

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

WEDNESDAY 13TH JANUARY, 2016

AT 7.00 PM

**(OR AT THE CONCLUSION OF THE CHIPPING BARNET RESIDENTS' FORUM BY
8:30PM, WHICHEVER IS EARLIER)**

VENUE

CHIPPING BARNET LIBRARY, 3 STAPYLTON ROAD, BARNET EN5 4QT

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

Chairman: Stephen Sowerby

Vice Chairman: Caroline Stock

Councillors

Philip Cohen

Andreas Ioannidis

Bridget Perry

Pauline Coakley Webb

Paul Edwards

Substitute Members

Brian Salinger

Reema Patel

Kathy Levine

David Longstaff

Tim Roberts

Alison Cornelius

Laurie Williams

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 Dea at 10AM. Requests must be submitted to Jan.Natynczyk@barnet.gov.uk or 020 8359 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 020 8359 5129

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
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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)	
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FACILITIES FOR PEOPLE WITH DISABILITIES

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Decisions of the Chipping Barnet Area Committee

21 October 2015

Members Present:-

AGENDA ITEM 1

Councillor Stephen Sowerby (Chairman)
Councillor Caroline Stock (Vice-Chairman)

Councillor Bridget Perry
Councillor
Pauline Coakley Webb
Councillor Philip Cohen

Councillor Andreas Ioannidis
Councillor Paul Edwards

1. MINUTES OF THE LAST MEETING

The Minutes of the meeting held on 02 July 2015 were agreed 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)

A Public Comment was received from David Carnac who spoke in relation to item 10. At the request of the Chairman Mr Carnac agreed to make his comments when the committee considered item 10.

A Public Comment was received from David Howard who spoke in relation to item 13. At the request of the Chairman Mr Howard agreed to make his comments when the committee considered item 13.

6. MEMBERS' ITEMS (IF ANY) MEMBERS ITEM - COUNCILLOR STOCK

The Committee considered a Members' Item submitted by Councillor Caroline Stock which requested Members of the Committee to consider double yellow lines at locations on Great Bushey Drive.

Having considered the Member's Item and oral representations from Councillor Stock the Committee:

Resolved:

- That the Committee noted the report
- That the Committee agreed to instruct and delegated powers to the Commissioning Director for Environment to consider how this issue can be resolved with a view to implement the request.
- That the implementation of the double yellow lines at the location be funded from the Committee's approved budget. This work to be capped up to £2,000.
- That Ward Members and Ms Ward be consulted

7. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM

The Committee received the items below, which had been referred to the Committee by the Chairman of the Chipping Barnet Area Residents Forum, Councillor Lisa Rutter.

<p>3 Totteridge Lane, Exit to Waitrose, submitted by Eileen Eskenzi MBE. JP</p> <p>Submitted by - Eileen Eskenzi MBE. JP</p> <p>Ward – Totteridge</p> <p>I am writing to you because I would be grateful if you could place my comments before the Residents' Forum.</p> <p>Last week, we had our monthly Totteridge Residents' Association meeting. Repeatedly, the matter arises regarding this dangerous section - namely the entrance and exit to Waitrose in Totteridge Lane. Each member of our committee has either had personal experience, or knows of someone who has been involved in an accident or had a 'near miss' at this junction.</p> <p>I had an experience last year when I gingerly</p>	<p>It would appear that the insurance company referred to possibly concluded that a driver emerging from Waitrose should give way and their view considering whether there were any vehicles overtaking in the outside lane.</p> <p>Even if larger vehicles could not overtake, the possibility would remain that motorcyclists may still do so, and this should always be a consideration for vehicles emerging from a side road or access.</p> <p>Introducing double white lines has previously been suggested, but this would not resolve this issue, not least because the prohibition on crossing a double white line system does not apply in relation to overtaking a stationary vehicle.</p> <p>The double white line system also automatically introduces a restriction on</p>
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<p>edged out from Waitrose whilst all the traffic was at a standstill. A motorist came speeding up Totteridge Lane, overtaking the single line of vehicles, resulting in a collision. The insurance company argued, that in spite of the "Keep Clear" gap, there was insufficient road signage for an on-coming vehicle to be able to anticipate a motorist making an exit into the main road, even though at this juncture the road is narrow. It only widens out beyond this point towards the traffic lights. I therefore had to pay for the damage to my car.</p> <p>Almost daily there is an accident or 'near miss' at this busy inter-section. We have raised this 'accident point' repeatedly to our local Councillors - requesting white lines or some signage - but to no avail. It has been a point raised by residents at our AGM - again with no positive result to this dire problem.</p> <p>Do we have to wait for a fatality before some action is taken?</p> <p>I am writing to you, not only on behalf of this Association, but as a responsible, caring citizen who surely must represent thousands of pedestrians and motorists travelling up and down this busy thoroughfare.</p> <p>I look forward to a response.</p> <p>Eileen Eskenzi MBE. JP. President Totteridge Residents' Association</p>	<p>parking, which would also prevent parking at night or on Sunday on part of the road currently marked with a single yellow line. This includes outside residential properties without off-street parking. <i>(The Contravention would be a criminal offence in these circumstances.</i></p> <p>The introduction of a junction warning sign on the uphill approach to the entrance might provide some additional warning to vehicles considering overtaking. This would not normally be considered for private entrances. (We would try to avoid overuse in any case – if every junction where vehicles might emerge between stationary vehicles were signed then the sign would cease to have any impact). However, this proposal will be prioritised against other schemes for introduction in next year's work programme and the highest priority schemes introduced. There has been a single injury accident recorded in similar circumstances to the incident described in the most recent three years accident data and as a low cost measure this may achieve a sufficiently high priority to proceed.</p> <p>Councillor Stock has confirmed that she will contact Waitrose directly to ask them to install a warning sign on the approach to Totteridge Lane.</p> <p>Highways.Correspondence@barnet.gov.uk</p>
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The Committee noted this issue, the response provided by the Council and therefore considered measures which the location could benefit from, this included the installation of a warning sign. The Committee:

Resolved:

- That the Committee agreed to instruct and delegated powers to the Commissioning Director for Environment to review the issue and provide Members with a report which outlines all options to improve the junction.
- That Ward Members and Ms Eskenzi be consulted

5	<p>Swan Lane N20</p> <p>Submitted by Ms Ward</p>	
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<p>Ward – Totteridge</p> <p>Along with other residents we are tired of asking for a number of problems in the area to be rectified. We find either that no action has been taken or that any action taken has not remedied the problem.</p> <p>a. At a previous area forum held in Barnet House the request was made for a double yellow line to be painted from the end of the yellow ziz zags outside the school gates to the end of the nursery school grounds. Swan Lane is very narrow and when cars are parked both sides of the road, as they are when it is at the beginning and end of the school day, it is impossible for anything larger than a small car to get down the road – eg ambulance, fire engine etc. As it is a cul de sac there is no other way in to the properties in the road. At the Forum we were told that subject to certain things eg putting a notice in the London Gazette etc there should be no problems granting this. We were told that this work would be completed in the financial year 214/15. We have heard nothing further.</p> <p>Sue Ward</p>	<p>The Council receives many requests for yellow lines and other minor parking changes from local residents and other road users. For all the requests which remain unresolved, it is expected that an exercise where the requests are assessed and then prioritised will take place before the end of the financial year with a view to progressing all those schemes which are considered appropriate in future work programmes – where a statutory consultation will take place, the proposal will be advertised in the local Press and London Gazette.</p> <p>The request for yellow lines on Swan Lane will be assessed in this way, although it should be noted that yellow lines do not prohibit boarding and alighting from vehicles from taking place.</p> <p>Highways.Correspondence@barnet.gov.uk</p>
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The Committee noted this issue, the response provided by the Council and supported the implementation of double yellow lines at the location and therefore the Committee:

Resolved:

- That the Committee agreed to instruct and delegated powers to the Commissioning Director for Environment to consider how this issue can be resolved with a view to implement the request.
- That the implementation the double yellow lines at the location be funded from the Committee’s approved budget. This work to be capped up to £2,000.
- That Ward Members and Ms Ward be consulted

11.	Parking at the junction of Holden Road and Station Approach N12 7EG	
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<p>Submitted by - Steve Hyman</p> <p>Ward – Totteridge</p> <p>I have for some time now been concerned about the cars which have been parking at the junction of Holden Road and Station Approach N12 7EG</p> <p>There have been a number of instances where large mini cabs park on or even over the corner of this junction which makes it almost impossible to see oncoming vehicles.</p> <p>There are single yellow lines currently and I would like to request that these are converted to double yellow before somebody is involved in a serious if not fatal accident.</p> <p>I have noticed that these vehicles are frequently parked around 08:00 but they park there at random times throughout the day.</p> <p>I do not believe they are part of Abetta Car Service but I do not know who they are serving.</p> <p>They appear totally oblivious to the problems they are causing</p> <p>I have enclosed some photographs to demonstrate my concerns</p> <p>I hope something can be done to improve this situation</p> <p>Steve Hyman</p>	<p>The Council receives many requests for yellow lines and other minor parking changes from local residents and other road users. For all the requests which remain unresolved, it is expected that an exercise where the requests are assessed and then prioritised will take place before the end of the financial year will take place, with a view to progressing all those schemes which are considered appropriate to progress in future work programmes.</p> <p>The request for double yellow lines at the junction of Holden Road and Station Approach will be assessed in this way.</p> <p>It is envisaged that any proposal which results from this process will be subject to a statutory consultation early in the next financial year.</p> <p>Highways.Correspondence@barnet.gov.uk</p>
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The Committee noted this issue, the response provided by the Council and therefore the Committee:

Resolved:

- That the Committee requested that Officers investigate the ability to insert double yellow lines at the requested location
- That the relevant Officer be instructed to implement the double yellow lines at the location and that the work be funded from the Committee's approved budget. This work would be capped at up to £2,000.
- That Ward Members and Steve Hyman be consulted

8. AN UPDATE ON THE REVIEW OF AREA COMMITTEE ACTIONS (2015-2016)

The Chairman introduced the report which sets out a review on actions and matters raised at previous area committee meetings. The Committee noted the report and the progress update along with the work programme at appendices 1 and 2 of the report.

Having considered the report the Committee:

Resolved:

1. That the Committee noted the update and actions set out in Appendix 1 of this report.
2. That the Committee noted and agreed the forward plan attached as Appendix 2 of this report.
3. In the matter of introducing parking controls in Colney Hatch Lane and Friern Village Estate to overcome the reported inconsiderate parking:
 - That the Committee noted the update provided in appendix 1.
 - That the Committee agreed the expenditure of £10,000 to undertake statutory consultation on parking control proposals in November 2015.
 - In the event that no objections to the statutory consultation are received, or where objections are received, Officers are able to resolve any such objection(s), that Officers be authorised to implement the measures through the making of the relevant Traffic Management Orders;
 - That a further report on the outcome of the statutory consultation is provided to the January 2016 Chipping Barnet Area Committee meeting.
4. In the matter of assessing parking provision in Chipping Barnet Town Centre (Parking Bay occupancy) to assess if it is adequate:
 - The Committee noted the update provided in appendix 1.
 - The Committee noted that a survey to assess parking capacity was undertaken in March 2015, the results of which will be reported to the January 2016 Area Committee.
5. In the matter of taking steps to reduce speed on Manor Drive, Whetstone raised by Cllr Lisa Rutter:
 - The Committee noted the update provided in appendix 1.
 - That the Committee agreed the expenditure of £15,000 for the installation of Vehicle Activated Signs (VAS) to monitor traffic speed in Manor Drive for a period of 6 months, with officers analysing the data.
 - That the findings are reported to a future meeting of this Area Committee in 2016 and this item added to the 2016/17 Chipping Barnet Area Committee Work Programme.
6. In the matter of the request from The Avenue EN5 / Alson Road – Pedestrian improvement:
 - That the Committee noted the update provided in Appendix 1.
 - That the Committee noted the progress update and alternative proposals will be reported to the October 2015 Area Committee meeting.
7. In the matter of the request from the High Barnet Town Team to build out the pavement to create a more welcoming public realm:
 - That the Committee resolved to defer the recommendations until item 4 (above) has been concluded as the Chairman understood from Highways that the proposed paving build out would result in the loss of up to 9 car parking spaces on the High Street. The Chairman and Councillor Stock both raised concerns relating to the £20,000 cost of the assessment which they were of the view could be spent on more pressing area environment priorities.
8. That the Committee noted the Work Programme outlined in Appendix 2 of the report and further noted that this Committee will have a standing Work Programme Item on every future agenda.

9. CHIPPING BARNET INSIGHT AND EVIDENCE REVIEW

The Committee noted the information set out in the report and the introduction from the Strategic Director for Programmes and Performance. Following a number of changes in the way Area Committee budgets are allocated, it was noted that Area Committees now have greater flexibility to allocate these funds to local issues and needs.

The Committee welcomed the report and therefore:

RESOLVED:

1. That the Committee noted and discussed the specific issues highlighted in this report in relation to:
 - An ageing & isolated population
 - Pockets of Deprivation
 - Obesity and Participation in Sport

2. The Committee agreed that Based on the content of the report that a further report be submitted to a future meeting in order for costs to be associated to the areas identified above and in relation to:
 - The use of pedometers for children and young people in schools
 - Reducing child obesity and increasing sporting participation opportunities in the Borough's green spaces
 - The Committee recommended that Officers should consider a spend allocation not exceeding £20,000 per Ward when drawing up their proposals.

The committee commended the officers on producing a very thorough and helpful report.

10. PETITION - TOTTERIDGE AND WHETSTONE CONTROLLED PARKING ZONE (CPZ)

The Committee noted the information set out in the report and the introduction provided from the Chairman. The Committee noted that petitions which have more than 25 signatures but less than 2,000 will now be reported to the relevant Area Committee. The Committee heard an oral representation from lead petitioner Dr Conroy who spoke for 5 minutes and Mr David Carnac who made a Public Comment in relation to this item who spoke for 3 minutes.

Having considered the item the Committee:

Resolved:

- That the Committee noted the petition
- That the Committee requested that the Committee receive a report at a future meeting which outlines in detail all the options that are available that outline the concerns of residents in relation to the received petition.

11. OSIDGE LANE - PEDESTRIAN IMPROVEMENTS

The Committee noted the information set out in the report and the introduction from the Re's Senior Engineer from the Traffic and Development Team.

Having considered the report the Committee:

- That the Committee agreed that the proposal for a zebra crossing on Osidge Lane be implemented at the location identified on the Option 3 and in line with Appendix 2.
- That the Committee instruct the Commissioning Director for Environment to
 - proceed with detailed design and consultation of the amended scheme
 - to consider any consultation responses
 - decide whether amendments should be made as a result
 - subject to meeting all necessary statutory requirements to implement the scheme.

12. THE AVENUE, BARNET – PEDESTRIAN IMPROVEMENTS

The Committee noted the information set out in the report and the introduction provided from the Chairman. The Committee heard an oral representation from Ward Member, Councillor David Longstaff.

Having considered the report and Councillor's Longstaff's representations the Committee:

- Refused the item and the Officers recommendations as the location of the two crossing points were not considered appropriate, The Committee requested the Officers to meet with Ward Members to consider further options.

13. VICTORIA ROAD AREA TRAFFIC MANAGEMENT SCHEME – REVISED OPTION 2

The Committee noted the information set out in the report and the introduction provided by Ward Member and Committee Member, Councillor Philp Cohen, who welcomed the scheme before stating his disappointment that some of his resident's views had not been incorporated into the report, such as improvements to the footway and a stop line at the Victoria Road/Park Road junction.

The Committee then heard an oral representation from Mr David Howard who made a Public Comment in relation to this item and spoke for 3 minutes. Mr Howard stated that whilst the scheme was a clear improvement on the status quo he was very disappointed that a number of additional measures had not been incorporated into the final proposal by officers. He was therefore supporting the scheme with the following provisos: that the Tesco Development's Section 106 money is used to:

- Implement crossing facilities at the north junction with East Barnet and Victoria Road;
- Improve the junction at the north end of Victoria Road with the A110 East Barnet Road to deter speeding and using Victoria Road as a rat run.

Having considered the report and the representations the Committee:

1. Noted the intention to address traffic management concerns on Victoria Road, Margaret Road and the targeted junction locations with A110 East Barnet Road (S), Warwick Close, Victoria Close, Margaret Road (E and W), Park Road, Glyn Avenue, Albert Road and A110 East Barnet Road (N)
2. That the Committee be mindful of the Councils current approach to traffic calming
3. That the Committee agreed the revised Option 2 and agreed to instruct and delegate to the Commissioning Director for Environment to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place
4. That the Committee agreed and requested that Ward Members will be consulted with and provided information for the costs and the funding stream.

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

The Chairman requested that Officers investigate the possibility of opening the Barnet House Car Park at weekends for public use. The Chairman noted that allowing free public use of Council office car parks at weekends was fairly common practice among Local Authorities. This was welcomed by the Committee and therefore:

Resolved

- That the Committee support the intention to open the Barnet House car park for Members of the public to use on the weekends
- That the Committee requested that Officers investigate this proposal and update Committee Members when further information is available.

The meeting finished at 8.50 pm

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	<h2>Chipping Barnet Area Committee</h2> <h3>13 January 2016</h3>
<p style="text-align: right;">Title</p>	<p>Petitions for the Committee's Consideration</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Various within Chipping Barnet Constituency</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	
<p style="text-align: right;">Officer Contact Details</p>	<p>Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129</p>

<h3>Summary</h3>
<p>This item provides Members of the Chipping Barnet Area Committee with information relating to various petitions that have met the requisite number of signatures in order to be considered by the Committee.</p>

<h3>Recommendations</h3>
<p>1. That the Chipping Barnet Area Committee note the petition received by the Council.</p>
<p>2. That following consideration of the petitions highlighted at 1.1 of the report the Chipping Barnet Area Committee are requested to give instructions as outlined at section 6.5.1.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The Head of Governance was notified of two petitions that which have over 25 signatures have been received relating to the Chipping Barnet constituency. Details of the petitions are as follow:

Title of petition	Ward	Lead petitioner	Detail/text of petition	No. of signatures
Petition to: for a KEEP CLEAR box at junction Oakleigh North Road by Kendal Close N20 0SU	Oakleigh	Sean Davarnia	<p>We are experiencing congestion at the above junction and it is very difficult to access Kendal Close.</p> <p>A KEEP CLEAR box will help with access, improve road safety and improve visibility for cyclists and keep pedestrians safe from cars blocking the pavement and coming into contact with them.</p>	27
Parking Restrictions in Whitehouse Way	Brunswick	William Macken	<p>We, the residents of Whitehouse Way Southgate N14 have noted that parking warning tickets were issued on all cars that were partially parked on the pavement in the road. Since the residents have tried parking solely on the road there have been incidents whereby lorries could not get down the road and people have found it difficult to get in/out of their drives.</p> <p>The road has traditionally had vehicle parked partially on the</p>	102

			pavement for many years with no inconvenience to pedestrians/ road users and we should be allowed to continue to do this.	
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1.2 In accordance with the Council’s Constitution, Public Participation Rules, petitions which receive 25 signature and over but less than 2,000 will be considered by the relevant Area Committee.

2. REASONS FOR RECOMMENDATIONS

2.1 It is a constitutional requirement for Area Committees to consider petitions which receive 25 signature and over but less than 2,000.

2.2 There are no recommendations contained in this report. The instruction of the Area Committee is therefore requested.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1 Not applicable.

5 POST DECISION IMPLEMENTATION

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

6 IMPLICATIONS OF DECISION

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

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

6.2.1 None in the context of this report.

6.3 Social Value

6.3.1 Petitions provide an avenue for Members of the Public to request the Council to take an appropriate action. It is therefore and as identified within this report appropriate for the Chipping Barnet Area Committee to consider this petition

which may lead to a future determination by the relevant Commissioning Director or Committee as appropriate at a future meeting.

6.4 Legal and Constitutional References

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

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

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

6.5 Risk Management

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

6.6 Equalities and Diversity

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

6.7 Consultation and Engagement

6.7.1 None in the context of this report.


6.8 Insight

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

7 BACKGROUND PAPERS

7.1 The submitted petitions to the Council.

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	<p>Chipping Barnet Area Committee</p> <p>13 January 2016</p>
<p style="text-align: center;">Title</p>	<p>Members' Item – Requests for Funding from Chipping Barnet Area Committee Budget Councillor</p> <p>East Barnet Festival (Councillor Philip Cohen)</p>
<p style="text-align: center;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: center;">Wards</p>	<p>Underhill</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A – Area Committee Funding Application - Assessment Form</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Jan Natynczyk, Governance Officer Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129</p>

Summary

The report informs the Chipping Barnet Area Committee of Requests for Funding submitted via Councillor Barry Rawlings in accordance with the revised Area Committee Budgets processes agreed in July 2015.

Recommendations

1. That the Chipping Barnet Area Committee consider the requests as highlighted at section 1.3 of the report.
2. That the Chipping Barnet Area Committee decide whether it wishes support a full application being made to the next meeting of the Chipping Barnet Area Committee as found at appendix A.

1. WHY THIS REPORT IS NEEDED

- 1.1 In January 2015, the three Area Committees considered reports which detailed applications from community groups to the council's Area Committee Budgets funding stream (£100,000 per annum per Area Committee). In this process the various applications received were assessed by Officers against Area Committee Budgets Guidance and Conditions of Grant and then presented to the respective Area Committee for consideration. A number of funding awards were made and community groups have been utilising the funding for their various projects.
- 1.2 In July 2015, the three Area Committees considered reports which set out proposals for revised arrangements for Area Committee Budgets which included moving away from the open grants process which had been followed for the 2014/15 round of funding. Following consideration of the report, a revised system was adopted which gave the Area Committees an opportunity to plan and direct how they spend their funds in response to local issues which came forward from residents through a variety routes. It was identified that potential projects might come forward via Members' Items brought to the relevant Area Committee.
- 1.3 Councillor Philip Cohen would like to support an application by the East Barnet Festival Committee for an allocation of £1600 so they can book a circus for their summer event.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Committee are requested to consider the requests for funding detailed section 1 of the report and determination is required whether the committee support the projects in principle and agree that detailed applications should come to the next meeting of the Committee.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementation will depend on the decision taken by the Committee. If the Committee indicate that they are in support of the funding proposals, a detailed application (made in accordance with the Area Committee Budgets application form) can be developed and submitted to the next committee for approval.

5. IMPLICATIONS OF DECISION

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

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

5.2.1 The Committee are able to consider items which are in line with the remit of the Committee. The Committee have been set a budget which enables the Committee to determine how this is spent. The following table gives an outline of area budget fund and therefore the Committee as £151,204 at its disposal.

Available Area Committee budgets;

	<i>Base budget 2015/16</i>	<i>Unallocated funds from 2014/15</i>	<i>CIL income</i>	<i>Allocation through Corporate Grants programme</i>	<i>Total 2015/16 allocation through Committees</i>
<i>Chipping Barnet</i>	£100,000	£51,204	£150,000	-£17,000	£284,204

5.3 Social Value

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

5.4 Legal and Constitutional References

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

5.4.2 Council Constitution, Responsibility for Functions, Annex A details that the Area Committees “Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy and Resources Committee”,

6 Risk Management

6.1 None in the context of this report.

7. Equalities and Diversity

7.1 Requests for Funding allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council’s Constitution. All of these issues must be considered for their equalities and diversity implications.

8. Consultation and Engagement

8.1 None in the context of this report.

9. BACKGROUND PAPERS

9.1 Email to the Governance Service on 1 January 2015.

9.2 Chipping Barnet Area Committee, 15 January 2015, Agenda Item 7, Area Committee Budget Funding Allocations:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=7982&Ver=4>

9.3 Chipping Barnet Area Committee, 2 July 2015, Agenda Item 8 , Review of Area Committee Operations and Delegated Budgets:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8313&Ver=4>

**AREA COMMITTEE FUNDING APPLICATION 201516
DETAILS OF APPLICATION**

Area Committee:	
Applicant/organisation:	
Member sponsor:	
Amount applied for:	
Total cost of project:	
What is the project?	
How will it benefit the local area?	
Which corporate priority does it meet?	
To maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough.	<input type="checkbox"/>
To maintain the right environment for a strong and diverse local economy.	<input type="checkbox"/>
To create better life chances for children and young people across the borough.	<input type="checkbox"/>
To sustain a strong partnership with the local NHS, so that families and individuals can maintain and improve their physical and mental health	<input type="checkbox"/>
To promote a healthy, active, independent and informed over 55 population in the borough to encourage and support our residents to age well.	<input type="checkbox"/>
To promote family and community well-being and encourage engaged, cohesive and safe communities.	<input type="checkbox"/>
How does it meet that priority?	
Other relevant comments or information from the application:	
SAFEGUARDING	
Are there any safeguarding issues? Have they been addressed satisfactorily?	

EQUALITIES	
Are there any equality issues associated with the project?	
DUE DILIGENCE	
Does the application pass due diligence tests and fulfil all the criteria for funding?	
Passed – project can be considered by Committee:	<input type="checkbox"/>
Not yet confirmed – some issues with application/additional information needed:	<input type="checkbox"/>
Not passed – project should not be considered by Committee:	<input type="checkbox"/>
Comments:	
Date: <input type="text"/>	

	<h2>Chipping Barnet Area Committee</h2> <h3>13 January 2016</h3>
<p style="text-align: right;">Title</p>	<p>Members' Item — Requests for Funding from Chipping Barnet Area Committee Budget Councillor - <u>Councillor Pauline Coakley</u></p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Coppetts</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – English Second Language Appendix B - Computer Skills Classes Appendix C - Children's Library Appendix D - Reducing Social Isolation in Coppetts Appendix E - Play Streets Appendix F - Area Committee Funding Application - Assessment Form</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jan Natynczyk, Governance Officer Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129</p>

Summary

The report informs the Chipping Barnet Area Committee of Requests for Funding submitted via Councillor Barry Rawlings in accordance with the revised Area Committee Budgets processes agreed in July 2015.

Recommendations

1. That the Chipping Barnet Area Committee consider the five requests for funding as detailed at Appendices A – E.
2. That the Chipping Barnet Area Committee decide whether it wishes support a full application being made to the next meeting of the Chipping Barnet Area Committee as found at appendix F.

1. WHY THIS REPORT IS NEEDED

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

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Committee are requested to consider the requests for funding detailed at Appendices A – E and determine whether the committee support the projects in principle and agree that detailed applications should come to the next meeting of the Committee.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementation will depend on the decision taken by the Committee. If the Committee indicate that they are in support of the funding proposals, a detailed application (made in accordance with the Area Committee Budgets application form) can be developed and submitted to the next committee for approval.

5. IMPLICATIONS OF DECISION

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

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

5.2.1 The Committee are able to consider items which are in line with the remit of the Committee. The Committee have been set a budget which enables the Committee to determine how this is spent. The following table gives an outline of area budget fund and therefore the Committee as £151,204 at its disposal.

Available Area Committee budgets;

	<i>Base budget 2015/16</i>	<i>Unallocated funds from 2014/15</i>	<i>CIL income</i>	<i>Allocation through Corporate Grants programme</i>	<i>Total 2015/16 allocation through Committees</i>
<i>Chipping Barnet</i>	£100,000	£51,204	£150,000	-£17,000	£284,204

5.3 Social Value

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

5.4 Legal and Constitutional References

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

5.4.2 Council Constitution, Responsibility for Functions, Annex A details that the Area Committees "Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy and Resources Committee",

6 Risk Management

6.1 None in the context of this report.

7. Equalities and Diversity

7.1 Requests for Funding allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

8. Consultation and Engagement

8.1 None in the context of this report.

9. BACKGROUND PAPERS

9.1 Email to the Governance Service on 1 January 2015.

9.2 Chipping Barnet Area Committee, 15 January 2015, Agenda Item 7, Area Committee Budget Funding Allocations:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=7982&Ver=4>

9.3 Chipping Barnet Area Committee, 2 July 2015, Agenda Item 8 , Review of Area Committee Operations and Delegated Budgets:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8313&Ver=4>

Appendix A

ESOL

Friern Barnet Community Library have run a successful ESOL group thanks to some funding received from the Chipping Barnet Area Committee in 2015. A professional tutor is used who also taught ESOL classes at Barnet & Southgate College. The class is full and has received good feedback. ESOL is an important element in allowing people, particularly those newly arrived, to fully participate as citizens. This includes the increasing necessity to access on-line forms, to be able to apply for jobs and assist children in achieving academically. FBCL would like to continue to run this course for a whole year – 48 weeks @ 1.5 hours. Depending on progress this would mean $\frac{3}{4}$ different groups being able to access this training. This has become even more important given the decision of the local college to cease ESOL provision.
72 hours @ £20 ph = £1440

Appendix B

Computer Skills Classes

FBCL also received some funding to run computer skills classes – below is an evaluation:

The Computer Class started at the library on Thursday 8th October 2015 and was advertised as a basic course aimed at older people with little or no previous experience of using computers. The classes are set to run for ten weeks concluding on 11th December.

Initial advertising attracted six participants, but recent acquisition of additional computers by the library has enabled us to increase to eight. The classes have been running twice a week on Thursdays and Fridays for one hour. In order for the teacher to be able to give more individual attention, once acquainted with the students' differing capabilities, this was increased to one and a half hours with effect from the 12th November.

Attendance has been good although some participants notified me of holiday arrangements etc meaning they could not attend all classes. Nevertheless attendance has only once dipped below 75% and for the majority of classes has been 100% (taking into account absences notified in advance).

Participants have so far been introduced to the basics of Word, creating their own documents, the internet and using Google applications and searching. Those who had not previously used email have set up email accounts. The more advanced students have learnt to improve the organisation of their files and folders. Future topics include the use of social media and using the computer for photo storage and sharing.

The participants are nearly all retired people from the local area. Early feedback has been positive and it is intended to request a full feedback comment from each participant toward the end of the course. Individual records are being maintained for each student to record progress made and competencies covered, and these will be available for submission if required.

They wish to continue this skills training for 2016 as a way of reducing social isolation and assisting older residents to participate in a society increasingly reliant on technology.

72 hours [48 weeks at 1.5 hours] @ £20ph = £1440 + £160 towards maintenance, stationery and supplies = £1600.

Appendix C

Children's Library

When FBCL opened it relied on donations. This included furniture, toys and storage units for the children's library. This area is very well used, especially with parent and toddler groups on 2 days per week. It is now time to re-furnish the area to ensure it stays suitable for young children and families.

To start this process FBCL are seeking funding for child size table and chairs, new play rugs and a storage chest for toys, etc.

2 small tables @ £150 = £300

8 small chairs @ £25 = £200

Easy Access storage quad unit = £340

Play mats 2 @ £150 = £300

Total £1140

Appendix D

Reducing Social Isolation in Coppetts

This is an increasing problem in Coppetts with an aging population, as it is elsewhere in Barnet. There are some voluntary groups trying to overcome this – Hindu Cultural Society and Barnet Asian Women’s Association and some work undertaken by churches – but there is no co-ordinated approach. In order to do something about this we have approached Friends in Need [East Barnet] to help undertake a feasibility study to the setting up of a local organisation focussed on supporting older people in their own homes. This will include meeting local organisations, analysing need and undertaking an impact assessment. We have already met with the minister at both Peter le Poer and St John’s who are willing to be involved. Depending on the feasibility study an organisation can be set up and funding sought using their findings.

Feasibility study by FiN 50 hours @ £20 ph = £1000

Appendix E

Play Streets

There were 3 successful Play Streets in the ward in 2015 thanks to funding from London Play that is no longer available. The idea is that the street is closed for 4 hours and turned over to local children rather than cars. This has proved to help community cohesion bringing people together who are often strangers given the great increase in rented accommodation as well as providing the opportunity for children to make friends and play together. Qualified and experienced play workers encourage children to be involved and supervise the play. This has the added advantage of having DBS checked adults who have had both child protection and first aid training on hand. This is different from individual families going to a local park which does not strengthen the local community or street parties which are not focussed on the needs of the child.

Street Play: a local project, a national campaign

The Street Play project's vision is for every child to have the freedom to regularly play actively and independently in front of or near their own front door, contributing to a healthy lifestyle.

Play England is working with [Playing Out](#), [London Play](#) and the [University of Bristol](#) to directly support communities and local authorities across the country, particularly in disadvantaged areas, to reactivate a culture of children playing out in the streets near where they live and embed this in local policy.

The Friends of Hollickwood School are willing to be a partner and as a registered charity are willing to manage distribute and monitor any funding. So far there is a parent willing to organise the activity in MacDonald and Parkhurst Road in N11 and in Newton and Alexandra Road in N10. We will get a 5th session in either N20 or N12 part of the ward.

Costs

5 x 2 playworkers – 40 hours @ £15 ph = £600

Public Liability Insurand for each event = £250

Membership of scrap bank and play resources = £150


Total £1000

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**AREA COMMITTEE FUNDING APPLICATION 201516
DETAILS OF APPLICATION**

Area Committee:	
Applicant/organisation:	
Member sponsor:	
Amount applied for:	
Total cost of project:	
What is the project?	
How will it benefit the local area?	
Which corporate priority does it meet?	
To maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the borough.	<input type="checkbox"/>
To maintain the right environment for a strong and diverse local economy.	<input type="checkbox"/>
To create better life chances for children and young people across the borough.	<input type="checkbox"/>
To sustain a strong partnership with the local NHS, so that families and individuals can maintain and improve their physical and mental health	<input type="checkbox"/>
To promote a healthy, active, independent and informed over 55 population in the borough to encourage and support our residents to age well.	<input type="checkbox"/>
To promote family and community well-being and encourage engaged, cohesive and safe communities.	<input type="checkbox"/>
How does it meet that priority?	
Other relevant comments or information from the application:	
SAFEGUARDING	
Are there any safeguarding issues? Have they been addressed satisfactorily?	

EQUALITIES	
Are there any equality issues associated with the project?	
DUE DILIGENCE	
Does the application pass due diligence tests and fulfil all the criteria for funding?	
Passed – project can be considered by Committee:	<input type="checkbox"/>
Not yet confirmed – some issues with application/additional information needed:	<input type="checkbox"/>
Not passed – project should not be considered by Committee:	<input type="checkbox"/>
Comments:	
Date: <input type="text"/>	

	<p>Chipping Barnet Area Committee</p> <p>13 January 2015</p>
<p style="text-align: right;">Title</p>	<p>Member's Item – Consultation on Parking Controls near Barnet Hospital - Councillor Edwards</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Underhill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jan Natynczyk, Governance Officer Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129</p>

Summary

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

Recommendations

1. That the Chipping Barnet Area Committee instructions in relation to this Member's item are requested.

1. WHY THIS REPORT IS NEEDED

- 1.1 Councillor Edwards has requested that the Chipping Barnet Area Committee consider a Member's Item relating to Consultation on Parking Controls near Barnet Hospital.
- 1.2 Councillor Edwards outlines non-resident parking and road safety concerns on behalf of residents of Elmbank Avenue, Wellside Close and the other roads in the ward in the immediate vicinity of Barnet Hospital.

2. REASONS FOR RECOMMENDATIONS

- 2.1 No recommendations have been made. The Chipping Barnet Area Committee are therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

- 5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.
- 5.2 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**
 - 5.2.1 None in the context of this report.
- 5.3 **Social Value**
 - 5.3.1 Members Item's provide an avenue for Members to request Officer reports for discussion within a Committee setting at a future meeting.
- 5.4 **Legal and Constitutional References**
 - 5.4.1 The Council's Constitution Meeting Procedure Rules (section 6) states that a Member, including appointed substitute Members of a Committee may have one item only on an agenda that he/she serves. Members items must be within the term of reference of the decision making body which will consider the item.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

5.6.1 Member's Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.7 Consultation and Engagement

5.7.1 None in the context of this report.

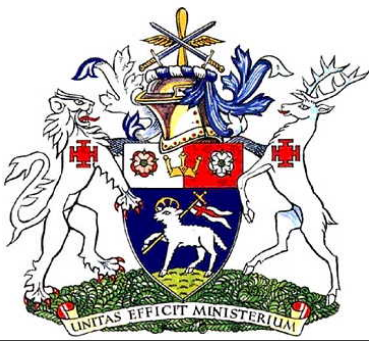
5.8 Insight

5.9 The process for receiving a Member's Item is set out in the Council's Constitution, as outlined in section 5.4 of this report. Members will be requested to consider the item and determine any further action that they may wish in relation to the issues highlighted within the Member's Item.

6. BACKGROUND PAPERS

6.1 Email to the Governance Service on 3 January 2016.

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Chipping Barnet Area Committee
13 January 2016

Title	Progress update on Area Committee Actions
Report of	Commissioning Director - Environment
Wards	High Barnet, East Barnet, Underhill, Oakleigh, Totteridge, Brunswick Park and Coppetts
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Progress update report on actions requested by Chipping Barnet Area Committee
Officer Contact Details	Mario Lecordier – Strategic Lead, Transport and Highways Mario.lecordier@barnet.gov.uk Tel: 020 83595258 Richard Chalmers – Associate Director (Highways) Email: Richard.chalmers@facpita.co.uk Tel: 07713 787346

Summary

This report provides Chipping Barnet Area Committee with an update on the actions agreed by the Committee on 21 October 2015, on-going Committee approved schemes and new requests that were approved at the October Committee.

Appendix 1 of this report provides a summary of the actions requested by the Committee, progress made to date, action required by officers and recommendations to be considered by Chipping Barnet Area Committee.

The Committee Work Programme has also been refreshed and takes into account the items and updates officers will report back on at future meetings as detailed in the summary.

Recommendations

- 1. That the Committee notes the update and actions set out in Appendix 1 of this report.**
- 2. In the matter of introducing parking controls in Colney Hatch Lane and Friern Village Estate to overcome the reported inconsiderate parking:**
 - i. That the Committee notes the update provided in Appendix 1.**
 - ii As agreed in the 21 October 2015 recommendations where objections are received, and officers are able to resolve any such objection(s), that officers be authorised to implement the measures through the making of the relevant Traffic Management Orders.**
- 3. In the matter of assessing parking provision in Chipping Barnet Town Centre (Parking Bay occupancy) to assess if it is adequate:**
 - i. The Committee note the update provided in Appendix 1.**
 - ii. That the Committee notes that a survey to assess parking capacity was undertaken in March 2015, the results of which will be reported to the January 2016 Area Committee.**
- 4. In the matter of taking steps to reduce speed on Manor Drive, Whetstone raised by Cllr Lisa Rutter:**
 - i. The Committee notes the update provided in Appendix 1.**
- 5. In the matter of the request from The Avenue EN5 /Alson Road – Pedestrian Improvement:**
 - i. That the Committee notes the update provided in Appendix 1.**
- 7. In the matter of the request from the High Barnet Town Team to build out the pavement to create a more welcoming public realm:**
 - i. That the Committee notes the update provided in Appendix 1.**
- 8. In the matter of the request from Councillor Stock for – Improved safety at the access to Waitrose on Totteridge Lane, N20.:**
 - i. That the Committee notes the update provided in Appendix 1.**
 - ii. That the Committee agrees the expenditure of £5,000 to undertake a feasibility**

study.

- iii. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides a progress update and recommended actions of the actions requested by the Chipping Barnet Area Committee. These are referenced for the purpose of tracking progress and reporting back to future Committee meetings.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations provide an update on progress and action following approval of the individual schemes at the 21 October Chipping Barnet Area Committee.
- 2.2 Appendix 1 provides a progress update on these actions, In addition, this appendix has been expanded to include all schemes previously approved for progression by the Chipping Barnet Area Committee. It should be noted that not all of these schemes are funded, but some are funded using alternative funding such as Local Implementation Plan (LIP) funding and or the 2015/16 Capital allocation for Pavement Work as agreed in the 27 January 2015 Environment Committee Report – Highway Planned Improvement Programme 2015/16.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Officers have assessed the appropriate actions needed to progress the requests of the Chipping Barnet Area Committee and have set out the appropriate recommendations. There are no alternative options to consider. However, the Committee could decide not to proceed with the recommended options.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the decision of the committee, actions listed in the progress report (Appendix 1) will be followed up, commissioned and tracked. Reports will be provided to a future Committee where stated. The Commissioning Director for Environment is responsible for maintaining a log of actions arising from area committees and will ensure that items are progressed to committees for decisions and/or updates as and when required.

5. IMPLICATIONS OF DECISION

- 5.1 **Corporate Priorities and Performance**

5.1.1 The Area Committee Budgets contribute to the 2015-2020 Corporate Plan:

That Barnet's local environment will be clean and attractive, with well-maintained roads and pavements, flowing traffic, increased recycling and less waste sent to landfill.

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

5.2.3 The cost implications of the actions requested by the Committee for the individual schemes were agreed at the 21 October 2015 Chipping Barnet Area Committee. These will be funded from either the 2015/16 budget for the area committee or the 2015/16 Capital allocation for Pavement Work.

5.2.4 The Committee should note that there are possible further cost implications to the council relating to the individual schemes. These costs will be detailed in the proposed update reports presented at future Committee meetings for Members to consider and authorise, reject or refer to the Environment Committee.

Available Area Committee budgets;

	<i>Base budget 2015/16</i>	<i>Unallocated funds from 2014/15</i>	<i>CIL income</i>	<i>Allocation through Corporate Grants programme</i>	<i>Total 2015/16 allocation through Committees</i>
<i>Chipping Barnet</i>	£100,000	£51,204	£150,000	-£17,000	£284,204

5.2.5 The LIP funding 'Corridors, Neighbourhoods and Supporting Measures Programme' is detailed in Appendix 1 and of the £3,300,000 allocation £1,395,000 has been identified for the following generic areas, Traffic Management and Road Safety Programme (£500,000), School Travel Schemes Programme (£500,000), Parking Review Programme (£100,000) and 20mph Schemes programme (£259,000).

5.3 Social Value

5.3.1 Not relevant to this report

5.4 Legal and Constitutional References

5.4.1 Under the Council's Constitution, Responsibility for Functions, Annex A – the terms of reference of the Area Committees includes to:

- Discharge any functions, within the budget and policy framework agreed by Policy and Resources Committee, of the theme committees that they agree are more properly delegated to a local level;
- Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy and Resources Committee.”

5.5 Risk Management

5.5.1 If the Council did not carry out due diligence in conducting the proposed approach to interventions requested by the Committee for example consultation and feasibility studies there would be a risk that resources would not be used effectively or that the full cost implications of implementing the actions of the committee are not identified. Therefore the approach recommended in this report mitigates this risk and ensures that the Committee are able to make informed decisions on actions which are supported by an assessment of the works required, full cost implications and realistic time scales for completion. This approach also ensures the management of expectation of members and residents and promotes transparency.

5.6 Equalities and Diversity

5.6.1 The proposed schemes are not expected to disproportionately disadvantage or benefit individual members of the community. The due diligence carried out by officers for the actions requested by the area Committee will enable the Council to comply with the Public Sector Equality Duty placed on it under Section 149 of the Equality Act 2010; specifically to:

- Check that proposed interventions are inclusive and consider any equality implications they may raise
- Identify any equality considerations relevant to the broader allocation of resources more effectively
- Gain a more comprehensive understanding of the needs of different groups in the community through the additional insight gained by reviewing the actions proposed.

5.7 Consultation and Engagement

5.7.1 Consultation and engagement required for each action is set out in the progress report – Appendix 1.

5.8 Insight

5.8.1 Not relevant to this report.

6. BACKGROUND PAPERS

- 6.1 Report to Environment Committee, 11 June 2015.
[Role of Area Committees - Managing Highways Priorities](#) PDF 356 KB
- 6.2 Minutes of previous minutes that are relevant to Appendix 1 and 2 can be found here:
<http://barnet.moderngov.co.uk/ieListMeetings.aspx?Committeeld=712>
- 6.3 An update on the review of Area Committee Actions (2015-2016) Report to Chipping Barnet Committee 21 October 2015
<http://barnet.moderngov.co.uk/documents/s26583/An%20update%20on%20the%20review%20of%20Area%20Committee%20Actions%202015-2016.pdf>

Appendix 1: Progress Report

RAG STATUS

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

REF	Expected Outcome	Indicative costs (To be funded from AC budgets)	Lead Officer	RAG Status: Red- Not started Amber – In progress Green – Completed
CB001/2015 Re44	Colney Hatch Lane and Friern Village Estate Parking controls are implemented in Colney Hatch Lane and Friern Village Estate to overcome inconsiderate parking.	Area Funded £10k	Gavin Woolery-Allen	Statutory Consultation has been completed, Approx. 150 residents were consulted and 4 responses received. As agreed in the 21 October 2015 Committee recommendations where if objections are received, officers are able to resolve any such objection(s), that officers be authorised to implement the measures through the making of the relevant Traffic Management Orders. (Amber)

<p>CB002/2015 Re47</p>	<p>Chipping Barnet Town Centre - Review of parking bay occupancy Request to review Chipping Barnet Town centre parking bay occupancy. This was requested at Environment Committee and the Chairman's subsequent commitment.</p>	<p>N/A</p>	<p>Lisa Wright</p>	<p>Initial Parking surveys completed. Survey results will be reported to the January 2016 Area Committee. (Amber)</p>
<p>CB003/2015</p>	<p>Manor Drive, N20 That vehicles reduce their speed on Manor Drive, Whetstone.</p>	<p>£7k - Capital Allocation for Pavements £5k Feasibility Study – Area Funded</p>	<p>Lisa Wright</p>	<p>Vehicle Activated Signs (VAS) have been ordered and will be installed in both directions at the end of Jan/ beginning of Feb 2016. The VAS will monitor vehicle speeds and flows and the results of this monitoring exercise will be reported to the CB AC with recommendations for additional measures, if they are required. (Amber)</p>
<p>CB004/2015 Re11</p>	<p>The Avenue/Alson Road – Pedestrian Improvement The Avenue EN5 – Request for pedestrian crossing (This request is being funded through the LIP funding and will be subject to a separate report detailing the changes to the proposal.)</p>	<p>£20k (LIP funded 2015/16)</p>	<p>Lisa Wright</p>	<p>The safety audit on proposals for a controlled pedestrian crossing has highlighted safety concerns which cannot be addressed within the design. The alternative scheme consisting of an uncontrolled Pedestrian Refuge together with 20mph limit was not approved at the October 2015 Area Committee meeting. Following the Committee a meeting was held with Councillor Longstaff to discuss alternative options. It was</p>

				<p>agreed that officers would investigate the possibility of installing a zebra crossing in this location and report the outcome back to a future Committee meeting.</p> <p>(Amber)</p>
<p>CB005/2015 Re10</p>	<p>High Barnet – High Street Kerb Buildouts High Barnet- Request from Town Team to build out the pavement to create a more welcoming public realm.</p>	<p>£20K TBC</p>	<p>Lisa Wright</p>	<p>Following the 21 October Chipping Barnet Area Committee the feasibility study into the potential Kerb-build outs on High Barnet High Street has been put on-hold until the consideration of the report on Chipping Barnet Town Centre - Review of parking bay occupancy which is being reported to the 13 Jan Area Committee.</p> <p>Purple On-Hold</p>
<p>RE24</p>	<p>Victoria Road Traffic Management Scheme – Request for Traffic Calming Measures on Victoria Road.</p>	<p>LIP Funded 15/16</p>	<p>Lisa Wright</p>	<p>Consultation on agreed Option undertaken in December with a Report to January 16 Committee on the results of the consultation. If approved at January Committee implementation proposed before the end of March 16.</p> <p>(Amber)</p>
<p>RE 26</p>	<p>Pollard Road Traffic Management Scheme - Request for Traffic Calming Measures on Pollard Road.</p>	<p>LIP Funded 15/16 and 16/17</p>	<p>Lisa Wright</p>	<p>Consultation on agreed Option due in February 2016. Implementation in 16/17 with LIP Funding.</p>

RE13	Naylor Road/Birley Road – CPZ – Petition and request for Controlled Parking.	LIP Funded 15/16	Gavin Woolery Allen	Statutory Consultation completed in October 2016. Results of the consultation to be reported to the January Committee for consideration. If approved, implementation proposed prior to the end of March 16. (Amber)
RE27	Chesterfield Road Safety Improvements – Review of Road Safety in the vicinity of Chesterfield Road following and incident involving a child cyclist and a bus.	LIP Funded 15/16 and 16/17	Lisa Wright	Feasibility study to be undertaken prior to the end of March 16 with implementation using 16/17 LIP funding subject to Environment Committee Approval. (Amber)
RE29	Osidge Lane Zebra Crossing – Request for a crossing facility on Osidge Lane to serve the park and Brunswick Park Primary and Nursery school.	Capital Budget for Pavement W 15/16 orks	Lisa Wright	Proposals for a Zebra crossing approved by Committee. Detailed design currently being finalised with implementation prior to the end of March 16. (Amber)
RE 14	Walksafe N14 – Traffic Management Scheme – Request for Traffic Calming Measures in N14 on	LIP Funded 15/16	Lisa Wright	Consultation on agreed Option undertaken in December with approval required via a Delegated Powers Report. If approved, implementation proposed before the end of March 16. (Amber)

RE 14	Walksafe 10 – Zebra Crossing – Request for improved crossing facilities,	LIP Funded 15/16	Lisa Wright	Detailed design completed with Notification and implementation in Jan 16.
RE 46	Halton Close, Balmoral Close and 8 Surrounding Roads - Footway Parking Scheme – Request from residents for Footway to be allowed.	Funded from agreed Footway Parking allocation	Gavin Woolery Allen	On-hold until the outcome of the Review of Footway Parking Backlog has been completed. (Purple – On Hold)
	New Schemes Agreed at 21 October Area Committee			
CB006/15	Woodside Park Station, N12 – Request for Double Yellow lines.	Area Funded £2,000		Requested has been added to the Parking work programmes and will be progressed in in the new year. (Blue Not Started)
CB/007/15	Totteridge Lane/Waitrose Entrance, N20 – Improve safety at the access to Waitrose on Totteridge Lane	Area Funded £5,000		Feasibility started and report back to March 16 Area Committee. (Amber)
CB/008/15	Great Bushy Drive, N20 – Request for Double yellow line on the bend in Great Bushy Drive	Area Funded £2,000		Requested has been added to the Parking works programme and will be progressed in the new year. (Blue Not Started)

CB/009/15	Swan Lane, N20 – Request for Double Yellow lines	Area Funded £2,000		Request has been added to the Parking works programme and will be progressed in in the new year. (Blue Not Started)
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CB001/2015 (RE44) : Outcome expected:

Colney Hatch Lane and Friern Village Estate

Parking controls are implemented in Colney Hatch Lane and Friern Village Estate to overcome inconsiderate parking.

Request raised at Committee: Request for parking controls in Colney Hatch Lane and Friern Village Estate (Entrance from CHL) – due to inconsiderate parking at junction – no restrictions are in place to enforce at present.

Lead Officer: Lisa Wright

Officer response and background information

Ribblesdale Avenue has recently been adopted. During the lead up to the adoption discussions have taken place relating to the extent of yellow lines required in the road post-adoption. Officers will seek to programme in the relevant work to progress the proposed layout changes. Note however that there are currently double yellow lines at the junction of Colney Hatch Lane and Ribblesdale Avenue.

- In backlog report to Environment Committee on 15 July 2015.
- Area Committee on 2 July 2015 referred this item onto its work programme for consideration at its October meeting, when additional resources from CIL may be available to fund it.
- Area Committee on 21 October 2015 agreed :
 - That the Committee agrees the expenditure of £10,000 to undertake statutory consultation on parking control proposals in November 2015.

- In the event that no objections to the statutory consultation are received, or where objections are received, officers are able to resolve any such objection(s), that officers be authorised to implement the measures through the making of the relevant Traffic Management Orders;
- That a further report on the outcome of the statutory consultation is provided to the January 2016 Chipping Barnet Area Committee meeting.

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget

£10,000

Conclusion/Actions/ Recommendation for Committee on 13 January 2016

Recommendations:

- i. That the Committee notes the update provided in appendix 1.**
- ii As agreed in the 21 October 2015 recommendations where objections are received, and officers are able to resolve any such objection(s), that officers be authorised to implement the measures through the making of the relevant Traffic Management Orders.**

CB002/2015 (RE47) : Outcome expected:

Chipping Barnet Town Centre – Review of Parking Bay Occupancy

Assess parking provision in Chipping Barnet Town Centre to assess if it is adequate.

Request raised at Committee:

Request to review Chipping Barnet Town Centre parking bay occupancy. This was requested at Environment Committee and the Chairman's subsequent commitment.

Lead Officer: Lisa Wright

Officer response and background information

Further reviews to be agreed subject to funding and priority.

In backlog report to Environment Committee on 15th July 2015.

At the 21 October 2015 meeting the following was agreed that the conclusion of the survey will be reported to the January 2016 area committee.

Progress since October is: Report prepared for the January Area Committee.

Indicative costs – N/A

Conclusion/Actions/ Recommendation for Committee on 13 January 2016

- i. The Committee note the update provided in appendix 1.**
- ii. That the Committee notes that a survey to assess parking capacity was undertaken in March 2015, the results of which will be reported to the January 2016 Area Committee.**

CB003/2015 : Outcome expected:

Manor Drive, N20 – Speeding

That vehicles reduce their speed on Manor Drive, Whetstone.

Request raised at Committee:

Petition to reduce speeding vehicles on Manor Drive, Whetstone (full agenda item available from 2 July meeting). Raised by Cllr Lisa Rutter.

Lead Officer: Lisa Wright

Officer response and background information

Originated at Residents Forum discussed y Area Committee on 2 July 2015.

Area Committee resolved to instruct Commissioning Director for Environment to review the issue and to consider options in order to resolve this matter.

Area Forum Chairman, Vice-Chairman and Ward Members to be kept informed of developments.

At the 21 October 2015 Area Committee it was agreed:

- The Committee noted the update provided in appendix 1.
- That the Committee agreed the expenditure of £15,000 for the installation of Vehicle Activated Signs (VAS) to monitor traffic speed in Manor Drive for a period of 6 months, with officers analysing the data.

- That the findings are reported to a future meeting of this Area Committee in 2016 and this item added to the 2016/17 Chipping Barnet Area Committee Work Programme.

Indicative costs – To be funded from funded from the 2015/16 Capital allocation for Pavement Work

£7K for VAS Signs funded from the area budget

£5K Feasibility Study – Area Budget)

Conclusion/Actions/ Recommendation for Committee on 13 January 2016

Recommendations:

- i. The Committee notes the update provided in appendix 1.

CB/005/2015 - Outcome expected:

High Barnet – High Street – Kerb Buildouts

Request from Town Team to build out the pavement to create a more

welcoming public realm.

Request raised at Committee:

The Chipping Barnet Town Team has requested additional improvement in High Street (beyond those already noted in Chipping Barnet).

Lead Officer: Lisa Wright

Officer response and background information

In backlog report to Environment Committee on 15th July 2015.

This request is outside the scope of the measures proposed in RE05. However potential proposals were discussed at a Meeting with the Chipping Barnet Town Team on 3rd September 2015.

The meeting requested that extending the kerb on the A1000 High Street between Church Passage and St Albans Road be investigated. The meeting recognised that it was unlikely that the pavement could be widened on both sides of the road therefore it was considered that The Spires side of the road would be the better option. Kerb builds-out will result in the loss of parking along the High Street.

The implementation costs will be dependent on the outcome of the feasibility study and preferred measures agreed for progression.

At the 21 Oct Area Committee meeting, the Committee resolved to defer the recommendations until item 4 (above) has been concluded as the Committee Chair understood from Highways that the proposed paving build out would result in the loss of up to 9 car parking spaces on the High Street. The

Committee raised concerns relating to the cost of £20,000 for the assessment which they were of the view could be spent on more pressing area environment priorities.

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget

£20k

Conclusion/Actions/ Recommendation for Committee on 21 October 2015

Recommendation:

- i. That the Committee notes the update provided in Appendix 1.

CB006/2015 : Outcome expected:

Woodside Park Station, N12 – Request for Double Yellow lines.

Request raised at Committee:

Original request raised at the Oct 15 Chipping Barnet Residents Forum.
Request for Double Yellow lines outside Woodside Park Station at the junction of Holden Road and Station Approach.– due to inconsiderate parking at junction – currently only a one hour restriction.

Lead Officer: Gavin Woolery-Allen

Officer response and background information

Oct 2015 – Residents Forum Item

Resident has for some time now been concerned about the cars which have been parking at the junction of Holden Road and Station Approach N12 7EG.

There have been a number of instances where large mini cabs park on or even over the corner of this junction which makes it almost impossible to see oncoming vehicles.

There are single yellow lines currently and I would like to request that these are converted to double yellow before somebody is involved in a serious if not fatal accident.

Officer Response:

The Council receives many requests for yellow lines and other minor parking changes from local residents and other road users. For all the requests which remain unresolved, it is expected that an exercise where the requests are assessed and then prioritised will take place before the end of the financial year will take place, with a view to progressing all those schemes which are considered appropriate to progress in future work programmes.

The request for double yellow lines at the junction of Holden Road and Station Approach will be assessed in this way.
It is envisaged that any proposal which results from this process will be subject to a statutory consultation early in the next financial year.

The issue was referred up to the Area Committee for a decision.

Area Committee on 21 October 2015 :

The Committee noted this issue, the response provided by the Council and therefore the Committee:

Resolved:

- That the Committee requested that Officers investigate the ability to insert double yellow lines at the requested location
- That the relevant Officer be instructed to implement the double yellow lines at the location and that the work be funded from the Committee's approved budget. This work would be capped at up to £2,000.
- That Ward Members and the Resident be consulted

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget

£2,000

Conclusion/Actions/ Recommendation for Committee

Report back to Committee not required.

Action:

Requested has been added to the Parking Work Programme and will be progressed in in the new year.

CB007/2015 : Outcome expected:

Totteridge Lane/Waitrose Entrance, N20 – Improve safety at the access to Waitrose on Totteridge Lane

Request raised at Committee:

Original request raised at the Oct 15 Chipping Barnet Residents Forum. Request to improve safety at the access to Waitrose on Totteridge Lane, including requesting that Waitrose install signage on their property.

Lead Officer: Lisa Wright

Officer response and background information

Oct 2015 – Residents Forum Item

...Almost daily there is an accident or 'near miss' at this busy inter-section. We have raised this 'accident point' repeatedly to our local Councillors - requesting white lines or some signage - but to no avail. It has been a point raised by residents at our AGM - again with no positive result to this dire problem.....

Officer Response:

It would appear that the insurance company referred to possibly concluded that a driver emerging from Waitrose should give way and their view considering whether there were any vehicles overtaking in the outside lane.

Even if larger vehicles could not overtake, motorcyclists may still do so, and this should always be a consideration for vehicles emerging from a side road or access. Introducing double white lines has previously been suggested, but this would not

resolve this issue, not least because the prohibition on crossing a double white line system does not apply in relation to overtaking a Stationary vehicle.

The double white line system also automatically introduces a restriction on parking, which would also prevent parking at night or on Sunday on part of the road currently marked with a single yellow line.

This includes outside residential properties without off-street parking. *(The Contravention would be a criminal offence in these circumstances.*

The introduction of a junction warning sign on the uphill approach to the entrance might provide some additional warning to vehicles considering overtaking. This would not normally be considered for private entrances.

(We would try to avoid overuse in any case – if every junction where vehicles might emerge between stationary vehicles were signed then the sign would cease to have any impact).

However, this proposal will be prioritised against other schemes for introduction in next year's work programme and the highest priority schemes introduced.

There has been a single injury accident recorded in similar circumstances to the incident described in the most recent three years accident data and as a low cost measure this may achieve a sufficiently high priority to proceed.

Councillor Stock has confirmed that she will contact Waitrose directly to ask them to install a warning sign on the approach to Totteridge Lane.

The issue was referred up to the Area Committee for a decision.

- Area Committee on 21 October 2015 :

The Committee noted this issue, the response provided by the Council and therefore considered measures which the location could benefit from, this included the installation of a warning sign.

The Committee Resolved:

- That the Committee agreed to instruct and delegated powers to the Commissioning Director for Environment to review the issue and provide Members with a report which outlines all options to improve the junction.
- That Ward Members and the residents be consulted

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget

£5,000 TBC as not agreed at Committee but funding required to carry out the investigations.

Conclusion/Actions/ Recommendation for Committee 13 Jan 2016

- i. That the Committee notes the update provided in Appendix 1.**
- ii. That the Committee agrees the expenditure of £5,000 to undertake a feasibility study.**
- iii. That the committee note officers will provide a report of the findings to a future meeting of this Area Committee in 2016.**

CB009/2015 : Outcome expected:

Great Bushy Drive, N20 – Request for Double yellow line on the bend in Great Bushy Drive

Request raised at Committee:

Oct 15 Area Committee Members Item: Request for Double yellow lines on the bend in Great Bushy Drive, N20.

Lead Officer: Gavin Woolery-Allen

Officer response and background information

The Committee considered a Members' Item submitted by Councillor Caroline Stock which requested Members of the Committee to consider double yellow lines at locations on Great Bushey Drive.

• Area Committee on 21 October 2015 :

Having considered the Member's Item and oral representations from Councillor Stock the Committee Resolved:

- That the Committee noted the report
- That the Committee agreed to instruct and delegated powers to the Commissioning Director for Environment to consider how this issue can be resolved with a view to implement the request.
- That the implementation of the double yellow lines at the location be funded from the Committee's approved budget. This work to be capped up to £2,000.

That Ward Members be consulted

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget

£2,000

Conclusion/Actions/ Recommendation for Committee

Report back to Committee not required.

Action:

Requested has been added to the Parking Work Programme and will be progressed in in the new year.

CB009/2015 : Outcome expected:

Swan Lane, N20 – Request for Double Yellow lines

Request raised at Committee:

Original request raised at the Oct 15 Chipping Barnet Residents Forum.
Request for Double yellow lines in Swan Lane, N20.

Lead Officer: Gavin Woolery-Allen

Officer response and background information

Oct 2015 – Residents Forum Item

Along with other residents we are tired of asking for a number of problems in the area to be rectified. We find either that no action has been taken or that any action taken has not remedied the problem.

a. At a previous area forum held in Barnet House the request was made for a double yellow line to be painted from the end of the yellow zig zags outside the school gates to the end of the nursery school grounds. Swan Lane is very narrow and when cars are parked both sides of the road, as they are when it is at the beginning and end of the school day, it is impossible for anything larger than a small car to get down the road – eg ambulance, fire engine etc. As it is a cul de sac there is no other way in to the properties in the road. At the Forum we were told that subject to certain things eg putting a notice in the London Gazette etc there should be no problems granting this. We were told that this work would be completed in the financial year 214/15. We have heard nothing further.

Officer Response:

The Council receives many requests for yellow lines and other minor parking changes from local residents and other road users. For all the requests which remain unresolved, it is expected that an exercise where the requests are assessed and then prioritised will take place before the end of the financial year with a view to progressing all those schemes which are considered appropriate in future work programmes – where a statutory consultation will take place, the proposal will be advertised in the local Press and London Gazette.

The request for yellow lines on Swan Lane will be assessed in this way, although it should be noted that yellow lines do not prohibit boarding and alighting from vehicles from taking place.

The issue was referred to the Area Committee for a decision.

- Area Committee on 21 October 2015 :


The Committee noted this issue, the response provided by the Council and supported the implementation of double yellow lines at the location and therefore the Committee Resolved:

:

- That the Committee agreed to instruct and delegated powers to the Commissioning Director for Environment to consider how this issue can be resolved with a view to implement the request.
- That the implementation the double yellow lines at the location be funded from the Committee's approved budget. This work to be capped up to £2,000.
- That Ward Members and the resident be consulted.

Indicative costs – To be funded from the 2015/16 Area Committee revenue budget £2,000
Conclusion/Actions/ Recommendation for Committee Report back to Committee not required. Action: Requested has been added to the Parking Work Programme and will be progressed in in the new year.

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	<p style="text-align: center;">Chipping Barnet Area Committee</p> <p style="text-align: center;">13 January 2016</p>
<p style="text-align: center;">Title</p>	<p>Outcome of the Statutory Consultation on proposals to introduce a Controlled Parking Zone (CPZ) near Totteridge & Whetstone Station.</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director, Environment</p>
<p style="text-align: center;">Wards</p>	<p>Totteridge</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A – Consultation areas, consultation letters and drawings. Appendix B – Proposed CPZ layout for Naylor Road, Birley Road and Hayward Road.</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Gavin Woolery-Allen, Highways Officer highways.correspondence@barnet.co.uk, 020 8359 7545</p>

Summary

On 15 February 2015, the Chipping Barnet Area Committee resolved for officers to undertake a statutory consultation with the community in respect of a CPZ for Naylor Road, Birley Road and Hayward Road, N20.

Accordingly, this report details the outcome of the statutory consultation, which commenced on 10 September 2015, and asks the Committee to consider the recommendations made as a result of the representations received during the consultation period.

Recommendations

- 1. That the Committee notes the outcome of the statutory consultation as detailed in paragraph 2 of this report.**
- 2. That Officers are delegate authority to introduce the Totteridge & Whetstone Station CPZ as originally consulted, through the making of the relevant Traffic Management Orders, with the exception of the modification outlined in (a) below, and as shown on Drawing Number 22014_002; at an estimated cost of £23,000 to be funded from the 2015/16 LIP allocation for Parking Review.**
 - (a) That property numbers 12 to 26 Totteridge Lane should be made eligible for permits and vouchers to park in the Totteridge & Whetstone Station CPZ.**
- 3. That subject to the decision made in 2 above, Officers are authorised to undertake a statutory consultation on a proposal to include Ridgeview Road, Charnwood Place and Elkanette Mews within the boundary of the proposed Totteridge & Whetstone Station CPZ at an additional cost of £6,000 to be funded from the Area Committee budget.**
- 4. That any objections received as a result of the statutory consultation, referred to in recommendation 3, are reported to a future meeting of this Committee to consider and determine whether Ridgeview Road, Charnwood Place and Elkanette Mews should be included in the Totteridge & Whetstone Station CPZ.**
- 5. That, subject to no objections being received to the statutory consultation, referred to in recommendation 3, officers introduce the CPZ measures in Ridgeview Road, Charnwood Place and Elkanette Mews.**
- 6. That subject to the decision in 2 above, the Totteridge & Whetstone CPZ is introduced in Naylor Road, Birley Road and Hayward Road as soon as practicable.**
- 7. That subject to the outcome of the statutory consultation in 3 above, the proposed extension of the CPZ to include Ridgeview Road at an estimated cost of £15,000 is assessed along with all other CPZ requests for LIP funding in 2016/17 using a prioritisation tool. Should the extension proposal fail to meet the prioritisation criteria, the Committee would then asked to agree that the implementation cost to be funded from the 2016/17 Area Committee budget allocation.**

1. WHY THIS REPORT IS NEEDED

This report provides the Committee with the outcome of the statutory consultation on proposals to introduce a Controlled Parking Zone (CPZ) near Totteridge & Whetstone Station and asks the Committee to consider the recommendations made as a result of the representations received during the consultation process and to seek a decision from the Committee on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 An informal consultation was carried by the Totteridge Ward Councillors in 2014 by way of questionnaires being delivered to properties in Naylor Road, Birley Road and Hayward Road, N20 asking whether or not they would like a CPZ introduced in their roads. The outcome of the informal consultation was reported to the Chipping Barnet Area Committee on 15th February 2015.
- 2.2 Having considered the results of the informal consultation the Chipping Barnet Area Committee agreed that a statutory consultation should be carried out on proposals to introduce a CPZ operating Monday to Friday from 2pm to 3pm in Naylor Road, Birley Road and Hayward Road N20.
- 2.3 On 2 July 2015, the Chipping Barnet Area Committee, whilst considering the minutes of the previous meeting, considered that decision relating to the CPZ in Naylor Road, Birley Road and Hayward Road should instead read 'Monday to Sunday' rather than 'Monday to Friday'.
- 2.4 The statutory consultation commenced on 10 September 2015, and was carried out by way of letter detailing the proposals being delivered to all affected frontage properties Naylor Road, Birley Road and Hayward Road, and to properties in nearby uncontrolled roads as follows: Ridgeview Road, Elkanette Mews Charnwood Place, Totteridge Lane, St Margaret's Avenue, Manus Way and Blakeney Close. The proposals were also advertised in the local press and the London Gazette and similar notices were displayed on street throughout the consultation area.
- 2.5 In response to the consultation, a petition from residents of Ridgeview Road, N20 was received objecting to the proposal and asking the Council to extend the CPZ to include all of Ridgeview Road and consult with residents of Ridgeview Road and Naylor Road on the proposed modifications to the CPZ.
- 2.6 This petition was reported to the Chipping Barnet Area Committee on 21 October 2015 who noted the petition, and requested that they receive a report at a future meeting which outlines all the options available given the concerns of the residents.
- 2.7 **Appendix A** details the statutory consultation letters with accompanying drawings that were hand delivered to all properties in the consultation area.

- 2.8 The consultation was split into two areas;
- The proposed CPZ area where 210 letters were delivered to all properties in Naylor Road, Birley Road and Hayward Road and from Nos. 5 to 63 Totteridge Lane (odd-numbers only).
 - Outside the proposed CPZ area where 249 letters were delivered to all properties in Blakeney Close, Charnwood Place, Elkanette Mews, Manus Way, Ridgeview Road and St Margarets Avenue, and Nos. 1 to 3 (odd-numbers only) and Nos. 12 to 56 Totteridge Lane (even-numbers only).
- 2.9 Various comments and objections were received from the community about the proposals. A total of 60 separate representations were received incorporating 78 comments and objections.

- 2.10 Detail about the specific issues, are outlined below in order of prevalence:

Possible displaced parking in Ridgeview Road and request for Ridgeview Road to being included in the CPZ

- 2.11 Seventeen specific comments/objections were received from residents concerned about the impact that the proposed CPZ if introduced, would have on Ridgeview Road.
- 2.12 Of the seventeen comments/objections, fifteen specified a wish for Ridgeview Road to be included in the CPZ if the proposed CPZ was to go ahead in Naylor, Birley and Hayward Roads, with many citing the geographic layout of Ridgeview Road in respect of Naylor Road as a reason why they believe that the road should have been part of the current proposals and why the road would be subject to an increase in parking levels by non-residents if the CPZ was introduced as proposed.
- 2.13 Residents also cited that they are already subject to high parking demand as a consequence of their proximity to Totteridge & Whetstone Station, and that the introduction of the proposed CPZ would make things worse. Some residents of Ridgeview Road near where it meets Naylor Road were particularly concerned about being the first houses outside the CPZ boundary.
- 2.14 Of the fifteen comments/objections asking for a CPZ, one was a petition, signed by 75 residents of 55 households of Ridgeview Road and 1 household of Naylor Road which outlined residents' objections to the introduction of the CPZ and their wish for the CPZ to be extended into Ridgeview Road.

CPZ operating on Saturday and Sunday

- 2.15 Twenty objections were received to the proposal including Saturday and Sunday, with the majority citing that they believe that there is either no problem or that parking is less of a problem on the weekends.

Displaced parking

- 2.16 Eleven comments/objections were received citing concern about the potential for a displacement of parking in the local area (not including Ridgeview Road, which is detailed above) if the CPZ were to be introduced.
- 2.17 Six referred to nearby roads such as Great Bushey Drive, Oak Tree Drive, Greenway and Hill Crescent, whereas two referred to St Margaret's Avenue, Blakeney Close and Manus Way. In addition, three stated that they believed a CPZ should be considered for the wider area – with a couple mentioning a 10-15 minute walk and 2 mile distance (presumably from the station).

Totteridge Lane properties

- 2.18 Six comments were received regarding the proposal to omit the even-numbered side properties of Totteridge Lane from the CPZ, and specifically the properties between Nos. 12 and 26 Totteridge Lane, and have requested that, these properties be included in the proposal so to enable the residents to purchase permits to enable them to park in the CPZ.

Allow residents to park across their driveways

- 2.19 Four requests were received from residents living within the proposed CPZ area to be allowed to park across their own driveway during the CPZ operational periods, questioning the need for yellow lines to be provided across the driveways.

Miscellaneous comments and objections

- 2.20 Seven other comments were received as follows:
- Would like double yellow lines to be provided around the turning circle in Hayward Road
 - That a one-way scheme should be considered in the affected roads (2 no.)
 - That there should be a maximum of two permits per household
 - That there should have been a wider consultation
 - Concern about the number of parking spaces provided in the CPZ
 - That the existing yellow lines at the Totteridge Lane end of Birley Road should be shortened

General objections to and comments in support of the CPZ

- 2.21 Five comments were received generally objecting to the proposed CPZ and eight comments were received specifying support of the CPZ.
- 2.22 Officers' comments to the issues raised are as follows:

Ridgeview Road and other displaced parking concerns

- 2.23 There appears to be significant concern from residents of Ridgeview Road about the proposal, with many residents signing the petition which was

reported to the Chipping Barnet Area Committee in October 2015, and many believing that Ridgeview Road should have been included in the proposal due to its proximity to Totteridge & Whetstone Station, and its layout in respect of Naylor Road.

- 2.24 Essentially Ridgeview Road is a southbound continuation of Naylor Road - where Naylor Road ends just beyond its junction with Hayward Road.
- 2.25 Such is the layout of the length where Naylor Road and Ridgeview Road meet, that in the length of road between Hayward Road and Elkanette Mews, Nos. 70 to 74 Naylor Road is situated directly opposite Nos. 107 to 111 Ridgeview Road and it is unclear to the eye exactly where Naylor Road ends and Ridgeview Road starts, and vice versa.
- 2.26 Officers therefore agree with the objectors that there would be a strong possibility of Ridgeview Road being impacted from displacement of non-residents wishing to park their vehicles should the CPZ be introduced as proposed, and this would be compounded by the fact that from its southern end, Ridgeview Road is the first road outside of the North Finchley 'FN' CPZ, which operates between 9am and 5pm, Monday to Saturday.
- 2.27 Accordingly, there is a possibility that an introduction of a CPZ in Naylor Road, Birley Road and Hayward Road, could actually make it more difficult for residents of Ridgeview Road, Charnwood Place and Elkanette Mews to park near their homes.
- 2.28 With this in mind, and given the level of concern from Ridgeview Road residents, Officers consider that there is justification in proposing a CPZ in Ridgeview Road, as well as side roads Charnwood Place and Elkanette Mews.
- 2.29 With regards to the other concerns about displaced parking Officers are mindful that there are also other residential roads in the vicinity of Totteridge & Whetstone Station which may be subject to high parking demands, although the levels of concern is not as prevalent as that received regarding Ridgeview Road, and therefore in this case should the CPZ be introduced, it is considered prudent to monitor the effect on local roads subsequent to the introduction of the CPZ.

CPZ operating on weekends

- 2.30 The proposal for the CPZ to operate on weekends was borne from the Totteridge Ward Councillors' original informal consultation exercise in 2014 where they put forward that option to the residents of Naylor Road, Birley Road and Hayward Road.
- 2.31 Although it is not usual for one-hour CPZs in the borough to operate on weekends, as they are usually introduced to address weekday commuter parking issues, CPZs can operate for any period to address the parking and traffic issues of concern.

2.32 In the case of this aspect of the proposal, although twenty residents objected to it, it is considered that, in context of the number of people who would benefit by the proposal, in that every car-owning household, and every person who could potentially have a motorist visiting them on the weekend, the level of objection is relatively low, and it is considered insufficient to justify changing the proposal.

Totteridge Lane properties

2.33 As part of the design of the proposal, some properties on the southern (odd-numbered) side of Totteridge Lane were included in the CPZ in terms of being eligible to obtain permits and vouchers in the CPZ, as their ability to park in Totteridge Lane during the daytime is affected due to the existence of Monday to Saturday 8am to 6.30pm waiting restrictions, and Naylor Road and Birley Road was their closest alternative roads to park in.

2.34 However the northern side (even-numbered) side was omitted, as although affected by similar restrictions in Totteridge Lane, it was considered that the residents of those properties may opt to park in St Margarets Road, Blakeney Close or Manus Way as the closest roads to them.

2.35 Furthermore Officers were mindful that upon notification as part of the statutory consultation process, these residents would make representations if they usually parked in Naylor Road and Birley Road.

2.36 Therefore, with the comments made during the statutory consultation process in mind, Officers consider that property numbers 12 to 26 Totteridge Lane should be made eligible for permits to park in the CPZ.

Parking across driveways in a CPZ

2.37 Although the comments made in relation to this issue are noted, it is considered that the number of representations received was not in sufficient number to suggest there is a widespread concern.

2.38 In any case, the nature of CPZs are that all kerbside space in the CPZ is taken up by either a parking place or yellow lines, with parking places provided where it is considered safe and appropriate for all vehicles to be parked, and yellow lines provided along all other lengths.

2.39 Accordingly, in a CPZ, yellow lines are provided around junctions and across vehicle crossovers in front of residents' driveways.

Miscellaneous comments and objections

2.40 The additional comments and objections received have been noted, although it is considered that no changes to the proposed CPZ should be made as a result of these comments.

Conclusions and Recommendations

- 2.41 Although the nature of statutory consultations is to elicit more negative responses to a proposal than positive, there were a number of residents who responded to the proposals stating that they were in support of the Council's intentions to introduce CPZ controls. Furthermore given the total number of representations made in response to the proposals from the roads proposed to be included in the Totteridge & Whetstone Station CPZ it is considered that the proposals have generally been accepted by the local community.
- 2.42 Officers are satisfied that there is sufficient evidence from the feedback to the statutory consultation that show support and acceptance of the proposal to justify the introduction of a CPZ, and as such recommend that the controls are generally implemented as proposed, albeit with a minor amendment to allow Nos. 12 to 26 Totteridge Lane entitlement to purchase permits and vouchers.
- 2.43 However, Officers are mindful of the concerns raised during the consultation period and in particular the issue relating to the representations made by, and petition received from, Ridgeview Road residents objecting to the CPZ and asking for the CPZ to be extended to include Ridgeview Road.
- 2.44 Officers consider that there would be merit in proposing to include Ridgeview Road, Charnwood Place and Elkanette Mews in the Totteridge & Whetstone Station CPZ as to omit them would likely result in those roads in particular being negatively affected by non-resident motorists who would usually park in Naylor, Birley and Hayward Roads being displaced into those roads.
- 2.45 In order to include Ridgeview, Charnwood and Elkanette, a CPZ layout would need to be designed and a statutory consultation undertaken.
- 2.46 Officers consider that in order to address the objections raised by Ridgeview Road residents, that in the first instance a statutory consultation should be undertaken regarding a proposed CPZ in Ridgeview Road, Charnwood Place and Elkanette Mews, and subject to a positive outcome, that this CPZ should be introduced concurrent with the CPZ for Naylor Road, Birley Road and Hayward Road.
- 2.47 Such action would minimise a potential negative impact resulting from the introduction of the CPZ in Naylor Road, Birley Road and Hayward Road, but would entail a potential delay in the progression of the CPZ. Furthermore, Officers are aware that some residents of those roads are keen for a CPZ to be introduced as soon as feasible.
- 2.48 As a result of the conflicting demands between residents of Naylor Road and Birley Road in particular who want any agreed CPZ to be introduced as soon as possible, and the residents of Ridgeview Road who, if a CPZ were to be introduced, wish to be included in the CPZ from the outset, Officers consider that the Committee should determine:

- Whether or not having considered the objections and comments received, it agrees that the proposed Totteridge & Whetstone Station CPZ should be introduced as proposed albeit with some minor amendments
- Whether or not it agrees that a CPZ layout for Ridgeview Road, Charnwood Place and Elkanette News should be designed and a statutory consultation carried out, and subject to the outcome of the consultation, the CPZ introduced in those roads
- Whether or not it agrees that any statutory consultation process carried out in respect of Ridgeview Road, Charnwood Place and Elkanette Mews should be completed in advance of the implementation of any CPZ in Naylor Road, Birley Road and Hayward Road, in order, subject to the outcome of the statutory consultation, for the CPZs to be implemented concurrently.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to introduce Controlled Parking Zones within the area. However, there are on-going parking issues in the area which would continue, to the detriment of residents' ability to park near their homes. Therefore it is considered a do nothing option is considered not viable.

4 POST DECISION IMPLEMENTATION

- 4.1 The implementation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions these roads and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "A Successful London Suburb" and contributes to strategic objectives of "keeping Barnet moving through the efficient management of the roads and pavements network" by improving the quality of life for residents through affording them better parking protection and by improving the traffic and parking conditions, contributing to "The Sustainable Community Strategy for Barnet 2010-2020."

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

- 5.2.1 The estimated costs of introducing the Totteridge & Whetstone Station CPZ as detailed in this report, which requires the making of the relevant Traffic Management Orders, writing to all objectors and to all properties that were

previously consulted and the work to introduce new road signs and road markings, are estimated to be £23,000, and these costs would be funded from the 2015/16 Local Implementation Plan (LIP) allocation for Parking Reviews, and if necessary, a similar budget albeit for the 2016/17 financial year.

- 5.2.2 An approximate additional £6,000 would be required to carry out a design and statutory consultation relating to including Ridgeview Road, Charnwood Place and Elkanette Mews in the CPZ, which includes the drafting of the relevant Traffic Management Orders and legal notices, advertising, writing to all properties in the consultation area and considering feedback and objections to the proposed measures. This would be funded through Area Committee budget.
- 5.2.3 Subject to a future decision to progress a CPZ for Ridgeview Road, Charnwood Place and Elkanette Mews, the estimated costs of introducing a CPZ in these roads, which requires the making of the relevant Traffic Management Orders, writing to all objectors and to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be £15,000.
- 5.2.4 The estimated costs of implementing the extended CPZ into Ridgeview Road are currently unfunded. They are two potential funding streams (for the total of £21,000) that could be utilised, Area Committee funding or the LIP Allocation for 16/17. Although if LIP funding is used then the scheme would be subject to prioritisation against other schemes under consideration for the 16/17 funding.
- 5.2.5 The works will be carried out under the existing LoHAC term maintenance contractual arrangements and through the Council's internal DLO contractor.
- 5.2.6 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account.
- 5.2.7 Income generated through the purchasing of parking permits, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be attributable to the Special Parking Account.

5.3 **Social Value**

- 5.3.1 Not relevant to this report.

5.4 **Legal and Constitutional References**

- 5.4.1 Section 16 of the Traffic Management Act 2004 places an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.2 The Council acting in its capacity of Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984 (“the 1984 Act”).
- 5.4.3 Section 122 of the 1984 Act imposes a statutory duty on the Council to exercise its functions in relation to Traffic Management Orders so as to secure (so far as practicable having regard to the matters specified in Section 122(2) below) 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. Section 122(2) specifies the matters to be had regard to as: (a) the desirability of securing and maintaining reasonable access to premises; (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and (d) any other matters appearing to the local authority to be relevant.
- 5.4.4 Officers have assessed the proposed Traffic Management Orders in compliance with the Council’s statutory duty, and consider the proposed orders meet the aim of Section 122 so far as reasonably practical for the reasons set out in this report.
- 5.4.5 The Council’s Constitution Responsibility for Functions, Appendix A, sets out within the terms of reference the functions which an Area Committee can discharge, which includes local highways and safety schemes.

5.5 Risk Management

- 5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.
- 5.5.2 It is considered that the issues involved in proposing or introducing a CPZ may lead to some level of public concern from local residents who feel that they do not wish for a CPZ to be introduced, or from residents of other roads

in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment in any statutory consultation on any proposed CPZ, which has been considered within 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 into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

5.7 Consultation and Engagement

5.7.1 In August 2014, Totteridge Ward Councillors carried out an informal parking consultation with residents of Naylor Road, Birley Road and Hayward Road N20 seeking to obtain opinion whether they would be in favour of a Controlled Parking Zone.

5.7.2 In September 2015, the Council carried out statutory consultation on the proposals on a proposal to introduce a Totteridge & Whetstone Station CPZ with residents by way of a letter detailing the proposals being hand delivered to all properties within this area, notices placed on street and in the local press and the London Gazette. The proposals were also advertised on the Councils TraffWeb consultation portal.

5.8 Insight

5.8.1 Not relevant to this report.

6 BACKGROUND PAPERS

6.1 Agenda and Minutes, Chipping Barnet Area Committee 15 February 2015

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&Mid=8189&Ver=4>

6.2 Agenda and Minutes, Chipping Barnet Area Committee 2 July 2015.

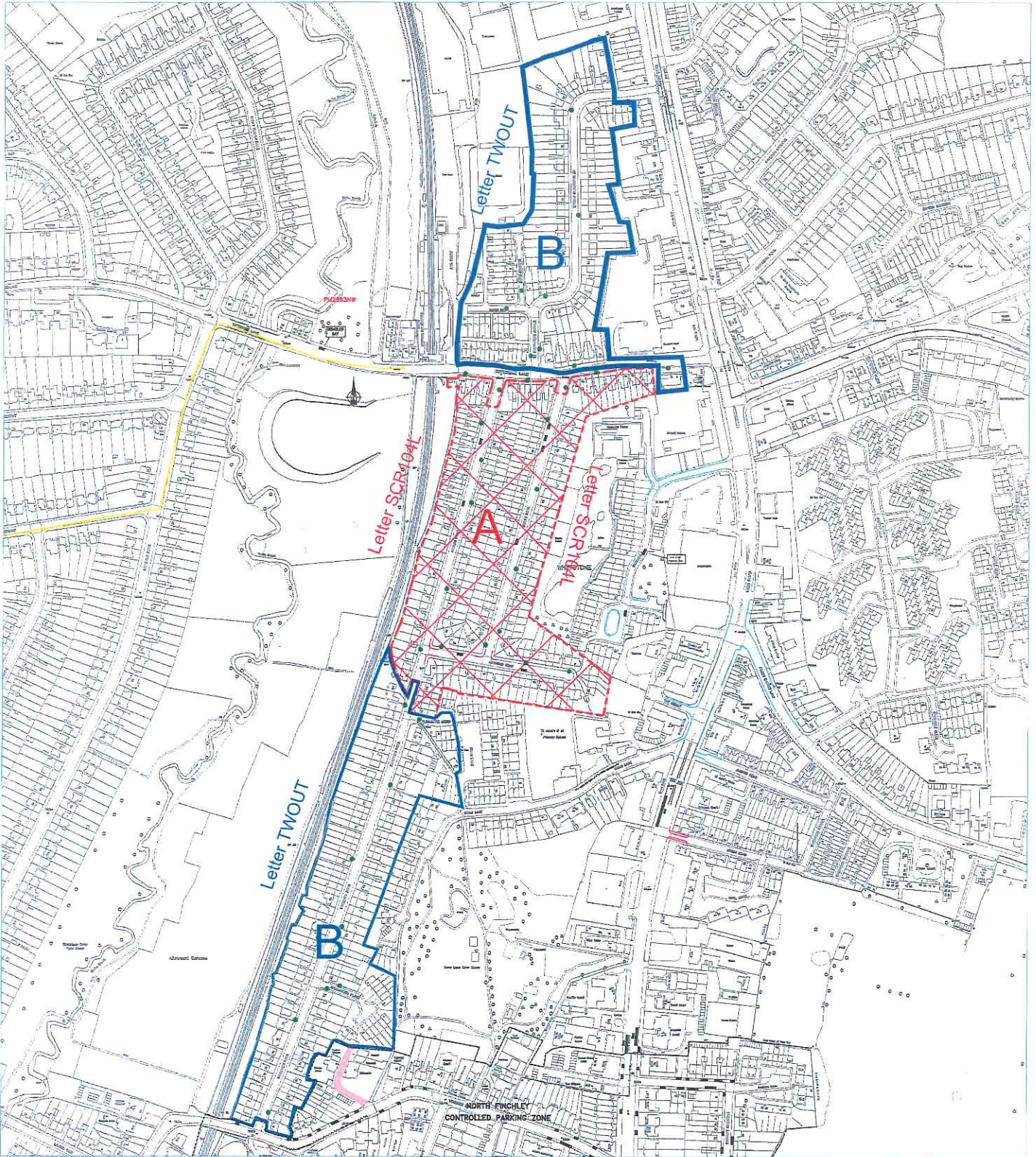
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8313&Ver=4>

6.3 Agenda and Minutes, Chipping Barnet Area Committee 15 October 2015.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8314&Ver=4>

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PROPOSED TOTTERIDGE AND WHETSTONE STATION
CONTROLLED PARKING ZONE CONSULTATION AREA
LETTER DELIVERY PLAN
10/09/2015



KEY

● Street Notices

ZONE A - LETTER A AND STREET NOTICE
ZONE B - LETTER B AND STREET NOTICES

Development and Regulatory Services
Building 4
North London Business Park
Oakleigh Road South
London N11 1NP

The Owner/Occupier

contact: Gavin Woolery-Allen
tel: (020) 8359 3555
e-mail: highways.consultation@barnet.gov.uk
date: 10 September 2015
our ref: DRS/DT/CPZ/SCR104/L
your ref:

Dear Sir/Madam

Statutory Consultation:

Proposed introduction of the Totteridge & Whetstone Station 'TW' Controlled Parking Zone (CPZ)

As you may be aware, following concerns raised by residents in your area regarding the lack of available parking on street during working hours in the week, an informal consultation was undertaken last year by your local Ward Councillors with the residents of Hayward Road, Birley Road and Naylor Road to obtain your views on parking.

Following the outcome of the informal consultation, it was decided that a Controlled Parking Zone (CPZ) should be introduced in Hayward Road, Birley Road and Naylor Road which will operate between the hours of **2pm and 3pm Monday to Sunday** It is considered that these measures would be effective in deterring commuter type/non-resident motorists from parking in these roads all day.

As a result of these proposed measures being introduced, residents of Birley Road, Hayward Road, Naylor Road Nos. 1 to 79 (odds) and 2 to 74 (evens) and Totteridge Lane Nos. 5 to 63 (odds) would be required to obtain a resident parking permit which would enable them to be able to park within any of the available resident parking bays during the restricted period mentioned above.

Single yellow line waiting restrictions would also be introduced where it is considered inappropriate to allow parking such as across vehicle crossovers, and these would also operate between 2pm and 3pm, Monday to Sunday. As such, note that due to such access and safety considerations, the provision of marked out parking bays may result in an overall reduction of the number of vehicles which have customarily parked in these roads.

What is a Controlled Parking Zone (CPZ)?

A CPZ is an area where all on-street parking is controlled either by yellow lines or designated parking bays. It gives priority to residents and local businesses and their visitors, who must display their permits or vouchers to show their entitlement to park during the operational hours of the CPZ. Any vehicle parked illegally is liable to receive

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

Outside the hours of operation, parking would be unrestricted. However some single or double yellow lines may still operate outside of the CPZ hours of operation. Should this be the case, there will be signs attached to nearby posts or lamp columns to indicate the hours of operation of the single yellow line. Double yellow lines restrict parking at all times and are not signed.

Annual permits can be purchased by residents, with a maximum of 3 permits allowed per household. These currently cost £40 per year for the first permit and £70 each for the second and a third permit. Visitor vouchers are available in sets of 12 and cost £12 per block*. Each household is entitled to a maximum of 200 visitor vouchers per year. Please refer to the enclosed information sheet for more information on permits and vouchers.

Holders of disabled persons blue badges and motorcyclists are exempt from all parking charges.

Next steps

This proposal will be advertised in the local press and London Gazette on **Thursday 10 September 2015**, and notices will be put up in the area advising of the proposed changes. If you wish to make any comments or objections regarding this proposal please send them in writing quoting reference number **SCR104**, to the Design Team at the above address at the top of the page, via the Barnet TraffWeb website at www.barnettraffweb.co.uk or via email to highways.consultations@barnet.gov.uk by **Thursday 1 October 2015**. All relevant comments and objections will then be formally considered before a decision is made on whether or not the proposals should be introduced, and if so, with or without modification. Once a decision has been made we will write to you again to advise you of the outcome.

If you would like further information on how the proposed change may affect you, or more detail on how the CPZ operate would operate, please contact us using our details above.

Yours faithfully



Gavin Woolery-Allen
Senior Engineer
Design Team
Traffic and Development Section

*The Council will shortly (Autumn 2015) be making changes to its resident permit charges and arrangements to introduce an emissions-based resident permit scheme and electronic permits (ePermits). Therefore the permit charges and associated arrangements stated in this letter are subject to change and outlined on Page 4.

Proposed Totteridge & Whetstone Station 'TW' Controlled Parking Zone – Naylor Road, Hayward Road and Birley Road N20.

How would the Totteridge & Whetstone Station 'TW' CPZ operate?

It is proposed that the Totteridge & Whetstone Station 'TW' CPZ would operate between 2pm and 3pm on Monday to Sunday. Therefore, motorists wishing to park on-street during these hours would have to clearly display the relevant permit or voucher in their vehicle when parked in the corresponding parking places. The single yellow line waiting restrictions in the proposed CPZ would also prohibit parking during these times unless otherwise indicated on nearby signs. However, all double yellow line waiting restrictions would prohibit parking 'at all times' and would not have additional signage.

Resident permits and visitor vouchers

A person who is a resident in a CPZ would be able to apply for a 'TW' resident permit which would allow them to park their vehicle in any parking place in that CPZ which is designated for 'TW' resident permit use.

Residents can also apply for visitor vouchers. Visitor vouchers are single use and are used by scratching off the relevant date and displaying it in the visitor's vehicle. Having a visitor voucher displayed in their vehicle would enable the motorist to park legally in any parking place in the CPZ during the hours of operation in which a resident permit holder can park.

Carers Permits

Carer permits are issued to residents living within a CPZ who require essential home visits by a doctor, district nurse or a similar healthcare professional. Residents can pass their carers permit to such visitors to enable them to park in any parking place in which a resident permit is allowed in that particular CPZ. To be eligible for a permit the resident needs to confirm that they need home visits. There is no charge for a carers permit.

Builders Permits

Builders permits are for motorists who use vehicles in connection with the reconstruction, alteration or maintenance of, or the provision of services to, any premises adjoining a road or length of road within a CPZ, which could be purchased on a monthly or annual basis, with a maximum of three permits allowed per company for the annual permit. These permits are usually vehicle-specific and are issued on receipt of proof of the company details and the relevant vehicle registration document(s). However there is also the option to purchase non-vehicle specific business permits.

Essential Service vouchers

Essential Service vouchers can be bought by public or commercial sector departments that need to make professional visits to households or properties within a CPZ. This includes local authority departments, healthcare professionals working for the National Health Service, including the Primary Care Trust, charities or non for profit organisations that provide health, counselling or social care services to borough residents.

Members Permits

Representative Support Permits are issued to elected Members of Parliament, elected members of the Greater London Authority, and elected councillors for use on official council or Parliamentary business. Vehicles displaying a Representative Support Permit are allowed to be parked in any parking place in any CPZ in which a resident permit is allowed.

Loading and unloading

Loading and unloading would be permitted on all the yellow lines in the CPZ for up to 40 minutes provided that the loading and unloading activity was seen to be continuous.

Motorcyclists and disabled badge holders

Any motorcycle or any vehicle with a disabled badge displayed is permitted to park for an unlimited time in any resident permit parking place without the need to display a permit or voucher.

Costs and charges*

Resident permit - annual (first vehicle)	£40
Resident permit – annual (second vehicle)	£70
Resident permit – annual (third vehicle)	£70
'Green' residents permits (Gas, Electric, Hybrid)	£15
Visitor voucher	£12 per 12 vouchers
Carers Permit	Free
Essential Service Vouchers	£2.50 per voucher
Builders Permit (Specific Registration Monthly)	£38
Builders Permit (Any Registration Monthly)	£76
Builders Permit (Specific Registration Annual)	£310
Builders Permit (Any Registration Annual)	£620
Members (Councillors, MPs) permit (annual)	Free

For further information on CPZs, Parking Enforcement and all permits and their charges please go to Barnet Council's website:

<https://www.barnet.gov.uk/citizen-home/parking-roads-and-pavements/parking.html>

*The Council will shortly (Autumn 2015) be making the following changes to its resident permit charges and arrangements:

1. Change the charging mechanism for the annual resident permit for the first vehicle per household, currently £40, as follows:
 - Lower band – up to 110g/km CO2 emission - £30
 - Middle band – 111-200g/km CO2 emission - £40
 - Higher band – over 200g/km CO2 emission - £60
2. Amend the eligibility of the Green Permit so that it will only be issued to electric cars for a nil fee
3. Increase the annual limit per household of resident permits from 3 to 4
4. Introduce an annual flat rate charge of £70 for the additional 2nd, 3rd and 4th resident permits per household
5. Replace paper resident permits with electronic resident permits which will negate the need to display resident permits in the vehicle.

Development and Regulatory Services
Design Team
Building 4
North London Business Park
Oakleigh Road South
London N11 1NP

The Owner/Occupier

contact: Gavin Woolery-Allen
tel: (020) 8359 3335
e-mail: highways.consultations@barnet.gov.uk
date: 10 September 2015
our ref: DRS/DT/CPZ/SCR104/TWOUT

Dear Sir/Madam

Proposed introduction of the Totteridge & Whetstone Station 'TW' Controlled Parking Zone (CPZ)

I am writing to advise you that the Council is proposing to introduce a Controlled Parking Zone (CPZ) in Hayward Road, Birley Road and Naylor Road N20 which will operate between the hours of 2pm and 3pm Monday to Sunday. It is considered that these measures would be effective in preventing commuters from parking in these roads all day.

As a result of these measures being introduced, residents living within the proposed CPZ would be required to obtain a resident parking permit which would enable them to be able to park within any of the available resident parking bays during the restricted period mentioned above.

Single yellow line waiting restrictions would also be introduced where it is considered inappropriate to allow parking such as across vehicle crossovers, and these would also operate between 2pm and 3pm, Monday to Sunday.

As a resident who resides outside the proposed CPZ we would welcome any comments you may have on the proposal. Details of the proposed CPZ are illustrated on drawing number SCR104 enclosed with this letter.

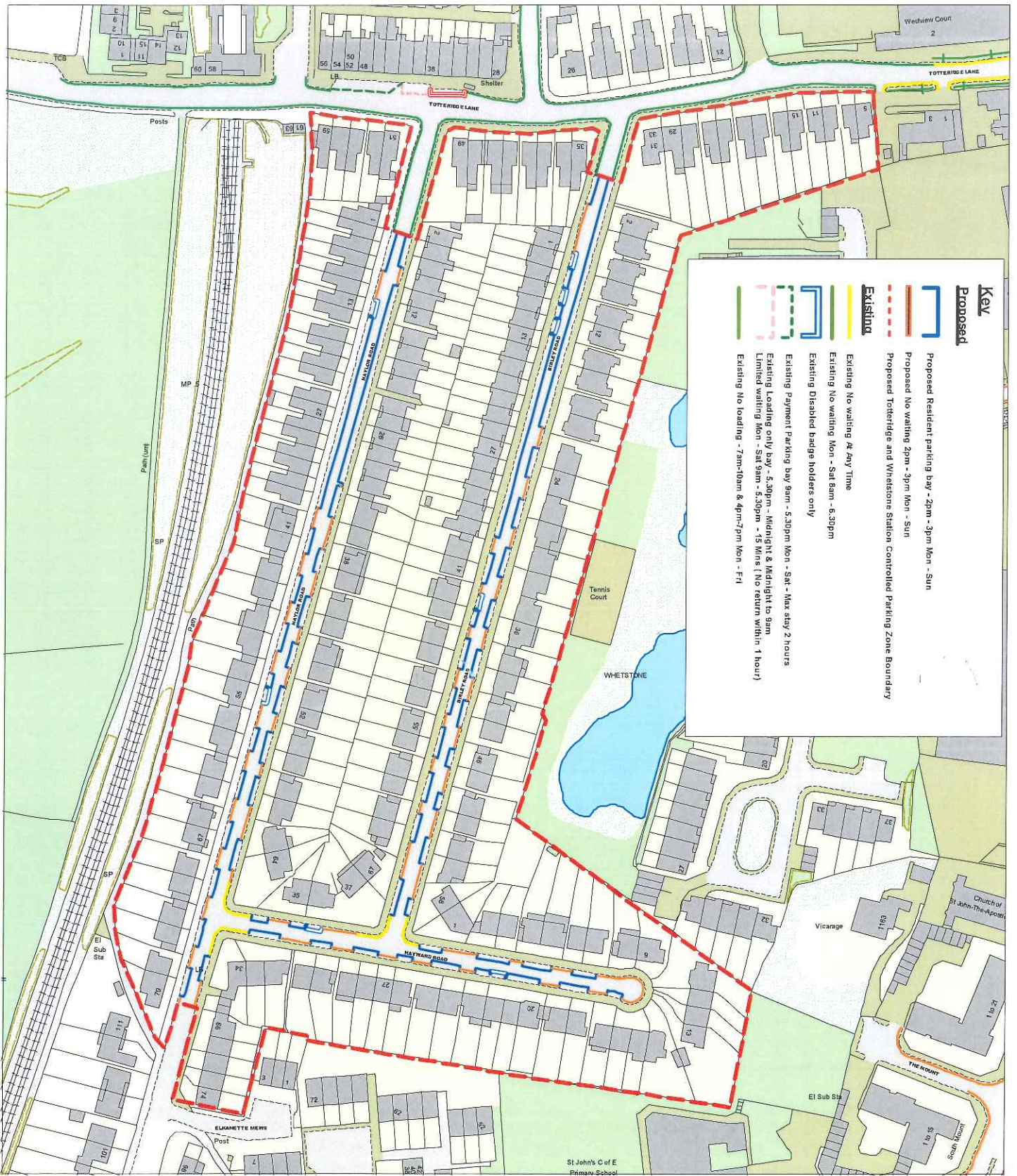
This proposal will be also advertised in the local press on **Thursday 10 September 2015**, and notices will be put up in the area advising of the proposed changes. If you wish to make any comments or objections regarding this proposal please send them in writing quoting reference number **SCR104-OUT**, to the Design Team at the above address at the top of the page, via the Barnet TraffWeb Public consultation website at www.barnettraffweb.co.uk or via email to highways.consultations@barnet.gov.uk by **Thursday 1st October 2015**. All relevant comments and objections will then be formally considered by the council before deciding whether or not these proposed changes should be introduced, with or without modification. Once a decision has been made we will write to you again.

If you would like further information on how the proposed change may affect you, or more detail on how the CPZ operate would operate, you can contact us using our details displayed at the top of the page.

Yours faithfully

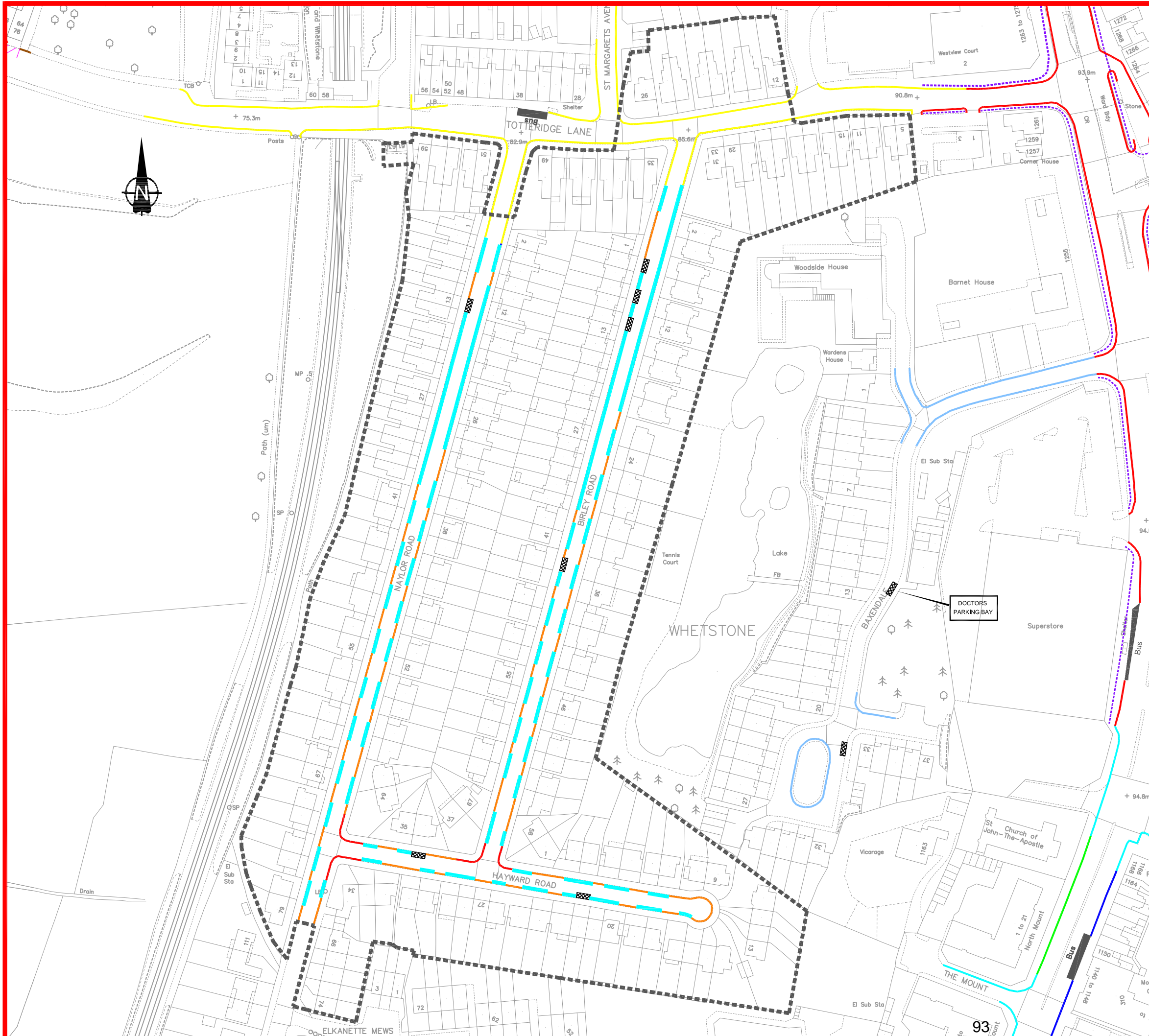


Gavin Woolery-Allen
Senior Engineer, Design Team
Traffic and Development Section



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<p>DRAWING TITLE PROPOSED TOTTENROSE & WHETSTONE STATION CONTROLLED PARKING ZONE (CPZ)</p>			
SCALE	1 : 1270		
DATE	04/09/2015		
DRAWING No.	SCR104		
DRAWN BY	AO/KG		

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NOTES:-

NEW

- Resident Permit Holders Only Parking Bay
2pm - 3pm Monday to Sunday
- 2pm - 3pm Monday to Sunday Waiting Restriction
- Totteridge & Whetstone CPZ Boundary
2pm - 3pm Monday to Sunday

EXISTING

- 'At any time' Waiting Restriction
- 8am - 6.30pm Monday to Saturday Waiting Restriction
- 8am - 6.30pm Monday to Friday Waiting Restriction
- Disabled Badge Holder Parking Bay

Revision and Date	Description	Initial

Development and Regulatory Services

London Borough of Barnet
Barnet House
1255 High Street, Whetstone
London N20 0EJ
Tel. 020 8359 2000



DESIGN TEAM

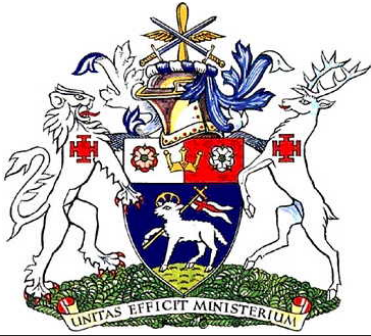
SCHEME:
NEW
TOTTERIDGE & WHETSTONE
CONTROLLED PARKING ZONE (CPZ)

TITLE:
Chipping Barnet Area Committee
January 2016

Scales:	N.T.S.	Date:	23/12/15
Initiated:	GWA	Drawn:	KG
		Checked:	GWA

DRAWING NO:
22014_002

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	<p>Chipping Barnet Area Committee</p> <p>13 January 2016</p>
<p style="text-align: right;">Title</p>	<p>Chipping Barnet Town Centre Parking Surveys – March/April 2015</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: right;">Wards</p>	<p>High Barnet</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendices A-H</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager lisa.wright@barnet.gov.uk, 020 8359 3555</p>

<p>Summary</p>
<p>This report informs the Chipping Barnet Area Committee of the review of parking in Chipping Barnet town centre.</p>

<p>Recommendations</p>
<p>1. That the Chipping Barnet Area Committee notes the results of the parking survey undertaken in March / April 2015 in Chipping Barnet Town Centre.</p>
<p>2. That a further parking survey is undertaken in February 2016 to gain a better understanding of parking pattern and demand in the Town Centre.</p>

1. WHY THIS REPORT IS NEEDED

Chipping Barnet Town Centre

- 1.1 Chipping Barnet Town Centre is located to the north of the borough and is situated around High Street EN5 (A1000), extending from High Barnet Underground Station in the south-east to the Hadley area in the north. The Town Centre also boasts the Spires Shopping Centre with adjoining multi-story parking.
- 1.2 The High Street acts as a commercial spine to the area, with mainly residential roads surrounding it, and is included in the Chipping Barnet Controlled Parking Zone, which is split into two main areas:
 - Zone C operates Monday to Saturday 8am to 6.30pm, in order to afford local residential roads protection from any motorist visiting the amenities which can be found in the Town Centre. This is a relatively large area, including and situated around the High Street.
 - Zone D, which operates Monday to Friday, 2pm to 3pm affords local residential roads protection from motorists wishing to park in the area for the whole day. This area is to the south of the Town Centre and is comprised of roads located opposite High Barnet Station.
- 1.3 High Street forms part of Zone C, but has a mixture of off-peak 15 minute free parking places, short-term pay by phone parking places designed to promote a regular turnover of parking availability to the benefit of local businesses. It also has a shared medium term pay by phone/resident 'C' permit parking places catering for those wishing to visit the area for longer periods and resident permit holders.
- 1.4 Due to the layout of the High Street, there are substantial lengths of kerbside space where it is considered that parking should not occur, i.e. at junctions and pedestrian crossing areas, and the necessity to provide sufficient capacity to handle the amount of traffic using the road. This has resulted in the number of parking spaces on High Street between the Underground Station and Christ Church Lane being limited to approximately 30 short stay pay by phone spaces and 34 'shared use' long stay pay by phone/permit holder spaces.
- 1.5 Shared use long stay pay by phone/resident Zone 'C' permit/business 'CB' permit parking places are also located in Hadley Green, just outside the main business hub. These parking places offer a two hour free stay for motorists. Within the CPZ, there are also three Council-owned car parks in which pay by phone charges apply. The Stapylton Road (approx. 61 spaces plus 2 disabled badge spaces), Fitzohn Avenue (approx. 87 spaces plus 2 disabled badge spaces) and Moxon Street (59 spaces plus 3 disabled badge spaces) car parks all offer motorists the opportunity to pay to park for short and long periods alike, although the Moxon Street

and Stapylton Road car parks provide the most attractive short-term parking tariffs, with the former offering a free 'one hour' stay.

- 1.6 Fitzjohn Avenue car park offers the most attractive tariff for those wishing to park all day, and also provides for 'CB' business permit holder parking.
- 1.7 The Town Centre benefits from additional public car parks which are not owned by the Council - The Spires shopping centre car park and a car park situated on St Albans Road between Bruce Road and Chipping Close - although current information is not known about their facilities and tariffs.
- 1.8 On-foot occupancy surveys of the parking places in the Chipping Barnet Town Centre were carried out in March/April 2015 to try to find out the usage of the parking bays.

Survey Methodology

- 1.9 Surveys were undertaken during the operative period of the parking places, so commencing at 8am and ending at 6.30pm. Surveys were undertaken on the following days:
 - Friday 27th March 2015
 - Saturday 28th March 2015
 - Monday 30th March 2015
 - Wednesday 1st April 2015
- 1.10 Surveys were undertaken in all the parking places in:
 - High Street EN5
 - Bruce Road EN5
 - Hadley Green EN5
- 1.11 Surveys were also undertaken in certain short stay parking places in:
 - Park Road EN5;
 - Moxon Street EN5;
 - Fitzjohn Avenue EN5; (1 parking place)
 - Union Street EN5; (1 parking place)
 - Moxon Street Car Park.
- 1.12 Prior to the surveys taking place, the relevant parking places were measured to establish the number of vehicle spaces it contained, using an average of 5.0 metres per car space. In some parts of the town centre, individual spaces have been already marked out, so these numbers have been taken as the total number of spaces per parking place.
- 1.13 Surveyors took note of the number of vehicles parked in each parking place at the relevant survey periods which was at 30 minute intervals between 8am and 6pm totalling 483 per day.
- 1.14 Each parking place has been referenced using its Pay by Phone location 4 or 5 digit number and where there is more than one parking place per

location number they have been referenced as (a), and (b) etc. The result is that each parking place has data of occupancy in it in half-hour intervals.

- 1.15 It should be noted that in some parking places permit holder parking is allowed so to inform the survey the number of 'C' resident, or 'CB' business permit holder parking as appropriate has also been noted, as have vehicles with a disabled badge displayed or where a Penalty Charge Notice (PCN) has been issued.

Summary of Survey Findings

- 1.16 The results of the survey are shown in the attached appendices. For the purposes of the survey, the Town Centre was split into two areas:

Area 1: High Street between Meadway (High Barnet Station) and St Albans Road, including side streets with short stay pay by phone parking provision

Area 2: High Street between St Albans Road and Great North Road/Hadley Green.

- 1.17 All of the on-street parking places in Area 1 are Pay by Phone parking places only, between the hours of 8am and 6.30pm, offering motorists a maximum of an hour's stay at any given time. In addition, Moxon Street Car Park offers motorists a maximum stay of 4 hours, with a 1 hour free stay.

- 1.18 All but one of the parking places in Area 2 offer a combination of Pay by Phone and 'C' resident permit holders, and, in the case of the parking places on Hadley Green, 'CB' business permit holders.

- 1.19 A summary of the survey findings are as follows:

Friday 27th March 2015

Area 1: Average 61% occupancy

Area 2: Average 50% occupancy

Total: Average 55% occupancy

Saturday 28th March 2015

Area 1: Average 62% occupancy

Area 2: Average 49% occupancy

Total: Average 50.5% occupancy

Monday 30th March 2015

Area 1: Average 53% occupancy

Area 2: Average 42% occupancy

Total: Average 47.5% occupancy

Wednesday 1st April 2015

Area 1: Average 58% occupancy

Area 2: Average 44% occupancy

Total: Average 51% Occupancy

Table 1: Bay Occupancy by Area

	No. Spaces			Average Occupancy			Average Occupancy (%)		
	Area 1	Area 2	Total	Area 1	Area 2	Total	Area 1	Area 2	Total
Friday 27th March 2015				60.9	43.81	104.71	61	50	55.5
Saturday 28th March 2015				61.57	33.95	95.52	62	39	50.5
Monday 30th March 2015				52.76	36.48	89.24	53	42	47.5
Wednesday 1st April 2015				58.05	38.48	96.53	58	44	51.0
Total	100	87	187	58.32	38.18	96.5	58.5	43.75	51.12

1.20 The council received complaints that the parking surveys were undertaken during the Easter holiday period and were therefore not representative of daily parking patterns. It is therefore proposed to undertake new surveys in February 2016.

2. REASONS FOR RECOMMENDATIONS

2.1 The surveys are needed to determine existing parking usage in the Town Centre and to maximise on-street parking capacity where possible in response to parking demands.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 A further parking survey to be undertaken in February 2016 to gain a better understanding of parking demand in the Town Centre.

4. POST DECISION IMPLEMENTATION

4.1 Once authorised by the Committee officers would commission new parking surveys to obtain up-to-date parking data to maximise on-street parking spaces in the Town Centre.

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 There are no resource implications as the surveys have been carried out.

5.3 **Social Value**

5.3.1 None in relation to this report.

5.4 **Legal and Constitutional References**

5.4.1 The Council as Highway Authority has the necessary legal powers to make improvements to the Highway under the Highways Act 1980 and to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.4.2 The Constitution section 15 Responsibility for Functions (Annex A - Membership and Terms of Reference of committees and partnership boards) provides that Area Committees’ functions include “in relation to the area covered by the Committee. Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to: Local highways and safety schemes”.

5.5 **Risk Management**

5.5.1 No risks have been identified in relation to this decision. Health and safety risks will be considered through the design and implementation process.

5.6 **Equalities and Diversity**

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
advance equality of opportunity between people from different groups
foster good relations between people from different groups.

5.6.1 The survey results are not expected to disproportionately disadvantage or benefit members of the community.

5.7 **Consultation and Engagement**

Ward Members and the Town Team will be informed of the timescale for undertaking the surveys

5.8 **Insight**

5.8.1 Not relevant to this report.

6. **BACKGROUND PAPERS**

6.1 None

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CHIPPING BARNET TOWN CENTRE PARKING SURVEY MARCH/APRIL 2015

Date of Survey: Friday 27th March 2015

High Street from Meadway to St Albans Road (Area 1)

Parking Place details	Number Spaces		Time of Survey																		Notes		
			0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630		1700	1730
LC9114A	4	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
High Street o/s 10-14		Other	0	0	0	1	3	3	3	2	1	2	1	1	1	2	1	1	1	0	1	1	
		Total	0	0	0	1	3	3	3	2	1	2	1	1	2	1	1	1	0	1	1	Average occupancy	
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total (%)	0%	0%	0%	25%	75%	75%	75%	50%	25%	50%	25%	25%	50%	25%	25%	25%	0%	25%	25%	Average occupancy (%)	
																						1.24	
																						31%	
LC9114B	3	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
High Street o/s 20-24		Other	0	1	0	1	1	2	2	2	2	2	2	1	2	1	2	1	1	1	1	0	
		Total	0	1	0	1	1	2	2	2	2	2	2	1	2	1	2	1	1	1	1	0	Average occupancy
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total (%)	0%	33%	0%	33%	33%	67%	67%	67%	67%	67%	33%	67%	33%	67%	33%	33%	33%	33%	0%	Average occupancy (%)	
																						1.29	
																						43%	
LC9540	3	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Fitzjohn Avenue side of pub car park		Other	0	1	1	1	1	0	0	0	1	0	1	1	0	1	0	0	1	0	0	0	
		Total	0	1	1	1	1	0	0	0	1	0	1	1	0	1	0	0	1	0	0	0	Average occupancy
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total (%)	0%	33%	33%	33%	33%	0%	0%	0%	33%	0%	33%	33%	0%	33%	0%	0%	33%	0%	0%	0%	Average occupancy (%)
																						0.43	
																						14%	
LC9064A	2	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Moxon Street side of 98 High Street		Other	1	2	2	2	3	2	3	2	2	3	1	2	2	1	1	1	0	0	1	1	
		Total	1	2	2	2	3	2	3	2	2	3	1	2	2	1	1	1	0	0	1	1	Average occupancy
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total (%)	50%	100%	100%	100%	150%	100%	150%	100%	100%	150%	50%	100%	100%	50%	50%	50%	0%	0%	50%	50%	Average occupancy (%)
																						1.57	
																						79%	
LC9064B	1	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Moxon Street o/s 1		Other	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	0	
		Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	0	Average occupancy
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total (%)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	100%	100%	0%	Average occupancy (%)
																						0.90	
																						90%	
LC9080	3	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Park Road side of 48 High Street		Other	0	1	1	1	0	3	3	2	1	2	0	1	2	2	3	1	2	1	2	3	
		Total	0	1	1	1	0	3	3	2	1	2	0	1	2	2	3	1	2	1	2	3	Average occupancy
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total (%)	0%	33%	33%	33%	0%	100%	100%	67%	33%	67%	0%	33%	67%	67%	100%	33%	67%	33%	67%	100%	Average occupancy (%)
																						1.57	
																						52%	
LC9051	2	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
High Street o/s Post Office		Other	2	1	1	2	2	2	2	2	2	2	1	2	2	1	1	0	1	0	1	0	
		Total	2	1	1	2	2	2	2	2	2	2	1	2	2	1	1	0	1	0	1	0	Average occupancy
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total (%)	100%	50%	50%	100%	100%	100%	100%	100%	100%	100%	50%	100%	100%	50%	50%	0%	50%	0%	50%	0%	Average occupancy (%)
																						1.38	
																						69%	
LC9541	2	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Union Street o/s 1-5		Other	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
		Total	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	Average occupancy
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total (%)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	Average occupancy (%)
																						2.00	
																						100%	

LC9060	5	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
High Street		Other	3	4	5	5	4	4	5	4	3	5	5	3	4	4	3	4	3	4	2	2	1		
o/s 85-93		Total	3	4	5	5	4	4	5	4	3	5	5	3	4	4	3	4	3	4	2	2	1	Average occupancy	3.67
Payment Parking 1 hour max		Total (%)	60%	80%	100%	100%	80%	80%	100%	80%	60%	100%	100%	60%	80%	80%	60%	80%	60%	80%	40%	40%	20%	Average occupancy (%)	73%
Monday-Saturday 8am-6.30pm																									
LC9055	10	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
High Street		Other	4	7	8	9	9	5	5	4	5	4	5	9	10	11	10	11	8	9	12	9	6		
o/s 122-136		Total	4	7	8	9	9	5	5	4	5	4	5	9	10	11	10	11	8	9	12	9	6	Average occupancy	7.62
Payment Parking 1 hour max		Total (%)	40%	70%	80%	90%	90%	50%	50%	40%	50%	40%	50%	90%	100%	110%	100%	110%	80%	90%	120%	90%	60%	Average occupancy (%)	76%
Monday-Saturday 8am-6.30pm																								1100- 5 bays suspended 1300- 2 bays suspended 1330- all bays open	
LC9057	4	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
High Street		Other	1	3	4	4	4	3	3	2	4	4	3	4	4	3	3	2	1	2	2	3	2		
o/s 121-129		Total	1	3	4	4	4	3	3	2	4	4	3	4	4	3	3	2	1	2	2	3	2	Average occupancy	2.90
Payment Parking 1 hour max		Total (%)	25%	75%	100%	100%	100%	75%	75%	50%	100%	100%	75%	100%	100%	75%	75%	50%	25%	50%	50%	75%	50%	Average occupancy (%)	73%
Monday-Saturday 8am-6.30pm																									
LC9070	2	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Bruce Road		Other	1	2	2	2	1	2	1	2	1	1	2	0	2	2	1	1	0	1	2	1	0		
Payment Parking 1 hour max		Total	1	2	2	2	1	2	1	2	1	1	2	0	2	2	1	1	0	1	2	1	0	Average occupancy	1.29
Monday-Saturday 8am-6.30pm		Total (%)	50%	100%	100%	100%	50%	100%	50%	100%	50%	50%	100%	0%	100%	100%	50%	50%	0%	50%	100%	50%	0%	Average occupancy (%)	64%
Moxon St Car Park	59	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Payment Parking 4 hour max		Other	8	24	25	30	51	50	59	53	42	44	41	33	46	36	32	25	23	28	41	29	16		
1st hour stay free		Total	8	24	25	30	51	50	59	53	42	44	41	33	46	36	32	25	23	28	41	29	16	Average occupancy	35.05
Monday-Saturday 8am-6.30pm		Total (%)	14%	41%	42%	51%	86%	85%	100%	90%	71%	75%	69%	56%	78%	61%	54%	42%	39%	47%	69%	49%	27%	Average occupancy (%)	59%

Legend:

DBH = Disabled Badge Holder
Other = All other vehicles

Summary - Area 1. Friday 27th March 2015

Parking Place ref	No. spaces	Average occupancy	Average occupancy (%)
LC9114A	4	1.24	31%
LC9114B	3	1.29	43%
LC9540	3	0.43	14%
LC9064A	2	1.57	79%
LC9064B	1	0.90	90%
LC9080	3	1.57	52%
LC9051	2	1.38	69%
LC9541	2	2.00	100%
LC9060	5	3.67	73%
LC9055	10	7.62	76%
LC9057	4	2.90	73%
LC9070	2	1.29	64%
Moxon St Car Park	59	35.05	59%
Total	100	60.90	61%

CHIPPING BARNET TOWN CENTRE PARKING SURVEY MARCH/APRIL 2015
 High Street from St Albans Road To Great North Road / Hadley Green

Date of Survey: Friday 27th March 2015

Parking Place details	Available Spaces	Time of Survey																	Notes					
		0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600		1630	1700	1730	1800	
LC9068 High Street o/s 1-5 Hadley Parade Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	4	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	2.38 60%
	Other	0	2	0	3	4	3	3	4	3	2	3	2	1	2	2	3	3	2	2	3	3		
	Total	0	2	0	3	4	3	3	4	3	2	3	2	1	2	2	3	3	2	2	3	3		
	Total (%)	0%	50%	0%	75%	100%	75%	75%	100%	75%	50%	75%	50%	25%	50%	50%	75%	75%	50%	50%	75%	75%		
LC9099A High Street o/s 159-161 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	4	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	3.19 80%
	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Other	2	2	3	3	4	2	3	4	4	4	4	3	4	4	4	3	3	3	3	3	2		
	Total	2	2	3	3	4	2	3	4	4	4	4	3	4	4	4	3	3	3	3	3	2		
	Total (%)	50%	50%	75%	75%	100%	50%	75%	100%	100%	100%	100%	75%	100%	100%	100%	75%	75%	75%	75%	75%	50%		
LC9099B High Street o/s 167-187 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	8	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	6.05 76%
	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Other	4	3	4	6	5	7	6	6	7	7	7	6	7	6	6	7	7	6	8	5	7		
	Total	4	3	4	6	5	7	6	6	7	7	7	6	7	6	6	7	7	6	8	5	7		
	Total (%)	50%	38%	50%	75%	63%	88%	75%	75%	88%	88%	88%	75%	88%	75%	75%	88%	88%	75%	100%	63%	88%		
LC9095A High Street o/s 191-195 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	3	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	2.33 78%
	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Other	1	1	1	1	2	2	2	3	3	3	2	3	3	3	1	2	3	3	4	3	3		
	Total	1	1	1	1	2	2	2	3	3	3	2	3	3	3	1	2	3	3	4	3	3		
	Total (%)	33%	33%	33%	33%	67%	67%	67%	100%	100%	100%	67%	100%	100%	100%	33%	67%	100%	100%	133%	100%	100%		
LC9095B High Street o/s 199-201 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	3	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	2.71 90%
	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Other	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2	3	2	2	2		
	Total	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	3	2	2	2		
	Total (%)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	67%	67%	100%	67%	67%	67%		
LC9108A High Street o/s 214-222 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	3	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	2.90 97%
	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Other	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	3	2		
	Total	3	3	3	3	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	3	2		
	Total (%)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	100%	100%	100%	100%	100%	100%	67%		
LC9108B High Street o/s 224-242 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	13	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	8.95 69%
	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Other	5	7	9	8	9	7	7	7	10	10	11	9	12	9	10	10	11	8	11	10	8		
	Total	5	7	9	8	9	7	7	7	10	10	11	9	12	9	10	10	11	8	11	10	8		
	Total (%)	38%	54%	69%	62%	69%	54%	54%	54%	77%	77%	85%	69%	92%	69%	77%	77%	85%	62%	85%	77%	62%		

LC9154	8	C	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
High Street/Great North Road between Hadley Green Road and Sydney Chapman Way		CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Payment Parking long stay		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1st 2 hour stay free		Other	0	3	7	8	6	6	5	3	5	5	4	7	9	8	9	8	9	8	9	9	9	9	8		
C' resident permit holders		Total	3	3	7	8	6	6	5	3	5	5	4	7	9	8	9	8	9	9	9	9	9	8	Average occupancy	6.67	
CB' business permit holders		Total (%)	38%	38%	88%	100%	75%	75%	63%	38%	63%	63%	50%	88%	113%	100%	113%	100%	113%	113%	113%	113%	100%		Average occupancy (%)	83%	
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																											

LC9533A	40	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Great North Road/Hadley Green between Sydney Chapman Way and Dury Road		CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Payment Parking long stay		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1st 2 hour stay free		Other	0	0	1	3	5	5	3	4	3	4	3	6	11	11	14	17	23	22	20	14	11	11	11		
C' resident permit holders		Total	0	0	1	3	5	5	3	4	3	4	3	6	11	11	14	17	23	22	20	14	11		Average occupancy	8.57	
CB' business permit holders		Total (%)	0%	0%	3%	8%	13%	13%	8%	10%	8%	10%	8%	15%	28%	28%	35%	43%	58%	55%	50%	35%	28%		Average occupancy (%)	21%	
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																											

LC9533B	1	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Great North Road/Hadley Green between Sydney Chapman Way and Dury Road		CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Payment Parking long stay		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1st 2 hour stay free		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0			
C' resident permit holders		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	Average occupancy	0.05		
CB' business permit holders		Total (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	Average occupancy (%)	5%		
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																											

Legend:
C = 'C' resident permit holder
CB = 'CB' business permit holder
DBH = Disabled Badge Holder
Other = All other vehicles

Summary - Area 2. Friday 27th March 2015

Parking Place ref	No. spaces	Average occupancy	Average occupancy (%)
LC9068	4	2.38	60%
LC9099A	4	3.19	80%
LC9099B	8	6.05	76%
LC9095A	3	2.33	78%
LC9095B	3	2.71	90%
LC9108A	3	2.90	97%
LC9108B	13	8.95	69%
LC9154	8	6.67	83%
LC9533A	40	8.57	21%
LC9533B	1	0.05	5%
Average	87	43.81	50%

CHIPPING BARNET TOWN CENTRE PARKING SURVEY MARCH/APRIL 2015
 High Street from Meadway to St Albans Road (Area 1)

Date of Survey: **Saturday 28th March 2015**

Parking Place details	Available Spaces		Time of Survey																		Notes			
			0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630		1700	1730	1800
LC9114A High Street o/s 10-14 Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	4	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	0	2	2	0	1	0	2	2	1	3	0	1	0	1	1	0	2	2	1	1	0	
		Total	0	2	2	0	1	0	2	2	1	3	0	1	0	1	1	0	2	2	1	1	0	Average occupancy
		Total (%)	0%	50%	50%	0%	25%	0%	50%	50%	25%	75%	0%	25%	0%	25%	25%	0%	50%	50%	25%	25%	0%	Average occupancy (%)
																							1.05	
																							26%	
LC9114B High Street o/s 20-24 Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	3	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	1	0	1	0	0	0	2	1	0	0	2	2	1	1	1	1	0	0	0	3	1	
		Total	1	0	1	0	0	0	2	1	0	0	2	2	1	1	1	1	0	0	0	3	1	Average occupancy
		Total (%)	33%	0%	33%	0%	0%	0%	67%	33%	0%	0%	67%	67%	33%	33%	33%	33%	0%	0%	100%	33%	33%	Average occupancy (%)
																							0.86	
																							29%	
LC9540 Fitzjohn Avenue side of pub car park Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	3	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	1	0	0	0	3	2	
		Total	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	1	0	0	0	3	2	Average occupancy
		Total (%)	0	0%	33%	0%	0%	33%	33%	0%	0%	0%	33%	0%	0%	0%	0%	33%	0%	0%	0%	100%	67%	Average occupancy (%)
																							0.48	
																							16%	
LC9064A Moxon Street side of 98 High Street Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	2	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	1	2	2	2	1	2	3	3	3	2	3	3	3	2	1	0	2	2	0	2	1	
		Total	1	2	2	2	1	2	3	3	3	2	3	3	3	2	1	0	2	2	0	2	1	Average occupancy
		Total (%)	50%	100%	100%	100%	50%	100%	150%	150%	150%	100%	150%	150%	150%	100%	50%	0%	100%	100%	0%	100%	50%	Average occupancy (%)
																							1.90	
																							95%	
LC9064B Moxon Street o/s 1 Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	1	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0	0	0	
		Total	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	0	0	0	Average occupancy
		Total (%)	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	100%	0%	0%	0%	Average occupancy (%)
																							0.76	
																							76%	
LC9080 Park Road side of 48 High Street Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	3	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	0	0	2	1	2	3	3	2	1	2	2	2	3	1	3	2	1	2	1	1	1	
		Total	0	0	2	1	2	3	3	2	1	2	2	2	3	1	3	2	1	2	1	1	1	Average occupancy
		Total (%)	0%	0%	67%	33%	67%	100%	100%	67%	33%	67%	67%	67%	100%	33%	100%	67%	33%	67%	33%	33%	33%	Average occupancy (%)
																							1.67	
																							56%	
LC9051 High Street o/s Post Office Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	2	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	0	2	1	2	1	1	2	2	2	2	1	2	1	1	1	2	2	2	1	1	0	
		Total	0	2	1	2	1	1	2	2	2	2	1	2	1	1	1	2	2	2	1	1	0	Average occupancy
		Total (%)	0%	100%	50%	100%	50%	50%	100%	100%	100%	100%	50%	100%	50%	50%	50%	100%	100%	100%	50%	50%	0%	Average occupancy (%)
																							1.38	
																							69%	
LC9541 Union Street o/s 1-5 Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	2	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	1	1	1	
		Total	2	2	2	2	2	2	2	2	2	2	2	1	2	2	2	2	2	2	2	1	1	Average occupancy
		Total (%)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	100%	100%	100%	100%	100%	100%	100%	50%	50%	Average occupancy (%)
																							1.86	
																							93%	

LC9060	5	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
High Street		Other	3	2	3	4	5	2	5	5	5	5	5	4	4	4	3	3	5	5	2	1	0		
o/s 85-93		Total	3	2	3	4	5	2	5	5	5	5	5	4	4	4	3	3	5	5	2	1	0	Average occupancy	3.57
Payment Parking 1 hour max		Total (%)	60%	40%	60%	80%	100%	40%	100%	100%	100%	100%	100%	80%	80%	80%	60%	60%	100%	100%	40%	20%	0%	Average occupancy (%)	71%
Monday-Saturday 8am-6.30pm																									
LC9055	10	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
High Street		Other	4	5	9	10	10	7	10	9	9	9	5	10	10	8	9	7	8	8	9	7	4		
o/s 122-136		Total	4	5	9	10	10	7	10	9	9	9	5	10	10	8	9	7	8	8	9	7	4	Average occupancy	7.95
Payment Parking 1 hour max		Total (%)	40%	50%	90%	100%	100%	70%	100%	90%	90%	90%	50%	100%	100%	80%	90%	70%	80%	80%	90%	70%	40%	Average occupancy (%)	80%
Monday-Saturday 8am-6.30pm																									
LC9057	4	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
High Street		Other	3	2	3	3	4	4	3	4	2	2	4	4	3	4	3	2	4	4	4	2	1		
o/s 121-129		Total	3	2	3	3	4	4	3	4	2	2	4	4	3	4	3	2	4	4	4	2	1	Average occupancy	3.10
Payment Parking 1 hour max		Total (%)	75%	50%	75%	75%	100%	100%	75%	100%	50%	50%	100%	100%	75%	100%	75%	50%	100%	100%	100%	50%	25%	Average occupancy (%)	77%
Monday-Saturday 8am-6.30pm																									
LC9070	2	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Bruce Road		Other	2	1	2	1	2	1	2	2	2	2	2	2	2	2	1	1	2	2	0	2	1		
Payment Parking 1 hour max		Total	2	1	2	1	2	1	2	2	2	2	2	2	2	2	1	1	2	2	0	2	1	Average occupancy	1.62
Monday-Saturday 8am-6.30pm		Total (%)	100%	50%	100%	50%	100%	50%	100%	100%	100%	100%	100%	100%	100%	50%	50%	100%	100%	0%	100%	50%	Average occupancy (%)	81%	
Moxon St Car Park	59	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Payment Parking 4 hour max		Other	6	8	16	21	32	39	50	48	44	45	36	47	51	49	61	53	44	30	22	23	18		
1st hour stay free		Total	6	8	16	21	32	39	50	48	44	45	36	47	51	49	61	53	44	30	22	23	18	Average occupancy	35.38
Monday-Saturday 8am-6.30pm		Total (%)	10%	14%	27%	36%	54%	66%	85%	81%	75%	76%	61%	80%	86%	83%	103%	90%	75%	51%	37%	39%	31%	Average occupancy (%)	60%

Legend:

DBH = Disabled Badge Holder

Other = All other vehicles

Summary - Area 1. Saturday 28th March 2015

Parking Place ref	No. spaces	Average occupancy	Average occupancy (%)
LC9114A	4	1.05	26%
LC9114B	3	0.86	29%
LC9540	3	0.48	16%
LC9064A	2	1.90	95%
LC9064B	1	0.76	76%
LC9080	3	1.67	56%
LC9051	2	1.38	69%
LC9541	2	1.86	93%
LC9060	5	3.57	71%
LC9055	10	7.95	80%
LC9057	4	3.10	77%
LC9070	2	1.62	81%
Moxon St Car Park	59	35.38	60%
Total	100	61.57	62%

CHIPPING BARNET TOWN CENTRE PARKING SURVEY MARCH/APRIL 2015
 High Street from St Albans Road To Great North Road / Hadley Green

Date of Survey: **Saturday 28th March 2015**

Parking Place details	Available Spaces	Time of Survey																		Notes				
		0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630		1700	1730	1800	
LC9068	4	DBH	0	1	2	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
High Street		Other	0	2	2	0	0	2	4	3	2	3	3	3	4	4	4	3	3	1	2	4	4	
o/s 1-5 Hadley Parade		Total	0	3	4	1	3	4	4	3	2	3	3	3	4	4	4	3	3	1	2	4	4	Average occupancy
Payment Parking 1 hour max		Total (%)	0%	75%	100%	25%	75%	100%	100%	75%	50%	75%	75%	75%	100%	100%	100%	75%	75%	25%	50%	100%	100%	Average occupancy (%)
Monday-Saturday 8am-6.30pm																								74%
LC9099A	4	C	3	3	3	3	3	2	3	3	2	2	2	2	2	2	2	2	2	2	2	2		
High Street		DBH	0	0	0	0	0	0	0	0	0	0	2	2	2	1	1	1	1	1	1	1	0	
o/s 159-161		Other	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
Payment Parking 4 hours max		Total	3	3	3	3	3	3	3	4	4	2	4	4	4	3	3	3	3	3	3	3	2	Average occupancy
C' resident permit holders		Total (%)	75%	75%	75%	75%	75%	75%	75%	100%	100%	50%	100%	100%	100%	75%	75%	75%	75%	75%	75%	75%	50%	Average occupancy (%)
Monday-Saturday 8am-6.30pm																								79%
LC9099B	8	C	1	1	3	3	3	3	2	2	2	2	3	2	2	2	2	2	2	2	2	1	2	
High Street		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
o/s 167-187		Other	0	1	1	1	2	2	2	3	4	3	4	2	3	2	1	2	2	1	3	4	4	
Payment Parking 4 hours max		Total	1	2	4	4	5	5	4	5	6	5	7	4	5	4	3	4	4	3	5	5	6	Average occupancy
C' resident permit holders		Total (%)	13%	25%	50%	50%	63%	63%	50%	63%	75%	63%	88%	50%	63%	50%	38%	50%	50%	38%	63%	63%	75%	Average occupancy (%)
Monday-Saturday 8am-6.30pm																								54%
LC9095A	3	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
High Street		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
o/s 191-195		Other	1	1	1	1	2	2	2	3	3	3	2	3	3	3	1	2	3	3	4	3	3	
Payment Parking 4 hours max		Total	1	1	1	1	2	2	2	3	3	3	2	3	3	3	1	2	3	3	4	3	3	Average occupancy
C' resident permit holders		Total (%)	33%	33%	33%	33%	67%	67%	67%	100%	100%	100%	67%	100%	100%	100%	33%	67%	100%	100%	133%	100%	100%	Average occupancy (%)
Monday-Saturday 8am-6.30pm																								78%
LC9095B	3	C	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	2	2	2		
High Street		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
o/s 199-201		Other	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Payment Parking 4 hours max		Total	2	3	2	2	2	2	2	2	2	2	3	3	3	3	3	3	3	2	2	2	Average occupancy	
C' resident permit holders		Total (%)	67%	100%	67%	67%	67%	67%	67%	67%	67%	67%	100%	100%	100%	100%	100%	100%	100%	67%	67%	67%	Average occupancy (%)	
Monday-Saturday 8am-6.30pm																							79%	
LC9108A	3	C	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
High Street		DBH	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
o/s 214-222		Other	1	2	2	1	1	2	2	1	2	2	2	2	2	1	2	2	1	2	2	2		
Payment Parking 4 hours max		Total	2	3	3	3	2	3	3	2	3	3	3	3	2	3	3	2	3	3	3	3	Average occupancy	
C' resident permit holders		Total (%)	67%	100%	100%	100%	67%	100%	100%	67%	100%	100%	100%	100%	67%	100%	100%	67%	100%	100%	100%	100%	Average occupancy (%)	
Monday-Saturday 8am-6.30pm																							92%	
LC9108B	13	C	1	3	3	2	4	2	3	4	3	2	1	1	1	2	2	3	2	2	2	1	1	
High Street		DBH	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
o/s 224-242		Other	3	0	0	2	0	5	2	4	4	9	9	4	4	6	5	6	5	8	8	6	5	
Payment Parking 4 hours max		Total	4	3	3	4	4	8	6	8	7	11	10	5	5	8	7	9	7	10	10	7	6	Average occupancy
C' resident permit holders		Total (%)	31%	23%	23%	31%	31%	62%	46%	62%	54%	85%	77%	38%	38%	62%	54%	69%	54%	77%	77%	54%	46%	Average occupancy (%)
Monday-Saturday 8am-6.30pm																								52%

LC9154	8	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
High Street/Great North Road between Hadley Green Road and Sydney Chapman Way		CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Payment Parking long stay		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1st 2 hour stay free		Other	0	2	3	4	5	4	4	5	5	7	7	7	6	7	6	4	5	7	6	6		
C' resident permit holders		Total	0	2	3	4	5	4	4	5	5	7	7	7	6	7	6	4	5	7	6	6	Average occupancy	5.10
CB' business permit holders		Total (%)	0%	25%	38%	50%	63%	50%	50%	63%	63%	88%	88%	88%	88%	75%	88%	75%	50%	63%	88%	75%	Average occupancy (%)	64%
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																								

LC9533A	40	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Great North Road/Hadley Green between Sydney Chapman Way and Dury Road		CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Payment Parking long stay		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1st 2 hour stay free		Other	2	2	3	6	4	4	4	3	5	4	7	7	7	5	5	4	5	4	0	0		
C' resident permit holders		Total	2	2	3	6	4	4	4	3	5	4	7	7	7	5	5	4	5	4	0	0	Average occupancy	4.19
CB' business permit holders		Total (%)	5%	5%	8%	15%	10%	10%	10%	8%	13%	10%	18%	18%	18%	13%	13%	10%	13%	10%	0%	0%	Average occupancy (%)	10%
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																								

LC9533B	1	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Great North Road/Hadley Green between Sydney Chapman Way and Dury Road		CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Payment Parking long stay		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1st 2 hour stay free		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
C' resident permit holders		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy	0.00
CB' business permit holders		Total (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Average occupancy (%)	0%
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																								

Legend:
C = 'C' resident permit holder
CB = 'CB' business permit holder
DBH = Disabled Badge Holder
Other = All other vehicles

Summary - Area 2. Saturday 28th March 2015

Parking Place ref	No. spaces	Average occupancy	Average occupancy (%)
LC9068	4	2.95	74%
LC9099A	4	3.14	79%
LC9099B	8	4.33	54%
LC9095A	3	2.33	78%
LC9095B	3	2.38	79%
LC9108A	3	2.76	92%
LC9108B	13	6.76	52%
LC9154	8	5.10	64%
LC9533A	40	4.19	10%
LC9533B	1	0.00	0%
Average	87	33.95	39%

CHIPPING BARNET TOWN CENTRE PARKING SURVEY MARCH/APRIL 2015
 High Street from Meadway to St Albans Road (Area 1)

Date of Survey: **Monday 30th March 2015**

Parking Place details	Available Spaces		Time of Survey																		Notes			
			0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630		1700	1730	1800
LC9114A High Street o/s 10-14 Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	4	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	0	0	0	0	0	1	0	0	0	1	1	0	1	1	1	0	1	1	0	1	0	
		Total	0	0	0	0	0	1	0	0	0	1	1	0	1	1	1	0	1	1	0	1	0	Average occupancy
		Total (%)	0%	0%	0%	0%	0%	25%	0%	0%	0%	25%	25%	0%	25%	25%	25%	0%	25%	25%	0%	25%	0%	Average occupancy (%)
LC9114B High Street o/s 20-24 Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	3	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	0	0	0	1	1	1	0	0	0	1	2	2	1	2	1	0	0	1	0	1	0	
		Total	0	0	0	1	1	1	0	0	0	0	1	2	2	1	2	1	0	0	1	0	1	Average occupancy
		Total (%)	0%	0%	0%	33%	33%	33%	0%	0%	0%	0%	33%	67%	67%	33%	67%	33%	0%	0%	33%	0%	33%	Average occupancy (%)
LC9540 Fitzjohn Avenue side of pub car park Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	3	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	0	1	1	0	0	0	0	0	0	2	0	1	1	0	1	1	1	0	1	0	0	
		Total	0	1	1	0	0	0	0	0	0	2	0	1	1	0	1	1	1	0	1	0	0	Average occupancy
		Total (%)	0	33%	33%	0%	0%	0%	0%	0%	0%	67%	0%	33%	33%	0%	33%	33%	33%	0%	33%	0%	0%	Average occupancy (%)
LC9064A Moxon Street side of 98 High Street Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	2	DBH	0	0	0	0	0	0	1	1	1	2	0	1	0	0	1	0	0	0	0	0		
		Other	1	2	0	1	2	1	2	1	1	1	2	2	3	2	3	2	2	3	1	2	1	
		Total	1	2	0	1	2	1	3	2	2	3	2	3	3	2	3	3	2	3	1	2	1	Average occupancy
		Total (%)	50%	100%	0%	50%	100%	50%	150%	100%	100%	150%	100%	150%	150%	100%	150%	150%	100%	150%	50%	100%	50%	Average occupancy (%)
LC9064B Moxon Street o/s 1 Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	1	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	1	1	1	0	1	0	0	1	1	1	1	1	1	1	1	1	0	1	1	1	1	
		Total	1	1	1	0	1	0	0	1	1	1	1	1	1	1	1	1	0	1	1	1	1	Average occupancy
		Total (%)	100%	100%	100%	0%	100%	0%	0%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	100%	100%	100%	100%	Average occupancy (%)
LC9080 Park Road side of 48 High Street Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	3	DBH	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
		Other	2	1	0	0	1	1	0	0	3	1	1	1	1	1	2	1	0	1	0	0	0	
		Total	2	1	0	0	1	1	0	0	3	2	1	1	1	1	2	1	0	1	0	0	0	Average occupancy
		Total (%)	67%	33%	0%	0%	33%	33%	0%	0%	100%	67%	33%	33%	33%	33%	67%	33%	0%	33%	0%	0%	0%	Average occupancy (%)
LC9051 High Street o/s Post Office Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	2	DBH	0	0	0	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	0	0		
		Other	1	2	1	1	2	2	0	1	1	0	0	2	2	1	2	2	1	2	0	1	0	
		Total	1	2	1	1	2	2	1	2	2	2	1	2	2	1	2	2	1	2	0	1	0	Average occupancy
		Total (%)	50%	100%	50%	50%	100%	100%	50%	100%	100%	100%	50%	100%	100%	50%	100%	100%	50%	100%	0%	50%	0%	Average occupancy (%)
LC9541 Union Street o/s 1-5 Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	2	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		Other	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	1		
		Total	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	2	2	2	1	Average occupancy
		Total (%)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	50%	100%	100%	100%	50%	Average occupancy (%)

LC9060	5	DBH	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	1	0	0				
High Street		Other	1	0	1	1	4	4	5	4	5	5	3	1	4	5	5	4	3	4	4	3	2		
o/s 85-93		Total	1	0	1	1	4	4	5	5	5	5	4	3	4	5	5	4	3	4	5	3	2	Average occupancy	3.48
Payment Parking 1 hour max		Total (%)	20%	0%	20%	20%	80%	80%	100%	100%	100%	100%	80%	60%	80%	100%	100%	80%	60%	80%	100%	60%	40%	Average occupancy (%)	70%
Monday-Saturday 8am-6.30pm																									
LC9055	10	DBH	0	0	1	0	0	0	1	3	2	2	2	4	0	0	0	0	2	1	2	0	1		
High Street		Other	0	3	4	1	7	9	5	5	7	8	8	5	6	7	9	7	8	7	8	6	8		
o/s 122-136		Total	0	3	5	1	7	9	6	8	9	10	10	9	6	7	9	7	10	8	10	6	9	Average occupancy	7.10
Payment Parking 1 hour max		Total (%)	0%	30%	50%	10%	70%	90%	60%	80%	90%	100%	100%	90%	60%	70%	90%	70%	100%	80%	100%	60%	90%	Average occupancy (%)	71%
Monday-Saturday 8am-6.30pm																									
LC9057	4	DBH	0	0	0	0	1	1	1	1	2	2	1	1	0	0	1	1	0	0	0	1	0		
High Street		Other	1	2	1	2	4	4	3	3	2	2	1	3	3	3	4	3	2	1	4	4	3		
o/s 121-129		Total	1	2	1	2	5	5	4	4	4	4	2	4	3	3	5	4	2	1	4	5	3	Average occupancy	3.24
Payment Parking 1 hour max		Total (%)	25%	50%	25%	50%	125%	125%	100%	100%	100%	100%	50%	100%	75%	75%	125%	100%	50%	25%	100%	125%	75%	Average occupancy (%)	81%
Monday-Saturday 8am-6.30pm																									
LC9070	2	DBH	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Bruce Road		Other	2	0	2	1	2	2	1	1	1	2	2	1	2	2	1	1	1	0	0	1	2		
Payment Parking 1 hour max		Total	2	0	2	1	2	2	2	1	1	2	2	1	2	2	1	1	1	0	0	1	2	Average occupancy	1.33
Monday-Saturday 8am-6.30pm		Total (%)	100%	0%	100%	50%	100%	100%	100%	50%	50%	100%	100%	50%	100%	100%	50%	50%	0%	0%	50%	100%	100%	Average occupancy (%)	67%
Moxon St Car Park	59	DBH	0	0	0	0	0	0	1	2	1	1	2	2	0	0	0	0	0	0	0	0	0		
Payment Parking 4 hour max		Other	4	2	7	25	35	37	35	28	30	41	40	37	41	32	41	37	33	29	28	23	17		
1st hour stay free		Total	4	2	7	25	35	37	36	30	31	42	42	39	41	32	41	37	33	29	28	23	17	Average occupancy	29.10
Monday-Saturday 8am-6.30pm		Total (%)	7%	3%	12%	42%	59%	63%	61%	51%	53%	71%	71%	66%	69%	54%	69%	63%	56%	49%	47%	39%	29%	Average occupancy (%)	49%

Legend:

DBH = Disabled Badge Holder

Other = All other vehicles

Summary - Area 1. Monday 30th March 2015

Parking Place ref	No. spaces	Average occupancy	Average occupancy (%)
LC9114A	4	0.43	11%
LC9114B	3	0.67	22%
LC9540	3	0.48	16%
LC9064A	2	2.00	100%
LC9064B	1	0.81	81%
LC9080	3	0.86	29%
LC9051	2	1.43	71%
LC9541	2	1.86	93%
LC9060	5	3.48	70%
LC9055	10	7.10	71%
LC9057	4	3.24	81%
LC9070	2	1.33	67%
Moxon St Car Park	59	29.10	49%
Total	100	52.76	53%

CHIPPING BARNET TOWN CENTRE PARKING SURVEY MARCH/APRIL 2015
 High Street from St Albans Road To Great North Road / Hadley Green

Date of Survey: **Monday 30th March 2015**

Parking Place details	Available Spaces		Time of Survey																		Notes				
			0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630		1700	1730	1800	
LC9068 High Street o/s 1-5 Hadley Parade Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	4	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	1.81 45%	
		Other	0	0	2	1	2	2	0	1	1	4	2	1	3	1	1	2	4	3	3	2			3
		Total	0	0	2	1	2	2	0	1	1	4	2	1	3	1	1	2	4	3	3	2			3
		Total (%)	0%	0%	50%	25%	50%	50%	0%	25%	25%	100%	50%	25%	75%	25%	25%	50%	100%	75%	75%	50%			75%
LC9099A High Street o/s 159-161 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	4	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	3.29 82%	
		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
		Other	1	3	3	3	4	4	4	3	3	2	3	4	4	3	4	3	3	3	4	4			4
		Total	1	3	3	3	4	4	4	3	3	2	3	4	4	3	4	3	3	3	4	4			4
		Total (%)	25%	75%	75%	75%	100%	100%	100%	75%	75%	50%	75%	100%	100%	100%	75%	100%	75%	75%	100%	100%			100%
LC9099B High Street o/s 167-187 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	8	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	4.95 62%	
		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
		Other	3	3	2	5	5	7	6	6	6	6	5	7	7	7	6	5	4	5	3	4			2
		Total	3	3	2	5	5	7	6	6	6	6	5	7	7	7	6	5	4	5	3	4			2
		Total (%)	38%	38%	25%	63%	63%	88%	75%	75%	75%	75%	63%	88%	88%	88%	75%	63%	50%	63%	38%	50%			25%
LC9095A High Street o/s 191-195 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	3	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	1.52 51%	
		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
		Other	0	0	0	1	1	1	1	2	1	2	3	3	2	2	3	2	1	1	2	2			2
		Total	0	0	0	1	1	1	1	2	1	2	3	3	2	2	3	2	1	1	2	2			2
		Total (%)	0%	0%	0%	33%	33%	33%	33%	67%	33%	67%	100%	100%	67%	67%	100%	67%	33%	33%	67%	67%			67%
LC9095B High Street o/s 199-201 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	3	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	1.29 43%	
		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
		Other	0	0	1	1	1	1	2	1	1	1	2	2	2	1	2	3	2	1	1	1			1
		Total	0	0	1	1	1	1	2	1	1	1	2	2	2	1	2	3	2	1	1	1			1
		Total (%)	0%	0%	33%	33%	33%	33%	67%	33%	33%	33%	67%	67%	67%	33%	67%	100%	67%	33%	33%	33%			33%
LC9108A High Street o/s 214-222 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	3	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	2.24 75%	
		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
		Other	0	2	3	3	3	2	3	3	2	1	3	2	2	1	3	2	3	2	3	3			1
		Total	0	2	3	3	3	2	3	3	2	1	3	2	2	1	3	2	3	2	3	3			1
		Total (%)	0%	67%	100%	100%	100%	67%	100%	100%	67%	33%	100%	67%	67%	33%	100%	67%	100%	67%	100%	100%			33%
LC9108B High Street o/s 224-242 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	13	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy Average occupancy (%)	7.90 61%	
		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
		Other	6	9	9	8	10	7	9	8	7	8	8	7	10	8	9	6	7	6	7	8			9
		Total	6	9	9	8	10	7	9	8	7	8	8	7	10	8	9	6	7	6	7	8			9
		Total (%)	46%	69%	69%	62%	77%	54%	69%	62%	54%	62%	62%	54%	77%	62%	69%	46%	54%	46%	54%	62%			69%

LC9154	8	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
High Street/Great North Road between Hadley Green Road and Sydney Chapman Way	CB		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Payment Parking long stay	DBH		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
1st 2 hour stay free	Other		1	1	4	3	4	7	4	3	6	6	7	7	5	7	7	8	8	8	7	5	8			
C' resident permit holders	Total		1	1	4	3	4	7	4	3	6	6	7	7	5	7	7	8	8	8	7	5	8	Average occupancy	5.52	
CB' business permit holders	Total (%)		13%	13%	50%	38%	50%	88%	50%	38%	75%	75%	88%	88%	63%	88%	88%	100%	100%	100%	88%	63%	100%	Average occupancy (%)	69%	
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																										

LC9533A	40	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Great North Road/Hadley Green between Sydney Chapman Way and Dury Road	CB		0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Payment Parking long stay	DBH		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1st 2 hour stay free	Other		0	1	2	3	3	4	1	5	6	2	7	11	10	13	12	13	12	12	9	9			
C' resident permit holders	Total		0	2	3	4	4	5	2	6	7	3	8	12	11	14	13	13	14	13	10	10	Average occupancy	7.95	
CB' business permit holders	Total (%)		0%	5%	8%	10%	10%	13%	5%	15%	18%	8%	20%	30%	28%	35%	33%	33%	35%	33%	25%	25%	Average occupancy (%)	20%	
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																									

LC9533B	1	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Great North Road/Hadley Green between Sydney Chapman Way and Dury Road	CB		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Payment Parking long stay	DBH		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
1st 2 hour stay free	Other		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
C' resident permit holders	Total		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Average occupancy	0.00	
CB' business permit holders	Total (%)		0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Average occupancy (%)	0%	
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																									

Legend:
C = 'C' resident permit holder
CB = 'CB' business permit holder
DBH = Disabled Badge Holder
Other = All other vehicles

Summary - Area 2. Monday 30th March 2015

Parking Place ref	No. spaces	Average occupancy	Average occupancy (%)
LC9068	4	1.81	45%
LC9099A	4	3.29	82%
LC9099B	8	4.95	62%
LC9095A	3	1.52	51%
LC9095B	3	1.29	43%
LC9108A	3	2.24	75%
LC9108B	13	7.90	61%
LC9154	8	5.52	69%
LC9533A	40	7.95	20%
LC9533B	1	0.00	0%
Average	87	36.48	42%

CHIPPING BARNET TOWN CENTRE PARKING SURVEY MARCH/APRIL 2015
High Street from Meadway to St Albans Road (Area 1)

Date of Survey: **Wednesday 1st April 2015**

Parking Place details	Available Spaces		Time of Survey																		Notes			
			0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630		1700	1730	1800
LC9114A	4	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0		
High Street o/s 10-14		Other	0	0	0	0	0	0	1	0	1	1	1	0	0	1	0	1	0	0	1	1		
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total	0	0	0	0	0	0	1	0	1	1	1	0	0	1	0	1	1	0	1	1	Average occupancy Average occupancy (%)	
		Total (%)	0%	0%	0%	0%	0%	0%	25%	0%	25%	25%	25%	0%	0%	25%	0%	25%	25%	0%	25%	25%	0.48 12%	
LC9114B	3	DBH	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0		
High Street o/s 20-24		Other	0	1	1	1	1	1	0	0	0	0	0	0	0	1	0	0	1	0	1	0		
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total	0	1	1	1	1	1	1	1	1	1	0	0	1	0	1	0	1	0	1	0	Average occupancy Average occupancy (%)	
		Total (%)	0%	33%	33%	33%	33%	33%	33%	33%	33%	0%	33%	0%	0%	33%	0%	0%	33%	0%	0%	0%	0.62 21%	
LC9540	3	DBH	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0		
Fitzjohn Avenue side of pub car park		Other	0	0	0	1	1	2	0	0	1	0	0	0	1	1	0	1	0	0	0	1		
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total	0	0	0	1	1	2	0	1	1	0	0	1	2	1	0	1	0	0	0	1	Average occupancy Average occupancy (%)	
		Total (%)	0	0%	0%	33%	33%	67%	0%	33%	33%	0%	0%	33%	67%	33%	0%	33%	0%	0%	0%	33%	0%	0.57 19%
LC9064A	2	DBH	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0		
Moxon Street side of 98 High Street		Other	1	2	1	0	0	2	3	1	1	2	3	1	3	2	1	2	2	1	1	3		
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total	1	2	1	0	0	2	3	2	3	2	3	1	3	2	1	2	3	1	1	3	Average occupancy Average occupancy (%)	
		Total (%)	50%	100%	50%	0%	0%	100%	150%	100%	150%	100%	150%	50%	150%	100%	50%	100%	150%	50%	50%	150%	50%	1.76 88%
LC9064B	1	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Moxon Street o/s 1		Other	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1		
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	Average occupancy Average occupancy (%)	
		Total (%)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	0%	100%	100%	100%	100%	0%	0.90 90%
LC9080	3	DBH	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0		
Park Road side of 48 High Street		Other	2	1	2	1	1	2	1	1	1	1	1	1	0	1	2	1	1	1	0	1		
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total	2	1	2	1	1	2	1	1	2	1	2	1	0	1	2	1	1	1	0	1	Average occupancy Average occupancy (%)	
		Total (%)	67%	33%	67%	33%	33%	67%	33%	33%	67%	33%	67%	0%	33%	67%	33%	33%	33%	0%	33%	33%	1.19 40%	
LC9051	2	DBH	0	0	0	0	0	0	0	1	2	1	0	0	1	1	1	0	0	0	0	0		
High Street o/s Post Office		Other	1	0	2	1	1	2	0	0	0	4	2	1	2	1	2	1	2	0	0	0		
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total	1	0	2	1	1	2	0	1	2	5	2	1	3	2	3	1	2	0	0	0	Average occupancy Average occupancy (%)	
		Total (%)	50%	0%	100%	50%	50%	100%	0%	50%	100%	250%	100%	50%	150%	100%	150%	50%	100%	0%	0%	0%	50%	1.43 71%
LC9541	2	DBH	0	0	1	1	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0		
Union Street o/s 1-5		Other	2	1	1	1	1	1	2	2	2	2	2	2	2	2	1	2	2	2	2	2		
Payment Parking 1 hour max Monday-Saturday 8am-6.30pm		Total	2	1	2	2	2	2	2	2	2	2	2	2	2	2	1	3	2	2	2	2	Average occupancy Average occupancy (%)	
		Total (%)	100%	50%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	50%	150%	100%	100%	100%	100%	50%	1.90 95%	

LC9060	5	DBH	0	0	0	1	0	1	1	0	1	0	2	2	2	1	1	0	0	1	1	0	0		
High Street		Other	1	1	2	2	4	5	3	4	3	3	3	3	5	3	2	1	3	4	4	2	4		
o/s 85-93		Total	1	1	2	3	4	6	4	4	4	3	5	5	7	4	3	1	3	5	5	2	4	Average occupancy	3.62
Payment Parking 1 hour max		Total (%)	20%	20%	40%	60%	80%	120%	80%	80%	80%	60%	100%	100%	140%	80%	60%	20%	60%	100%	100%	40%	80%	Average occupancy (%)	72%
Monday-Saturday 8am-6.30pm																									
LC9055	10	DBH	0	1	1	3	1	1	2	3	2	3	2	4	3	3	4	3	2	2	2	0	1		
High Street		Other	2	5	9	9	8	6	6	7	7	3	8	6	10	10	8	9	10	9	8	6	5		
o/s 122-136		Total	2	6	10	12	9	7	8	10	9	6	10	10	13	13	12	12	12	11	10	6	6	Average occupancy	9.24
Payment Parking 1 hour max		Total (%)	20%	60%	100%	120%	90%	70%	80%	100%	90%	60%	100%	100%	130%	130%	120%	120%	120%	110%	100%	60%	60%	Average occupancy (%)	92%
Monday-Saturday 8am-6.30pm																									
LC9057	4	DBH	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	1	1	0	0	0			
High Street		Other	3	2	2	3	4	4	4	3	3	3	1	3	4	4	3	2	4	4	2	3	1		
o/s 121-129		Total	3	2	2	3	5	4	4	4	4	4	2	3	4	4	3	2	5	5	2	3	1	Average occupancy	3.29
Payment Parking 1 hour max		Total (%)	75%	50%	50%	75%	125%	100%	100%	100%	100%	100%	50%	75%	100%	100%	75%	50%	125%	125%	50%	75%	25%	Average occupancy (%)	82%
Monday-Saturday 8am-6.30pm																									
LC9070	2	DBH	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0			
Bruce Road		Other	1	2	2	2	0	1	0	0	1	0	1	1	0	1	0	1	0	1	1	1	0		
Payment Parking 1 hour max		Total	1	2	2	2	0	1	0	1	2	0	1	1	0	1	0	1	0	1	1	1	0	Average occupancy	0.86
Monday-Saturday 8am-6.30pm		Total (%)	50%	100%	100%	100%	0%	50%	0%	50%	100%	0%	50%	50%	0%	50%	0%	50%	0%	50%	50%	50%	0%	Average occupancy (%)	43%
Moxon St Car Park	59	DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Payment Parking 4 hour max		Other	4	9	15	27	26	32	39	37	44	35	38	42	43	41	44	43	37	30	41	26	23		
1st hour stay free		Total	4	9	15	27	26	32	39	37	44	35	38	42	43	41	44	43	37	30	41	26	23	Average occupancy	32.19
Monday-Saturday 8am-6.30pm		Total (%)	7%	15%	25%	46%	44%	54%	66%	63%	75%	59%	64%	71%	73%	69%	75%	73%	63%	51%	69%	44%	39%	Average occupancy (%)	55%

Legend:

DBH = Disabled Badge Holder

Other = All other vehicles

Summary - Area 1. Wednesday 1st April 2015

Parking Place ref	No. spaces	Average occupancy	Average occupancy (%)
LC9114A	4	0.48	12%
LC9114B	3	0.62	21%
LC9540	3	0.57	19%
LC9064A	2	1.76	88%
LC9064B	1	0.90	90%
LC9080	3	1.19	40%
LC9051	2	1.43	71%
LC9541	2	1.90	95%
LC9060	5	3.62	72%
LC9055	10	9.24	92%
LC9057	4	3.29	82%
LC9070	2	0.86	43%
Moxon St Car Park	59	32.19	55%
Total	100	58.05	58%

CHIPPING BARNET TOWN CENTRE PARKING SURVEY MARCH/APRIL 2015

Date of Survey: Wednesday 1st April 2015

High Street from St Albans Road To Great North Road / Hadley Green

Parking Place details	Available Spaces		Time of Survey																	Notes					
			0800	0830	0900	0930	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500	1530	1600		1630	1700	1730	1800	
LC9068 High Street o/s 1-5 Hadley Parade Payment Parking 1 hour max Monday-Saturday 8am-6.30pm	4	DBH	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	Average occupancy Average occupancy (%)	2.48 62%
		Other	3	3	2	3	3	3	2	2	1	1	3	4	4	2	1	3	2	3	2	0	1		
		Total	3	3	2	3	3	3	2	2	2	2	3	4	4	2	2	4	2	3	2	0	1		
		Total (%)	75%	75%	50%	75%	75%	75%	50%	50%	50%	50%	75%	100%	100%	50%	50%	100%	50%	75%	50%	0%	25%		
LC9099A High Street o/s 159-161 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	4	C	0	0	0	0	0	0	2	2	2	2	2	0	0	2	3	2	3	3	3	3	Average occupancy Average occupancy (%)	3.29 82%	
		DBH	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	1	0	0			0
		Other	3	4	3	3	3	3	0	0	1	0	0	0	4	3	2	1	2	0	1	0			0
		Total	3	4	3	3	3	4	2	2	3	3	3	3	4	3	4	4	4	4	4	3			3
Total (%)	75%	100%	75%	75%	75%	100%	50%	50%	75%	75%	75%	75%	100%	75%	100%	100%	100%	100%	100%	75%	75%				
LC9099B High Street o/s 167-187 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	8	C	0	0	0	0	0	0	1	1	1	1	1	0	0	1	1	1	1	1	1	1	Average occupancy Average occupancy (%)	4.67 58%	
		DBH	1	1	1	1	1	1	0	0	0	0	0	1	0	1	1	1	1	1	1	1			1
		Other	5	5	5	5	5	3	2	3	2	3	3	3	4	2	3	4	4	3	3	1			3
		Total	6	6	6	6	6	4	3	4	3	4	4	4	5	2	5	6	6	5	5	3			5
Total (%)	75%	75%	75%	75%	75%	50%	38%	50%	38%	50%	50%	50%	63%	25%	63%	75%	75%	63%	63%	38%	63%				
LC9095A High Street o/s 191-195 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	3	C	0	0	0	0	0	0	2	1	1	1	0	0	0	1	2	3	3	3	2	2	Average occupancy Average occupancy (%)	2.71 90%	
		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
		Other	3	3	3	2	2	3	1	1	1	1	3	3	3	3	1	1	0	0	0	1			1
		Total	3	3	3	2	2	3	3	2	2	2	3	3	3	3	2	3	3	3	3	3			3
Total (%)	100%	100%	100%	67%	67%	100%	100%	67%	67%	67%	100%	100%	100%	100%	67%	100%	100%	100%	100%	100%	100%				
LC9095B High Street o/s 199-201 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	3	C	0	0	0	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	Average occupancy Average occupancy (%)	1.24 41%	
		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0
		Other	3	0	1	2	1	1	0	0	0	0	2	1	1	1	1	1	1	1	1	0			2
		Total	3	0	1	2	1	1	1	2	0	0	2	1	1	4	1	1	1	1	1	0			2
Total (%)	100%	0%	33%	67%	33%	33%	33%	67%	0%	0%	67%	33%	33%	133%	33%	33%	33%	33%	33%	0%	67%				
LC9108A High Street o/s 214-222 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	3	C	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	1	1	1	1	1	Average occupancy Average occupancy (%)	2.43 81%	
		DBH	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0			0
		Other	3	3	3	3	1	3	0	2	2	2	3	3	1	2	2	0	2	1	1	1			1
		Total	3	3	3	3	1	3	1	2	2	2	3	3	2	3	3	3	3	2	2	2			2
Total (%)	100%	100%	100%	100%	33%	100%	33%	67%	67%	67%	100%	100%	67%	100%	100%	100%	100%	67%	67%	67%	67%				
LC9108B High Street o/s 224-242 Payment Parking 4 hours max C' resident permit holders Monday-Saturday 8am-6.30pm	13	C	0	0	0	0	0	0	6	6	6	4	1	1	1	4	4	4	3	4	5	3	Average occupancy Average occupancy (%)	8.24 63%	
		DBH	0	0	0	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0			0
		Other	10	9	7	6	9	10	2	2	3	2	6	7	8	5	5	4	4	4	3	4			3
		Total	10	9	7	6	9	10	8	9	9	9	6	8	9	10	9	9	7	8	8	7			6
Total (%)	77%	69%	54%	46%	69%	77%	62%	69%	69%	46%	62%	69%	77%	69%	69%	69%	54%	62%	62%	54%	46%				

LC9154	8	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
High Street/Great North Road between Hadley Green Road and Sydney Chapman Way		CB	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Payment Parking long stay		DBH	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0			
1st 2 hour stay free		Other	3	4	5	5	4	5	3	4	2	4	5	4	6	5	4	5	6	5	7	7			
C' resident permit holders		Total	5	6	7	7	6	7	5	5	3	5	6	5	7	7	7	6	7	6	8	8	Average occupancy	6.19	
CB' business permit holders		Total (%)	63%	75%	88%	88%	75%	88%	63%	63%	38%	63%	75%	63%	88%	88%	88%	75%	88%	88%	75%	100%	100%	Average occupancy (%)	77%
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																									

LC9533A	40	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Great North Road/Hadley Green between Sydney Chapman Way and Dury Road		CB	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
Payment Parking long stay		DBH	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	2	1	1	0	0			
1st 2 hour stay free		Other	0	0	3	1	3	7	4	5	4	2	3	4	7	12	13	10	9	7	9	10	9		
C' resident permit holders		Total	0	0	4	2	4	8	5	6	5	3	4	5	9	14	15	12	11	10	11	12	10	Average occupancy	7.14
CB' business permit holders		Total (%)	0%	0%	10%	5%	10%	20%	13%	15%	13%	8%	10%	13%	23%	35%	38%	30%	28%	25%	28%	30%	25%	Average occupancy (%)	18%
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																									

LC9533B	1	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Great North Road/Hadley Green between Sydney Chapman Way and Dury Road		CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Payment Parking long stay		DBH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
1st 2 hour stay free		Other	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0		
C' resident permit holders		Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	Average occupancy	0.10
CB' business permit holders		Total (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	Average occupancy (%)	10%
Monday-Friday 9.30am-2.30pm and Saturday 8am-6.30pm																								

Legend:
C = 'C' resident permit holder
CB = 'CB' business permit holder
DBH = Disabled Badge Holder
Other = All other vehicles

Summary - Area 2, Wednesday 1st April 2015

Parking Place ref	No. spaces	Average occupancy	Average occupancy (%)
LC9068	4	2.48	62%
LC9099A	4	3.29	82%
LC9099B	8	4.67	58%
LC9095A	3	2.71	90%
LC9095B	3	1.24	41%
LC9108A	3	2.43	81%
LC9108B	13	8.24	63%
LC9154	8	6.19	77%
LC9533A	40	7.14	18%
LC9533B	1	0.10	10%
Average	87	38.48	44%

	<p>Chipping Barnet Area Committee</p> <p>13 January 2016</p>
<p>Title</p>	<p>Victoria Road Traffic Management Scheme</p>
<p>Report of</p>	<p>Commissioning Director - Environment</p>
<p>Wards</p>	<p>East Barnet</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>Appendix A - Drawing No. C2015_BC/00536_15</p>
<p>Officer Contact Details</p>	<p>Lisa Wright, Traffic and Development Manager Traffic and Development, 020 8359 3555, lisa.wright@barnet.gov.uk</p>

<p>Summary</p>
<p>This report outlines the comments received from the public consultation on the proposed Victoria Road traffic management scheme.</p>

<p>Recommendations</p>
<p>1. That the Committee note the outcome of the public consultation of the proposals as outlined in this report.</p>
<p>2. That the Committee, having noted the above, provide instruction to the Commissioning Director for Environment to proceed to the implementation stage of the Victoria Road traffic management scheme.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 On 21 October 2015 the Chipping Barnet Area Committee authorised the detailed design and associated public consultation of a traffic management proposal to address safety concerns raised by local residents and Ward Councillors in the Victoria Road area, EN4. This revised the proposal previously identified at the 12 February 2015 Chipping Barnet Area Committee following input from ward members and some local residents.
- 1.2 This report outlines the responses received to the public consultation on the Victoria Road traffic management proposals.
- 1.3 Residents were asked whether or not they were broadly in support of the scheme and if they had any particular comments in relation to the proposals. 30 responses were received, of these 26 residents said they were in favour of the scheme, 2 were against the proposals and 2 did not give a definitive answer. Some of those who supported the scheme as a whole had additional comments in relation to certain elements of the scheme.
- 1.4 Those who were broadly in favour of proposals commented that they approve of measures to improve congestion, reduce vehicle speeds, restrict the size of vehicles using the road and improve safety in the area. Residents also supported the provision of improved pedestrian crossing points.
- 1.5 Of those residents who said that they did not support the scheme or who did not give a definitive answer, one resident believed that the proposals were not necessary, would cause congestion and devalue their road and home. They also felt that speeds are already slow as the road is narrow and oncoming cars have to wait to pass each other. Two residents felt that the 20mph and weight restriction signage would make no difference to vehicle speeds. One resident was worried that the proposals would lead to more traffic and increased air and noise pollution on East Barnet Road.
- 1.6 Several comments were received with regard to the proposals at the Victoria Road and Margaret Road junction. Some residents welcomed proposals to increase the waiting restrictions suggesting that visibility is impaired by parking in close proximity to the junction. One resident suggested that the parking restrictions should be extended further. However, another resident was concerned about parking availability, commenting that it is already difficult for residents to park in Victoria Road and Margaret Road and one felt that restricting parking north of the junction would lead to congestion outside St Margaret's School. Two respondents felt that the extension of the waiting restrictions may lead to an increase in vehicle speeds due to improved visibility at the junction. Another respondent was concerned about vehicles failing to stop at the junction and suggested improvements to the signage at the junction. There was also a suggestion for speed humps.
- 1.7 Comments were also received with regard to the junction of Victoria Road and Park Road, that the junction is difficult to cross and that an island to assist

crossing Park Road would be helpful, that the proposed scheme did not include specific safety improvements at this junction, that banning parking on one side of the road should be considered (to assist bus manoeuvre to Crescent Road).

- 1.8 Other comments were that squaring of the corner outside Fayers may help slow traffic, Victoria Road is particularly difficult to cross in a wheelchair and concern about enforcement noting that that speed humps or pinch points would be useful in the event of non-enforcement.
- 1.9 One resident enquired about whether the 20mph limit could be extended to the entrance to Victoria Road in Park Road.
- 1.10 In addition several comments were received with regard to improvements at the west end of Victoria Road. As noted in the consultation, this area was not included in the scheme as it would be addressed separately as part of the planning process in relation to development in the area.
- 1.11 Although the response rate to the consultation was relatively low (less than 4%), the majority of those who did respond said they broadly support the proposals. It is therefore recommended that the Victoria Road traffic management scheme (revised Option 2) is implemented.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The recommendation to progress the scheme to implementation is based on the outcome of the public consultation.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options were considered by the Chipping Barnet Committee on 12 February 2015, but were not progressed on the Committee's recommendation. Further revisions to the proposal were identified by ward members and local residents that informed the decision of the Committee on 21 October 2015 to proceed with the detailed design and public consultation of the revised proposal.
- 3.2 The only other option at this stage is to not proceed with implementation of the scheme as consulted on as suggested by a very small number of people.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here will particularly help to address the Corporate Plan

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

5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally. The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

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

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

5.2.1 TfL provide core funding for implementation of a borough Local Implementation Plan (LIP) including a “Corridors, Neighbourhoods and Supporting Measures” programme for addressing a range of transport issues.

5.2.2 The Environment Committee on the 27 January 2015 confirmed the 2015/16 work programme of schemes that had been agreed by TfL under this programme, prior to inclusion in the 2015/16 budget.

5.2.3 Completion of the Victoria Road Traffic Management Scheme was identified in this report as part of the work to be addressed from a general ‘Traffic Management and Accident Reduction’ work area.

5.2.4 The estimated implementation cost of this recommendation is £98,266 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1).

5.2.5 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.

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

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council’s Constitution, in section 15 headed “Responsibility for Functions”

(Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

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

5.5 Risk Management

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report.

5.6 Equalities and Diversity

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between people from different groups
- foster good relations between people from different groups.

5.6.2 The introduction of a 20mph speed limit in Victoria Road would have the effect of reducing the number of vehicles using this road and would assist in improving safety for pedestrians.

5.7 Consultation and Engagement

5.7.1 A public consultation on the proposals was carried out and consultation material was distributed to 800 properties in the local area. Details of the proposals were also outlined on the council's website.

5.8 Insight

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

6. BACKGROUND PAPERS

6.1 Highways Planned Improvement Programme 2015/16 – report to Environment Committee January 2015.

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

- 6.2 Victoria Road Area Traffic Management Scheme – report to Chipping Barnet Area Committee February 2015.
<http://barnet.moderngov.co.uk/documents/s21079/Victoria%20Road%20Area%20Traffic%20Management%20Scheme.pdf>
- 6.3 Victoria Road Traffic Management Scheme – Revised Option 2 – report to Chipping Barnet Area Committee October 2015.
<http://barnet.moderngov.co.uk/documents/s26615/Victoria%20Road%20Area%20Traffic%20Management%20Scheme%20Revised%20Option%202.pdf>

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. C2015_BC/00536_15.
In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

NOTES:

- Drawing based on Drawing Design CS/75844/03/OPTION 2 -REV C
- All features and associated Traffic sign details are shown as indicative and may be subject to change at detailed design stage.
- SLC Refers to Street lighting column
- Uncontrolled Pedestrian crossing points to be provided at every junction along Victoria Road. In accordance with standard detail LOHAC 1100.03 as shown on London Alliance Highways Contract
- Additional reflective bollards to be provided at appropriate locations along Victoria Road to restrict footway driving, locations will be agreed at detailed design stage, however locations will be determined by driveways and vehicle accesses.
- At locations where proposed kerbing works affect existing road gullies, the gullies are to be relocated.
- Existing carriageway markings not affected by the works within the extents of the scheme to be refreshed and these are shown on the drawing.
- Information for Dual Vehicle Activated Signs:

The sign will display School Warning sign showing Children walking (Diagram No 545), operating during School times (Mon - Fri), outside these times the sign will display a "20" Speed Limit sign (Diagram No 670), both with an associated Road Safety message "SLOW DOWN", the sign will be triggered by vehicles exceeding the 20 mph speed

KEY:

- Denotes new 20 mph Zone signs and 20 roundel carriageway markings to be provided on every entry point into the Zone
- Denotes new carriageway build out with associated reflective bollards and hatching where appropriate
- Denotes area with where works will be undertaken as part of planning application

REVISION

Rev/Iss	Rev/Iss Details	Design/Check	Date	Rev.
Initial Issue		LPG/SHC	16.11.15	0

Purpose of issue

CONSULTATION

Client:
BARNET
LONDON BOROUGH

Scheme Ref. C2015_BC/00536_15
Scheme title

VICTORIA ROAD

Drawing title
GENERAL ARRANGEMENT

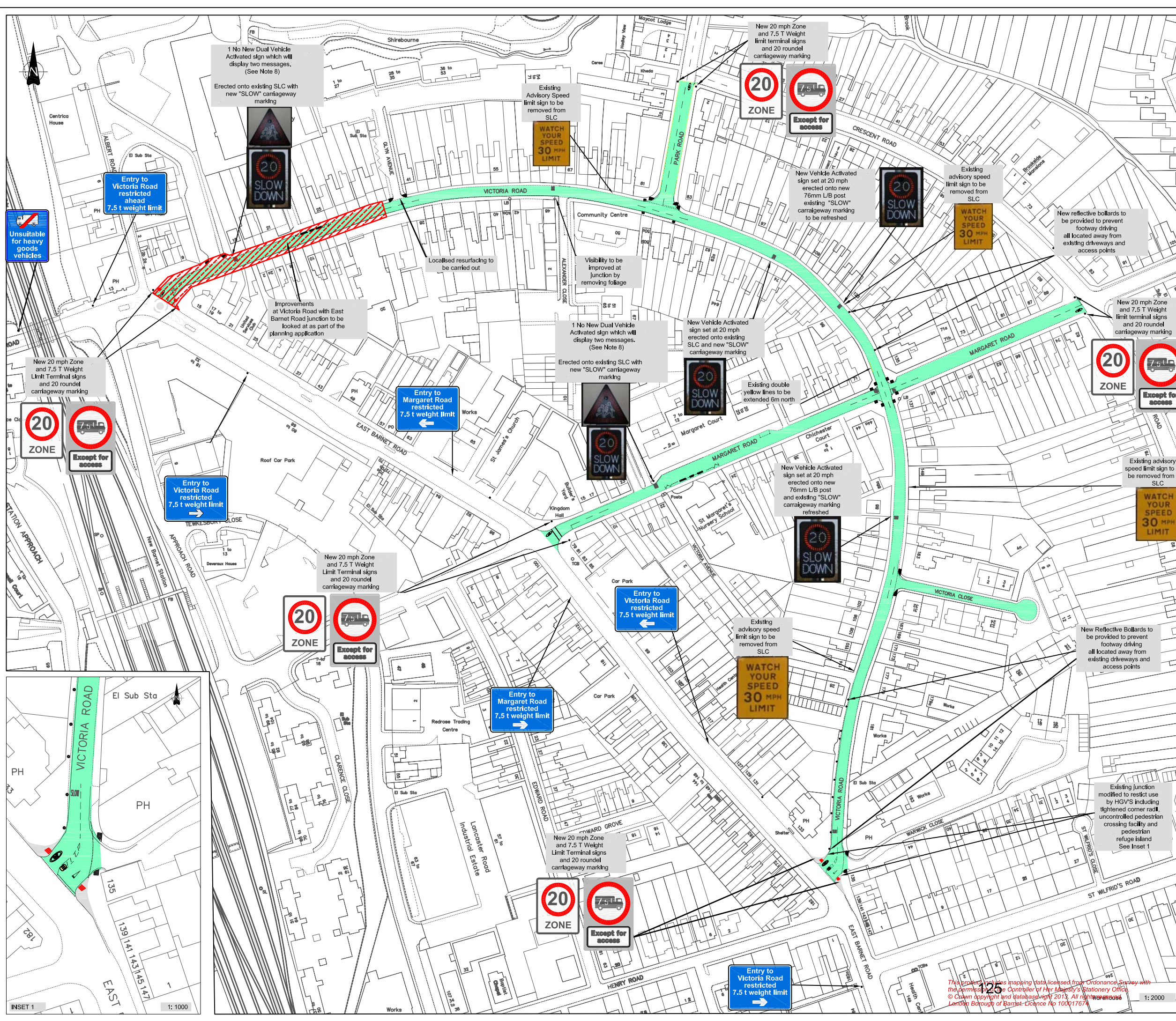
Scale @ A3: AS SHOWN

Design	Drawn	Checked	Approved
LPG	LPG	SHC	RC
Date: 16/11/15	Date: 16/11/15	Date: 16/11/15	Date: 16/11/15

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

RE CAPITA **BARNET**
LONDON BOROUGH

C2015_BC/00536_15 0



INSET 1 1:1000

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	<p>Chipping Barnet Area Committee</p> <p>13 January 2016</p>
<p style="text-align: center;">Title</p>	<p>Chipping Barnet Area Committee Work Programme</p>
<p style="text-align: center;">Report of</p>	<p>Commissioning Director - Environment</p>
<p style="text-align: center;">Wards</p>	<p>All</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A - Committee Work Programme - January 2016-October 2016</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Paul Frost, Governance Service Team Leader Email: paul.frost@barnet.gov.uk Tel: 020 8359 3469</p>

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

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

1. WHY THIS REPORT IS NEEDED

- 1.1 The Chipping Barnet Area Committee Work Programme 2016 indicates forthcoming items of business.
- 1.2 The work programme of this Committee is intended to be a responsive tool, which will be updated on a rolling basis following each meeting, for the inclusion of areas which may arise through the course of the year.
- 1.3 The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

2. REASONS FOR RECOMMENDATIONS

- 2.1 There are no specific recommendations in the report. The Committee is empowered to agree its priorities and determine its own schedule of work within the programme.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A

4. POST DECISION IMPLEMENTATION

- 4.1 Any alterations made by the Committee to its Work Programme will be published on the Council's website.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Committee Work Programme is in accordance with the Council's strategic objectives and priorities as stated in the Corporate Plan 2015-20.

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

- 5.2.1 None in the context of this report.

5.3 Legal and Constitutional References

- 5.3.1 The Terms of Reference of the Committee is included in the Constitution, Responsibility for Functions, Annex A.

5.4 Risk Management

- 5.4.1 None in the context of this report.

5.5 Equalities and Diversity

5.5.1 None in the context of this report.

5.6 **Consultation and Engagement**

5.6.1 None in the context of this report.

6. **BACKGROUND PAPERS**

6.1 None.

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Appendix 2: Chipping Barnet Area Committee Forward Work Plan 2015/16 and 2016/17

**London Borough of Barnet
Chipping Barnet Area Committee
Forward Work Programme
January 2016 – October 2016**

Contact: Jan.Natynczyk@Barnet.gov.uk

30 March 2016			
CB005/2015 High Street Barnet – Kerb Build-outs	That the committee notes the results of the Feasibility Study and approve the actions and measures contained within the Report.	Commissioning Director - Environment	Non Key
RE27 Chesterfield Road - Safety Improvements	That the committee notes the results of the Feasibility Study and approve the actions and measures contained within the Report.	Commissioning Director - Environment	Non Key
RE26 Pollard Road Traffic Management Scheme	That the committee consider the responses following the consultation period and agree the recommendation.	Commissioning Director - Environment	Non Key
Highway Planned Maintenance Programme	The Committee will be asked to consider the impact of a report recommended for approval by the Environment Committee on 11 January 2016	Commissioning Director - Environment	Non Key
19 October 2016 - Draft Date			
CB003/2015 Manor Drive, Whetstone - Speeding	Report of results of 6 month review of speeds on Manor Drive following the implementation of VAS.	Commissioning Director - Environment	Non Key