic calming measures are generally not favoured in the Borough.
- 3.2 Another option would be to not install any measures however this would not address the concerns raised by residents.

4. POST DECISION IMPLEMENTATION

- 4.1 The proposed measures will 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 “London Highway Maintenance and Projects Framework North Area” schedule of rates have been used to carry out a preliminary high-level cost estimate for installing the proposed works at each site as shown in the table below.

Activity	Estimated costs
Detailed Design (Includes Design fee, public consultation, TMO and advertising fee, Road Safety Audit etc.)	£4,000
Build Cost including Street Lighting	£20,000
Sub-TOTAL	£24,000
Implementation and post implementation Fees @ 10%	£2,400
GRAND TOTAL	£26,400

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.

- 5.4.2 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.3 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.
- 5.4.4 Statutory consultation (if required) will be carried out in accordance with the provisions of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

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.

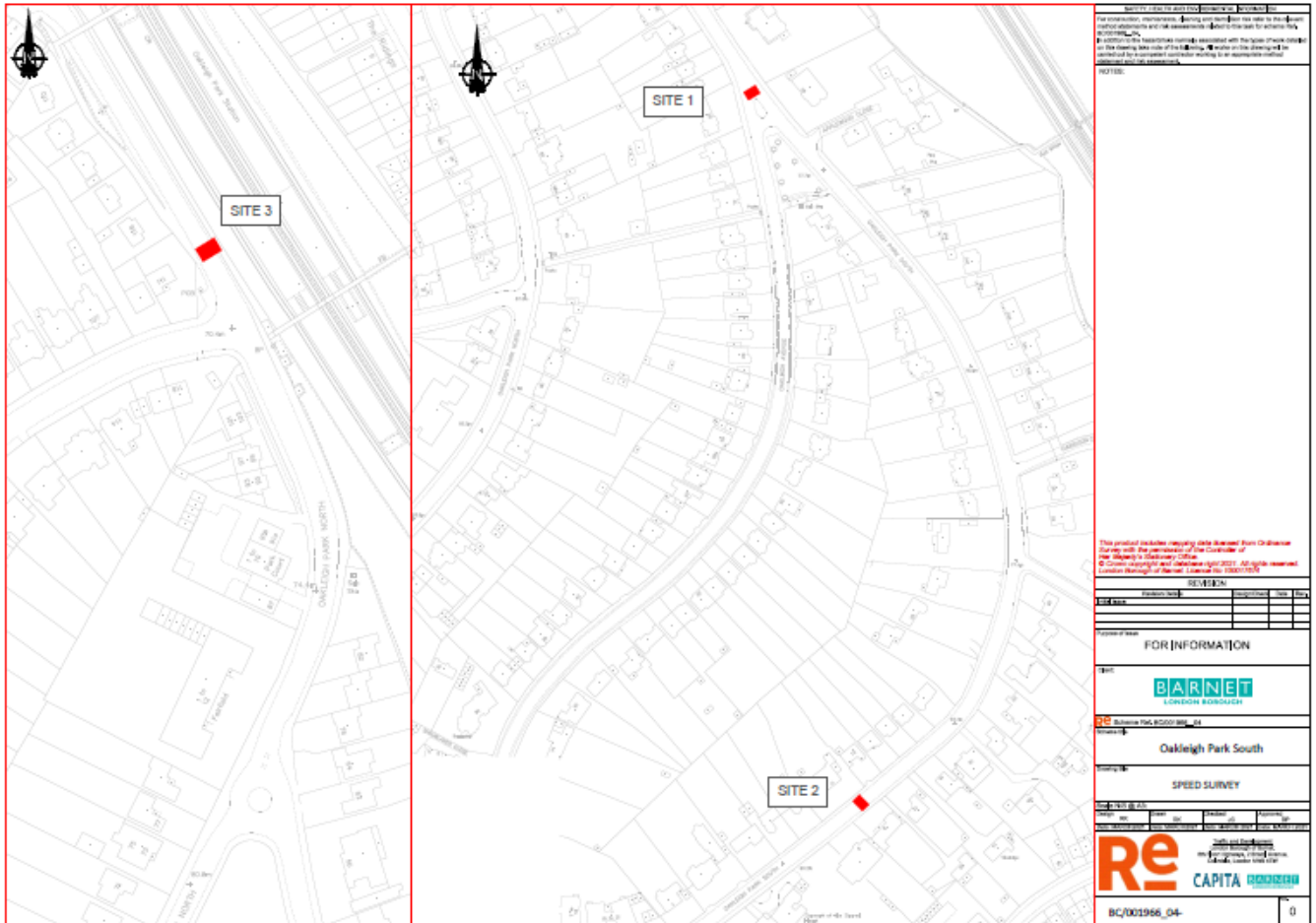
5.9 Insight

- 5.9.1 Collision data has been referenced in this report.

6. BACKGROUND PAPERS

- 6.1 Chipping Barnet Area Committee, 6 October 2020, item 9.
<https://barnet.moderngov.co.uk/ie/ListDocuments.aspx?CId=711&MId=10124&Ver=4>

Appendix 1



Appendix 2



Appendix 3



Appendix 4



Appendix 5





SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001966_04.
 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:

- KEY**
- DRAGON TEETH
 Triangular road markings 750mm base, 600mm high and 750mm separation
 - SLOW
 DIAG 1024 - SLOW
 White lining 1600mm high

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REVISION				
Revision	Details	Design/Check	Date	Rev.
Initial issue				

Purpose of issue
FOR INFORMATION

Client:

Scheme Ref. BC/001966_04
 Scheme title
Oakleigh Park South

Drawing title
TRAFFIC CALMING MEASURES

Scale N/S @ A3:

Design	Drawn	Checked	Approved
RK	RK	JC	DP
Date: MARCH 2021	Date: MARCH 2021	Date: MARCH 2021	Date: MARCH 2021

Traffic and Development
 London Borough of Barnet,
 6th Floor Highways, 2 Bristol Avenue,
 Colindale, London NW9 4EW

BC/001966_04-FS-100-01-DRG1 Rev. A

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

Contact: 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			
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