

MEETING

FINCHLEY & GOLDERS GREEN AREA COMMITTEE

DATE AND TIME

WEDNESDAY 30 NOVEMBER, 2016

AT 7.00 PM

VENUE

COMMITTEE ROOM 1, HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF FINCHLEY & GOLDERS GREEN AREA COMMITTEE (Quorum 3)

Chairman: Councillor Graham Old

Vice Chairman: Councillor Peter Zinkin

Councillor Geof Cooke
Councillor Alon Or-Bach

Councillor Reuben Thompstone
Councillor Rohit Grover

Councillor Ross Houston

Substitute Members

Councillor Dean Cohen
Councillor Arjun Mittra
Councillor Jim Tierney

Councillor Anne Hutton
Councillor Shimon Ryde

Councillor John Marshall
Councillor Daniel Thomas

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 25 November at 10AM. Requests must be submitted to Iphigenia Christophoridou 020 8359 3822 Iphigenia.Christophoridou@barnet.gov.uk

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

Andrew Charlwood – Head of Governance

Governance Service contact: Iphigenia Christophoridou 020 8359 3822
Iphigenia.Christophoridou@barnet.gov.uk

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	To Follow
2.	Absence of Members (If any)	
3.	Declaration of Members' Disclosable Pecuniary interests and Non Pecuniary interests (If any)	
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FACILITIES FOR PEOPLE WITH DISABILITIES

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	<p>Finchley and Golders Green Area Committee</p> <p>30 November 2016</p>
<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 Finchley and Golders Green 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>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Iphigenia Christophoridou, Assurance Officer Email: iphigenia.Christophoridou@barnet.gov.uk Tel: 020 8359 3822</p>

<p>Summary</p>
<p>This item provides Members of the Finchley and Golders Green 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>

<p>Recommendations</p>
<p>1. That the Finchley and Golders Green Area Committee note the petitions received by the Council.</p>
<p>2. That following consideration of the petitions highlighted at 1.1, the Committee are requested to give instructions as outlined at section 5.4.1.</p>

1. WHY THIS REPORT IS NEEDED

1.1 The Head of Governance was notified of five petitions that have over 25 signatures which relate to the Finchley and Golders Green constituency. Details of these petitions are as follow:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
Erskine Hill CPZ	Ms Atkin and Mr Berger	<p>The residents of upper Erskine Hill (nos1-14) have become increasingly frustrated with parking issues. The problem extends to the rest of Erskine Hill and also Temple Fortune Hill (top end not included in existing CPZ),and North Square. We have seen increasing problems to enable residents to park in the street near their homes.In these roads there is very limited off street parking so residents have to leave their cars on the road and many residents have more than one car.</p> <p>This will be further exasperated when the new South Square and Heathgate CPZ comes into force. These are the main issues:</p> <ol style="list-style-type: none"> 1. Residents in adjoining CPZ roads who do not wish to pay the charges leave their vehicles in the road. 2. Commercial vehicles including large vans park in the street sometimes for weeks at a time. 3. The street is often so parked up that is difficult for theH2 bus to pass with ease down the road. 4. Commuters park in the road and take the H2 to Golders Green station. 5. Shoppers/business owners park all day in the street. <p>It is for these reasons that we are keen for a CPZ to be introduced</p>	26

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
		to our road.	
Hampstead Garden Suburb CPZ	Michele Hommel	<p>We, the undersigned, protest most vehemently against the extension of the CPZ into Heathgate and Southway in the absence of the CPZ being extended also further into Meadway at least up to Bigwood Road (far enough from walking and public transport convenience for commuters wishing to use Golders Green Station).</p> <p>The CPZ is pushing daily commuter and longer-term commercial vehicle parking further into Meadway, resulting (among other things) in the following consequences for residents in Meadway between Heathgate and Bigwood Road:</p> <ol style="list-style-type: none"> 1. Continuous , frequent and expensive damage to our parked vehicles 2. Destruction of aspect and ambience of the area 3. Danger for children and pets in crossing the road 4. Damage to pavements 5. Obstruction of driveways <p>The CPZ should be extended into Meadway to a point where it becomes inconvenient to walk to public transport links or direct to Golders Green Station.</p>	25
Bute Mews	Barbara Bliss	This petition is with regard to the ongoing flytipping and other issues in Bute Mews which is the service road at the rear of shops in Market Place NW11. This includes the 'green area' bordering the public footpath in Northway Gardens which has become a hazardous health and safety issue and unsightly area resulting from neglect of	50

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
		maintenance and management.	

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. The actions available to the Committee are set out at section 5.4.1.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

4.1 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.

5. IMPLICATIONS OF DECISION

5.1.1 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.

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 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 Finchley and Golders Green 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.

5.4 Legal and Constitutional References

5.4.1 Council Constitution, Public Participation and Engagement – paragraph 6.6 provides 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)

5.5 Risk Management

5.5.1 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.

5.6 Equalities and Diversity

5.6.1 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.

5.7 Consultation and Engagement

5.7.1 None in the context of this report.


5.8 Insight

5.9 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.

5.10

6. BACKGROUND PAPERS

6.1 The submitted petitions to the Council.

	AGENDA ITEM 7
	Finchley and Golders Green Area Committee 30 November 2016
Title	Temple Fortune Area, NW11 Parking Review
Report of	Commissioning Director for Environment
Wards	Garden Suburb and Golders Green
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Copy of consultation letter and questionnaire - residential Appendix B – Drawing of consultation area Appendix C – Summary of questionnaire responses - residential Appendix D – List of problematic locations highlighted from questionnaire responses
Officer Contact Details	Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk ; 020 8359 3555

<h2>Summary</h2>
<p>The purpose of this report is to advise of the outcome of the informal parking consultation carried out in the Temple Fortune area and to outline the findings. The report recommends that, having considered the feedback to the consultation, a statutory consultation should take place in respect of amending the loading bays in the Temple Fortune town centre, and that investigations should take place in respect of designing waiting restrictions at locations identified by the local community during the informal consultation period.</p>

Recommendations

- 1. The Finchley and Golders Green Committee note the results of the Temple Fortune Area parking consultation and the recommendation not to extend Controlled Parking Zone in the Temple Fortune Area.**
- 2. That the Finchley and Golders Green Committee, give instruction to the Commissioning Director for Environment to carry out a statutory consultation on a proposal to amend the loading bays in the Temple Fortune Town Centre so they operate as follows: Loading Bay 7am to 12midday; 15 minutes free parking 12midday to 5.30pm**
- 3. That any objections received as a result of the statutory consultation, referred to in recommendation 2, are reported to a future meeting of this Committee to consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.**
- 4. That, subject to no objections being received to the statutory consultation, referred to in recommendation 2, Officers introduce the proposed changes to the loading bays.**
- 5. That the Finchley and Golders Green Committee, give instruction to the Commissioning Director for Environment to liaise with Ward Members in relation to developing a number of waiting restriction proposals in the consultation area with a view to reporting all agreed proposals to a future meeting of this Committee**
- 6. That the Finchley and Golders Green Committee, give instruction to the Commissioning Director for Environment to liaise with Ward Members in relation to the potential of creating an additional loading bay(s) in the Temple Fortune Town Centre of waiting restriction proposals in the consultation area with a view to reporting all agreed proposals to a future meeting of this Committee.**
- 7. That the Finchley and Golders Green Committee, give instruction to the Commissioning Director for Environment to write to all those previously consulted to update them on the Committee's decisions and proposed future action.**

1. WHY THIS REPORT IS NEEDED

- 1.1** The Finchley and Golders Green Area Committee on 13 January 2016 resolved, as part of a range of issues that they consider to be outstanding, that a feasibility study should take place in respect of parking in the Oakfields Road NW11 area.
- 1.2** Accordingly following Officer and Ward Councillor liaison, it was agreed that a consultation should take place in the wider Temple Fortune area to get a

better understand of the parking issues that may be affecting those who live and work in the area.

- 1.3 This report summarises the findings of the consultation and recommends further action as a result of those findings.

2. REASONS FOR RECOMMENDATIONS

Residential

- 2.1 An informal consultation was carried out in May/June 2016 with residents in the area as agreed with Ward Councillors, as outlined in drawing 23348_N (Appendix A).
- 2.2 A letter was hand delivered to all residential properties within the consultation area (as indicated in Appendix B), asking the recipient to complete an on-line "SurveyMonkey" questionnaire. The questionnaire asked a range of questions about the parking situation in their road/area and amongst other things, whether they had any parking related concerns in the local area, whether they would like a Controlled Parking Zone (CPZ) and whether they would like parking issues investigated further in their road/area. A copy of the questionnaire is attached as Appendix A.
- 2.3 Approximately 2000 letters were hand delivered to residential properties in the area. A web page was also set up on the Council's Engage Portal containing details of the informal consultation. The closing date for the consultation was 10 June 2016. Paper or emailed copies of the questionnaire were also made available to residents on request if they were having difficulties or were unwilling to complete the questionnaire online.
- 2.4 A total of 578 questionnaires were submitted or returned, of which 12 were from outside the consultation area and 21 where the address details could not be identified. Therefore of the questionnaires delivered, a total of 545 have been confirmed to be received from the consultation area – a response rate of 27%
- 2.5 Key headlines resulting from the consultation are that, of those who answered the relevant questions:
 - 325 (60%) respondents are happy and 171 (31%) respondents are not happy with the parking situation in their road;
 - 180 (35%) of respondents find it difficult to park in their road whereas 336 (65%) of respondents do not find it difficult to park.
 - 153 (31%) of respondents have to park in neighbouring roads due to lack of available space in their road, whereas 344 (69%) respondents do not have to
 - 180 (36%) would like parking issues to be further investigated in their road, while 320 (64%) of respondents would not.

- 161 (32%) of respondents would like and 339 (68%) would not like their road to be included in a Controlled Parking Zone (CPZ).

Desire for a Controlled Parking Zone?

- 2.6 The responses received indicates that the majority of respondents are satisfied with their current parking situation, and do not see the need for further action or area-wide parking controls such as a CPZ, particularly as many stated that they would not wish to pay for permits, or consider that CPZs are purely revenue-raising exercises.
- 2.7 Although the majority of respondents appear to be not in favour of any change, it is noted that a number of respondents have stated that they do have problems parking in their road.
- 2.8 In particular only in four roads of those consulted did residents wish to be part of a CPZ – Cranbourne Gardens, Grosvenor Gardens, Oakfields Road and Finchley Road.
- 2.9 In respect of Cranbourne Gardens, Grosvenor Gardens and Oakfields Road, the wish of their respective residents to be included in a CPZ is generally attributable to those roads being situated just outside the existing Temple Fortune 'TF' CPZ.
- 2.10 Residents state that these roads are heavily parked by motorists, many suspected to be visiting or working in the Temple Fortune town centre.
- 2.11 However it should be noted that although the aforementioned roads indicated favour to a CPZ, the responses in neighbouring roads Eastville Avenue and Park Way were split.
- 2.12 Although there is support for a CPZ in a small network of three roads, Officers consider that a CPZ should not be introduced in those roads, particularly as many of the households have off-street parking facilities, and there would be minimal requirements for residents to park on-street. It is also considered that any introduction of a CPZ in these roads, would therefore displace the problematic parking onto nearby roads which would increase the parking stress in the area.

Other parking issues in the area

- 2.13 190 respondents find that vehicles are regularly parked obstructively, unfairly and/or inconsiderately in their road, and 145 respondents across the majority of roads consulted find it difficult to turn at junctions in their road due to parked vehicles.
- 2.14 Furthermore in the submitted questionnaires respondents mentioned the locations which they consider to be problematic – with some lengths of road and junctions mentioned numerous times. These locations are listed in Appendix D and are spread throughout the consultation area.

- 2.15 It is considered that there is sufficient concern raised across the area about parking taking place in undesirable locations to carry out investigations into the provision of appropriate waiting restrictions, and it is recommended that Officers liaise closely with Ward Councillors about the list of locations relevant to their ward with a view to designing appropriate waiting restrictions, with the intention of reporting the proposed restrictions to a future meeting of this Committee.

Businesses/Traders

- 2.16 An informal consultation was carried out in May/June 2016 with business and traders in the area as agreed with Ward Councillors, mainly on Finchley Road, NW11.
- 2.17 A letter was hand delivered to all business properties within the consultation area asking the recipient to complete an on-line “SurveyMonkey” questionnaire. The questionnaire asked a range of questions about the parking situation in the area, and amongst other things, whether they had any parking related concerns in the local area, whether they would like a 15 minute free period added to the Loading Bays in the town centre, and to add any comments they felt were pertinent.
- 2.18 Approximately 101 letters were hand delivered to business properties in the area. A web page was also set up on the Council’s Engage Portal containing details of the informal consultation. The closing date for the consultation was 14 June 2016. Paper or emailed copies of the questionnaire were also made available to on request if they were having difficulties or were unwilling to complete the questionnaire online.
- 2.19 A total of 12 questionnaires were returned – a response rate of 11.9%
- 2.20 Key headlines resulting from the consultation are that:
- 5 (42%) of respondents felt the current loading bays were suitable for their loading requirements 5 (42%) of respondents did not feel the current loading bays were suitable (2 (16%) respondents skipped this question);
 - 11 (92%) of respondents would be in favour of allowing a 15 minute free parking period within the existing loading bays in Temple Fortune during the off-peak periods (1 (8%) respondent skipped this question);
 - 12 (100%) of respondents felt the needs of disabled drivers are met in Temple Fortune.

Loading requirements and potential of providing a 15 minute free parking period in the existing loading bays

- 2.21 2 respondents specified that their main time period for loading was before 9.00am, whilst 4 respondents specified that their usual loading period was between 9am and 12midday, with 1 respondent specifying that they loaded between 12midday and 2pm.
- 2.22 3 respondents stated that there are no loading bays within a suitable distance of their business.
- 2.23 It is considered that in light of the support, albeit from a low response from businesses, for 15 minute free parking in the existing loading bays, that this should be proposed.
- 2.24 In considering this, and in light of the feedback in respect of the loading requirements of businesses, it is recommended that the existing loading bays be converted so loading only is allowed between 7am and 12midday, and 15 minute free parking can take place between 12midday and 5.30pm.
- 2.25 Furthermore it is considered that due to the concern raised about the lack of loading facilities near 3 businesses that investigations should be undertaken on whether this can be reasonably addressed. It is recommended that Officers liaise closely with Ward Councillors about this issue with a view to designing a change if appropriate, with the intention of reporting any proposed restrictions to a future meeting of this Committee.

Overall conclusions and recommendations

- 2.26 The residents' consultation was generally mixed with the majority of respondents stating that they were happy with the current parking situation in their road.
- 2.27 Despite this, there were certain roads whose residents were unhappy with the current situation and wished for a CPZ.
- 2.28 Although geographically it appeared feasible to include these roads in a CPZ, having considered the layout of the roads and having discussed the matter with Golders Green Ward Councillor Dean Cohen, it is considered that a CPZ should not be introduced as this time. This is due to the fact that many residential properties in these roads have off-street parking facilities and the CPZ would not necessarily contribute to helping residents park near their homes. Although it would deter non-residents from parking in those roads this is likely to be to the possible detriment of residents of other nearby roads, who would likely be impacted upon through the displacement of parked vehicles.
- 2.29 It is considered that the consultation has highlighted concern about obstructive and dangerous parking throughout the area, particularly at junctions, and to that end, it is proposed to investigate this and discuss potential future proposals with Ward Councillors prior to reporting back to this Committee proposals for waiting restrictions which Officers and Ward Councillors believe should be progressed.

- 2.30 With regards to the local businesses, the response rate was relatively low to the consultation directed at them, however, it is clear that of the respondents, the majority were in favour of a 15 minute free parking provision in the town centre.
- 2.31 Accordingly it is recommended that the a statutory consultation take place on converting the existing loading bays in Temple Fortune Town Centre so loading only is allowed between 7am and 12midday, and 15 minute free parking can take place between 12midday and 5.30pm.
- 2.32 Furthermore concurrent with the investigations into waiting restrictions, it is recommended that Officers investigate the feasibility of providing additional loading bays in the Town Centre.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None, as it is considered that detailed analysis should take place to understand and consider all issues raised in the area.

4. POST DECISION IMPLEMENTATION

- 4.1 Officers would seek to investigate the provision of waiting restrictions in the area and additional loading bay(s) in the town centre, with a view to discussing with Ward Councillors, prior to reporting all proposals to this Committee.
- 4.2 Officers would also seek to carry out a statutory consultation on amending the existing loading bays in Temple Fortune town centre so they operated as follows: Loading Only 7am to 12midday. 15minute Free Parking 12midday to 5:30pm.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”.

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

- 5.2.1 There is £20,000 already committed from the Area Committee budget CIL (approved at the 13 January 2016 F&GG Area Committee) for the review of parking to take place and it is not envisaged that any further funding will be required for the detailed design, liaison with Ward Councillors and a further report to this Committee to take place.
- 5.2.2 If following the detailed design further funding is required to implement all the measures this requirement will be set out in the future report to the Committee.

5.3 **Social Value**

Not applicable in the context of this report.

5.4 **Legal and Constitutional References**

The Council's Constitution (Responsibility for Functions, Annex A) provides that in the area covered by the committee:

- Area Committees can 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.

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

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

5.5 **Risk Management**

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve loading and parking facilities in the Town Centre to the benefit of all motorists

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions may lead to some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation on any proposed

5.6 **Equalities and Diversity**

5.6.1 The public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low.

5.6.3 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and

sexual orientation.

- 5.6.4 Full analysis of the responses and comments to the consultation has not indicated that there are any particular negative equalities/diversity impacts on vulnerable residents in the area.

5.7 **Consultation and Engagement**

- 5.7.1 Consultation was undertaken as described elsewhere in this report.

5.8 **Insight**

- 5.8.1 None in relation to this report

6. **BACKGROUND PAPERS**

- 6.1 Item 13 of the Finchley and Golders Green Area Committee meeting of 6 July 2016 – Temple Fortune Area, NW11 Parking Review
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8749&Ver=4>
- 6.2 Item 11 of the Finchley and Golders Green Area Committee meeting of 13 January 2016 – Progress update on Finchley and Golders Green Area Committee Actions.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8266&Ver=4>

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Temple Fortune Area, NW11 Parking Review Appendix A

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Scheme Name: **Temple Fortune Area (Residents) – Informal Parking Consultation**
Our Ref.: **BC/000742-01**
Department: **Traffic & Development**
Date: **18 May 2016**
Contact Details: **Traffic and Development Section**
Tel. 0208 359 3555
parking.consultations@barnet.gov.uk

Dear Sir/Madam

Temple Fortune Area (Residents) – Informal Parking Review

The Council has been made aware of the concerns about the high level of perceived ‘non-resident’ parking in Temple Fortune Area, resulting in fewer places for residents to park.

In response to this, the Finchley and Golders Green Area Committee has agreed that this should be investigated. We are therefore consulting with residents of the area to ask about parking issues in their streets.

We would like your views on the current parking situation in your road and if you would support the introduction of parking controls. Subject to the responses we receive, any controls we could introduce would seek to deter all day commuter-type parking, protect residents’ parking opportunity, allow for visitor parking, facilitate better management of the parking layout and improve traffic flow.

The enclosed drawing no. 23348/N shows:

- The informal parking consultation area,
- The nearby boundaries of the existing controlled parking areas.

If your road was included in a Controlled Parking Zone (CPZ) it would mean that resident parking bays and yellow line waiting restrictions would be marked and signed on street. Residents wishing to park in the resident bays would need to purchase a valid resident permit. Only those living in the CPZ would be eligible to apply for resident permits and visitor vouchers. Please see the “Questions and Answers” leaflet, accompanying this letter, for further details of current costs.

During the operational hours of a CPZ non-permit holders would not be able to park in the area, although disabled motorists can park in any residents parking bay, or display their Disabled Badge on any yellow line restriction, for up to three hours.

We are asking each household to complete only one questionnaire, so please ensure that the views given are representative of your household. The questionnaire is designed to help us better understand the parking needs in your road and local area. By ensuring we get information and opinions from people who live in your road, we can gain an accurate picture of how we can make improvements to the parking situation in your area if necessary.

Please use the following link to the on-line questionnaire on 'Survey Monkey' at <https://www.surveymonkey.co.uk/r/TFResidentsCPZ> . If you are unable to complete the questionnaire on-line there is an option to download the questionnaire on the web page. Alternatively please ring 020 8359 3555 or email parking.consultations@barnet.gov.uk to request a paper copy of the questionnaire. Any paper copies should be sent to the Design Team, London Borough of Barnet, 11th Floor, Barnet House 1255 High Road, Whetstone London N20 0EJ.

Many of the questions are of multiple choice type. However the questionnaire also contains questions where you will be asked to answer in your own words. Space is also provided at the end of the questionnaire for any further comments and suggestions you may have.

Please could you ensure all questionnaires are completed by **Friday 10 June 2016**.

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

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

If you have any further questions, please contact us at the email address above, or on the above telephone number.

Yours faithfully

TRAFFIC AND DEVELOPMENT SECTION

Controlled Parking Zones - Questions and Answers

What is a Controlled Parking Zone (CPZ)?

A CPZ is a system of parking bays and parking permits. It deters parking by non residents in locations dedicated to permit holders, making it easier for residents to park near their homes. Yellow lines are marked out in locations where parking would be dangerous or cause an obstruction – i.e. at corners and junctions.

How do CPZs work?

CPZ parking bays and single yellow lines operate during specified operational times.

Only resident and business permit holders will be able to park in the resident and business permit parking bays in the area during these times. Parking bays will not be in force on Christmas Day, Good Friday and bank holidays.

At some locations double yellow lines can be introduced to maintain the free flow of traffic, or for safety reasons. No parking will be allowed at any time on these lines.

Types of Parking Bay

The CPZ would have the following types of parking bay:

- **Resident Permit holder bay** – for Resident permit holders. They are also available for visitors displaying a valid Visitor Permit.
- **Disabled resident parking bay** - for residents who are Disabled (blue) Badge holders and are eligible for a disabled resident parking bay. This type of bay is usually located outside/adjacent to the disabled resident's home.
- **Pay by phone bay** – for use by visitors to the area. This type of bay is usually located outside/adjacent to the shopping areas.
- **Business bays** – for Business/Trader permit holders.

How much will it cost me?

The current charges for parking permits are as follows:

Permit type	Category of permit	Charge	Period of validity*
Business	Specific vehicle - weekly	£26.00	One week from date of issue
Business	Specific vehicle - monthly	£73.50	One month from date of issue
Business	Specific vehicle - annual	£525.00	One year from date of issue
Business	Any vehicle - annual	£840.00	One year from date of issue
Resident	1 st Vehicle annual	•Low Band (110 gCo2 or less) £30 •Middle Band (111-200gCo2) £40 •High Band (Greater than 200 gCo2) £60	One year from date of issue
Resident	2 nd Vehicle annual	£70.00	One year from date of issue
Resident	3 rd Vehicle annual	£70.00	One year from date of issue
Resident	4 th Vehicle annual	£70.00	One year from date of issue
Resident	Housing 1 st Vehicle annual	Free	One year from date of issue
Resident	Housing 2 nd Vehicle annual	£42.00	One year from date of issue

Permit type	Category of permit	Charge	Period of validity*
Resident	Housing 3 rd Vehicle annual	£73	One year from date of issue
Resident	Event Day 1 st Vehicle annual	£40.00	One year from date of issue
Resident	Event Day 2nd Vehicle annual	£70.00	One year from date of issue
Resident	Event Day 3rd Vehicle annual	£70.00	One year from date of issue
Visitor Vouchers	All controlled parking zones, except Event Day, visitor vouchers with a maximum per household of 200 in any 12 month period.	£12.00 per 12 vouchers	Remain valid for use indefinitely but expire immediately after first use.
Visitor Vouchers	Event Day controlled parking zone visitor vouchers with a maximum per household or workplace of 88 in any 12 month period.	£12.00 per 12 vouchers	Remain valid for use indefinitely but expire immediately after first use.
Doctors	Doctors annual	£200.00	One year from date of issue
Builders	Specific vehicle - monthly	£38.00	One month from date of issue
Builders	Specific vehicle - annual	£310.00	One year from date of issue
Builders	Any vehicle - monthly	£76.00	One month from date of issue
Builders	Any vehicle - annual	£620.00	One year from date of issue
Carers	Annual	Free	One year from date of issue
Essential Service Vouchers	Full-day essential service vouchers	£2.50 per voucher	Remain valid for use indefinitely but expire immediately after first use.
Member	Member annual	Free	One year from date of issue
Religious	1 st Vehicle annual	£40.00	One year from date of issue
Religious	2 nd Vehicle annual	£70.00	One year from date of issue
Religious	3 rd Vehicle annual	£70.00	One year from date of issue
All	Amendments to exiting permit	£21.00	
All	Permit refunds	£21.00	
*Subject to relevant traffic order			

What about visitors who do not have use of Resident Visitor Permits?

Visitors may park in Resident permit holder bays (when displaying a visitors voucher during operational hours), or on single yellow lines (where safe to do so) at any time before and after the specified operational times of the CPZ. Please check the sign plates within the parking bay for further details.

Pay by phone parking bays - here be Pay and Display (ticket) machines?

There will be no Pay & Display (ticket) machines in the CPZ and parking is paid for by phone.

Will there be any special arrangements for carers?

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

What happens if I need a delivery?

Continual (observed) loading/unloading is permitted for up to 40 minutes in parking bays or on single yellow line.

What about motorbikes?

Solo motorcycles can park without charge in the bays.

Footway parking

Footway parking (pavement parking), is not allowed, unless a bay is marked on the footway (pavement) and a sign indicates this is allowed.

Double yellow lines

Double yellow lines would usually be put on junctions, adjacent to islands or on bends, for safety reasons or to prevent obstruction.

Parking enforcement

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

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

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

Parking for disabled visitors

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

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Temple Fortune Area – (Residents) Parking Review Questionnaire

Please let us have your views about parking in your road by completing this questionnaire.

SurveyMonkey and data protection statement:

The London Borough of Barnet uses SurveyMonkey to host surveys and collect responses.

The council has investigated the data assurance and legal framework which SurveyMonkey provides and is satisfied that it meets the requirements of the Data Protection Act 1998.

The London Borough of Barnet complies with all its duties under the Data Protection Act 1998. To ensure personal information about you is secure, all of your answers will be treated in the strictest confidence and will be stored in accordance with our responsibilities under the Data Protection Act 1998.

You can read more about Barnet's privacy statement here: www.barnet.gov.uk/privacy. If you have any questions about this statement please email first.contact@barnet.gov.uk.

Section 1 – Personal Information

In an effort to understand your particular needs and get as clear a picture as possible, please tell us where you live. If you do not want to tell us your full name, **please ensure you give us your address and or post code** - without it we won't know where the problems may be.

Name:

Address:

.....

Post Code:

Section 2 – General Information

Please answer by ticking [✓] the relevant boxes and following the instructions where appropriate. Please tick one box only unless otherwise specified.

(1) Is this property your:

Home []

Business []

Both []

Other [] If 'Other' please specify

(2) **How many vehicles are there in the above household/business/other?**

None [] One []
Two [] Three [] If more please specify.....

(3) **How many of these are parked on the street?**

None [] One []
Two [] Three [] If more please specify.....

(4) **Is there a Blue Badge holder at this address?**

Yes [] No []

Section 3 – Parking Issues

(5a) **Do you regularly find it difficult to find a space to park in your road?**

Yes [] No [] (If no, please go to question 7a)

(5b) **If yes, when do these problems mainly occur?**

(Please tick all boxes that apply)

(i) Monday to Friday

Morning [] Afternoon [] Evening [] Night []

(ii) Saturday

Morning [] Afternoon [] Evening [] Night []

(iii) Sunday

Morning [] Afternoon [] Evening [] Night []

(6a) **Do you ever have to park in neighbouring roads because there is no space in your own road?**

Yes [] No [] (If no, please go to question 7a)

(6b) **When does this mainly occur? (Please tick all boxes that apply)**

(i) Monday to Friday

Morning [] Afternoon [] Evening [] Night []

(ii) Saturday

Morning [] Afternoon [] Evening [] Night []

(iii) Sunday

Morning [] Afternoon [] Evening [] Night []

(7a) **Do you find that vehicles are regularly parked obstructively, unfairly and/or inconsiderately in your road?**

Yes [] No [] (If no, please go to question 8a)

(7b) **If yes, please give details**

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.....
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.....

(7c) **When do these problems mainly occur?** (Please tick all boxes that apply)

(i) **Monday to Friday**

Morning [] Afternoon [] Evening [] Night []

(ii) **Saturday**

Morning [] Afternoon [] Evening [] Night []

(iii) **Sunday**

Morning [] Afternoon [] Evening [] Night []

(8a) **Do you find it difficult to turn at junctions in your road due to parked vehicles?**

Yes [] No [] (If no, please go to question 9a)

(8b) **If yes, please specify which junctions**

.....
.....
.....
.....

(9a) **Do your visitors have problems parking in your road?**

Yes [] No [] (If no, please go to question 11a)

(9b) **If yes, please give details**

.....
.....
.....
.....

(9c) **When do these problems mainly occur?** (Please tick all boxes that apply)

(i) **Monday to Friday**

Morning [] Afternoon [] Evening [] Night []

(ii) **Saturday**

Morning [] Afternoon [] Evening [] Night []

(iii) **Sunday**

Morning [] Afternoon [] Evening [] Night []

Section 4 – Parking Overall

(10) **Are you happy with the current parking situation in your road?**

Yes [] No []

(11) **Would you like parking issues in your road to be investigated further?**

Yes [] No []

Please give details

.....
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.....

A Controlled Parking Zone is an area where all on-street parking is controlled either by signs, yellow lines or designated parking bays. It gives priority to residents and local businesses and their visitors, who must purchase permits or vouchers to be entitled to park during the operational hours of the zone. Any vehicles that are parked illegally are liable to receive a Penalty Charge Notice, issued by uniformed Civil Enforcement Officers who would regularly patrol the area.

(12) **Would you like your road to be included as part of a Controlled Parking Zone?**

Yes [] No []

If you have any further comments and suggestions regarding parking in your road, or you if have any parking issues elsewhere in the area (see plan of consultation are

enclosed) that you would like to raise relating to this questionnaire, please use the space provided below (please use an additional sheet if necessary).

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Section 6 – The Questionnaire

We have tried to keep this questionnaire as short as possible but at the same time covering most areas of concern that you may have. We have used a layout and questions that we hope have been easy to follow and that will provide us with as much information as possible so we can find out how you feel about parking in your road and area. In order to let us know whether we are achieving this, we would be very grateful if you could please tell us what you thought of this questionnaire.

(13) Do you think the questionnaire has met the criteria mentioned above and enabled you to get your views across?

Yes [] No []

Please comment (whether you have responded either yes or no)

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Thank you for taking the time to complete this questionnaire.

Please note that due to the high volume of questionnaires distributed it will not be possible to reply individually. However, we will inform you of the outcome of this consultation.

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

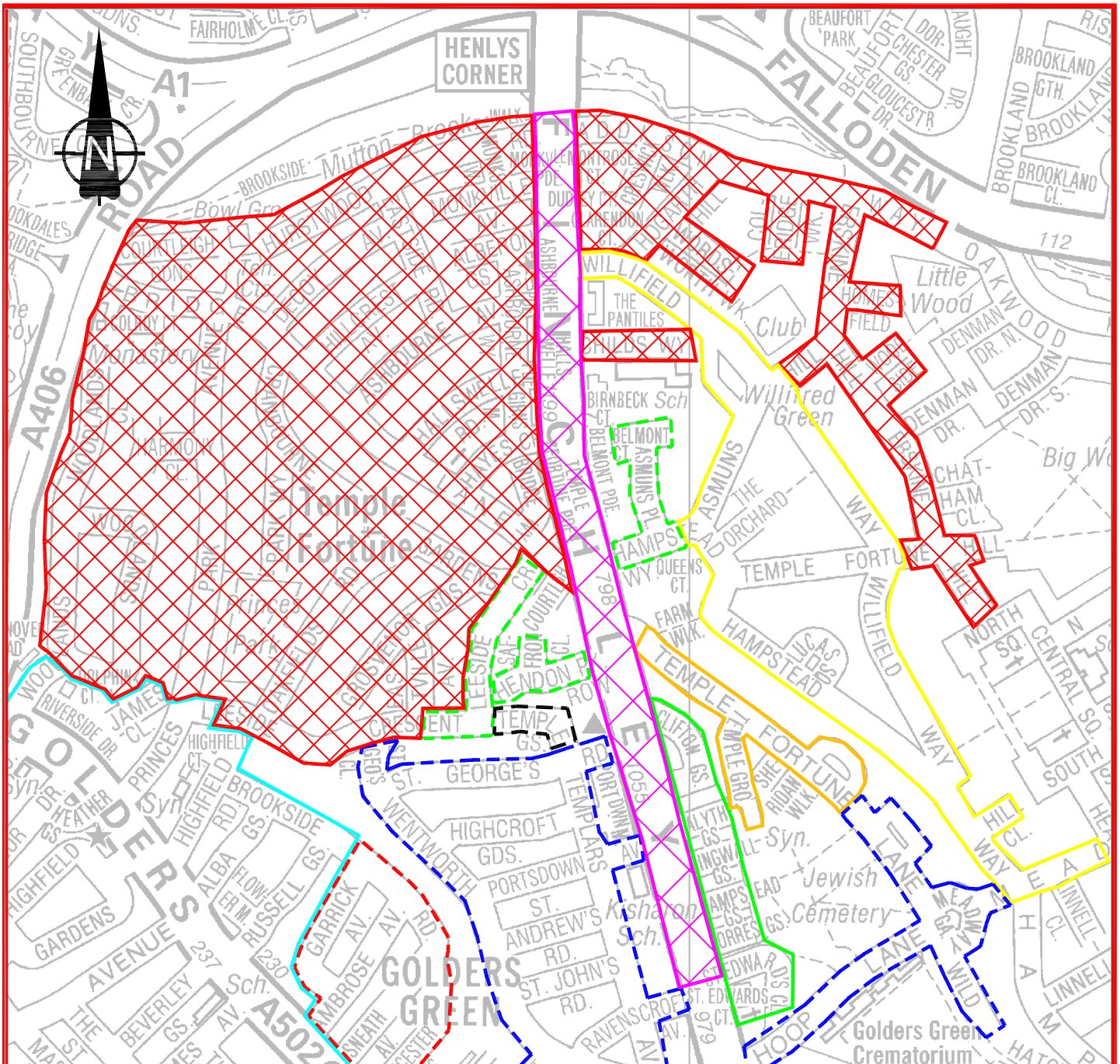
Design Team on 020 8359 3555
Email: parking.consultation@barnet.gov.uk

Design Team, London Borough of Barnet, Barnet House, 1255 High Road, London N20 0EJ.

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Temple Fortune Area, NW11 Parking Review Appendix B

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KEY

- Temple Fortune review parking area
- Existing Temple Fortune Pay and display parking area Mon - Sat 9am - 5.30pm
- Existing Temple Fortune Controlled Parking Zone Boundary Operates - Mon - Fri 10am - 11am
- Existing Brent Cross Station Controlled Parking Zone Boundary Operates - Mon - Fri 11am - 12 Midday
- Existing Temple Fortune Controlled Parking Zone Boundary Operates - Mon - Fri 1pm - 2pm
- Existing Brent Cross Station Controlled Parking Zone Boundary Operates - Mon - Fri 11am - 12 Midday and 2pm - 3pm
- Existing Temple Fortune Controlled Parking Zone Boundary Operates - Mon - Fri 9.30am - 6.30pm and Saturday 2pm - 6pm
- Existing Golders Green Controlled Parking Zone Boundary Operates - Mon - Fri 11am - 12 Midday
- Existing Temple Fortune Controlled Parking Zone Boundary Operates - Mon - Fri 10am - 11am and 3pm - 4pm
- Existing Garden Suburb Controlled Parking Zone Boundary Operates - Mon - Fri 1pm - 2pm

Initiated by GWA/LW	SCHEME: TEMPLE FORTUNE AREA PARKING REVIEW 2016	Jamie Blake Commissioning Director - Environment	
Drawn by AO	TITLE: PARKING REVIEW AREA PLAN	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	DRAWING No.
Checked by GWA/LW			23348/N
Date 06/05/16	Scales Not to Scale		Acad. Ref.\draught\23348_N.dwg

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Temple Fortune Area, NW11 Parking Review Appendix C

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Temple Fortune Area - (Residents) Parking Review Questionnaire

Appendix C - Summary of questionnaire responses - residential

	No of addresses	No questionnaires returned/submitted	No questionnaires returned/submitted %
Addison Way	118	34	29
Alberon Gardens	42	15	36
Ashbourne Avenue	130	26	20
Asmunds Hill	15	0	0
Bridge Lane	237	46	19
Bridge Way	4	0	0
Childs Way	9	2	22
Coleridge Walk	35	12	34
Courtleigh Gardens	38	18	47
Cranbourne Gardens	69	34	49
Creswick Walk	28	8	29
Decoy Avenue	34	12	35
Eastside Road	37	15	41
Eastville Avenue	14	4	29
Erskine Hill	131	44	34
Finchley Road	212	16	8
Grosvenor Gardens	32	13	41
Halleswelle Road	74	9	12
Hayes Crescent	48	3	6
Hillcrest Avenue	36	4	11
Hogarth Hill	40	19	48
Hurstwood Road	87	40	46
Leeside Crescent	115	14	12
Monks Way	4	2	50
Monkville Avenue	32	13	41
Oakfields Road	22	12	55
Park Way	25	14	56
Princes Park Avenue	95	45	47
Temple Fortune Hill	6	6	100
Woodlands	145	36	25
Woodlands Close	39	9	23
Woodside	12	10	83
Wordsworth Walk	35	10	29

Temple Fortune Area - (Residents) Parking Review Questionnaire
Appendix C - Summary of questionnaire responses - residential

5. Do you regularly find it difficult to find a space to park in your road?

	yes	yes %	no	no %	total	skipped	
Addison Way	13	46	15	54	28	6	34
Alberon Gardens	4	31	9	69	13	2	15
Ashbourne Avenue	4	17	20	83	24	2	26
Bridge Lane	16	36	28	64	44	2	46
Childs Way	1	50	1	50	2	0	2
Coleridge Walk	6	50	6	50	12	0	12
Courtleigh Gardens	0	0	18	100	18	0	18
Cranbourne Gardens	29	85	5	15	34	0	34
Creswick Walk	1	14	6	86	7	1	8
Decoy Avenue	0	0	12	100	12	0	12
Eastside Road	3	21	11	79	14	1	15
Eastville Avenue	2	50	2	50	4	0	4
Erskine Hill	13	33	27	68	40	4	44
Finchley Road	11	69	5	31	16	0	16
Grosvenor Gardens	8	67	4	33	12	1	13
Halleswelle Road	4	44	5	56	9	0	9
Hayes Crescent	2	67	1	33	3	0	3
Hillcrest Avenue	0	0	4	100	4	0	4
Hogarth Hill	8	42	11	58	19	0	19
Hurstwood Road	4	10	35	90	39	1	40
Leeside Crescent	8	57	6	43	14	0	14
Monks Way	2	100	0	0	2	0	2
Monkville Avenue	6	46	7	54	13	0	13
Oakfields Road	10	91	1	9	11	1	12
Park Way	5	36	9	64	14	0	14
Princes Park Avenue	9	23	30	77	39	6	45
Temple Fortune Hill	2	33	4	67	6	0	6
Woodlands	3	9	32	91	35	1	36
Woodlands Close	0	0	9	100	9	0	9
Woodside	2	20	8	80	10	0	10
Wordsworth Walk	4	44	5	56	9	1	10
	180	35	336	65	516		

Temple Fortune Area - (Residents) Parking Review Questionnaire

Appendix C - Summary of questionnaire responses - residential

6. Do you ever have to park in neighbouring roads because there is no space in your own road?

	yes	yes %	no	no %	total	skipped
Addison Way	10	40	15	60	25	9
Alberon Gardens	1	8	11	92	12	3
Ashbourne Avenue	4	17	20	83	24	2
Bridge Lane	17	40	26	60	43	3
Childs Way	1	50	1	50	2	0
Coleridge Walk	7	64	4	36	11	1
Courtleigh Gardens	0	0	18	100	18	0
Cranbourne Gardens	20	65	11	35	31	3
Creswick Walk	3	43	4	57	7	1
Decoy Avenue	0	0	11	100	11	1
Eastside Road	3	21	11	79	14	1
Eastville Avenue	2	67	1	33	3	1
Erskine Hill	10	28	26	72	36	8
Finchley Road	13	87	2	13	15	1
Grosvenor Gardens	7	58	5	42	12	1
Halleswelle Road	3	33	6	67	9	0
Hayes Crescent	2	67	1	33	3	0
Hillcrest Avenue	0	0	4	100	4	0
Hogarth Hill	8	42	11	58	19	0
Hurstwood Road	3	8	35	92	38	2
Leeside Crescent	8	57	6	43	14	0
Monks Way	2	100	0	0	2	0
Monkville Avenue	3	23	10	77	13	0
Oakfields Road	7	64	4	36	11	1
Park Way	1	7	13	93	14	0
Princes Park Avenue	5	13	34	87	39	6
Temple Fortune Hill	4	80	1	20	5	1
Woodlands	2	6	33	94	35	1
Woodlands Close	0	0	9	100	9	0
Woodside	3	30	7	70	10	0
Wordsworth Walk	4	50	4	50	8	2
	153	31	344	69	497	

Temple Fortune Area - (Residents) Parking Review Questionnaire

Appendix C - Summary of questionnaire responses - residential

7. Do you find that vehicles are regularly parked obstructively, unfairly and/or inconsiderately in your road?

	yes	yes %	no	no %	total	skipped
Addison Way	10	37	17	63	27	7
Alberon Gardens	7	50	7	50	14	1
Ashbourne Avenue	7	29	17	71	24	2
Bridge Lane	15	35	28	65	43	3
Childs Way	2	100	0	0	2	0
Coleridge Walk	6	55	5	45	11	1
Courtleigh Gardens	1	6	16	94	17	1
Cranbourne Gardens	24	73	9	27	33	1
Creswick Walk	2	29	5	71	7	1
Decoy Avenue	1	8	11	92	12	0
Eastside Road	5	33	10	67	15	0
Eastville Avenue	3	75	1	25	4	0
Erskine Hill	17	40	25	60	42	2
Finchley Road	9	60	6	40	15	1
Grosvenor Gardens	9	75	3	25	12	1
Halleswelle Road	6	67	3	33	9	0
Hayes Crescent	1	33	2	67	3	0
Hillcrest Avenue	0	0	4	100	4	0
Hogarth Hill	10	53	9	47	19	0
Hurstwood Road	5	13	34	87	39	1
Leeside Crescent	7	50	7	50	14	0
Monks Way	1	50	1	50	2	0
Monkville Avenue	9	69	4	31	13	0
Oakfields Road	11	100	0	0	11	1
Park Way	4	31	9	69	13	1
Princes Park Avenue	9	23	30	77	39	6
Temple Fortune Hill	1	17	5	83	6	0
Woodlands	2	6	33	94	35	1
Woodlands Close	1	11	8	89	9	0
Woodside	2	20	8	80	10	0
Wordsworth Walk	3	33	6	67	9	1

Temple Fortune Area - (Residents) Parking Review Questionnaire

Appendix C - Summary of questionnaire responses - residential

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

	yes	yes %	no	no %	total	skipped
Addison Way	4	15	23	85	27	7
Alberon Gardens	1	8	12	92	13	2
Ashbourne Avenue	5	21	19	79	24	2
Bridge Lane	11	26	32	74	43	3
Childs Way	1	50	1	50	2	0
Coleridge Walk	4	40	6	60	10	2
Courtleigh Gardens	1	6	17	94	18	0
Cranbourne Gardens	17	55	14	45	31	3
Creswick Walk	3	43	4	57	7	1
Decoy Avenue	3	25	9	75	12	0
Eastside Road	8	53	7	47	15	0
Eastville Avenue	1	25	3	75	4	0
Erskine Hill	11	28	29	73	40	4
Finchley Road	4	27	11	73	15	1
Grosvenor Gardens	9	75	3	25	12	1
Halleswelle Road	6	67	3	33	9	0
Hayes Crescent	0	0	3	100	3	0
Hillcrest Avenue	3	75	1	25	4	0
Hogarth Hill	2	11	17	89	19	0
Hurstwood Road	5	13	33	87	38	2
Leeside Crescent	5	38	8	62	13	1
Monks Way	2	100	0	0	2	0
Monkville Avenue	4	31	9	69	13	0
Oakfields Road	8	80	2	20	10	2
Park Way	9	64	5	36	14	0
Princes Park Avenue	6	15	33	85	39	6
Temple Fortune Hill	1	17	5	83	6	0
Woodlands	2	6	32	94	34	2
Woodlands Close	0	0	8	100	8	1
Woodside	3	33	6	67	9	1
Wordsworth Walk	6	75	2	25	8	2

Temple Fortune Area - (Residents) Parking Review Questionnaire

Appendix C - Summary of questionnaire responses - residential

9. Do your visitors have problems parking in your road?

	yes	yes %	no	no %	total	skipped
Addison Way	12	43	16	57	28	6
Alberon Gardens	5	38	8	62	13	2
Ashbourne Avenue	4	17	20	83	24	2
Bridge Lane	16	36	28	64	44	2
Childs Way	1	50	1	50	2	0
Coleridge Walk	5	50	5	50	10	2
Courtleigh Gardens	3	17	15	83	18	0
Cranbourne Gardens	28	90	3	10	31	3
Creswick Walk	2	29	5	71	7	1
Decoy Avenue	1	8	11	92	12	0
Eastside Road	6	40	9	60	15	0
Eastville Avenue	2	50	2	50	4	0
Erskine Hill	13	33	26	67	39	5
Finchley Road	9	60	6	40	15	1
Grosvenor Gardens	9	75	3	25	12	1
Halleswelle Road	4	44	5	56	9	0
Hayes Crescent	2	67	1	33	3	0
Hillcrest Avenue	1	25	3	75	4	0
Hogarth Hill	11	58	8	42	19	0
Hurstwood Road	3	8	36	92	39	1
Leeside Crescent	6	46	7	54	13	1
Monks Way	2	100	0	0	2	0
Monkville Avenue	5	42	7	58	12	1
Oakfields Road	9	90	1	10	10	2
Park Way	4	31	9	69	13	1
Princes Park Avenue	13	33	26	67	39	6
Temple Fortune Hill	4	67	2	33	6	0
Woodlands	3	9	31	91	34	2
Woodlands Close	0	0	8	100	8	1
Woodside	1	11	8	89	9	1
Wordsworth Walk	4	44	5	56	9	1

Temple Fortune Area - (Residents) Parking Review Questionnaire

Appendix C - Summary of questionnaire responses - residential

10. Are you happy with the current parking situation in your road?

	yes	yes %	no	no %	total	skipped
Addison Way	14	50	14	50	28	6
Alberon Gardens	7	54	6	46	13	2
Ashbourne Avenue	19	83	4	17	23	3
Bridge Lane	31	72	12	28	43	3
Childs Way	1	50	1	50	2	0
Coleridge Walk	7	64	4	36	11	1
Courtleigh Gardens	18	100	0	0	18	0
Cranbourne Gardens	6	19	25	81	31	3
Creswick Walk	5	71	2	29	7	1
Decoy Avenue	11	92	1	8	12	0
Eastside Road	10	67	5	33	15	0
Eastville Avenue	1	33	2	67	3	1
Erskine Hill	24	63	14	37	38	6
Finchley Road	3	21	11	79	14	2
Grosvenor Gardens	5	45	6	55	11	2
Halleswelle Road	5	56	4	44	9	1
Hayes Crescent	2	67	1	33	3	0
Hillcrest Avenue	4	100	0	0	4	0
Hogarth Hill	10	53	9	47	19	0
Hurstwood Road	33	87	5	13	38	2
Leeside Crescent	8	62	5	38	13	1
Monks Way	1	50	1	50	2	0
Monkville Avenue	8	62	5	38	13	0
Oakfields Road	0	0	10	100	10	2
Park Way	7	54	6	46	13	1
Princes Park Avenue	30	77	9	23	39	6
Temple Fortune Hill	3	60	2	40	5	1
Woodlands	31	91	3	9	34	2
Woodlands Close	7	78	2	22	9	0
Woodside	7	100	0	0	7	3
Wordsworth Walk	7	78	2	22	9	1
	325	66	171	34	496	

Temple Fortune Area - (Residents) Parking Review Questionnaire

Appendix C - Summary of questionnaire responses - residential

11. Would you like parking issues in your road to be investigated further?

	yes	yes %	no	no %	total	skipped
Addison Way	14	50	14	50	28	6
Alberon Gardens	5	36	9	64	14	1
Ashbourne Avenue	3	13	20	87	23	3
Bridge Lane	13	30	30	70	43	3
Childs Way	2	100	0	0	2	0
Coleridge Walk	3	27	8	73	11	1
Courtleigh Gardens	0	0	18	100	18	0
Cranbourne Gardens	26	84	5	16	31	3
Creswick Walk	2	29	5	71	7	1
Decoy Avenue	1	8	11	92	12	0
Eastside Road	5	33	10	67	15	0
Eastville Avenue	2	50	2	50	4	0
Erskine Hill	15	39	23	61	38	6
Finchley Road	11	73	4	27	15	1
Grosvenor Gardens	8	67	4	33	12	1
Halleswelle Road	4	44	5	56	9	0
Hayes Crescent	1	33	2	67	3	0
Hillcrest Avenue	0	0	4	100	4	0
Hogarth Hill	12	63	7	37	19	0
Hurstwood Road	4	11	33	89	37	3
Leeside Crescent	6	46	7	54	13	1
Monks Way	2	100	0	0	2	0
Monkville Avenue	5	38	8	62	13	0
Oakfields Road	9	90	1	10	10	2
Park Way	8	57	6	43	14	0
Princes Park Avenue	9	23	30	77	39	6
Temple Fortune Hill	3	50	3	50	6	0
Woodlands	3	9	31	91	34	2
Woodlands Close	0	0	8	100	8	1
Woodside	2	29	5	71	7	3
Wordsworth Walk	2	22	7	78	9	1
	180	36	320	64	500	

Temple Fortune Area - (Residents) Parking Review Questionnaire

Appendix C - Summary of questionnaire responses - residential

12. Would you like your road to be included as part of a Controlled Parking Zone?

	yes	yes %	no	no %	total	skipped
Addison Way	15	50	15	50	30	4
Alberon Gardens	5	36	9	64	14	1
Ashbourne Avenue	3	13	20	87	23	3
Bridge Lane	12	28	31	72	43	3
Childs Way	1	50	1	50	2	0
Coleridge Walk	2	22	7	78	9	3
Courtleigh Gardens	0	0	18	100	18	0
Cranbourne Gardens	24	77	7	23	31	3
Creswick Walk	2	29	5	71	7	1
Decoy Avenue	1	8	11	92	12	0
Eastside Road	4	27	11	73	15	0
Eastville Avenue	2	50	2	50	4	0
Erskine Hill	13	33	26	67	39	5
Finchley Road	11	73	4	27	15	1
Grosvenor Gardens	9	82	2	18	11	2
Halleswelle Road	4	44	5	56	9	0
Hayes Crescent	1	33	2	67	3	0
Hillcrest Avenue	0	0	3	100	3	1
Hogarth Hill	9	47	10	53	19	0
Hurstwood Road	3	8	35	92	38	2
Leeside Crescent	4	31	9	69	13	1
Monks Way	1	50	1	50	2	0
Monkville Avenue	5	38	8	62	13	0
Oakfields Road	8	80	2	20	10	2
Park Way	7	50	7	50	14	0
Princes Park Avenue	7	18	32	82	39	6
Temple Fortune Hill	2	33	4	67	6	0
Woodlands	2	6	32	94	34	2
Woodlands Close	0	0	8	100	8	1
Woodside	0	0	7	100	7	3
Wordsworth Walk	4	44	5	56	9	1
	161	32	339	68	500	

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Temple Fortune Area, NW11 Parking Review Appendix D

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Temple Fortune Area - (Residents) Parking Review Questionnaire

Appendix D - List of problematic locations highlighted from questionnaire responses

Road name	Problematic lengths and junctions identified by respondents
Addison Way	Addison Way/Erskine Hill, Addison Way/Fallogen Way, Addison Way/Finchley Road, Addison Way/Hogarth Hill,
Alberon Gardens	
Ashbourne Avenue	Ashbourne Avenue/Bridge Lane, Ashbourne Avenue/Finchley Road
Asmunds Hill	
Bridge Lane	Bridge Lane/Finchley Road, Bridge Lane/Hayes Crescent, Bridge Lane/Leaside Crescent, Bridge Lane/Halleswelle Road, Bridge Lane/Cranbourne Gardens, Bridge Lane/Princes Park Avenue, Bridge Lane/Hillcrest Avenue
Bridge Way	
Childs Way	opposite lamppost by No. 1 Childs Way
Coleridge Walk	Coleridge Walk/Addison Way, Addison Way/Erskine Hill
Courtleigh Gardens	
Cranbourne Gardens	Cranbourne Gardens/Oakfields Road, Cranbourne Gardens/Bridge Lane, Cranbourne Gardens/Leaside Crescent
Creswick Walk	Creswick Walk/Addison Way
Decoy Avenue	Decoy Avenue/Bridge Lane, Bridge Lane/Princes Park Avenue
Eastside Road	Eastside Road/Ashbourne Avenue, Finchley Road/Hurstwood Road, Ashbourne Avenue/Finchley Road, Eastside Road/Hillcrest Avenue, Eastside Road/Decoy Avenue
Eastville Avenue	Eastville Avenue/Leaside Crescent
Erskine Hill	Erskine Hill/Asmunds Hill, Erskine Hill/Denman Drive, Erskine Hill/Temple Fortune Hill
Finchley Road	Finchley Road/Willifield Way, Finchley Road/Hayes Crescent, Bridge Lane/Hayes Crescent, Bridge Lane/Halleswelle Road
Grosvenor Gardens	Grosvenor Gardens/Eastville Avenue, Grosvenor Gardens/Cranbourne Gardens
Halleswelle Road	Halleswelle Road/Bridge Lane, Halleswelle Road/Finchley Road
Hayes Crescent	
Hillcrest Avenue	Hillcrest Avenue/Bridge Lane, Ashbourne Avenue/Bridge Lane, Halleswelle Road/Bridge Lane, Hayes Crescent/Bridge Lane
Hogarth Hill	Hogarth Hill/Addison Way, Hogarth Hill/Wordsworth Walk
Hurstwood Road	Hurstwood Road/Eastside Road, Hurstwood Road/Alberon Gardens, Hurstwood Road/Finchley Road
Leaside Crescent	Leaside Crescent/Oakfields Road, Leaside Crescent/Eastville Avenue, Leaside Crescent/Princes Park Avenue
Monks Way	Monks Way/Hurstwood Road
Monkville Avenue	Monkville Avenue/Finchley Road,
Oakfields Road	Oakfields Road/Leaside Crescent, Oakfields Road/Cranbourne Gardens
Park Way	Park Way/Cranbourne Gardens,
Princes Park Avenue	Princes Park Avenue/Bridge Lane, Princes Park Avenue/Leaside Crescent,
Temple Fortune Hill	Temple Fortune Hill/Erskine Hill
Woodlands	Woodlands/Woodlands Close, Canterbury Court, Woodlands
Woodlands Close	Woodlands Close/Woodlands
Woodside	Woodside/Erskine Hill
Wordsworth Walk	Wordsworth Walk/Hogarth Hill

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	AGENDA ITEM 8
	Finchley and Golders Green Area Committee 30 November 2016
Title	Review of the hours of operation in roads in the Temple Fortune 'TF' Controlled Parking Zone(CPZ)
Report of	Commissioning Director for Environment
Wards	Garden Suburb, Golders Green
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Copy of consultation letter and questionnaire Appendix B – Drawing of consultation area Appendix C – Road by Road consultation results
Officer Contact Details	Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk ; 020 8359 3555

Summary
<p>The purpose of this report is to advise of the outcome of the informal parking consultation carried out in the Temple Fortune 'TF' CPZ and to outline the detailed findings and recommendations.</p>

Recommendations
<ol style="list-style-type: none"> 1. That the Committee note the outcome of the informal consultation as detailed within this report and approve the following, at a total estimated cost of £10,000 for the items numbered 2, 3 and 4 below to be funded from the Area Committee budget. 2. That the Committee, give instruction to the Commissioning Director for Environment to carry out a statutory consultation on a proposal to amend the

hours of the Temple Fortune 'TF' Controlled Parking Zone (CPZ) in Asmunds Place, Hampstead Way, Leaside Crescent and Saffron Close NW11 so it would operate between 10am – 11am and 3pm - 4pm, Monday to Friday.

- 3. That any objections received as a result of the statutory consultation, referred to in recommendation 2, are reported to a future meeting of this Committee to consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.**
- 4. That, subject to no objections being received to the statutory consultation, referred to in recommendation 2, the Commissioning Director for Environment introduce the proposed changes to the CPZ.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Finchley and Golders Green Area Committee on 30 March 2016 resolved, after considering a Members' Item presented by Councillor Rohit Grover, that Officers should investigate the feasibility of *the end of Hampstead Way (Nos. 142-166) and Asmunds Place remaining in the TF CPZ with two restricted times 10-11 am and 3-4pm and that residents permits are changed to TF/GS at no extra cost to residents.*
- 1.2 Accordingly following Officer and Ward Councillor liaison, it was agreed that a consultation should take place in the 'TF' CPZ in Asmunds Place, part of Hampstead Way, part of Leaside Crescent, and in some Finchley Road addresses, to establish whether the local community's feelings on the current hours of operation of the CPZ in their road/area.
- 1.3 This report summarises the findings of the consultation and recommends further action as a result of those findings.

2. REASONS FOR RECOMMENDATIONS

- 2.1 An informal consultation was carried out in May/June 2016 with residents in the area as agreed with Ward Councillors, as outlined in drawing 23348_N (Appendix B).
- 2.2 A letter was hand delivered to all residential properties within the consultation area asking the recipient to complete a paper questionnaire. The questionnaire asked specifically whether the recipient wanted the hours of operation in their road to be changed, and if so, asked them to choose their preference from the following options:
 - Monday to Friday 10am – 11am and 3pm - 4pm
 - Monday to Friday 11am – 12midday
 - Monday to Friday 1pm – 2pm
- 2.3 Approximately 220 letters were hand delivered to all properties in the area. A web page was also set up on the Council's Engage Portal containing details of

the informal consultation. The closing date for the consultation was 10 June 2016.

- 2.4 A total of 48 questionnaires from addresses within the consultation area were returned – a response rate of 21%. In addition, 7 questionnaires were received from people either residing outside of the consultation area, or where the address details were not specified. These questionnaires have not been included in the analysis.
- 2.5 Analysis of the feedback indicates that in all roads consulted where the one-hour CPZ currently exists, of the respondents there was a majority in favour of changing the restriction, with the most popular option being the addition of an additional hour in the afternoon, so the restriction would be Monday to Friday 10am to 11am and 3pm to 4pm.
- 2.6 On a road by road basis, the findings of the consultation were as follows:

Asmunds Place

- 2.7 There was a response rate of 40%, and of the 23 responses received, 18 (78%) stated that they would like the hours of the CPZ in the road amended. Of the 18 who stated this, 13 (72%) preferred a Monday to Friday 10am – 11am and 3pm - 4pm restriction.
- 2.8 It should be noted that in completing their questionnaire, 5 residents stated that they would like their permit or a permit to allow them to park in the neighbouring Garden Suburb 'GS' CPZ during its restrictive periods.

Hampstead Way and Arcade House/Temple Fortune House, Finchley Road

- 2.9 There was a response rate of 13% and of the 11 responses received, 9 (82%) stated that they would like the hours of the CPZ in the road amended. Of the 9 who stated this, 8 (89%) preferred a Monday to Friday 10am – 11am and 3pm - 4pm restriction.
- 2.10 Similarly to Asmunds Place, it should be noted that in completing their questionnaire, 4 residents stated that they would like their permit or a permit to allow them to park in the neighbouring Garden Suburb 'GS' CPZ.

Leaside Crescent

- 2.11 There was a response rate of 18% and of the 14 responses received, 7 (50%) stated they would like the hours of the CPZ in the road amended, whilst 6 (43%) stated they would not like the hours of the CPZ in the road amended. Of the 7 who stated their preference for change, 5 (71%) preferred a Monday to Friday 10am – 11am and 3pm - 4pm restriction.

Officer comments and conclusions

- 2.12 The original concern was borne from residents of Asmunds Place and Hampstead Way living within the Temple Fortune 'TF' CPZ making representations about the difficulties they encounter on a daily basis with parking, as non-residents – thought to be people working locally - tended to move their vehicles between the adjacent Garden Suburb 'GS' CPZ, which operates between 1am - 2pm, Monday to Friday, and Asmunds Place and Hampstead Way in the Temple Fortune 'TF' CPZ which operates between 10am - 11am, Monday to Friday.
- 2.13 Following the receipt of the representations, the Finchley and Golders Green Area Committee decided that this should be investigated and accordingly an informal consultation with residents of those roads was undertaken including residents of some Finchley Road properties which were eligible for a Temple Fortune 'TF' CPZ permit, and Leaside Crescent.
- 2.14 The feedback to the consultation showed that of the responses received there was an overall clear wish for a change of restriction, and that the restriction should be changed to Monday to Friday 10am – 11am and 3pm - 4pm.
- 2.15 On a road by road basis, both Asmunds Place and Hampstead Way/Finchley Road residents were clear that they wished for change. In addition, some residents of these roads wished to be allowed to park in the neighbouring Garden Suburb 'GS' CPZ either using their existing permit or an alternative permit.
- 2.16 In Leaside Crescent however, the majority was not as large as in Asmunds Place and Hampstead Way, however it is considered that there is still a general support for action.
- 2.17 Therefore, it is recommended that a statutory consultation should take place on a proposal to change the Temple Fortune 'TF' CPZ hours of operation in Asmunds Place, Hampstead Way and Leaside Crescent to Monday to Friday, 10am – 11am and 3pm - 4pm. In addition, it is considered that to mitigate any negative impact, that Saffron Close, which is also part of the Temple Fortune 'TF' CPZ and is relatively nearby should be included in this proposal.
- 2.18 With regard to the request from some Asmunds Place and Hampstead Way/Finchley Road residents to be able to park in the Garden Suburb 'GS' CPZ, while it is understood why the request was made, it is considered that the recommended change to the hours of the Temple Fortune 'TF' CPZ in those roads should negate any need for residents to need to park in the 'GS' CPZ on a regular basis, as the changes should reduce the number of motorists able to move from CPZ to CPZ, with the associated negative impact on residents.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not amending the Temple Fortune 'TF' CPZ's hours of operation in certain roads, however, there would be on-going parking issues in these

roads which would continue, to the detriment of residents' ability to park near their homes. Therefore it is considered that a do nothing option is considered not viable.

4. POST DECISION IMPLEMENTATION

- 4.1 Subject to funding being available, a statutory consultation would need to be undertaken on a proposal to amend the operational hours of the Temple Fortune 'TF' CPZ in the affected roads, with any objections reported back to a future meeting of this Committee for consideration.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic".

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

- 5.2.1 There is £5,000 already committed from the Area Committee budget (approved at the 30 March 2016 Finchley and Golders Green Area Committee) for the consultation and analysis to take place.

- 5.2.2 The costs of amending the hours of the CPZ in Asmunds Place, part of Hampstead Way, part of Leaside Crescent and in Saffron Close, including statutory consultation, analysis of responses, and the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be an additional £10,000.

- 5.2.3 The estimated costs of amending the hours of the CPZ are currently unfunded. It is proposed that the Committee agree Area Funding. LIP Allocation for 17/18 is a possibility, although if LIP funding is sought then the scheme would be subject to prioritisation by Environment Committee against other schemes under consideration for the 17/18 funding, and may not be successful; the outcome of this prioritisation would not be known until March 2017.

- 5.2.4 Any revised CPZ hours will require sufficient on-going enforcement to ensure the measures are adhered to. The lines and signs require periodic on-going routine maintenance. Any associated costs of enforcement or maintenance will be attributable to the councils Special Parking Account (SPA). Any income from the CPZ permits or PCNs issued for contraventions will also be allocated to the SPA.

5.3 Social Value

Not applicable in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, Annex A Responsibility for Functions, terms and reference for Area Committees, states:

In relation to the area covered by the Committee:

- Area Committees can 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 and this includes local highways and safety schemes.

5.5 Risk Management

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any amendment to the CPZ hours of operation 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 the issues involved proposing or introducing a change to the CPZ may lead to some level of public concern from local residents who feel do not wish for the CPZ to be changed, 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 will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation on any proposed change to the CPZ.

5.6 Equalities and Diversity

5.6.1 The public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low.

5.6.3 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.6.4 Full analysis of the responses and comments to the consultation has not indicated that there are any particular negative equalities/diversity impacts on vulnerable residents in the area.

5.7 Consultation and Engagement


5.7.3 Consultation was undertaken as described elsewhere in this report.

5.8 Insight

5.8.1 None in relation to this report

6 BACKGROUND PAPERS

- 6.1 Item 12 of the Finchley and Golders Green Area Committee meeting of 6th July 2016 - Review of the hours of operation in some roads in the Temple Fortune CPZ

- 6.2 Item 7c of the Finchley and Golders Green Area Committee meeting of 30th March 2016 – Member's Item - The Temple Fortune and Garden Suburb Controlled Parking Zones - Councillor Rohit Grover 
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=712&MIId=8267&Ver=4>

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Review of the hours of operation in some roads in the Temple Fortune CPZ.

Appendix A

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Scheme Name: **Temple Fortune Area (TF Zone 10am-11am) – Informal Parking Consultation**

Our Ref.: **BC/000742-11**

Department: **Traffic & Development**

Date: **18 May 2016**

Contact Details: **Traffic and Development Section**
Tel. 0208 359 3555
parking.consultations@barnet.gov.uk

Dear Sir/Madam

Temple Fortune Area (TF Zone, 10am – 11am) – Informal Parking Consultation

The Council has been made aware of the concerns about the hours of operation of the Temple Fortune CPZ (TF Zone, 10am-11am) and the high level of perceived ‘non-resident’ parking in Temple Fortune Area, resulting in fewer places for residents to park.

In response to this, the Finchley and Golders Green Area Committee has agreed that this should be investigated and we are therefore consulting with residents of the area to ask about parking issues in their streets.

The enclosed drawing no. 23348/N shows the nearby boundaries of the existing controlled parking areas and the informal parking consultation area for currently uncontrolled roads.

Please could you complete the attached questionnaire and return it to us in the supplied postage paid envelope by 10 June 2016. We are asking each household to complete just one questionnaire, so please ensure that the views given are representative of your household.

During the operational hours of a CPZ non-permit holders would not be able to park in the area, although disabled motorists can park in any residents parking bay, or display their Disabled Badge on any yellow line restriction, for up to three hours.

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

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

If you have any further questions, please contact us at the email address above, or on the above telephone number.

Yours faithfully

TRAFFIC AND DEVELOPMENT SECTION

INFORMAL PARKING CONSULTATION **TEMPLE FORTUNE AREA – (TF Zone,10am – 11am)**

Name (optional):	
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The London Borough of Barnet complies with all its duties under the Data Protection Act 1998. To ensure personal information about you is secure, all of your answers will be treated in the strictest confidence and will be will be stored in accordance with our responsibilities under the Data Protection Act 1998.

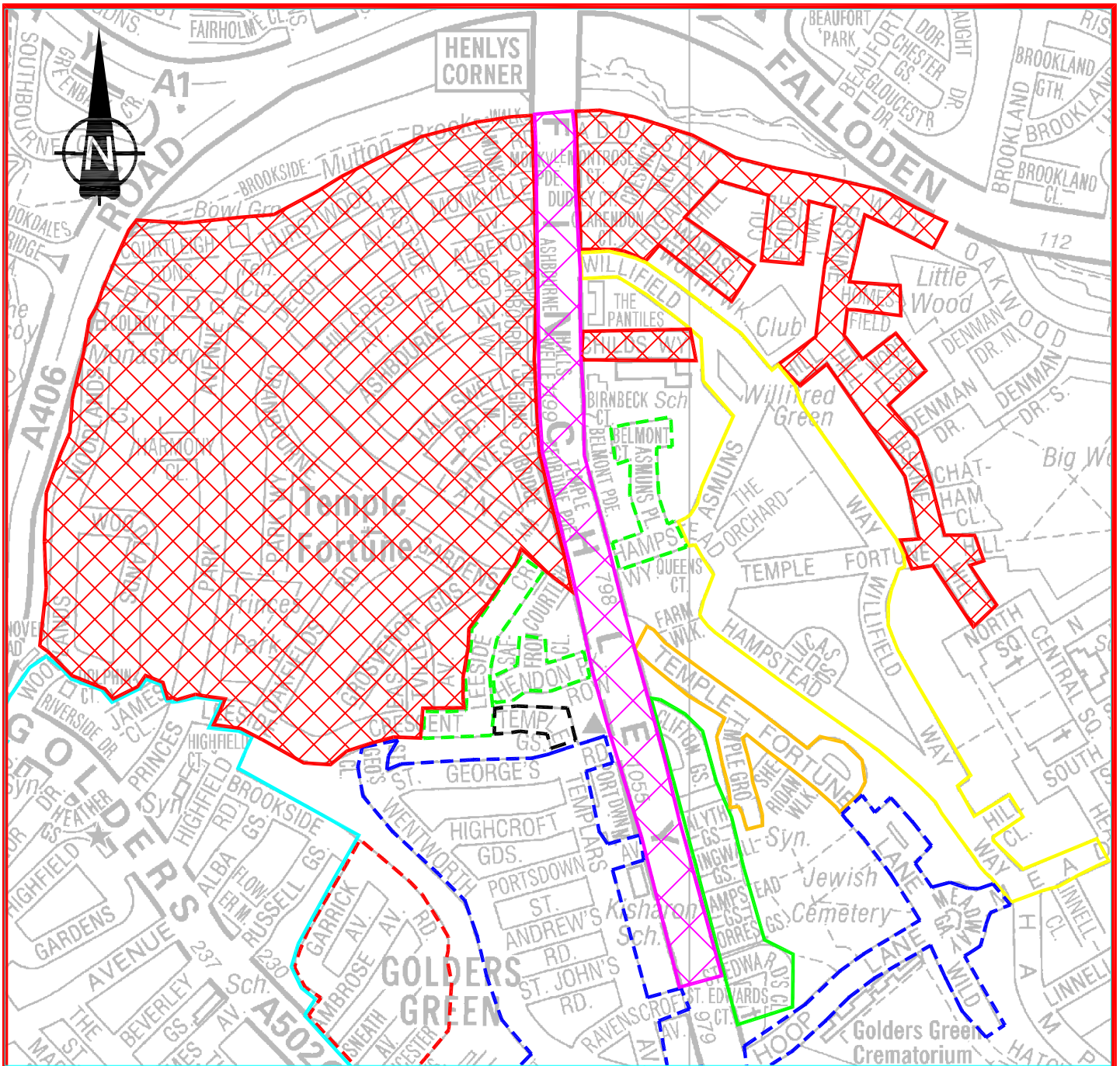
You can read more about Barnet's privacy statement here:
www.barnet.gov.uk/privacy . If you have any questions about this statement please email first.contact@barnet.gov.uk .

Property Number/Name (essential):	
Road Name (essential):	
<p>1. Would you like the hours of operation of the existing Controlled Parking Zone (CPZ) to be amended in your road ? (please tick one option)</p> <p>Yes <input type="checkbox"/></p> <p>No (Go to Question 3) <input type="checkbox"/></p> <p>Don't know/undecided <input type="checkbox"/></p>	
<p>2. What would you like the hours of operation of the CPZ to be amended to? (please tick one option)</p> <p>Monday to Friday 10am – 11am and 3pm - 4pm <input type="checkbox"/></p> <p>Monday to Friday 11am – 12midday <input type="checkbox"/></p> <p>Monday to Friday 1pm – 2pm <input type="checkbox"/></p> <p>Other (Please state):.....</p>	

Review of the hours of operation in some roads in the Temple Fortune CPZ.

Appendix B

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KEY

- Temple Fortune review parking area
- Existing Temple Fortune Pay and display parking area Mon - Sat 9am - 5.30pm
- Existing Temple Fortune Controlled Parking Zone Boundary Operates - Mon - Fri 10am - 11am
- Existing Temple Fortune Controlled Parking Zone Boundary Operates - Mon - Fri 1pm - 2pm
- Existing Temple Fortune Controlled Parking Zone Boundary Operates - Mon - Fri 9.30am - 6.30pm and Saturday 2pm - 6pm
- Existing Temple Fortune Controlled Parking Zone Boundary Operates - Mon - Fri 10am - 11am and 3pm - 4pm
- Existing Brent Cross Station Controlled Parking Zone Boundary Operates - Mon - Fri 11am - 12 Midday
- Existing Brent Cross Station Controlled Parking Zone Boundary Operates - Mon - Fri 11am - 12 Midday and 2pm - 3pm
- Existing Golders Green Controlled Parking Zone Boundary Operates - Mon - Fri 11am - 12 Midday
- Existing Garden Suburb Controlled Parking Zone Boundary Operates - Mon - Fri 1pm - 2pm

Initiated by GWA/LW	SCHEME: TEMPLE FORTUNE AREA PARKING REVIEW 2016	Jamie Blake Commissioning Director - Environment	
Drawn by AO	TITLE: PARKING REVIEW AREA PLAN	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	DRAWING No.
Checked by GWA/LW			23348/N
Date 06/05/16	Scales Not to Scale		Acad. Ref.\draught\23348_N.dwg

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Review of the hours of operation in some roads in the Temple Fortune CPZ.

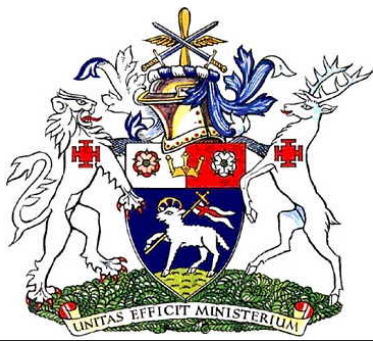
Appendix C

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Appendix C - Road by road results

Road Name	Would you like the hours of the existing CPZ amended in your road?			What would you like the hours changed to?		
	Yes	No	Don't know/not applicable	10am to 11am and 2pm to 3pm	10am to 11am and 3pm to 4pm	Other
Asmunds Place	18	4	1	1	13	4
Hampstead Way/Arcade House	9	1	1	0	8	1
Leaside Crescent/Temple Gardens	7	6	1	1	5	1
	34	11	3	2	26	6

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**Finchley and Golders Green
Area Committee**

30 November 2016

Title	Vehicles Activated Sign – Monitoring – Etchingham Park Road, Park View Road and Friary Way
Report of	Commissioning Director for Environment
Wards	West Finchley and Woodhouse
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Lisa Wright; lisa.wright@barnet.gov.uk ; 020 8359 3555

Summary

The report outlines the results of the monitoring of the Vehicles Activated Signs (VAS) on Etchingham Park Road, Park View Road and Friary Way and considers whether any further measures are required.

Recommendations

- 1. That the Committee note the summary of the monitoring of the VAS locations**
- 2. That the Committee confirm that no further action is taken in Etchingham Park Road, Park View Road and Friary Way and that the VAS remain in situ.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns have been raised by residents at the Finchley and Golders Green Residents Forum in July 2015 regarding the speed of traffic along Etchingham Park Road, Park View Road and Friary Way. The matter was referred to the Finchley and Golders Green Area Committee on the same night. The Committee resolved that Vehicle Activated Signs (VAS) be installed on these roads and that speeds were monitored to consider whether any further measures are required.
- 1.2 The VAS signs were installed in February 2016.
- 1.3 This report is required to set out the results of the monitoring and any recommended actions.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The VAS records the speed of vehicles travelling along a length of the road. The VAS's on Etchingham Park Road, Park View Road and Friary Way were monitored and the results are set out in Table 1 below.
- 2.2 The speeds are assessed in two ways:

- 1) The average speed quoted is the mean speed of all vehicles using the road. (The average obtained by adding together the results for each vehicle and dividing by the number of vehicles).

This can be affected by exceptionally high speeds or exceptionally low speeds but is the measure that current guidance uses in relation to setting local speed limits.

- 2) The 85th Percentile Speed which is the speed at which 85 per cent of vehicles travel at or below along a street or road (under free flow conditions).

This measure is not particularly affected by exceptional speeds since the value of the very highest and lowest results does not affect the results. The 85th percentile speed is used in road design to determine the 'design speed' for new features on the road. It is usually close to the speed limit the road and might be characterised as the speed that the majority of motorists consider a sensible maximum for the conditions.

- 2.4 Conditions are usually considered safe if 85th percentile speed is not in excess of the signed speed limit by 5 mph or more. Therefore for a 30 mph road the 85th percentile speed would ideally be less than 35 mph.
- 2.5 In all three roads monitored the 85th percentile speeds are below 30mph in both directions.

Table 1 – Speed Survey Results

Road	Direction	Data period	Average speed (mph)	85 th Percentile speed (mph)
Etchingam Park Road	Northbound	29.02.16 to 14.09.16	20.8	26.5
	Southbound	29.02.16 to 14.09.16	17.3	25.3
Park View Road	Eastbound	05.06.16 to 17.09.16	20.1	27.0
	Westbound	05.06.16 to 17.09.16	20.8	27.4
Friary Way	Southbound	23.05.16 to 14.09.16	18.0	23.6

2.6 The Personal Injury Accident records have been checked and show the following:

- Etchingam Park Road, there has been one slight Personal Injury Accident over the last 3 year period, however, this occurred at the junction with Squires Lane and speeding was not cited in the Police report as a contributory factor in this accident;
- Park View Road there have been no Personal Injury Accidents over the last 3 years;
- Friary Way there have been no Personal Injury Accidents over the last 3 years.

2.7 Consultation has also been undertaken on the results of the surveys with local Ward Councillors.

2.8 After consideration of both speed and collision information for Etchingam Park Road, Park View Road and Friary Way, it is not proposed to install any additional measures at this time. However, it is recommended that the vehicle activated signs remain in place and vehicle speeds continue to be monitored.

2.9 In addition, where residents are concerned about speeding in their local area there is a Community Roadwatch initiative that has been introduced by the Police in Barnet with support from TfL. This gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams.

2.10 Residents can suggest areas or roads for inclusion by contacting CommunityRoadwatch@met.police.uk and Etchingam Park Road, Park View Road and Friary Way have already been forwarded onto them.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options are not being considered at this time following speed survey and accident investigation analysis. The existing vehicle activated signs that were installed to monitor speeds will remain in place.

4 POST DECISION IMPLEMENTATION

- 4.1 Following the committee's agreement, no further action is recommended at this location and the existing VAS will remain in place.

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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.

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

- 5.2.1 There are no resources implications as the 30 mph VAS are already in place and no further action is recommended.

5.3 Social Value

- 5.3.1 Not applicable in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Council's Constitution (Responsibility for Functions, Annex A) provides that in the area covered by the Committee:
Area Committee can 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 None in relation to this report.

5.6 Equalities and Diversity

- 5.6.1 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposal in this report will have any adverse impacts on any of the protected groups. It is considered that introduction of the measures outlined in the report would benefit pedestrians generally, but in particular children travelling to and from school and those escorting them.

5.7 Consultation and Engagement

- 5.7.1 None in relation to this report.

5.8 **Insight**

5.8.1 Not applicable in the context of this report.

6 BACKGROUND PAPERS

- 6.1 Minutes of the 2 July 2015 Finchley and Golders Green Area Committee – Item 7 (3,4,and 14) recommending the VAS on Etchingam Park Road, Park View Road and Friary Way are monitored for 6 months with a report back on the outcome of the findings and recommendation if any further action is required.
<https://barnet.moderngov.co.uk/documents/g8263/Printed%20minutes%2002nd-Jul-2015%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

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**Finchley and Golders Green
Area Committee**

30 November 2016

Title	Westbury Road – Vehicles Activated Signs (VAS) - Monitoring
Report of	Commissioning Director for Environment
Wards	West Finchley
Status	Public
Urgent	No
Key	No
Enclosures	
Officer Contact Details	Lisa Wright; lisa.wright@barnet.gov.uk ; 020 8359 3555

Summary

The report outlines the results of the monitoring of the 30 mph Vehicles Activated Signs (VAS) on Westbury Road and considers the request to reduce the speed limit on the road to 20 mph.

Recommendations

1. That the Committee note the summary of the monitoring of the VAS in Westbury Road.
2. That the Committee confirm that the speed limit of the road remain at 30mph and is not reduced to 20mph and that no further action is taken in Westbury Road and that the 30 mph VAS remain in situ.

1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns have been raised by residents at the Finchley and Golders Green Residents Forum regarding the speed of traffic on Westbury Road. As result two 30 mph Vehicle Activated Signs (VAS) were installed on Westbury Road in 2015, one in the northbound direction and one in the southbound direction.
- 1.2 However, residents were of the understanding the signs were going to be installed were going to be 20mph VAS. Officers explained that it is not possible to installed 20 mph VAS when the speed limit on the road is 30 mph. In discussion with the local Ward Member it was agreed that speeds on Westbury Road would be monitored for a 6 month period with a view to assessing whether the reduction in the speed limit would be appropriate.
- 1.3 This report is required to set out the results of the monitoring and any recommended actions.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The VAS record the number and speed of vehicles travelling along the road. The 30 mph VAS on Westbury Road were monitored for the period from February – August 2016 and the results of the results are set out in Table 1 below.
- 2.2 The speeds are assessed in two ways:
 - 1) The average speed quoted is the mean speed of all vehicles using the road. (The average obtained by adding together the results for each vehicle and dividing by the number of vehicles).

This can be affected by exceptionally high speeds or exceptionally low speeds but is the measure that current guidance uses in relation to setting local speed limits.
 - 2) The 85th Percentile Speed which is the speed at which 85 per cent of vehicles travel at or below along a street or road (under free flow conditions).

This measure is not particularly affected by exceptional speeds since the value of the very highest and lowest results does not affect the results. The 85th percentile speed is used in road design to determine the 'design speed' for new features on the road. It is usually close to the speed limit the road and might be characterised as the speed that the majority of motorists consider a sensible maximum for the conditions.
- 2.3 Conditions are usually considered safe if 85th percentile speed is not in excess of the signed speed limit by 5 mph or more. Therefore for a 30 mph road the 85th percentile speed would ideally be less than 35 mph.

Table 1 – Speed Survey Results for Westbury Road, N12

	Data collection period	Direction	Average speed (mph)	85 th percentile speed (mph)
Westbury Road	07.02.16 to 11.04.16	northbound	19.5	26.7
		southbound	21.2	27.6
	12.04.16 to 15.06.16	northbound	20.4	27.0
		southbound	21.0	27.6
	19.06.16 to 22.08.16	northbound	20.3	26.9
		southbound	21.3	27.6

- 2.4 The Personal Injury Accident records have been checked and there have been no Personal Injury Accidents over the last 3 years in this section of Westbury Road.
- 2.5 Consultation has also been undertaken on the results of the surveys with local Ward Councillors.
- 2.6 Following a review of the speed and collision information for Westbury Road and after considering the current road environment, it is not proposed to reduce the speed limit in Westbury Road at this time. However, it is recommended that the vehicle activated signs remain in place and vehicle speeds in Westbury Road continue to be monitored.
- 2.7 In addition, where residents are concerned about speeding in their local area there is a Community Roadwatch initiative that has been introduced by the Police in Barnet with support from TfL. This gives local residents the opportunity to work side by side with their local police teams, and use speed detection equipment to identify speeding vehicles in their communities. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams.
- 2.8 Residents can suggest areas or roads for inclusion by contacting CommunityRoadwatch@met.police.uk and Westbury Road has already been forwarded onto them.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Reducing the speed limit in Westbury Road from 30 mph to 20 mph is not being recommended at this time. However, vehicle speeds will continue to be routinely monitored.

4. POST DECISION IMPLEMENTATION

- 4.1 Following the committee's agreement, no further action is recommended at this location and the existing 30mph VAS will remain in place.

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 and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.

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

- 5.2.1 There are no resources implications as the 30 mph VAS are already in place and no further action is recommended.

5.3 Social Value

Not applicable in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Council's Constitution (Responsibility for Functions, Annex A) provides that in the area covered by the committee and within the budget and policy framework, Area Committees can discharge functions including those related to local highways and safety schemes.

5.5 Risk Management

- 5.5.1 None in relation to this report.

5.6 Equalities and Diversity

- 5.6.1 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposal in this report will have any adverse impacts on any of the protected groups. It is considered that introduction of the measures outlined in the report would benefit pedestrians generally, but in particular children travelling to and from school and those escorting them.

5.7 Consultation and Engagement

- 5.7.1 None in relation to this report.

5.8 Insight

- 5.8.1 Not applicable in the context of this report.

6. BACKGROUND PAPERS

- 6.1 Issues of the 22 October 2013 Finchley and Golders Green Residents Forum.
<https://barnet.moderngov.co.uk/documents/s12027/Issues%20List%20-%20updated%2022%20October%202013.pdf>
- 6.2 Minutes of the 2 July 2015 Finchley and Golders Green Area Committee – Item 7 (10) recommending the VAS on Westbury Road are monitored for 6 month with a report back on the outcome of the findings and recommendation if any further action is required.
<https://barnet.moderngov.co.uk/documents/g8263/Printed%20minutes%202nd-Jul-2015%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

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	AGENDA ITEM 11 Finchley and Golders Green Area Committee 30 November 2016
<p style="text-align: center;">Title</p>	<p style="text-align: center;">Progress update on Finchley and Golders Green Area Committee Actions October 2016</p>
<p style="text-align: center;">Report of</p>	Commissioning Director for Environment
<p style="text-align: center;">Wards</p>	Golders Green, Finchley Church End, West Finchley, Woodhouse, East Finchley, Garden Suburb, Childs Hill
<p style="text-align: center;">Status</p>	Public
<p style="text-align: center;">Urgent</p>	No
<p style="text-align: center;">Key</p>	No
<p style="text-align: center;">Enclosures</p>	Appendix 1 – Progress update report on actions requested by Finchley and Golders Green Area Committee Appendix 2 - Friary Road/Valley Way – Parking Review Appendix 3 - Lesile Road/Leopold Road, N2 – Parking Review Appendix 4 - Golders Gardens, NW11 – Parking Review
<p style="text-align: center;">Officer Contact Details</p>	Mario Lecordier – Strategic Lead, Transport and Highways Mario.lecordier@barnet.gov.uk Tel: 020 8359 5258 Richard Chalmers – Associate Director (Highways) Email: Richard.chalmers@capita.co.uk Tel: 07713 787346

Summary

This report provides Finchley and Golders Green Area Committee with an update on the actions agreed by the Committee, on-going Committee approved schemes and new requests that were approved at the July 2016 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 Finchley and Golders Green Area Committee.

Recommendations

- | |
|--|
| 1. That the Committee notes the update and actions set out in Appendix 1 of this report. |
| 2. In the matter of Friary Road/Valley Way – Parking Review
i. That the Committee note the update provided in this report on Friary Road/Valley Way and that a full report on the analysis of the consultation results with recommendation on proposed actions will be reported to the January Finchley and Golders Green Area committee. |
| 3. In the matter of Lesile Road/Leopold Road, N2 – Parking Review
i. That the Committee note the update provided in this report on Lesile Road/Leopold Road and that a full report on the analysis of the consultation results with recommendation on proposed actions will be reported to the January Finchley and Golders Green Area committee. |
| 4. In the matter of Golders Gardens, NW11 – Parking Review
i. That the Committee note the update provided in this report on Golders Gardens and that a full report on the analysis of the consultation results with recommendation on proposed actions will be reported to the January Finchley and Golders Green Area committee. |
| 5. In the matter of Fallow Court Avenue – School Keep Clear Marking – Parking Review
i. That the Committee note the update provided in this report on objection received to the proposed School Keep Clear Marking on Fallow Court Avenue, and having considered the objections and the officer comments, instruct the Commissioning Director for Environment to commission Officers to proceed with the implementation of the markings with the reduced operational hours. |
| 6. In the matter of Crescent Road – Traffic Improvement Scheme
i. That the Committee note the update provided in this report and confirm that the correct junction for the improvement for Site 2 is Dollis Park with Dollis Avenue. |
| 7. In the matter of Summerside School – Mesh Parking on the Green (Woodhouse Open Space)
i. That the Committee note the update provided in this report and confirm if they agree to fund the Mesh Parking on the Green at a cost of £25,000 from the Area Committee Budget. |

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides a progress update and recommended actions of the actions requested by the Finchley and Golders Green 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 6 July 2016 F&GG Area Committee.
- 2.2 Appendix 1 provides a progress update on these progress update on all action/schemes previously approved for progression by the F&GG Area Committee. It should be noted that not all of these schemes are Area Committee funded but some are funded using alternative funding such as Local Implementation Plan (LIP) funding 16/17 and/or the 16/17 Capital allocation for Pavement Work.

Friary Road/Valley, - Parking Review

- 2.3 With reference to the item on Friary Road/Valley Way, parking review an informal consultation was carried out on 22 September until 14 October 2016. The initial findings are set out in Appendix 2.

Leslie Road, N2, - Parking Review

- 2.4 With reference to the item on Leslie Road (and Leopold Road), parking review an informal consultation was carried out on 22 September until 14 October 2016. The initial findings are set out in Appendix 3.

Golders Gardens, NW11, - Parking Review

- 2.5 With reference to the item on Leslie Road (and Leopold Road), parking review an informal consultation was carried out on 22 September until 14 October 2016. The initial findings are set out in Appendix 4.

Fallow Court Avenue N12 – Objections to the proposed School Keep Clear Markings.

- 2.6 The statutory consultation for the proposed school keep clear “no stopping” restrictions commenced on 26 May 2016 and fifteen objections were received during the consultation period.
- 2.7 A summary of the objections is as follows:

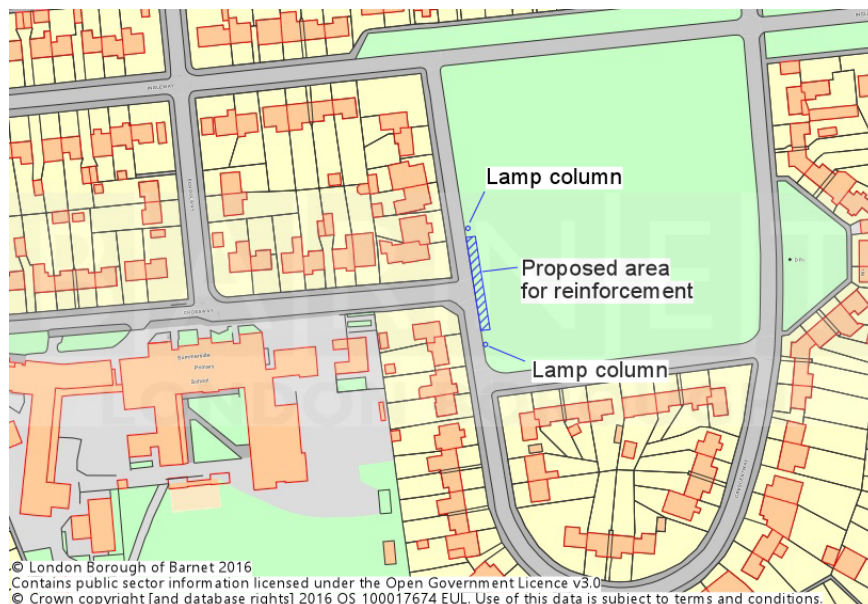
- That there is no school at the location and therefore the proposed restrictions are not necessary;
 - That the proposed restrictions are unnecessarily too long;
 - That the proposed restrictions would make it more difficult to park in the road;
 - That the restrictions are proposed to operate for longer than required as the kindergarten starts at 8.15am and closes at 3pm.
- 2.8 Additional comments were made about the use of the Synagogue building and the lack of parking enforcement of existing double yellow lines in the road. Furthermore the Synagogue requested additional periods for the restrictions to apply based on the usage of their building.
- 2.9 Having considered the objections received it is acknowledged that the implementation of school keep clear “no stopping” restrictions would reduce the amount of available kerbside space used by motorists to park their vehicles, and although it is considered by some members of the community that the proposed restrictions are too long, Officers have sought to keep the extent of restrictions to a minimum although legislation dictates the minimum lengths of this type of restrictions.
- 2.10 Although the proposal is for a “School Keep Clear” restriction, the restriction can be used at other locations where children can be expected to be picked up and dropped off, including nurseries and kindergartens.
- 2.11 The proposed operational hours of 7.45am to 6.30pm was determined having considered local representations regarding the parking issues associated with the Synagogue, however, Officers do concede that that the proposal was designed to address more than the Kindergarten parking issues. The Synagogue itself has requested additional restrictions to assist other activities.
- 2.12 It is considered that the provision of a school keep clear “no stopping” restriction has merit, however it is also considered that, in light of the local concern, that the proposal should be amended to seek to alleviate residents’ concerns about parking near their homes. It is therefore recommended that the proposal be amended so the restriction operates between 8am and 3.15pm, Monday to Friday.
- 2.13 Funding for the implementation of the school keep clear restrictions has previously been approved and no additional funding is required to implement them.

Crescent Road – Traffic Improvement Scheme

- 2.14 A report was submitted to the 13 January 2016 F&GG Area Committee concerning Crescent Road – Issue concerning illegal turns from Nether Street and Dollis Park. Although the minutes of the decision have been approved it has been noted that there was an error on the report and the for Site 2 the incorrect junction was referred to.
- 2.15 It is requested that the minutes can be amended to change the location of Site 2 from at the junction of Dollis Park and Lyndhurst Gardens to the correct location of the at the junction of Dollis Park with Dollis Avenue.

Summerside School – Mesh Parking on the Green (Woodhouse Open Space)

- 2.16 The plan shows the approximate area of grass reinforcement parking mesh that could be provided with £25,000 (approximately 90 square metres (30m x 3m) This length would allow parking for 5/6 vehicles.



- 2.17 The parking area has been located between to lamp columns to try to reduce any overspill parking remaining section of the Green, however, it is noted that parking does currently occur outside this area which could continue to damage the grass verge.



2015 Google Street View Imagery [Map data ©2016 Google]

- 2.18 The Committee area requested to confirm if they agree to fund the Mesh Parking on the Green at a cost of £25,000 from the Area Committee Budget.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Officers have assessed the appropriate actions needed to progress the requests of the F&GG 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 or commission further feasibility studies or detailed design.

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 commissioning the works. The Commissioning Director for Environment 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 objectives as set out in the Council's 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)

- 5.2.1 The cost implications of the actions requested by the Committee for the individual schemes were agreed at previous F&GG Area Committees. These will be funded from the budget for the area committee or the 2016/17 Capital

allocation for Pavement Work.

- 5.2.2 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 or specific scheme reports presented at future Committee meetings for Members to consider and authorise, reject or refer to the Environment Committee.
- 5.2.3 Scheme funded using The LIP funding 'Corridors, Neighbourhoods and Supporting Measures Programmes 2015/16 and 2016/17' are detailed in Appendix 1. For the LIP 2016/17 Programme and of the £3,4013,000 allocation £1,300,000 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 (£200,000).

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, 15A 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 including but not limited to local highways and safety schemes;
 - 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.”
 - Powers to deal with small public works.
- 5.4.2 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.3 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.5 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.

5.5.2 Schemes address issues such as road safety, schemes will improve the safety and would also help to reduce potential accidents. Schemes will also be beneficial in reducing congestion and where traffic is kept moving the emissions from vehicles are reduced, thereby reducing air pollution.

5.5.3 However, schemes also include construction elements with inherent hazards.

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 With regard to the council's public sector equality duty under section 149 of the Equality Act 2010, it is not considered that the proposals in this report will disproportionately disadvantage or benefit members of any protected group.

5.6.3 Individual proposals have been or will be subject to further consideration of equalities impacts as they are developed and approved.

5.6.4 LB Barnet Council owes a duty of care to all road users and endeavours to ensure a safe environment for vulnerable user groups.

5.7 Consultation and Engagement

5.7.1 Consultation and engagement required for each action is set out in the progress report – Appendices 1- 4.

5.8 Insight

5.8.1 Not relevant to this report.

6. BACKGROUND PAPERS

- 6.1 The report of 27 January 2015 Environment Committee Highways Planned Maintenance 2015-16.
<https://barnet.moderngov.co.uk/documents/s20549/Highways%20Planned%20Improvement%20Programme%20201516.pdf>
- 6.2 The report to Environment Committee, 11 June 2015.
<https://barnet.moderngov.co.uk/documents/s23705/Review%20of%20Area%20Committees%20their%20relationship%20with%20the%20Environment%20Committee.pdf>
- 6.3 Minutes of previous minutes that are relevant to Annex 1 and 2 can be found here: <http://barnet.moderngov.co.uk/ieListMeetings.aspx?CommitteId=712>
- 6.4 An update on the review of Area Committee Actions (2015-2016) Report to Finchley and Golders Green Committee 21 October 2015.
<http://barnet.moderngov.co.uk/documents/s26609/An%20update%20on%20the%20review%20of%20Area%20Committee%20Actions%202015-2016.pdf>
- 6.5 Progress update on Finchley and Golders Green Area Committee Actions on 13 January 2016.
<http://barnet.moderngov.co.uk/documents/s28631/Progress%20update%20on%20actions.pdf>
- 6.6 Minutes of the previous meeting of the Finchley and Golders Green Area Committee, 13 January 2016.
<http://barnet.moderngov.co.uk/documents/g8266/Printed%20minutes%2013th-Jan-016%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>
- 6.7 Minutes of the previous meeting of the Finchley and Golders Green Area Committee, 30 March 2016.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8267&Ver=4>
- 6.8 Minutes of the previous meeting of the Finchley and Golders Green Area Committee, 6 July 2016.
<https://barnet.moderngov.co.uk/documents/g8749/Printed%20minutes%2006th-Jul-2016%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

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Appendix 1: Progress Report - Finchley and Golders Green Area Committee (Oct 2016)

RAG STATUS

(Blue) Not Started	(Amber) In Progress/on track	(Red) Behind	(Purple) On hold	(Green) Completed
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REF	Backlog Schemes	Ward	Indicative costs	Lead Officer	RAG Status
FGG001/2015 Re17	113 Golders Green Road – Loading Bay Change of hours of loading bay outside 113 Golders Green Road and provision of additional loading bay.	Childs Hill	£5k Area Committee (CIL) Funded	Gavin Woolery-Allen	Operational September 2016 Scheme Complete (Green)
FGG002/2015 Re30	Garden Suburb ‘GS’ Controlled Parking Zone Review - That, subject to no objections being received to the statutory consultations referred to in recommendations 2, 3 and 6 of the report submitted to committee, that Officers introduce the CPZ in Heathgate and ‘Past this Point ‘ measures in Hill Close through the making of the relevant Traffic Management Orders.	Garden Suburb	£17,500 LIP Funded 15/16	Gavin Woolery-Allen	Statutory Consultation 7 July 2016 Objections received - Report to October Area Committee. (Amber)
FGG003/2015	(Renamed Temple Fortune Parking Review) Oakfields Road, NW11 –	Golders Green/ Garden	£20k Area Committee (CIL)	Gavin Woolery-	Informal consultation commenced 18 May – 10

Re43	Review of Parking The parking in Oakfield Road NW11 is reviewed as problems are being encountered due to close proximity of the CPZ boundary.	Suburb	Funded	Allen	<p>June to seek residents views on parking in their roads and whether they would be in favour of parking controls.</p> <p>Initial results reported to the July Committee.</p> <p>Full analysis to be reported to the October with recommendation on the next course of action.</p> <p>(Amber)</p>
FGG004/2015 RF2	FRS Synagogue and Kindergarten, Fallow Court Avenue, N12 – Parking Prevent/stop illegal and inconsiderate parking around FRS Synagogue and Kindergarten, 101 Fallow Court Avenue, N12 OBE.	Woodhouse	£2,500 Area Committee (CIL) Funded	Gavin Woolery-Allen	<p>Objection received – Report back to the October Committee.</p> <p>(Amber)</p>

<p>FGG005/2015 RF3</p>	<p>Park View Road - Road Safety</p> <p>To address the 'issues' relating to roads around Park View Road.</p>	<p>West Finchley</p>	<p>£5k Feasibility Study – Area Committee (CIL) Funded</p>	<p>Lisa Wright</p>	<p>Vehicle Activated Signs (VAS) were installed in March 2016.</p> <p>The VAS will monitor vehicle speeds and flows and the results of this monitoring exercise will be reported to the Oct F&GG AC with recommendations for additional measures, if they are required.</p> <p>(Amber)</p>
<p>FGG006/2015 FF4</p>	<p>Etchingham Park Road – Speeding</p> <p>The speeding on Etchingham Park Road is addressed.</p>	<p>West Finchley/ Woodhouse</p>	<p>£5k Feasibility Study – Area Committee (CIL) Funded</p>	<p>Lisa Wright</p>	<p>Vehicle Activated Signs (VAS) were installed in March 2016.</p> <p>The VAS will monitor vehicle speeds and flows and the results of this monitoring exercise will be reported to the Oct F&GG AC with recommendations for additional measures, if they are required.</p> <p>(Amber)</p>

FGG008/2015 RF14	Friary Way and Valley Avenue – Speeding Speeding in Friary Way and Valley Avenue is addressed. There was also an issue relating to Parking in Friary Way/Friary Road as the road is located on the edge of an existing CPZ.	Woodhouse	£5k Feasibility Study – Area Committee (CIL) Funded	Lisa Wright/Gavin Woolery-Allen	Vehicle Activated Signs (VAS) were installed in Feb 2016. The VAS will monitor vehicle speeds and flows and the results of this monitoring exercise will be reported to the Oct F&GG AC with recommendations for additional measures, if they are required. (Amber)
			Parking £5K - Feasibility Study – Area Committee (CIL) Funded		Informal Parking Consultation September 2016. Initial findings reported in the Update report to the October Committee. (Amber)
FGG009/2015	Westbury Road, 20 mph Consideration be given to installing 20mph vehicle activated signs on Westbury Road as opposed to the 30mph. Vehicle Activated Signs to monitor vehicle speed in this road have been	West Finchley	£5K – Area Committee (CIL) Funded	Lisa Wright	Report to the Oct 2016 Area Committee following on-going monitoring in the spring/summer months. (Amber)

	installed. The results of the monitoring were to be reported to the January 2016 Area Committee with recommendations for proposed measures. However, residents and Ward Councillors requested that the monitoring is not undertaken at this time of year as speeds are not considered to be representative of the summer months.				
FGG010/2015	Review of East Finchley CPZ Review of the East Finchley CPZ around Cherry Tree Wood.	East Finchley	£10k – Area Committee (CIL) Funded	Gavin Woolery-Allen	Informal consultation commenced 2 June – 23 June to seek residents views on parking in their roads and the whether they would be in favour of amended parking controls. Initial results reported to the July Committee. Analysis to be reported to the January Committee with recommendation on the next course of action. (Amber)
FGG013/2015	Chessington Avenue Review parking arrangement in	Finchley Church End	£2.5K Area Committee (CIL)	Gavin Woolery-Allen	Operation September 2016

	Chessington Avenue to improve access and visibility		Funded		Scheme Complete (Green)
FGG014/2015	Beechwood Avenue Beechwood Avenue and Edge Hill Avenue junctions with North Circular Road - Request for road closures	Finchley Church End	TBC (£200,000)	Lisa Wright	Scheme to be escalated to Environment Committee due to the value of the works. (Blue)
FGG015/2015	Crescent Road Issue concerning illegal turns from Nether Street and Dollis Road	West Finchley/ Finchley Church End	£25,000 Area Committee (CIL) Funded	Lisa Wright	Scheme to be implemented in January 2017, following confirmation of the approved junction. (Amber)
FGG016/2015	Regent's Park Road - Regent's Park Road near its junction with Spencer Close - Pedestrian refuge	Finchley Church End	£15,000 Area Committee (CIL) Funded	Lisa Wright	Scheme to be implemented in Nov/Dec. Objections received during consultation which will be considered prior to the implementation of the scheme. (Amber)
FGG017/2015	Woodhouse Road, N12 Issues concerning vehicle activated signs and speeding on Woodhouse Road.	Woodhouse	VAS £7K Area Committee (CIL) Funded	Lisa Wright	Funding Agreed – Implementation November (Amber)

	<p>The 2016/17 LIP work programme includes a programme of work to develop and introduce 20mph areas around schools. The development of a 20mph area for Woodhouse Road, around the schools in that area is taking place in 2016/17.</p> <p>The proposal is likely to involve provision of signage and potentially other measures to address traffic speed, that will address the issues raised.</p>		LIP Funding in 17/18 for the wider 20 mph scheme		
FGG018/2016	<p>The Grove, N3</p> <p>Proposed On-way system on The Grove.</p>	West Finchley	£22k - Capital Allocation for Pavements	Lisa Wright	<p>Scheme agreed at Jan Committee on an experimental basis. Consultation to advise scheme to be implementation in November.</p> <p>(Amber)</p>
	<p>The Vale, NW11 – Width Restriction</p> <p>Experimental removal of the width restriction and the implementation of a 20mph zone on The Vale, NW11</p>	Childs Hill (Golders Green)	£25k - Capital Allocation for Pavements		<p>Following the on-going issues around the width restriction on The Vale a request has been received from Ward Councillor to remove the width restriction on an experimental basis and install a 20mph zone to reduce the</p>

					<p>speed of vehicles on the road. The experimental measures will be in place for a minimum of 6 months to assess the impact on The Vale and surrounding roads. Start date 21 March 2016.</p> <p>Report back to Jan or Mar 2017 Committee if required.</p> <p>(Amber)</p>
	New Schemes				
FGG019/2015	Windsor Road, N3 – Review of Pavement Condition	Finchley Church End	NRP	Chris Chrysostomou	Re-surfacing of pavements has commenced and due to be complete by the end of October 2016.
FGG020/2016	Golders Gardens – Review of CPZ hours	Childs Hill	£10K Area Committee (CIL) Funded	Gavin Woolery-Allen	<p>Informal Consultation September 2016.</p> <p>Initial findings reported in the Update report to the October Committee. (Amber)</p>
FGG021/2016	Lambert Way, N12 - Introduce traffic restrictions on Lambert Way.	Woodhouse	£3K Area Committee (CIL) Funded	Gavin Woolery-Allen	<p>Consultation October 2016.</p> <p>(Amber)</p>

FGG022/2016	Leslie Road (Leopold Road), N2 – CPZ Extension	East Finchley	£10K Area Committee (CIL) Funded	Gavin Woolery-Allen	Informal Consultation September 2016. Initial findings reported in the Update report to the October Committee. (Amber)
FGG/023/2016	 Holders Hill Road (outside the Cemetery) - improve traffic flow on the stretch from the Cemetery to Holders Hill Circus, which is impaired by parked vehicles. <i>Note: Cllr Old has raised a number of issues with Holders Hill Road following a Residents meeting.</i> <i>A meeting has been requested to discuss all issues raised which may affect the timescales previously set out for this study.</i>	Finchley Church End	£7.5K Area Committee (CIL) Funded	Gavin Woolery-Allen	Feasibility Study - following meeting with Ward Councillors in September. Report to Jan Area Committee (Amber)
FGG/024/2016	Review of Parking Asmunds Place (Temple Fortune)	Garden Suburb/ Golders Green	£10k – if Area Committee Approved in Oct 2016	Gavin Woolery-Allen	Informal consultation commenced 25 May – 15 June to seek residents views on parking in their roads and the whether they would be in favour of parking control. Initial results reported to the

					July Committee. Analysis to be reported to the October with recommendation on the next course of action. (Amber)
FGG/025/2016	Briarfield and Rosemary Avenues and Access to the North Circular Road 'No Through Route signs for HGV's.	Finchley Church End	£500 LIP 16/17	LW	The request for Signage at this location is included within the 16/17 LIP funding. (Amber)
FGG/026/2016	Road safety on Squires Lane (Manorside and Tudor Schools)	West Finchley	TBC – LIP funded 16/17	JS	Feasibility study currently being undertaken using LIP Funding as part of the 16/17 LIP Programme. (Amber)
	New Schemes				
FGG/027/2016	Review of the North Finchley CPZ	Woodhouse/ West Finchley	£8k if Area Committee Approved in Oct 2016	GWA	Issue escalated to the September Environment Committee for consideration and funding. (Amber)
FFG/028/2016	Summerside School – Mesh Parking	Woodhouse	£25k if Area Committee Approved in Oct	JS	Extent of Area that can be covered for £25,000 included in the October Update Report

			2016		Committee.
FFG/029/2016 July 2016	Finchley Road Yellow Lines (3 Locations) Finchley Road – approach to West Heath Road Finchley Road/Rodborough Road Finchley Road/Llanvanor Road	Childs Hill	£3,000	GWA	Advertised October 2016 (Amber)
FFG/030/2016 July 2016	Golders Green Estate Yellow Lines	Golders Green	£2,500	GWA	Advertised October 2016 (Amber)
FFG/032/2016 July 2016	Summers Lane - Request for Zebra Feasibility)	Woodhouse	£5,000	LW	Feasibility Report back to Jan 2017 Committee
FFG/033/2016 July 2016	Alexandra Grove- Request for pedestrian facilities	West Finchley	£5,000	LW	Feasibility Report back to Jan 2017 Committee
FFG/034/2016 July 2016	Golders Way - Experimental Parking Review	Childs Hill	£1,000	GWA	Implementation Oct/Nov 16

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Appendix 2 - Friary Road/Valley Way – Parking review

An informal consultation was carried out from 22 September – 14 October 2016 with residents of Friary Road and Valley Way in an area agreed with Ward Councillors.

A letter was hand delivered to all residential properties within the consultation area, asking the recipient to complete an on-line “SurveyMonkey” questionnaire. The questionnaire asked a range of questions about the parking situation in their road/area and amongst other things, whether they had any parking related concerns in the local area, whether they would like a Controlled Parking Zone (CPZ) and whether they would like parking issues investigated further in their road/area.

Approximately 43 letters were hand delivered to all properties in the area. A web page was also set up on the Council’s Engage Portal containing details of the informal consultation. The closing date for the consultation was 14 October 2016. Paper or emailed copies of the questionnaire were also made available to residents on request if they were having difficulties or were unwilling to complete the questionnaire online.

A total of 38 questionnaires were returned – a response rate of 88%

Key headlines resulting from the consultation are that, of those who responded to the relevant questions:

- 13 (38%) are happy and 21 (62%) respondents are not happy with the parking situation in their road;
- 19 (51%) of respondents find it difficult to park in their road, whereas 18 (49%) do not find it difficult to park;
- 18 (53%) respondents would like and 16 (47%) would not like their road to be included in a Controlled Parking Zone (CPZ)

From the responses received it appears that the majority of respondents are not satisfied with their current parking situation, and sees the need for further investigations or a Controlled Parking Zone.

Additional analysis is required to establish whether there is consistent demand for action across the whole consultation area or whether there are concentrated areas of concern/interest and whether any action is required in those roads or areas. After liaising with the relevant Ward Councillors, the analysis will be reported back to a future re meeting of this Committee outlining the detailed findings and any proposals.

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Appendix 3 - Leslie Road/Leopold Road - Parking Review

An informal consultation was carried out 22 September – 14 October 2016 with residents in an area agreed with Ward Councillors.

A letter was hand delivered to all residential properties within the consultation area, asking the recipient to complete an on-line “SurveyMonkey” questionnaire. The questionnaire asked a range of questions about the parking situation in their road/area and amongst other things, whether they had any parking related concerns in the local area, whether they would like a Controlled Parking Zone (CPZ) and whether they would like parking issues investigated further in their road/area.

Approximately 254 letters were hand delivered to all properties in the area. A web page was also set up on the Council’s Engage Portal containing details of the informal consultation. The closing date for the consultation was 14 October 2016. Paper or emailed copies of the questionnaire were also made available to residents on request if they were having difficulties or were unwilling to complete the questionnaire online.

A total of 120 questionnaires were returned – a response rate of 47%.

Key headlines resulting from the consultation are that, of those who responded to the relevant questions:

- 46 (40%) are happy and 68 (60%) respondents are not happy with the parking situation in their road;
- 77 (66%) of respondents find it difficult to park in their road, whereas 40 (34%) do not find it difficult to park;
- 61 (54%) respondents would like and 53 (46%) would not like their road to be included in a Controlled Parking Zone (CPZ)

From the responses received it appears that the majority of respondents are not satisfied with their current parking situation, and the majority sees the need for further investigations or a Controlled Parking Zone.

Additional analysis is required to establish whether there is consistent demand for action across the whole consultation area or whether there are concentrated areas of concern/interest and whether any action is required in those roads or areas. After liaising with the relevant Ward Councillors, the analysis will be reported back to a future re meeting of this Committee outlining the detailed findings and any proposals.

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Appendix 4 - Golders Gardens – Parking review

An informal consultation was carried out 22 September – 14 October 2016 with residents in the area as agreed with Ward Councillors.

A letter was hand delivered to all residential properties within the consultation area (as indicated in Appendix B), asking the recipient to complete an on-line “SurveyMonkey” questionnaire. The questionnaire asked specifically whether the recipient was happy with the current days and hours of operation of the CPZ in their road, and whether they would like it changed.

Approximately 188 letters were hand delivered to all properties in the area. A web page was also set up on the Council’s Engage Portal containing details of the informal consultation. The closing date for the consultation was 14th October 2016. Paper or emailed copies of the questionnaire were also made available to residents on request if they were having difficulties or were unwilling to complete the questionnaire online.


A total of 62 questionnaires were returned – a response rate of 33%.

Key headlines resulting from the consultation are that of those who responded to the relevant questions;

21 (34%) respondents would like the hours/days of operation of the CPZ to be amended, whereas 38 (62%) would not like any change, 2 (3%) were undecided or did not know.

From the responses received the majority of respondents are satisfied with the current parking restrictions in their road. However, additional analysis is required to establish whether there is consistent demand for action across the whole consultation area or whether there are concentrated areas of concern/interest and whether any action is required in those roads or areas. After liaising with the relevant Ward Councillors, the analysis will be reported back to a future re meeting of this Committee outlining the detailed findings and any proposals.

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	<p style="text-align: center;">Finchley and Golders Green Area committee</p> <p style="text-align: center;">30 November 2016</p>
<p>Title</p>	<p>Member’s Item- Junction of Regents Park Road/Tillingbourne Gardens N3-Councillor Old</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>Childs Hill, East Finchley, Finchley Church End, Garden Suburb, Golders Green, West Finchley, Woodhouse</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>None</p>
<p>Officer Contact Details</p>	<p>Iphigenia Christophoridou, Assurance Officer Email: Iphigenia.Christophoridou@Barnet.gov.uk Tel: 020 8359 3822</p>

Summary
 The report informs the Finchley and Golders Green Area Committee of a Member’s Item and requests instructions from the Committee.

Recommendations

1. That the Finchley and Golders Green Area Committee’s instructions to this Member’s item are requested.

1. WHY THIS REPORT IS NEEDED

- 1.1 Councillor Old has requested that a Member's Item be considered on the following matter:

Residents of Tillingbourne Gardens and their visitors have been experiencing difficulties egressing from that road into Regents Park Road, especially if they wish to turn right towards Finchley Central.

Regents Park Road is particularly wide at this point as it caters for traffic approaching and leaving Henley's Corner. Lane markings in the area are perfectly clear but substantial numbers of vehicles going south towards Henley's Corner go over to the "wrong" side of the road to "jump the queues". Visibility for motorists emerging from Tillingbourne Gardens is hampered by traffic queuing and further exacerbated by parked vehicles in Regents Park Road. The risk of collision with the queue jumping vehicles speeding along the "wrong" side of the road is substantial.

At a site visit in September Highways officers identified measures that might substantially alleviate the danger and Committee's agreement to finance the drawing up of a detailed plan is sought.

2. REASONS FOR RECOMMENDATIONS

- 2.1 No recommendations have been made. The Finchley and Golders Green 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 Corporate Priorities and Performance

- 5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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

- 5.2.1 None in the context of this report.

5.3 Social Value

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

5.4 Legal and Constitutional References

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

5.7 Consultation and Engagement

- 5.7.1 None in the context of this report.

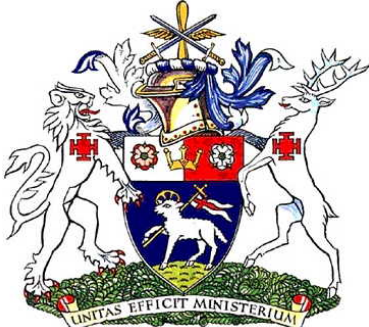
5.8 Insight

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

6. BACKGROUND PAPERS

- 6.1 Email received from Councillor Old on 15 September.

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	<p style="text-align: center;">Finchley and Golders Green Area committee</p> <p style="text-align: center;">30 November 2016</p>
<p>Title</p>	<p>Member’s Item-Legible London-Councillor Zinkin</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>Childs Hill, East Finchley, Finchley Church End, Garden Suburb, Golders Green, West Finchley, Woodhouse</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>None</p>
<p>Officer Contact Details</p>	<p>Iphigenia Christophoridou, Assurance Officer Email: Iphigenia.Christophoridou@Barnet.gov.uk Tel: 020 8359 3822</p>

Summary
 The report informs the Finchley and Golders Green Area Committee of a Member’s Item and requests instructions from the Committee.

Recommendations

1. That the Finchley and Golders Green Area Committee’s instructions to this Member’s item are requested.

1. WHY THIS REPORT IS NEEDED

- 1.1 Councillor Zinkin has requested that a Member's Item be considered on the following matter:

Legible London is an easy-to-use signage system that presents information in a range of ways, including maps and directional information, to help people on foot find their way.

Legible London signage makes walking easier and more enjoyable, is consistent across London and provides a unifying sense of place across different London boroughs which is particularly important to residents of Cricklewood an area of Child's Hill straddling three boroughs.

This member's item requests that:

- 1. Officers promote the use of Legible London signage in Barnet,*
- 2. An initial project be piloted in Cricklewood at a site(s) to be determined near Cricklewood Station and Cricklewood Broadway.*
- 3. A sum of £5000 be allocated by the Committee to develop and cost a proposal for Legible London signage in Cricklewood which could then be used as a template for future schemes in the Borough and carry out any necessary consultation and acquire any relevant permissions.*
- 4. Additional sources of funding are identified once the budget is established to allow the scheme to be implemented*

2. REASONS FOR RECOMMENDATIONS

- 2.1 No recommendations have been made. The Finchley and Golders Green 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 Corporate Priorities and Performance

- 5.1.1 As and when issues raised through a Member's Item are progressed, they will need to be evaluated against the Corporate Plan and other relevant policies.

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

5.2.1 None in the context of this report.

5.3 Social Value

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

5.4 Legal and Constitutional References

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

5.7 Consultation and Engagement

5.7.1 None in the context of this report.


5.8 Insight

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

6. BACKGROUND PAPERS

6.1 Email received from Councillor Zinkin on 12 August.

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	<p>Finchley and Golders Green Area Committee</p> <p>30 November 2016</p>
<p style="text-align: right;">Title</p>	<p>Members' Items – Requests for Funding from Finchley and Golders Green Area Committee Budget</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Various within Finchley and Golders Green 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>Appendix A- Grange Big Local Annex A-Trinity Road Feasibility study Appendix B- ADDISS</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Iphigenia Christophoridou, Assurance Officer Email: Iphigenia.Christophoridou@Barnet.gov.uk Tel: 020 8359 3822</p>

<h3>Summary</h3>
<p>The report informs the Finchley and Golders Green Area Committee of requests for funding submitted by Members of the Committee in accordance with the revised Area Committee Budgets processes agreed in July 2015.</p>

<h3>Recommendations</h3>
<ol style="list-style-type: none"> 1. That the Finchley and Golders Green Area Committee consider the requests as highlighted. 2. That the Finchley and Golders Green Area Committee decide whether it wishes to: <ol style="list-style-type: none"> (a) support the applications for funding, subject to due diligence tests being met; (b) defer the decision for funding for further information; (c) reject the application with reasons.

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 Details of the applications submitted are summarised in the enclosures list above and the full applications are attached to this report.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The Committee are requested to consider the requests for funding detailed at Appendices A & B of the report and determination is required whether the committee support the projects.

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.

5. IMPLICATIONS OF DECISION

- 5.1.1 If the Committee agrees 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.

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 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 None in the context of this report.

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PART ONE: ABOUT YOU		
1.	Area Committee To find out about Area Committees, click here	<input type="checkbox"/> Chipping Barnet Area Committee <input checked="" type="checkbox"/> Finchley and Golders Green Area Committee <input type="checkbox"/> Hendon Area Committee
2.	Members Item brought by:	Councillor Arjun Mittra
3.	Proposed organisation or Council department to deliver the proposal:	Grange Big Local (working under the auspices of CommUNITY Barnet)
4.	What is the total cost of the project?	£20,000
5.	How much Area Committee funding are you applying for?	£9,999
PART TWO: ABOUT YOUR PROJECT		
6.	What is the project? Please provide a brief overview of the project and what the funding will be used for.	
	<p>Urban improvements to the Manor Road - Trinity Road TFL underpass in East Finchley and leading footpaths, and to improve its security and accessibility.</p> <p>This underpass connects two residential sections of East Finchley and is the one pedestrian-only passage across TFL Northern Line tube line in this particular area. Whilst the underpass itself is short, the footpaths on either side are long, narrow, and winding. There are graffiti covered walls and fences, with a number of blind spots that can create a general feel of personal insecurity. As a result, some residents avoid using the underpass, which in turn affects the cohesion of the residential area.</p> <p>The aim of the project is to enhance this public space, improve passage security and accessibility, and inspire a new sense of place. The project will be developed in partnership with local residents, schools, and community group from design to delivery.</p> <p>Key improvements:</p> <ul style="list-style-type: none"> – Design and installation of painted/mosaic mural in collaboration with local schools and the East Finchley Open Artists Group – Refurbishment of the existing Victorian cast iron sewage vent – Installation of an extra rubbish bin – we understand that there will be a small LBB revenue implication for clearing this bin – Replacement of staggered barriers by cast-iron Camden bollards – New and improved lighting, including development of a bespoke solar-powered lighting system in the tunnel, installation of tamper-proof mirrors, notice boards, hand-rails, sign posts, vegetation control, fixing masonry work and path surface 	

	<ul style="list-style-type: none"> – Removable panels will enhance maintainability, and facilitate further expansion according to need and budget
7.	<p>Which priority area will the project / initiative address?</p> <p>X Improving community safety</p> <p><input type="checkbox"/> Improving local mental and physical health, physical activity and independence</p> <p>X Supports local people to improve their skills or find employment</p> <p><input type="checkbox"/> Support local businesses</p> <p>X Improves the local environment</p>
8.	<p>How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project</p> <p>East Finchley, N2</p> <ul style="list-style-type: none"> – Communities will be able to take action in order to improve their local environment – People will have increased skills so that they can continue to identify and respond to needs in the future – People will feel that their area is a safer and better place to live in – The project will develop local collaborations, create links within the communities and unlock the development of further local projects in the future – Improve security and accessibility within the immediate vicinity of the underpass, which will result in increased use of the underpass – Improve access to bus services on either side of the underpass – Reduced anti-social behaviour, including graffiti
9.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p> <p>The project will benefit:</p> <ul style="list-style-type: none"> – the residents living in the immediate surroundings of the Trinity Road underpass and sharing a property boundary with the site – the occasional and daily users of this public space, including the people living and working in the Grange Big Local area using this strategic passage as a link to connect both sides of the TFL track – the students and staff of local schools engaging in the project as an educational opportunity to develop new skills
10.	<p>Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative</p>
	<ul style="list-style-type: none"> – Increased sense of security of local residents when using the underpass – Increased use of the underpass – Reduced anti-social behaviour around the underpass – Increased sense of ownership and cooperation between local residents, schools and the authorities – Enhanced sense of responsibility for the environment among young people
11.	<p>How many people do you predict will benefit from this project or initiative? Please state</p>

	how you have arrived at this number
	Hundreds of residents on both sides of the Northern Line between the Northern Circular Road and Church Lane stretch in East Finchley, regular commuters using this public space as a passage between the different parts of the area, and schoolchildren from Bishop Douglass and Martin schools.
12.	What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.
	<p>The feasibility study delivered by the art and architecture consultants RARA Co-operative exposed:</p> <ul style="list-style-type: none"> – The general feeling of lack of safety from residents and users of this challenging public space – The lack of functionality of the existing urban furniture making passage uneasy – The lack of general care and the damaged state of the various structures – The lack of maintenance and accumulation of litter
13.	Please demonstrate below how local people have been involved in developing this proposal
	<ul style="list-style-type: none"> – The initial brief has been developed by members of the resident-led Grange Big Local partnership board (GBL) – GBL conducted various surveys (including a questionnaire at fun-days asking people what would make the area better and a video booth), which identified the underpass as a high priority project aimed at increasing the cohesion of the two parts of the GBL area, separated by the tube line – The feasibility study was delivered through consultation with residents living in the immediate area of the site – The local schools and an artist group have been contacted in order to scope the conditions of their potential involvement in the delivery of the project
14.	How will the project or initiative be promoted to local residents?
	<p>It will be promoted in several ways:</p> <ul style="list-style-type: none"> – Encouraging school children and local artists to participate in the creative aspect of the project, through development of decorative panels, for example – By various GBL publications (website, newsletter) and events and local media – Local residents will also take an active part in the design phase
PART THREE: PROJECT DELIVERY	
15.	What are the project timelines?
	<p>Nov-Dec 2016: Design / Consultation with local partners Spring 2017: Production / Fabrication of artwork and structures Summer 2017: Completion</p> <p>PART A Underpass</p>

	<p>In partnership with TFL, Grange Big Local facilitators will develop urban improvements in the Trinity Road Underpass in order to improve safety and inspire a new sense of place. A dialogue with TfL about this has already begun. It will include:</p> <ul style="list-style-type: none"> - Removal of TFL fencing along property described as 46 Trinity Rd - Installation of recessed fencing in collaboration with owner of property 46 Trinity Rd - Resurfacing / new paving - Installation of new lighting in underpass, possibly light sculpture - Installation of mural artwork with steel enamelled panels / mirrors - Refurbishment of boundary walls along properties 26-28 Manor Rd <p>Four of the five adjacent property owners have been contacted and support has been forthcoming. Only one landlord has been uncontactable to date.</p> <p>PART B Manor Rd Gateway</p> <p>The project ambitions to rejuvenate the alleyway leading to the Trinity Road Underpass by creating a new sense of place. In collaboration with local residents and schools (and consultation with LB Barnet as appropriate), Grange Big Local and its partners will proceed with the urban improvements and installation of in situ artwork. This will involve:</p> <ul style="list-style-type: none"> - Installation of a painted mural on the boundary wall of the property located at 26 Manor Park Road; this will be developed in partnership with local schools - Repainting of the existing Victorian cast iron sewage vent - Installation of an extra rubbish bin - Replacement of staggered barriers by Camden bollards and any associated resurfacing 																																																									
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?																																																									
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">55 m² painted mural</td> <td style="width: 40%;">Engagement programme with schools, and East Finchley Open Artist Group</td> <td style="width: 30%; text-align: right;">£1500</td> </tr> <tr> <td></td> <td>Production of mural, paint and labour</td> <td style="text-align: right;">£2500</td> </tr> <tr> <td></td> <td>Anti-graffiti coating, paint and labour</td> <td style="text-align: right;">£500</td> </tr> <tr> <td colspan="3"><hr/></td> </tr> <tr> <td>Repainting Victorian cast iron and sewage vent</td> <td>Paint stripping, making good of the existing</td> <td style="text-align: right;">£400</td> </tr> <tr> <td></td> <td>Painting, including paint</td> <td style="text-align: right;">£500</td> </tr> <tr> <td colspan="3"><hr/></td> </tr> <tr> <td>Extra bin</td> <td></td> <td style="text-align: right;">£800</td> </tr> <tr> <td colspan="3"><hr/></td> </tr> <tr> <td>Bollards etc</td> <td>Removal of staggered barriers and making good</td> <td style="text-align: right;">£400</td> </tr> <tr> <td></td> <td>Consultation, design, engagement</td> <td style="text-align: right;">£600</td> </tr> <tr> <td></td> <td>Production, metal fabrication, paint</td> <td style="text-align: right;">£2200</td> </tr> <tr> <td></td> <td>Installation in situ and resurfacing</td> <td style="text-align: right;">£1200</td> </tr> <tr> <td colspan="3"><hr/></td> </tr> <tr> <td>Project management</td> <td></td> <td style="text-align: right;">£1000</td> </tr> <tr> <td colspan="3"><hr/></td> </tr> <tr> <td>Total</td> <td></td> <td style="text-align: right;">£11,600</td> </tr> <tr> <td>Minus GBL contribution to this phase</td> <td></td> <td style="text-align: right;">£1,601</td> </tr> <tr> <td>Local Area Committee Funding sought</td> <td></td> <td style="text-align: right;">£9,999</td> </tr> </table>	55 m ² painted mural	Engagement programme with schools, and East Finchley Open Artist Group	£1500		Production of mural, paint and labour	£2500		Anti-graffiti coating, paint and labour	£500	<hr/>			Repainting Victorian cast iron and sewage vent	Paint stripping, making good of the existing	£400		Painting, including paint	£500	<hr/>			Extra bin		£800	<hr/>			Bollards etc	Removal of staggered barriers and making good	£400		Consultation, design, engagement	£600		Production, metal fabrication, paint	£2200		Installation in situ and resurfacing	£1200	<hr/>			Project management		£1000	<hr/>			Total		£11,600	Minus GBL contribution to this phase		£1,601	Local Area Committee Funding sought		£9,999
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17.	Who will be responsible for the delivery of the project?	
	Grange Big Local, working under the auspices of CommUNITY Barnet, will work with Rara Co-operative to deliver this project.	
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY		
18.	Is the applicant or organisation part of a constituted group / organisation?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name of the organisation? CommUNITY Barnet is the locally trusted organisation for Grange Big Local
18.2	If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19.	Does the proposed delivery organisation have a Safeguarding policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
20.	Does the proposed delivery organisation have an Equalities and Diversity policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21.	Are there any safeguarding issues that need to be considered?	
	We will work with the schools to adhere to their safeguarding policies where relevant. Grange Big Local has its own guidelines within its own Health & Safety Policy.	
22.	Are there any equality issues related to this project?	
	No, it is working with the general community.	
23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No GBL funded the original feasibility study by RaRa Cooperative (see below)
23.1	If yes, please state where funding has been sought from	
	Funder: Grange Big Local	Amount: £1,544
	Funder:	Amount:
	Funder:	Amount:
	Funder:	Amount:
	Funder:	Amount:
	Funder:	Amount:
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24.	Date		7 October 2016

Trinity Rd TFL underpass
Feasibility Study

TO : The Grange Big Local / Community Barnet
September 2016

RARA Co-operative



Summary

1_APPRAISAL OF EXISTING STRUCTURES

Stakeholders

Existing Structures

1. Lighting
2. Boundary walls
3. Urban furniture
4. Accessibility / wayfinding

2_IMPROVEMENTS FEASIBILITY

1. Installation of Artwork
2. Lighting Levels
3. Treatment of boundary walls
4. Furniture / wayfinding / accessibility

3_DOCUMENTS ATTACHED

Existing TFL plans

Plan 1/200e

Planometric view North 1/200e

Planometric view South 1/200e

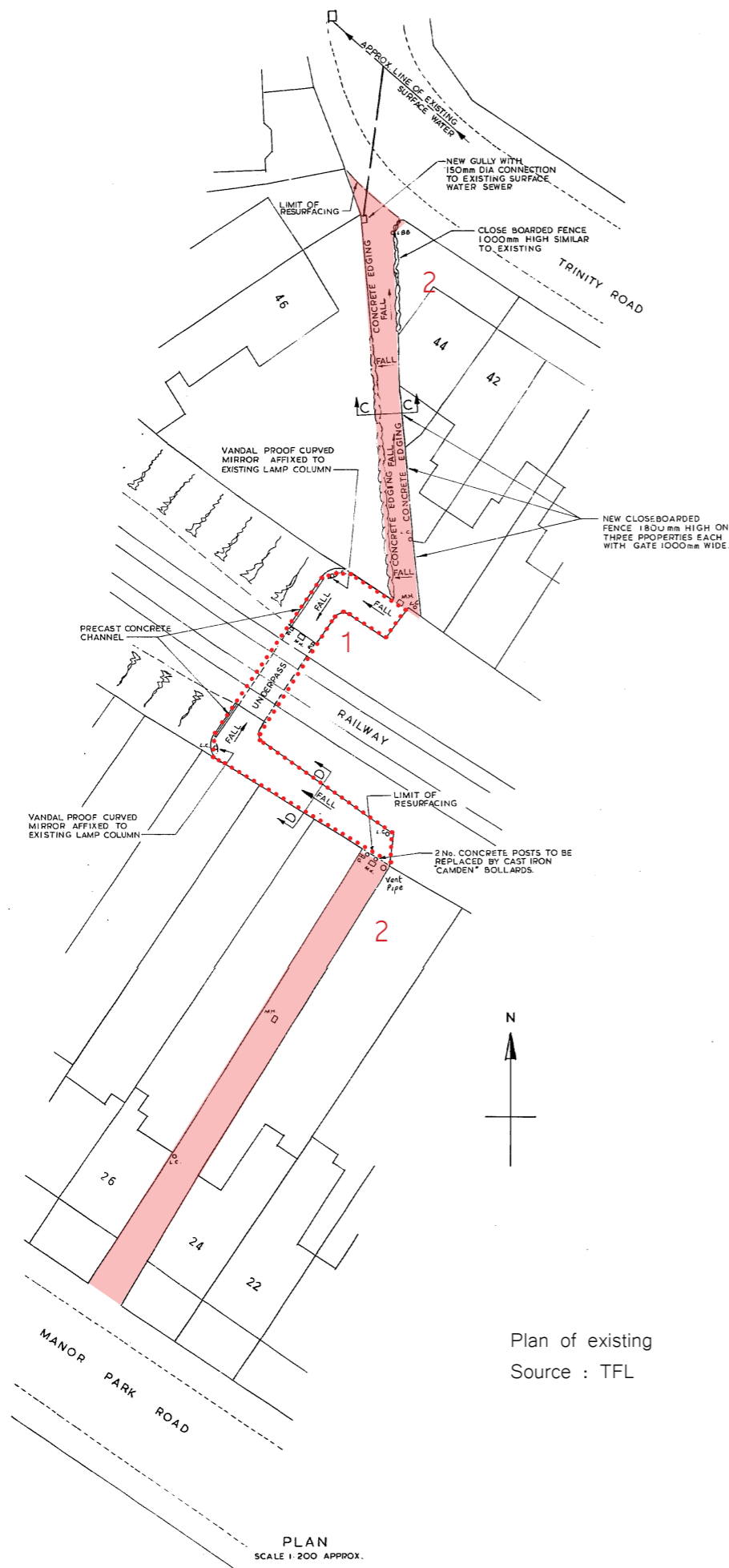
REGULATION MENTIONED

Approved document M, link :

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/540330/BR_PDF_AD_M1_2015_with_2016_amendments_V3.pdf

BS 8300, link :

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf



Plan of existing
Source : TFL

PLAN
SCALE 1:200 APPROX.

1 TFL UNDERPASS PASSAGE :

Malcolm Payne BSc CEng MICE | Professional Head of Infrastructure Protection
London Underground | 3rd Floor ALBANY HOUSE London SW1H 0BD
Tel: 020 7027 8463 | Fax: 020 7918 3725

2 PATHWAYS, BARNET COUNCIL :

Ward Councillor :
Alison Moore

Paul Sears
Senior Technician / Street Lighting
Commercial & Customer Services
020 8359 3035
Paul.Sears@barnet.gov.uk]

Roger L Gilbert
Contract Manager | Street Lighting PFI
Commercial & Customer Services
London Borough of Barnet
Tel: 020 8359 7506 (D/L) 07710 145768 (Mob)
Roger.Gilbert@barnet.gov.uk

StreetCleansing@Barnet.gov.uk
HighwaysCorrespondence@Barnet.gov.uk

SERVICE PROVIDERS :

STREET LIGHTING PFI
BOUYGUES ENERGIES & SERVICES (BYES)
FRANCIS, John
john.francis@bouygues-es.co.uk

IMPROVEMENT/ Maintenance of pathways
RE (Regional Enterprise) Ltd
Chris Chrysostomou
Asset Project and Contracts Manager
Highways Network Management
11th Floor, Barnet House, 1255 High Road, Whetstone, London N20 0EJ
Tel: 020 8359 7200

Mario.Lecordier@barnet.gov.uk
Richard.Chalmers@capita.co.uk

RESIDENTS

For the purpose of this study, we also contacted the owners of the properties sharing a boundary wall with the site:
-26 Manor Road, Angela and Mario
- 24 Manor Road,
- 28 Manor Road
- 44, Trinity Road
- 46, Trinity Road, to let, no contact with owner yet

Appraisal of existing structures LIGHTING

State of structures :

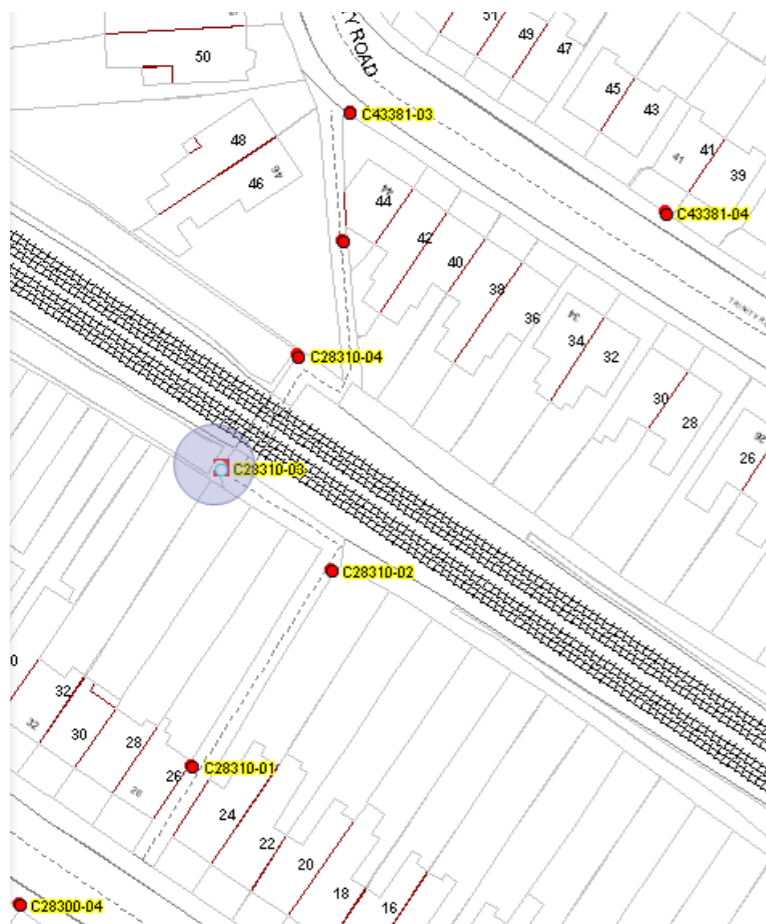
- 6 lighting columns which have recently been upgraded to LED fittings are spread along the pathways. The lighting columns are standard elements, around 5 meters high, in working order and maintained by service provider Bouygues Energies & Services.
- There is no lighting device in the underpass itself. Crossing is intimidating, even during the day.
- Lighting columns are installed on both extremities of underpass, but the height of the bulb forbid rays to reach the underpass.

How it could be improved :

- We have been informed that Barnet does have a policy of not providing lighting to areas previously unlit, for a variety of reasons. The addition of extra lighting devices seems unlikely.
- Improvements including modification of the existing columns or the installation of independant solar lighting systems could be developed.
- Alternatives such as glowing or reflective materials should be considered.
- The installation of a brighter material/color on the ground could reflect light and increase general luminosity levels.

Comments :

- Maintenance is a key fact in the success of any additional lighting system. It should be taken in consideration carefully.
- Solar systems for public spaces are usually designed in a very compact way so that the connection between the cells and the bulbs are protected from vandalism. These devices need to be carefully installed to discourage robbery of components.

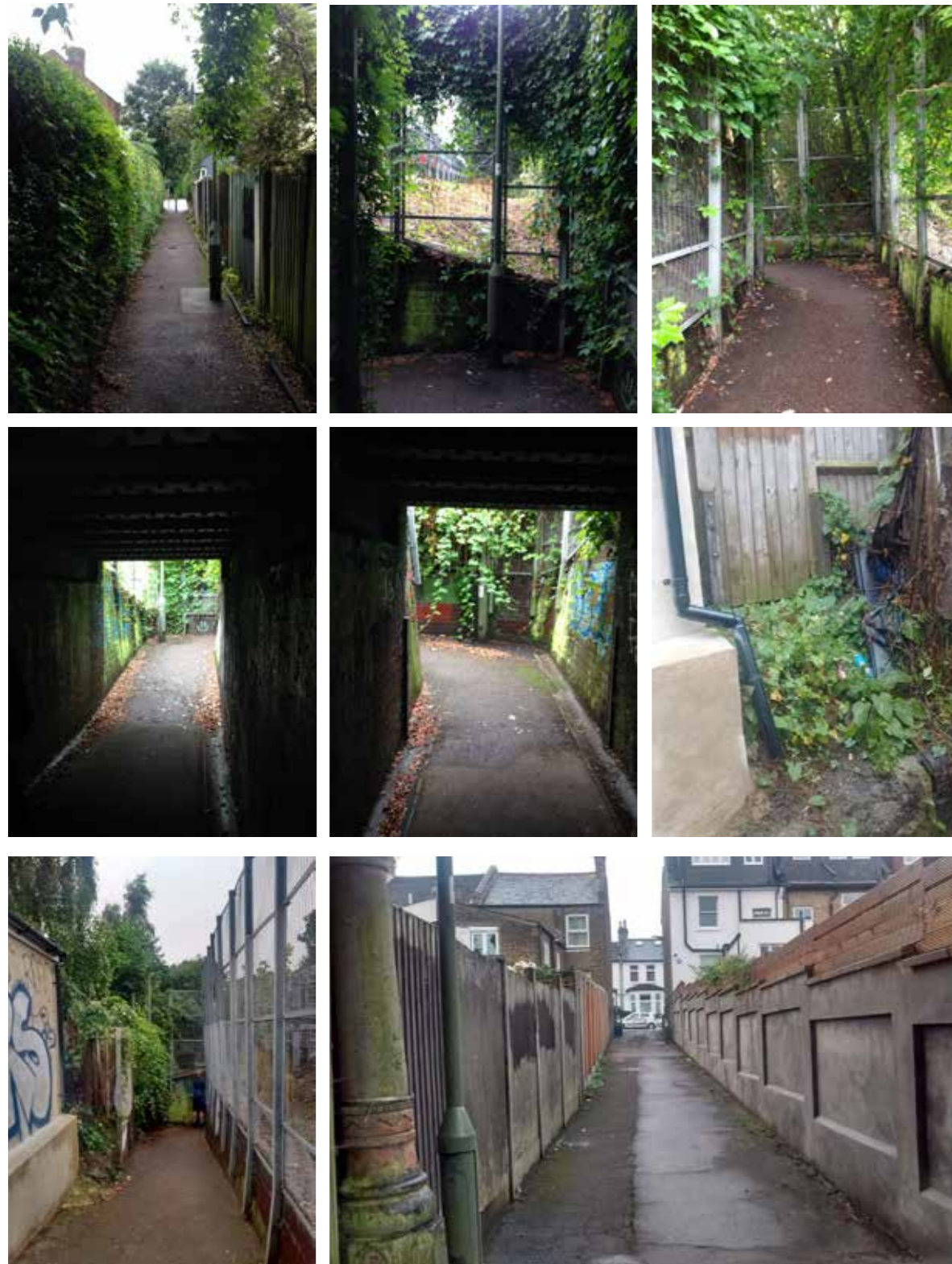


Plan of the site with
Location of lighting columns



Existing column

Appraisal of existing structures BOUNDARIES



Site photos, August 2016

PATHWAYS

State of structures :

- Different fencing types are present on the site along private properties : masonry walls, wooden fence and hedging. The state of these structures varies in their upkeep. Some of those boundary walls divide shared property between owners and the Council.
- The wall along the property 26 Manor Rd has been recently refurbished.

How it could be improved :

- Help can be provided to property owners to improve the state of fencing with the ambition to bring more unity of color and materials to the site, giving clarity to the public space.

This work could involve :

- Vegetation clearance, properties : 30 Manor Rd, 46 Trinity Rd
- Refurbishment of masonry / steps, property : 28 Manor Rd
- Extension of drainage pipe, property : 26 Manor Rd
- installation of new fencing, property : 46 Trinity Rd

Comments :

- Some of the fencings along the pathways include doors, that should open from the inside of properties

UNDERPASS

State of structures :

- The fencing along the railway is a standard galvanised steel element above 3 meters high, used by Transport For London on many sites. The structures are robust, anti climbable and partly painted in a light grey colour.
- This fencing provides a tall support for the vegetation to grow as a blind for light. trees are to be kept according to TFL policy.
- The existing tall structures on both sides of the path create a corridor effect, a sense of concealment
- In the underpass, the wall & ceiling masonry work is of good quality, though old and appearing sometimes wet. TfL requires access.
- Above the entrance north of the underpass, a fencing panel to protect cabling is missing.

How it could be improved :

- After conversation with TFL, it appears possible to uninstall the fencing located along property described as 46 Trinity Rd. This would open up the path space and allow for more light. A lower replacement fence can be installed along property 46 Trinity Rd pending conversation with owner.
- Artwork can be installed on the lower part of the steel fence to allow not to obscure light on the upper part. on metallic removable panels.
- After conversation with TFL, it seems possible to review the maintenance plan regarding vegetation in order to avoid invasion wild and bring some light.

Appraisal of existing structures URBAN FURNITURE / ACCESSIBILITY

URBAN FURNITURE

State of structures :

- The furniture on site includes one bin, staggered barriers, bollards, sign posts.
- Thought the site was clean on our visit, the residents reported accumulation of litter and a need for further bins.
- The urban furniture is standard and doesn't inspire any sense of place
- An interesting Victorian period cast iron sewage vent is present on site, It's history should be revealed during these works.

How it could be improved :

- The barriers could be replaced in order to create a more inviting gateway.
- The signage can be installed on boundary walls to free the paths from posts. The signage material could be redesigned as part of an art project in collaboration with local schools in order to create a unique sense of place. This work could also be accompanied with the renaming of the passage.
- Extra bins can be placed in the wider parts of the pathways.

Comments :

- The street cleaning dept of the council warned us that it is difficult for them to dispose of rubbish that is at a distance from road/truck. The visibility of bins from the street seems necessary.

ACCESSIBILITY

State of structures :

- The path from Manor Rd to Trinity Rd is surfaced with tarmac. The geometry of the site includes descent and ascent with a slope that we can register above 12% which makes the passage not wheelchair accessible. There is general agreement among guidelines from many countries that an 8% slope is the maximum that may be used 5% is preferred. A professional surveyor would be required to attest the levels precisely.
- The bollards placed on the Manor Rd side are spaced 700mm apart. On the Trinity Rd side, a central bollard leaves a 800mm passage on both sides. Wheelchair passage would usually require 900mm. -see regulation BS8300-
- The path can be slippery because of leaves falling on the ground and general humidity level in this enclosed space.
- The staggered barriers prevent dangerous of vehicles uses such as scooters/ motorcycles and slow down bikes.

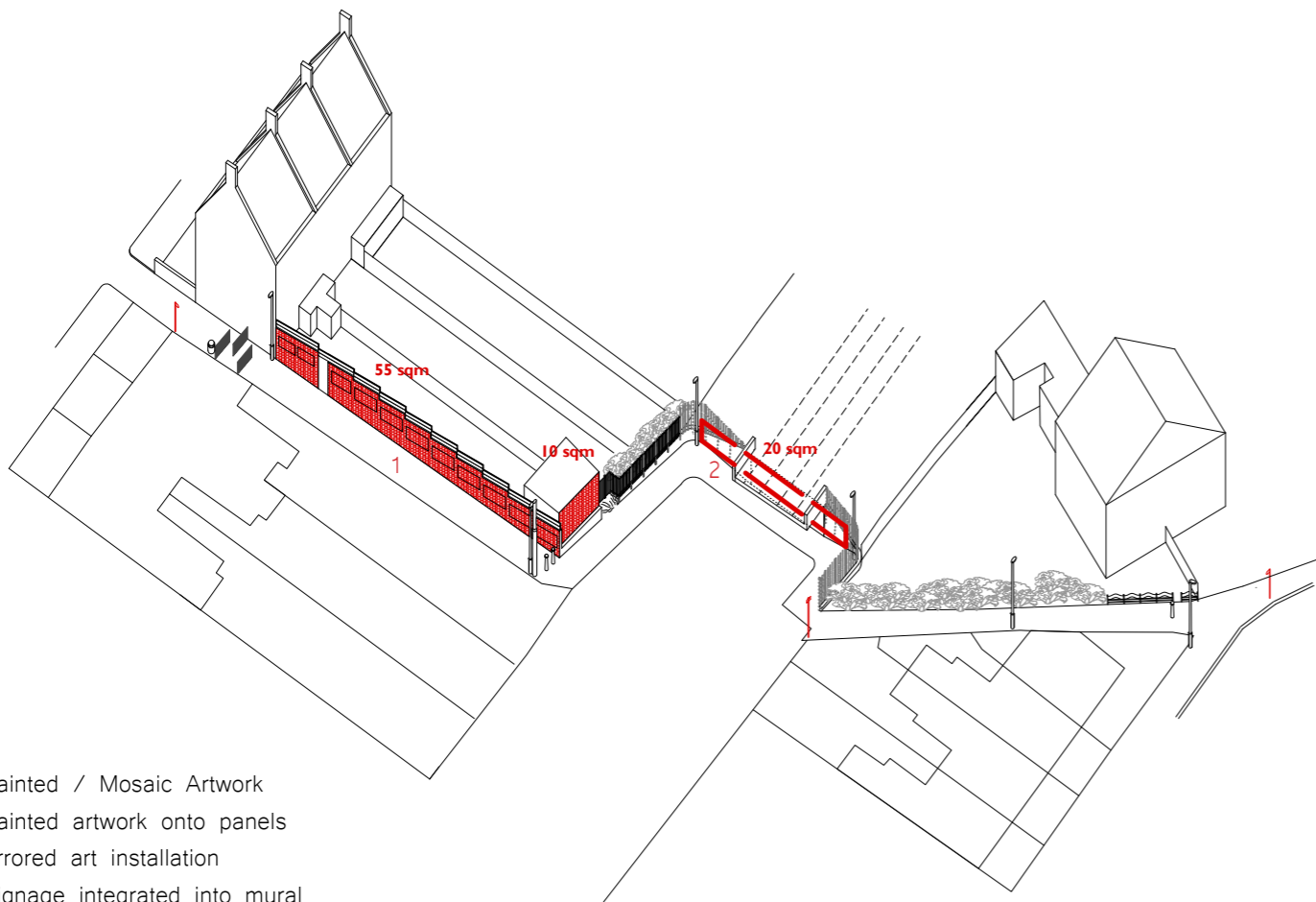
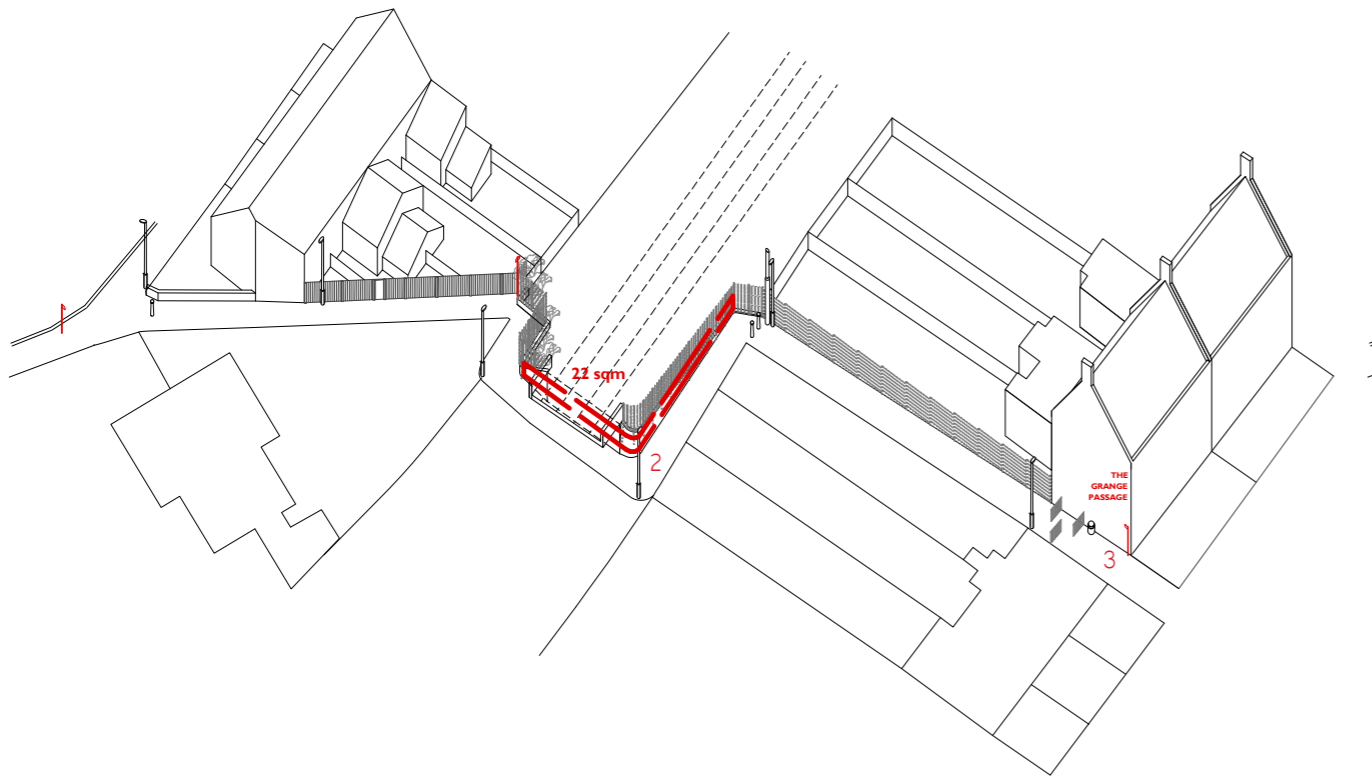
How it could be improved:

- Handrails with contrasted color can be installed in order to help visually impaired users with passage.
- The path surface can be treated in order to avoid slipping.
- It is possible to remodel the levels around the site in order to make it more wheelchair friendly but it would involve consequent restructuration and costs.
- A better vegetation maintenance plan would help to avoid leaves from blocking of the drainage channel.
- Increasing space in between bollards and removing sign posts would help passage of mobility impaired users.



Site photos, August 2016

Improvements feasibility INSTALLATION OF ARTWORK



1. Painted / Mosaic Artwork
2. Painted artwork onto panels
/ Mirrored art installation
3. Signage integrated into mural

REMOVABLE PANELS

In the underpass and onto the fencing, removable panels can be installed. The panels should be framed steel sheets kiln fired in vitreous enamels in order to allow easy cleaning –including graffiti–. Screenprinting is the technique commonly used to create these panels. The process from design to creation these screens, to the printing itself requires handling by a professional.

Companies such as AJ Wells or Links signs have proven to be of help.

TFL has recently granted licences to both Redbridge and Hillingdon Councils for such mural installations at Fairlop station and Northwood Hills station. Fairlop is attached to the abutment of an underline bridge and Northwood Hills to the parapet of an over line bridge. The licences confirm that the local authorities are responsible for all costs, for maintenance etc and for removing / reinstating for programmed inspections and maintenance.

In both cases the requirement was that the installation did not affect existing signage and was demountable for inspection and maintenance purposes.



Northwood Hills Station



Fairlop station

Approach to costing :

Production costs depend a lot of the complexity of the artwork, number of colors and nature of pattern. Link signs gave us a production price of between £300 to £600, including panels screen printing and installation.

PAINTED MURAL

The boundary wall of property 26 Manor Rd north of the pathway has been renovated and rendered. It is a great support for the installation of a painted mural and/or mosaic.

We have contacted the owners who are enthusiastic about artwork that could be developed with the local schools. They contacted Bishop Douglas in the past year to their scope interest without further action being taken.

Approach to costing :

The production of a painted mural is usually estimated between £80 and £150 per square meter, including design.

The production of a mosaic artwork is usually estimated between £400 to £700 per square meter.

PARTNERS

We have contacted local schools and organisations who may be ressourceful with design and production of the artwork :

East Finchley Open Artists group, contact : Peter Hale, architects@hogbenandhale.co.uk

We met Peter on site, he expressed interest in liaising with local schools to develop the project with them.

Martin Primary School – Simon Whiteman & Ines Salom, art teachers – martinprimary.barnet.sch.uk – Plane Tree Walk, The school expressed interest in getting involved, though no details about its delivery has been discussed.

Bishop Douglas School – bishopdouglass.barnet.sch.uk Hamilton Road, East Finchley N2 0SQ

The school expressed great interest in getting involved. the newly appointed art team expressed the need for time in order to organise themselves further. Maybe a project after Christmas would be relevant.

Holy Trinity Primary School – holytrinityceschool.org –

No contact yet

Archer Academy – theteacheracademy.org.uk – Darren Pearson, Head of Art.

No contact yet

Improvements feasibility TREATMENT OF BOUNDARIES

FENCING ALONG PROPERTY 46 TRINITY RD

TFL representant Malcolm Payne has agreed to consider the removal of the fencing components in question that would allow a disenclosure of the pathway
The removal could be taken on by TFL maintenance team without extra costs.

The fence will have to be replaced in conversation with owner of the property. The house is actually for let and we haven't managed to make contact with the landlord yet.

It seems meaningful to scope opportunity of reinstalling fencing as a way to open up the access to underpass. It would require a right of use of the land from property owner and potentially the involvement of a chartered surveyor.

The right of use of the corner of the property could be compensated by providing owner with new fencing or gardening services if they are of any interest.

In case of success, there will be need for resurfacing of the pathway. It can be an opportunity to develop a bespoke paving project that could emphasize the new quality of this pocket public place.

Approach to costing :

Removal taken on by TFL

New wooden Fence including installation up to 5 linear meters, estimate £1000 to £1500

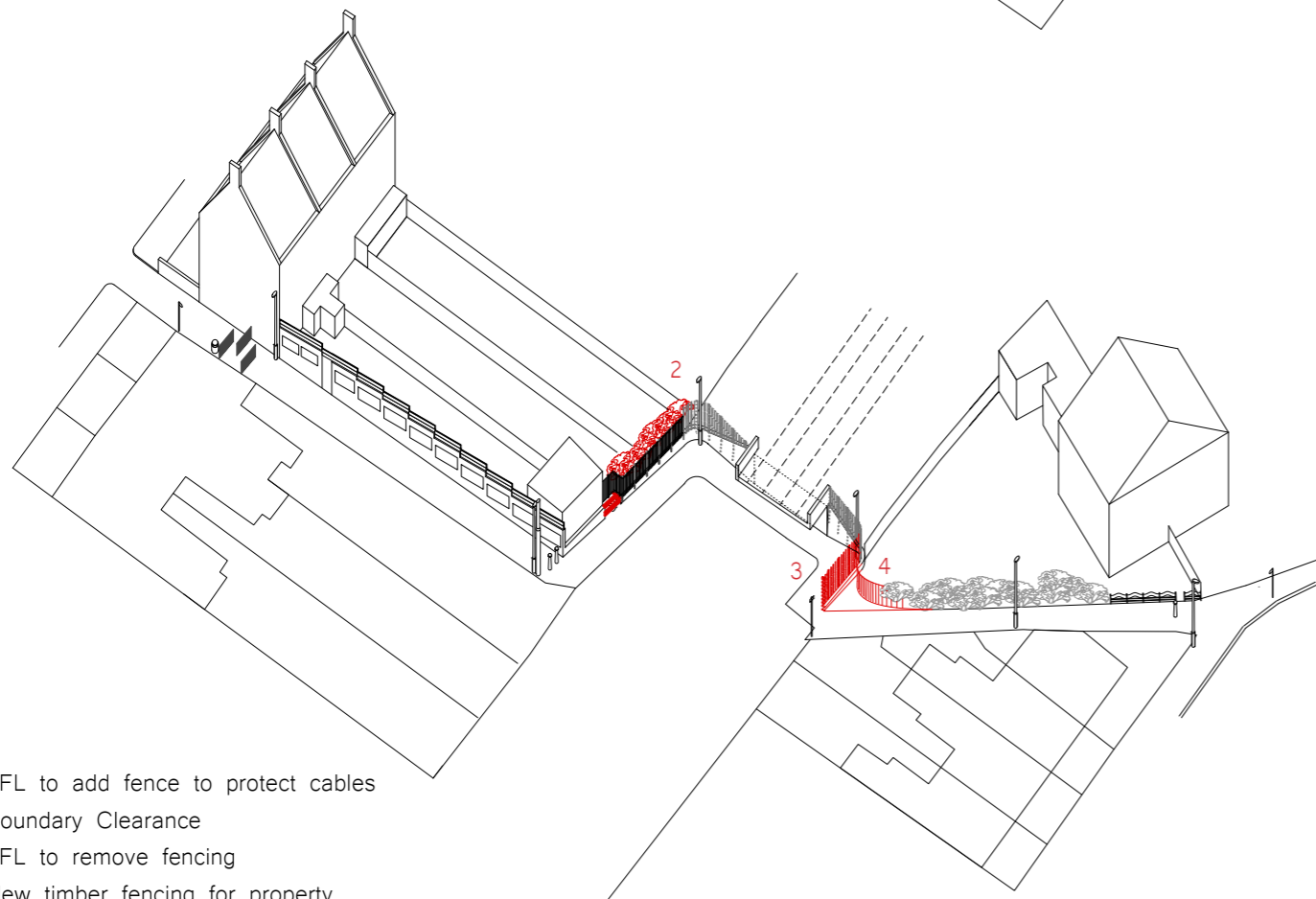
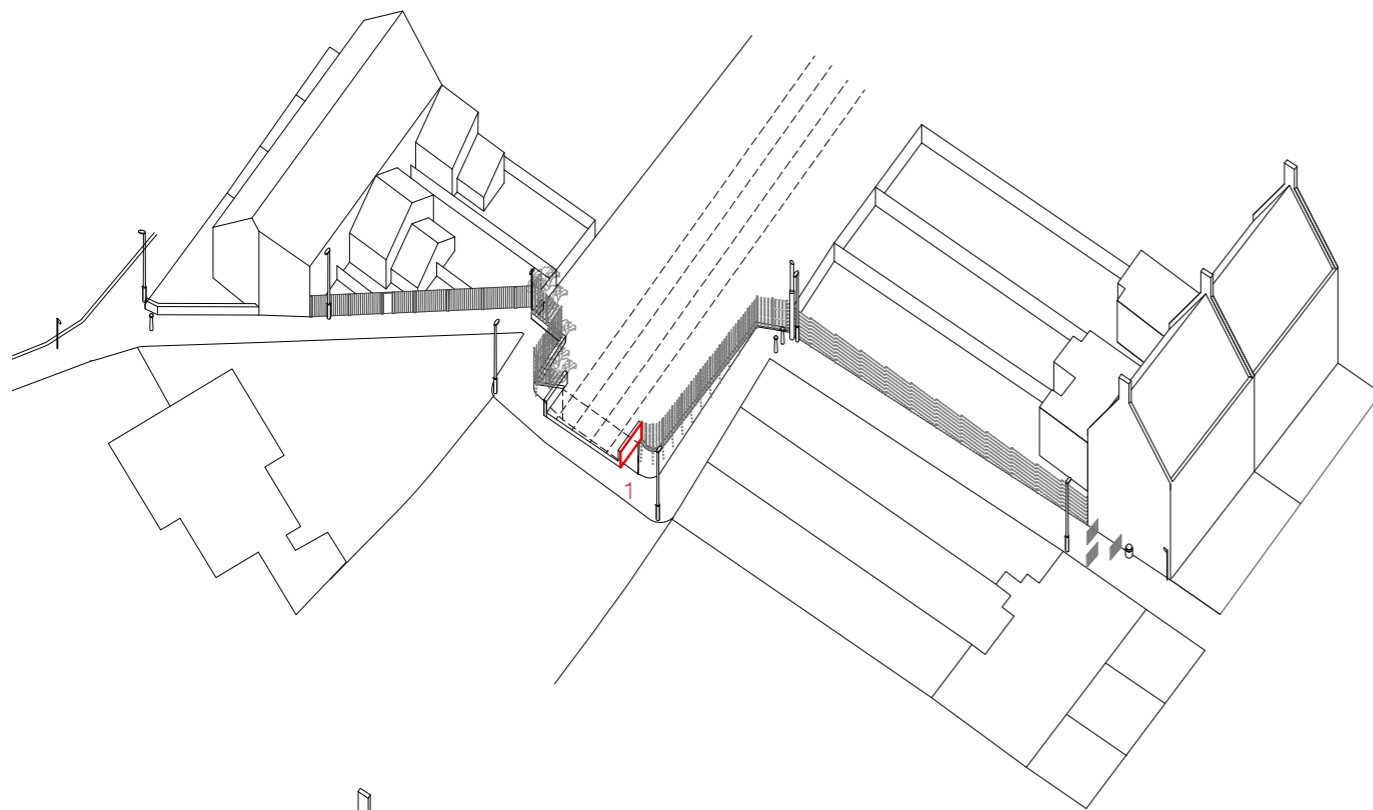
Groundwork repair on pathways, Barnet Council might be able to help

FENCING ALONG PROPERTIES 26-30 MANOR ROAD

Clearance of invasive vegetation is needed. This could be achieved by a local landscaping contractor in a few hours. Costs can be shared with property owners. The clearance of access to backgarden doors could be refurbished at the same time with minimal masonry work and fixing of drainage.

Approach to costing :

Estimation of the full remit of works would amount to £800-£1200; labour and materials included



1. TFL to add fence to protect cables
2. Boundary Clearance
3. TFL to remove fencing
4. New timber fencing for property

Improvements feasibility LIGHTING

NEW LIGHTING

We have been advised by Council Lighting contract manager Roger L. Gilbert that the policy of the service is to not add lighting columns. We understand that the lighting columns are already spread over the length of the pathways. the underpass passage is not lit because of its low ceiling.

2 options appear in term of appliances :

Modifying the 2 existing columns on both sides of the passage. We are awaiting for expertise from service provider Bouygues relating to existing columns but it s unlikely that they could change them for maintenance reasons.

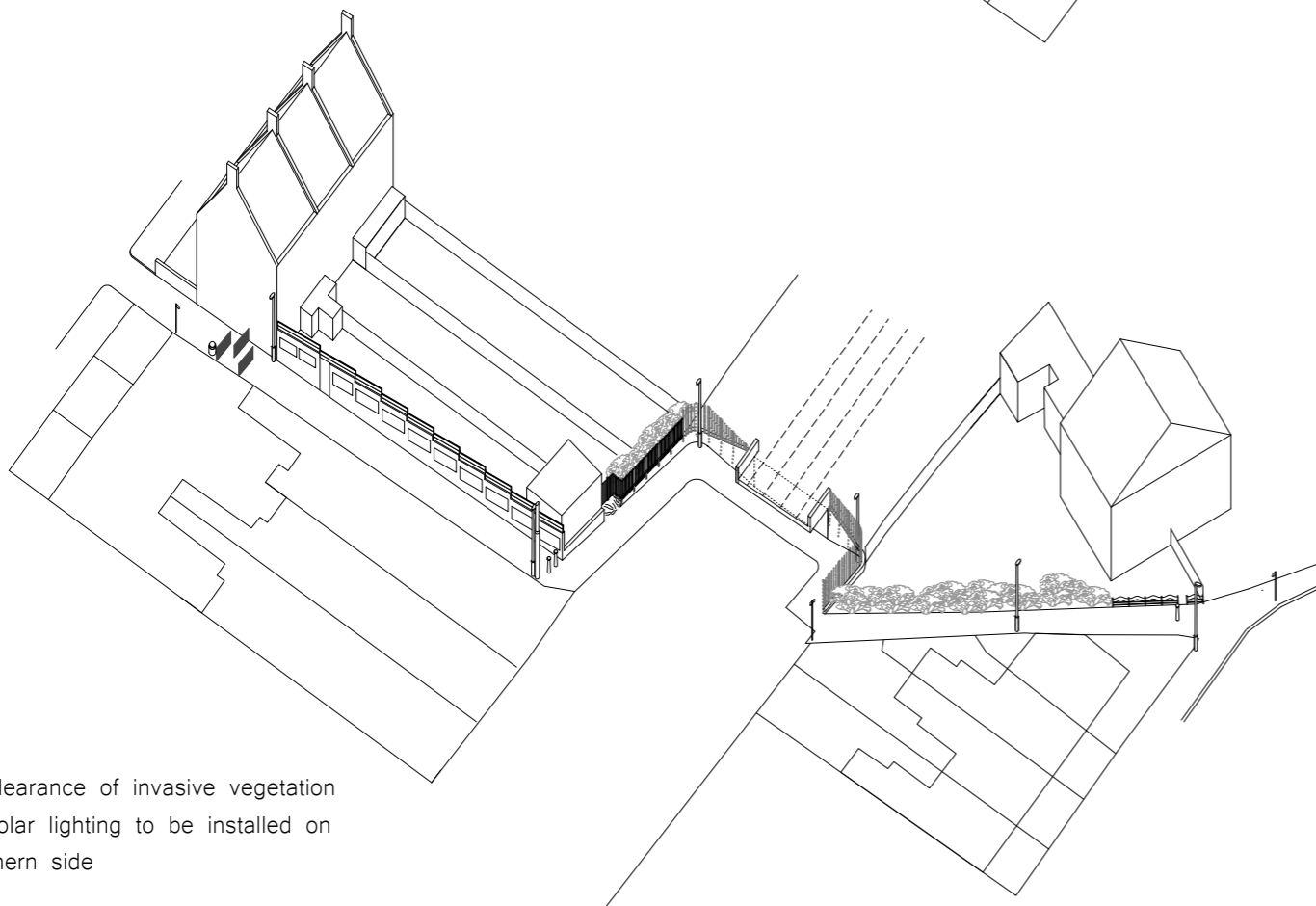
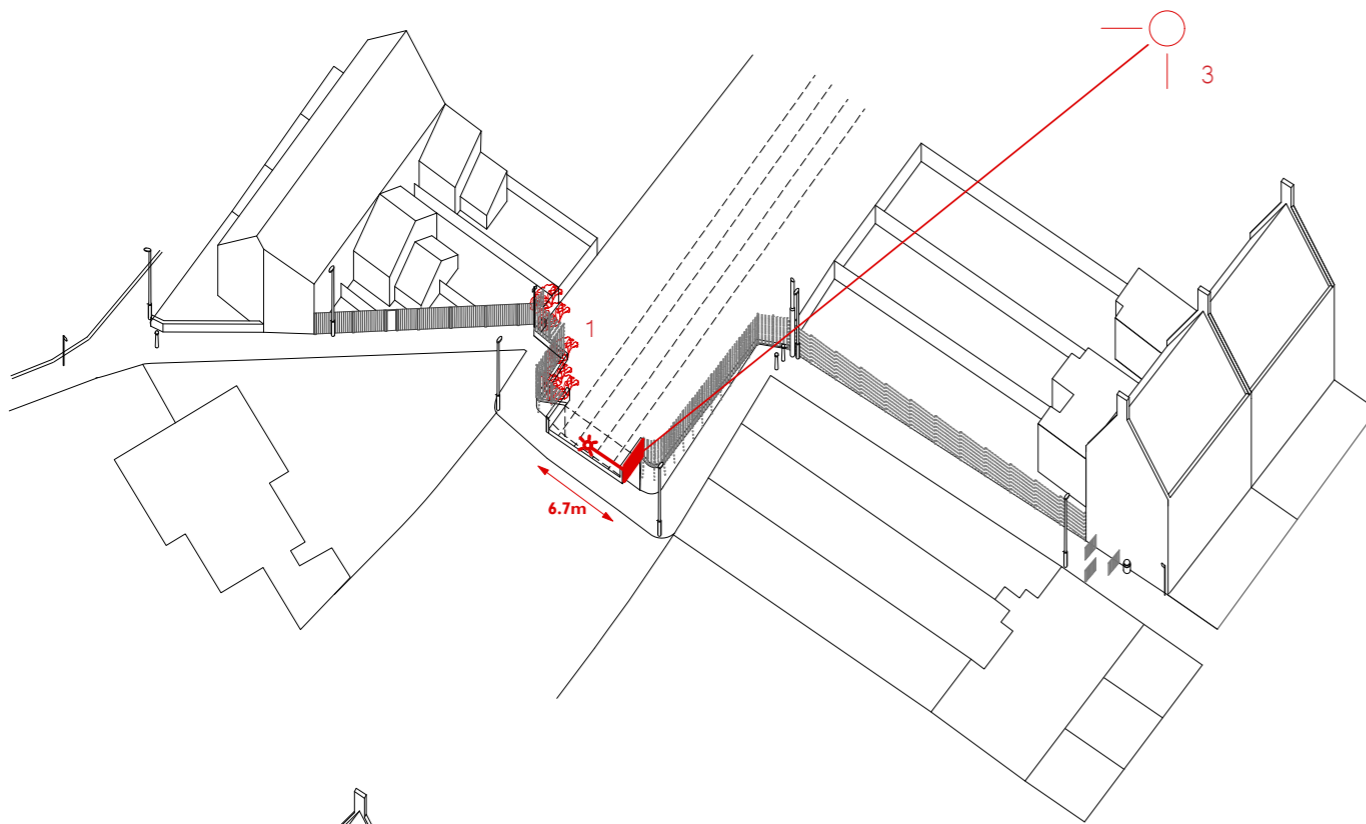
Solar powered devices can be installed. Temper proof devices available on the market adopt a compact design that might not be suitable in an unlit underpass. The system will have to include cells, charge controller battery, LED bulbs.

We believe that a solar powered lighting system will have to be bespoke to serve the geometry of the site. It could be an opportunity to develop a collaboration with an artist. also see companies like Chromatica LED, Philips.

Approach to costing:

More details about design ambition needed

Examples of solar installation in public spaces :



1. Clearance of invasive vegetation
2. Solar lighting to be installed on Southern side



Solar column standard



Solar Bollards



Solar studs integrated in the ground



Solar art installation
clerkenwell design week



Solar handrail lighting



Temporary Solar instal-
lation

Improvements feasibility FURNITURE / ACCESSIBILITY

MANOR ROAD GATEWAY

From Manor Rd, the alleyway appears hidden and blocked by barriers and urban furniture. Those items could be redesigned in order to create a more inviting gateway to the site. Staggered barriers could be replaced by carefully placed bollards serving the same purpose of slowing down cyclists and discourage the use of motorbikes. There could be an opportunity to develop artwork integrating these functional elements.

Approach to costing

More information is needed from Big Grange local in order to clarify ambition.

BINS

Extra bins could be installed in collaboration with the council.

Approach to costing

Standard items and installation should be taken on by Barnet Council

SIGN POSTS

Sign posts shall be removed to clear passage. Signage can be integrated into mural artwork or fixed onto existing wall.

Approach to costing :

Removal of sign posts and resurfacing, collaboration with Council
New signage, see artwork

VENT

A disused vent is present on site. It display interesting visual qualities and can be valued through its repainting.

Approach to costing :

Paint and labour, equipment estimated at £800

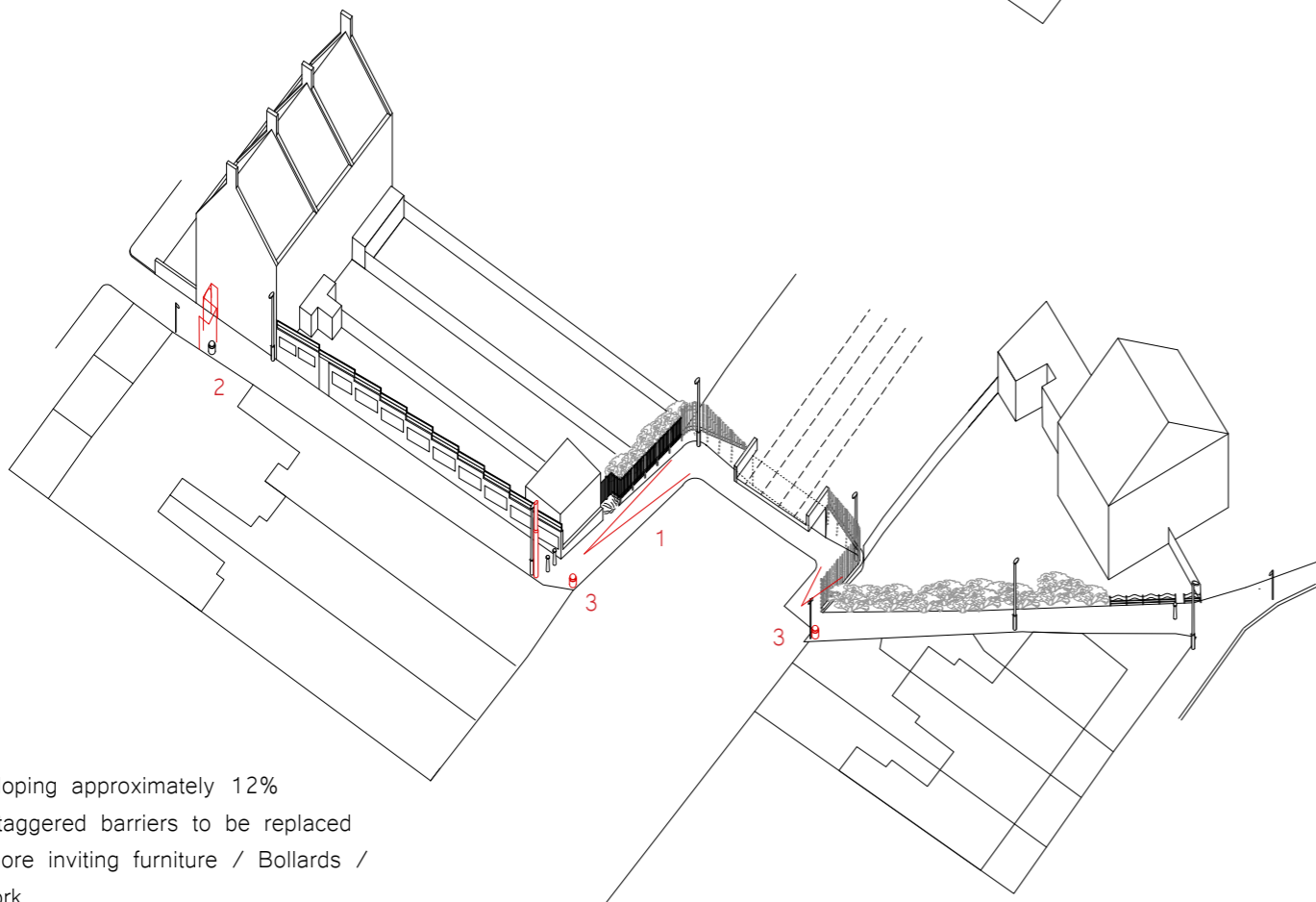
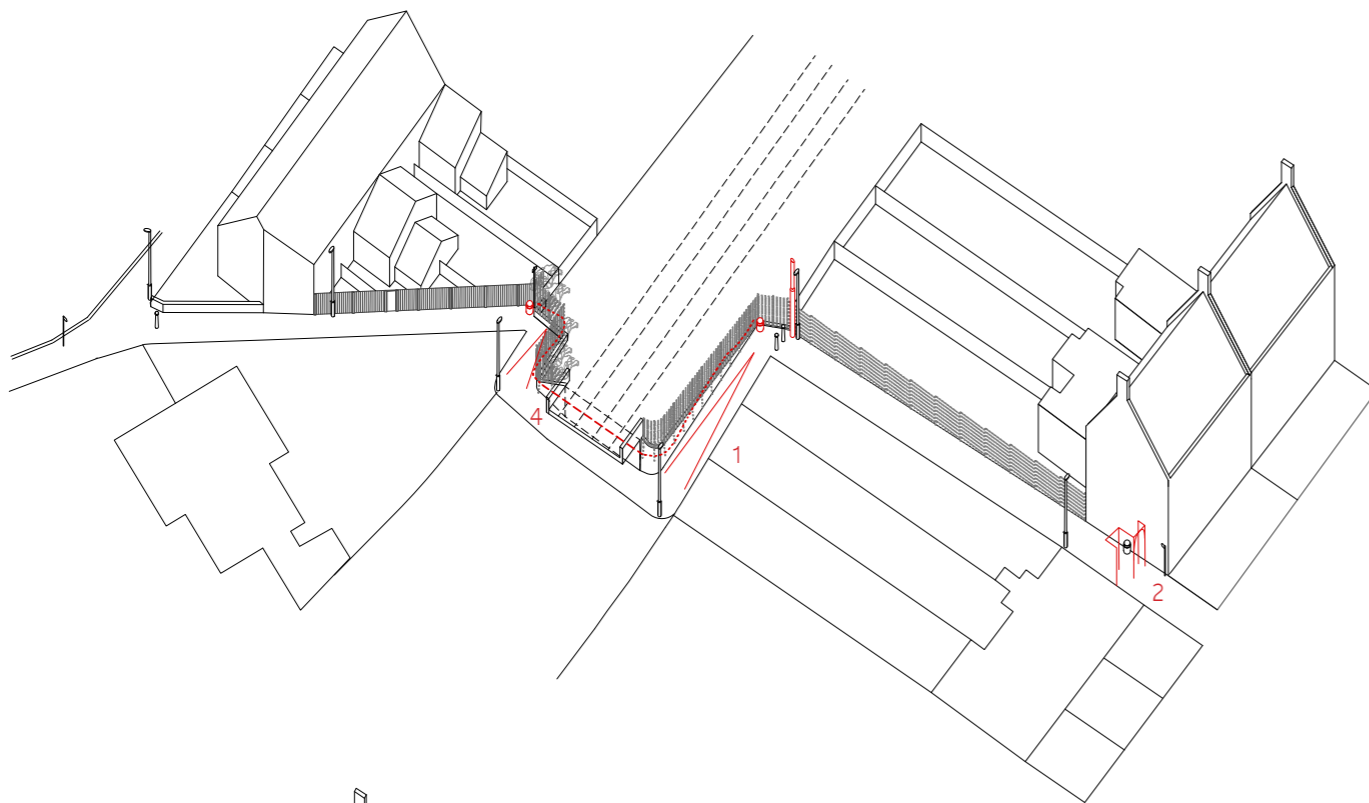
TAMPER PROOF MIRRORS

Mirrors can be installed to address safety issues. It could be integrated into artwork as an alternative.
Approach to costing : Temper proof mirror and installation, £300 per sqm

HANDRAIL

Though the geometry of the site doesn't allow comfortable passage for wheelchairs, a handrail with high contrasted color can be of help for visually and mobility impaired users .

Approach to costing : 30 linear meters of steel painted, including installation, estimate : £1600

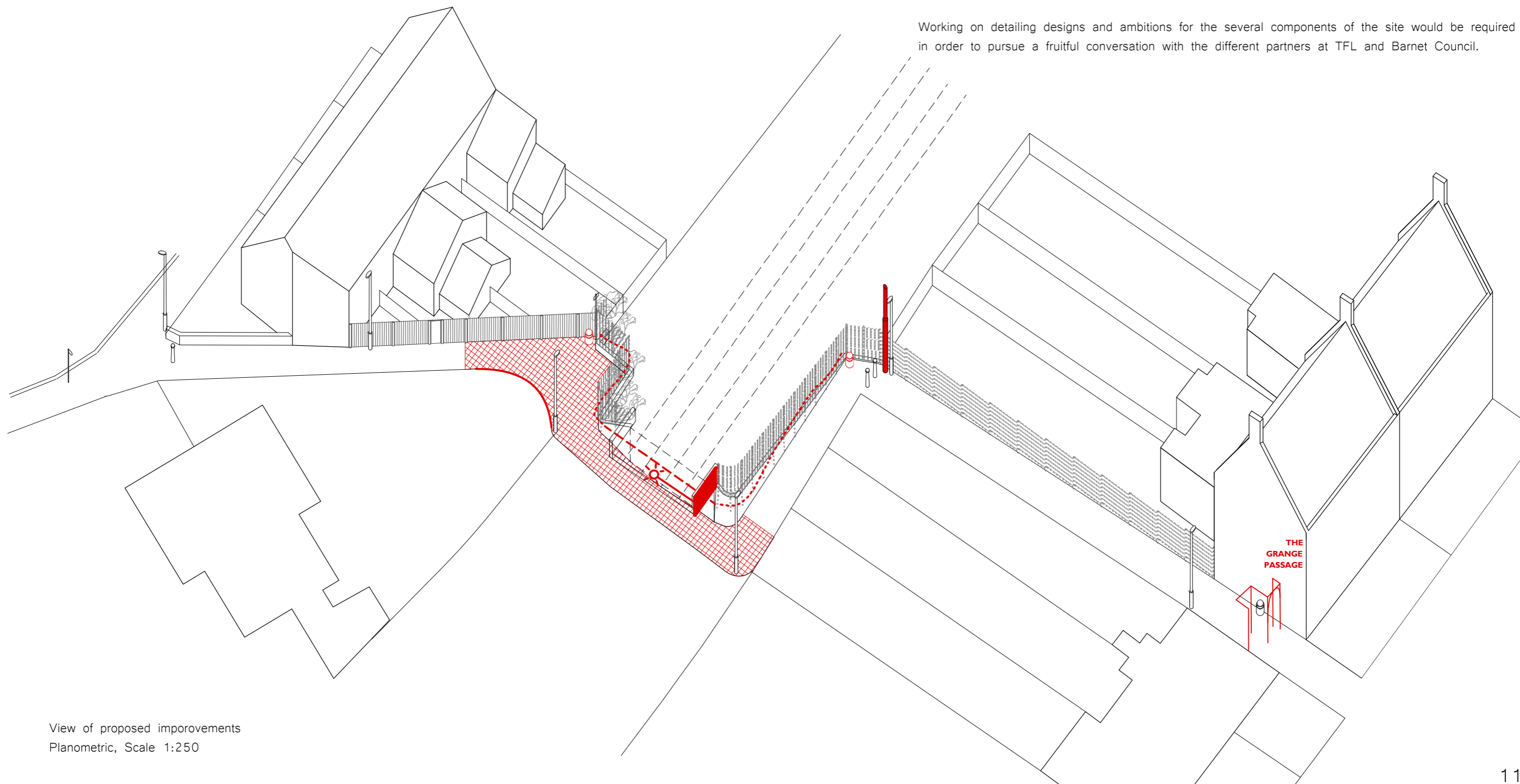


1. Sloping approximately 12%
2. Staggered barriers to be replaced by more inviting furniture / Bollards / Artwork
3. Location of extra Bins
4. Handrail / Artwork

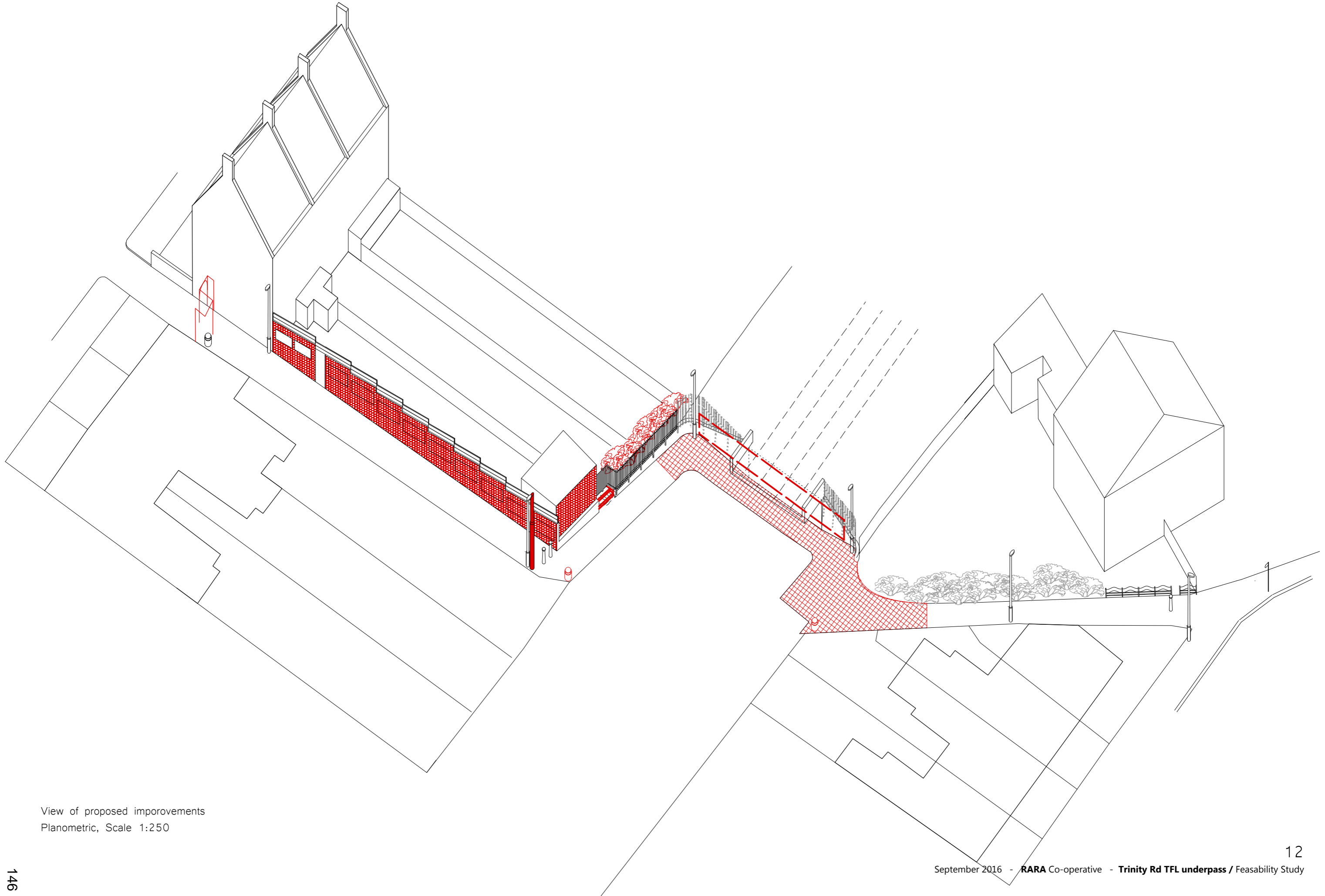
In order to proceed with the improvements related to structures under TFL responsibility, a proposal needs to be formalised and sent to Malcom Payne, see contacts page

In order to proceed with improvements related to structures under Barnet Council responsibility, a proposal needs to be formalised and sent to the Ward Councillor as well as service providers RE (Regional Enterprise) and Bouygues Energies and Services.

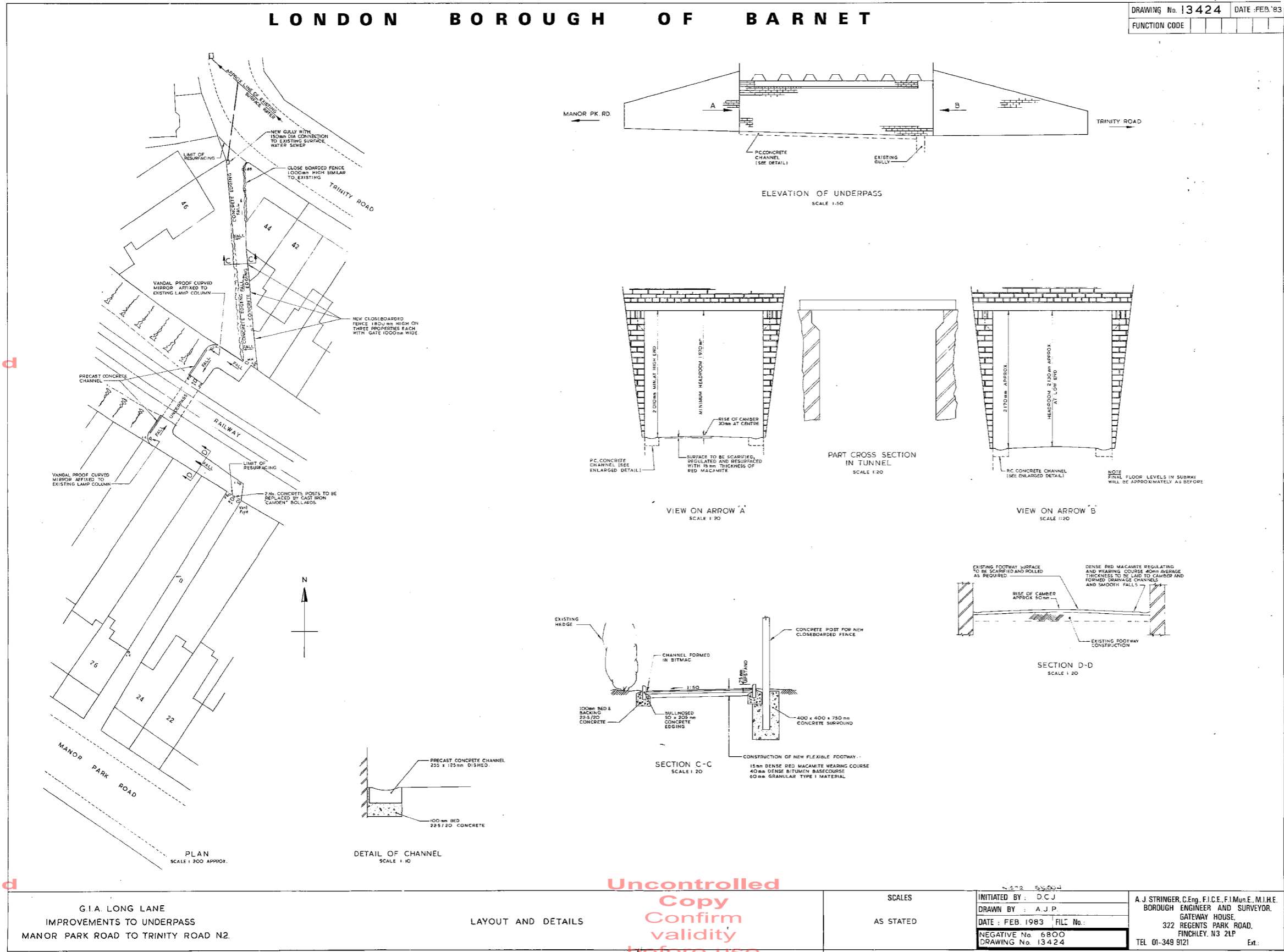
Working on detailing designs and ambitions for the several components of the site would be required in order to pursue a fruitful conversation with the different partners at TFL and Barnet Council.



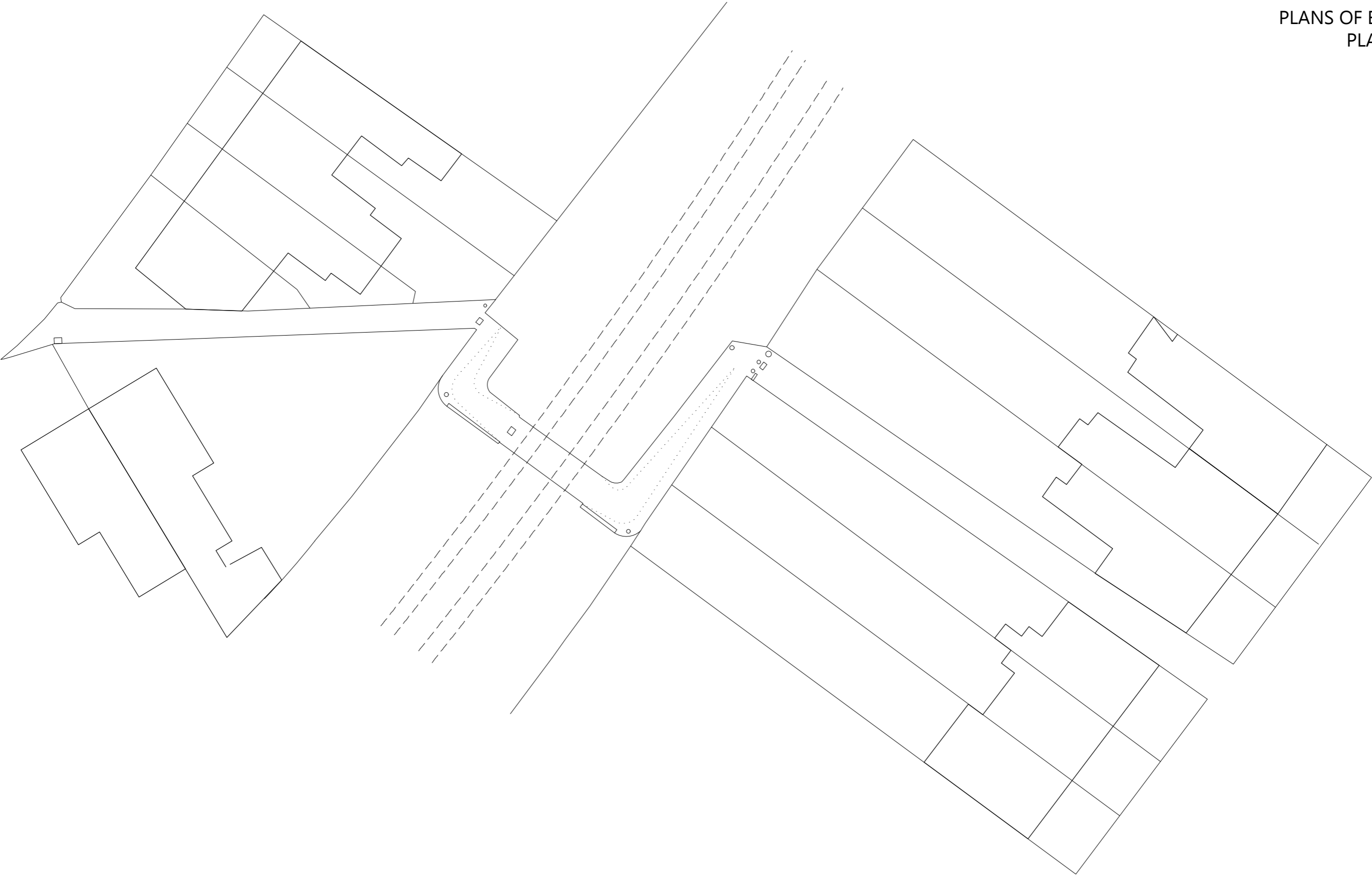
View of proposed improvements
Planometric, Scale 1:250



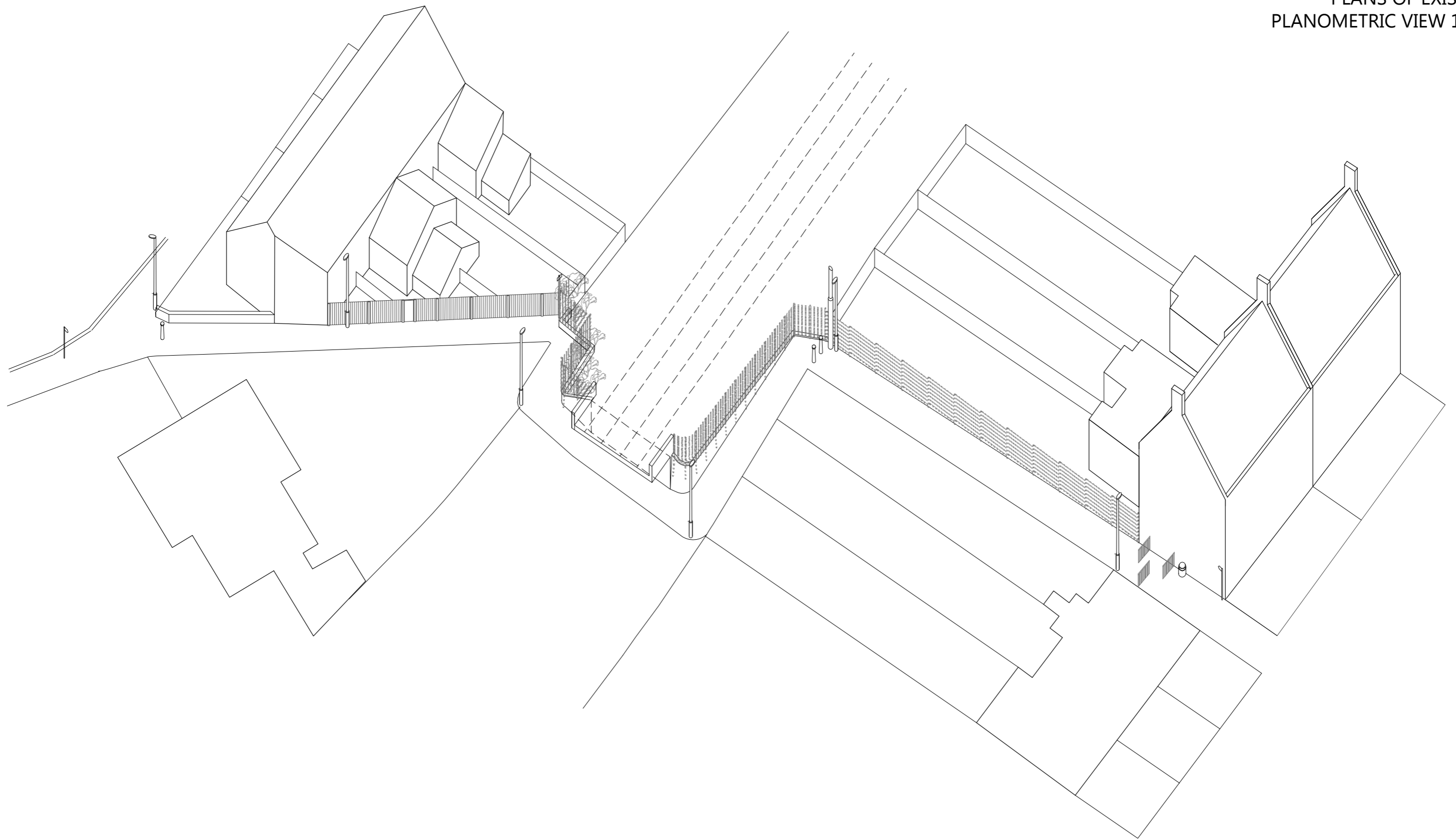
View of proposed improvements
Planometric, Scale 1:250



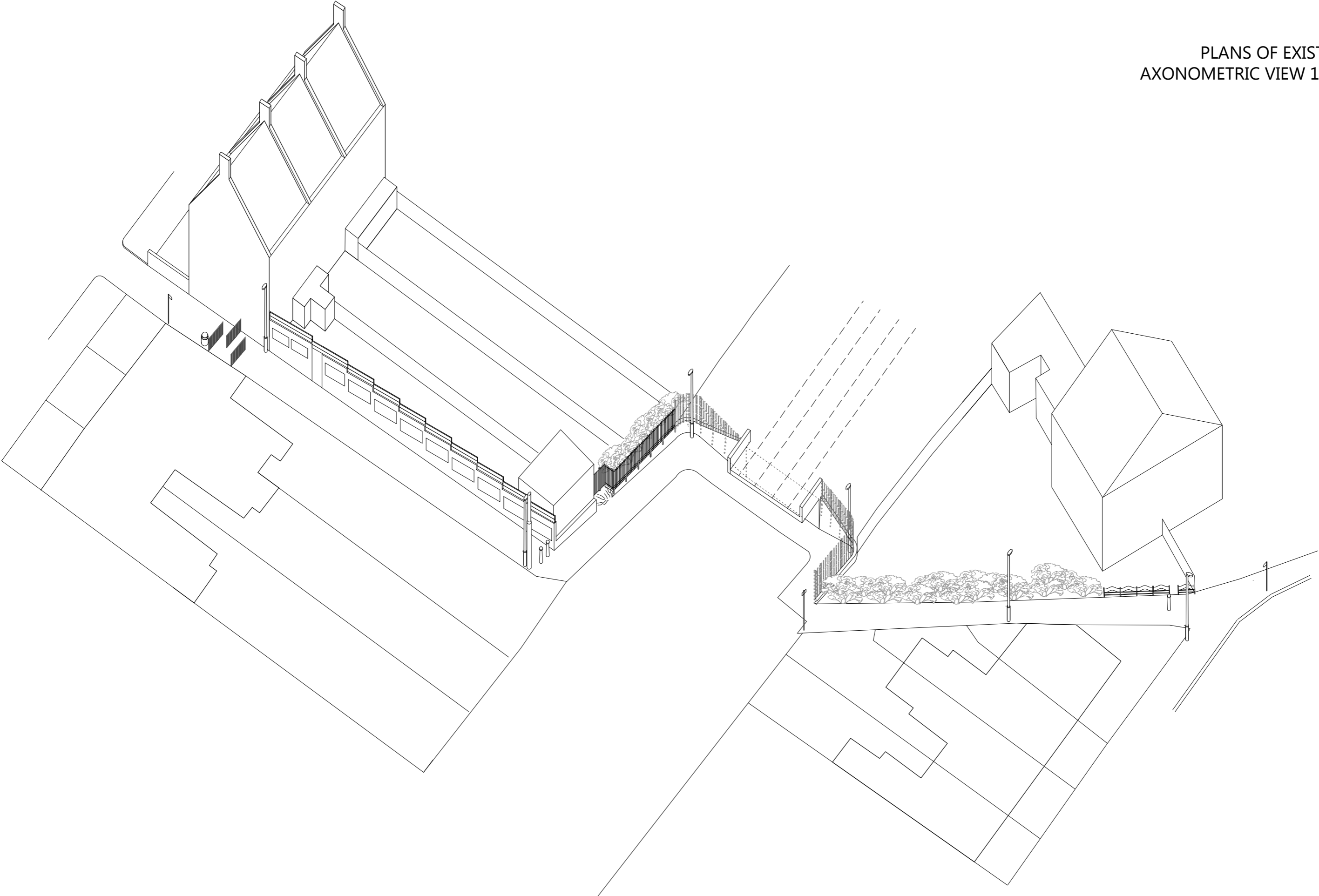
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PLANS OF EXISTING
PLANOMETRIC VIEW 1/250



PLANS OF EXISTING
AXONOMETRIC VIEW 1/250



PART ONE: ABOUT YOU		
1.	Area Committee To find out about Area Committees, click here	Chipping Barnet Area Committee <input checked="" type="checkbox"/> Finchley and Golders Green Area Committee Hendon Area Committee
2.	Members Item brought by:	Cllr Alison Moore
3.	Proposed organisation or Council department to deliver the proposal:	ADDISS
4.	What is the total cost of the project?	£14,153
5.	How much Area Committee funding are you applying for?	9,999
PART TWO: ABOUT YOUR PROJECT		
6.	What is the project? Please provide a brief overview of the project and what the funding will be used for.	
	<p>ADHD in Barnet</p> <p>The project will be delivered across Finchley & Golders Green, where there are many disadvantaged and hard to reach families.</p> <p>The Project will initially be delivered in a Children Centre but will progress to two other centres during the year.</p> <ul style="list-style-type: none"> • ADDISS wishes to employ a Parent Support Worker operating within Barnet to engage with parents of children with a range of child conduct and attention problems related to ADHD. • The Parent Support worker will receive training on how to support families of children with ADHD and behaviour management strategies. • We will also train a member of staff at the Children Centre. • We will develop materials and resources for parents, which will be available from Children’s centres and GP’s surgeries. • To promote early support to enable families to understand and meet the needs of their child that will help them to have a fulfilled family life. • To coordinate and deliver a range of learning and training opportunities for parents of children with a range of conduct and attention difficulties • Hold a drop-in support group for parents 3 mornings a week at local children’s centres or relevant venues. • For parents unable to attend our drop-in sessions, we can offer 1 to 1 support via telephone or at our main offices by appointment 1 day a week. • Monthly evening meeting with adults over the age of 18 years, currently the Adult ADHD Clinic in Edgware has over 400 adults using their services for diagnosis and treatment. 	

	<ul style="list-style-type: none"> • We will be introducing and delivering the 1 2 3 Magic behaviour management programme to families and Children Centres. 1 2 3 Magic is a licenced programme and ADDISS owns the UK licence to train and deliver this programme. It is a highly successful intervention for parents whose children have behaviours associated with ADHD and ASD. We currently have over 500 practitioners delivering this programme across the UK, using as their preferred parenting programme. It is delivered in 3 – 5 sessions, is easy to understand and results are pretty much immediate. • The drop in sessions will be open to parents, carers, young adults with ADHD, parents with ADHD, and anyone wanting information help and support relating to ADHD. From time to time we will bring in guest from other disciplines both to give talks and also to learn from the parents and patients themselves
7.	<p>Which priority area will the project / initiative address?</p> <p><input checked="" type="checkbox"/> Improving community safety</p> <p><input type="checkbox"/> Improving local mental and physical health, physical activity and independence</p> <p><input type="checkbox"/> Supports local people to improve their skills or find employment</p> <p><input type="checkbox"/> Support local businesses</p> <p><input type="checkbox"/> Improves the local environment</p>
8.	<p>How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project</p> <p>Children with ADHD are known to have poorly regulated impulsive behaviours, which do not improve with age. The Youth Crime Action Plan 2010 Produced by the Home Office identified poorly managed and undiagnosed ADHD was one of the top 5 causes of youth crime.</p> <p>We believe by identifying early and educating parents, by giving them tools to manage behaviours we can:</p> <ul style="list-style-type: none"> • Reduce crime • Reduce Anti-social behaviours • Reduce School exclusions • Create a Calmer home environment • Reduce stigma • Help families too become empowered and remain independent and resilient <p>Often when a child is diagnosed with ADHD the family needs scaffolding, they feel emotional, stigmatized and very often the child has been excluded from school.</p> <p>Across Hendon there will be three different venues so parents can choose the venue nearest to them, but may attend any of the three venues.</p>
9.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p> <p>This programme will benefit the whole family as a child with ADHD has an effect on everyone within the family and the wider family. It will reduce social isolation not just for</p>

	<p>the child but all family members.</p> <p>Siblings often suffer from the constant challenges and attention children with ADHD can demand from parents.</p> <p>With the tools and strategies parents will learn, it will help the parent to be more confident and puts the parent back in control.</p> <p>Children will exhibit difficult behaviours from as early as 18 months but diagnosis usually does not happen until around the age of 7. We would welcome parents who suspect their children may have ADHD and would offer the same strategies to support their children. In partnership with children centres we would be able to scaffold and support parents of preschoolers too young for assessment.</p> <p>Children Centres and schools will benefit from training provided by ADDISS</p>
10.	<p>Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative</p>
	<p>The outcome from this project will be:</p> <ul style="list-style-type: none"> • Enable parents to be more effective in their parenting • Parent education is the frontline treatment for ADHD and it is currently not being provided in Barnet. This project will fill that gap and help parents of newly diagnosed children. • Parents of children who have had a diagnosis for some time will also benefit from a psychoeducation group • Empower parents to manage challenging behaviours more effectively • Improve parent-child interactions, in a calmer stress free environment • Reduce the need to exclude children from school, by teaching them strategies to manage their own behaviours. • Less parents receiving treatment themselves for depression (Our survey showed 50% of parents were taking Anti-Depressants). • Educating parents about ADHD and managing behaviours, may empower them to become befrienders and volunteer to support other families and the wider community. • Preschool intervention may reduce the need for referral to CAMHS • Children centres in the Hendon area will be better informed and trained to support the families more effectively • Free training will be offered to local family practitioners to become 1 2 3 magic licenced parenting practitioners
11.	<p>How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number</p>
	<p>We predict over 100 families, however as ADHD can affect the whole family it could</p>

	<p>positively change the outcomes of up to 500 people, if we include both parents and possible siblings and grandparents.</p> <p>We also predict that a large number of teachers and schools would benefit from this project.</p> <p>Woodcroft School has been using our programme very successfully for around three years now and Rosh Pinoh have just been trained by us to implement an ADHD specific behaviour policy across their whole school. This experience will help roll the programme out in Finchley & Golders Green.</p> <p>In time we would hope to share our knowledge with Children centres across the Borough so that eventually each children centre will be trained and able to support families affected by ADHD.</p>
12.	<p>What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.</p> <p>The evidence for this project are:</p> <ul style="list-style-type: none"> • There is no other Charity or Organisation in the area delivering this specialist service. • When we recently held a few meetings and talks we were overwhelmed with phone calls and e-mails, from families wanting to know when we were going to hold more meetings. • The last Adult meeting at Hendon Town Hall, we had 30 adults attending. • We recently facilitated a talk on ADHD and relationships and we had 80 people attending. • We received many phone calls from local schools, health visitors, children’s centres and Social Workers asking for advice for parents. • We have met with the Family Nurse service at the Graham Park Medical Centre who are desperate for this kind of project and who would be making referrals to the project <p>Statistically there are over 6000 up to 7% of young people in Barnet who would meet the diagnostic criteria for ADHD. We cant reach all of them but we can make a start to help those most critically in need of support.</p>
13.	<p>Please demonstrate below how local people have been involved in developing this proposal</p>
	<p>We have spoken to parents, clinicians, teachers, health visitors and local Councillors some of whom have attended our workshops. They feel this is fantastic project which is needed by families in this area.</p> <p>We have also talked to Barnfield childrens centre manager who would like to be involved and is very enthusiastic about supporting this project..</p> <p>We have spoken at length to parents who are so desperate for such a project.</p>

14.	How will the project or initiative be promoted to local residents?														
	<p>The project will be promoted initially through:</p> <ul style="list-style-type: none"> • Information flyers distributed to GP's, CAMHS, Children's Centres, Health Visitors and Schools. • Barnet Community Network • ADHD tends to presents its greatest challenges in the school environment, schools will be able to identify parents and refer as necessary. • It will also be promoted through our website, social media and parents who use the service. • But the need is so great we know word of mouth would be enough. 														
PART THREE: PROJECT DELIVERY															
15.	What are the project timelines?														
	<p>On confirmation of the grant the post will be advertised immediately. The project can be up and running fully within 6 weeks of approval.</p> <p>ADDISS will continue to source funds and negotiate contracts to ensure the project becomes sustainable.</p>														
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?														
	<p>We hope the funding will be available across the three areas to enable us to employ a full time worker.</p> <p>The full project cost is as follows</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Salary :</td> <td style="text-align: right;">£32,000 includin8 pension and NI</td> </tr> <tr> <td>Supervision:</td> <td style="text-align: right;">£5000</td> </tr> <tr> <td>Materials Books and resources;</td> <td style="text-align: right;">£1000</td> </tr> <tr> <td>Mobile phone:</td> <td style="text-align: right;">£360</td> </tr> <tr> <td>Deskspace</td> <td style="text-align: right;">£600</td> </tr> <tr> <td>Travel</td> <td style="text-align: right;">£500</td> </tr> <tr> <td>Training:</td> <td style="text-align: right;">£2000</td> </tr> </table>	Salary :	£32,000 includin8 pension and NI	Supervision:	£5000	Materials Books and resources;	£1000	Mobile phone:	£360	Deskspace	£600	Travel	£500	Training:	£2000
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Travel	£500														
Training:	£2000														

	<p>Total: £42460</p> <p>Less Contribution from ADDISS £12,463</p> <p>Amount needed for full project £29997</p> <p><u>Total amount requested for Hendon area only £9,999</u></p>
17.	Who will be responsible for the delivery of the project?
	<p>ADDISS (Attention Deficit Disorder Information and Support Services)</p> <p>ADDISS is the only ADHD Charity/Organisation in the UK which has been established for over 20 years, with a professional board of expert advisers.</p> <p>This project will create a new Vacancy which will be advertised locally. The successful applicant will receive an intensive training package, by Andrea Bilbow OBE the CEO of ADDISS.</p> <p>Three of our trustees are highly specialised ADHD parent trainers and practitioners. They will be monitoring the project.</p> <p>Supervision will be provided by Andrea Bilbow OBE and Colin McGee our in house Psychotherapist and behaviour specialist.</p> <p>Both Andrea and Colin will co facilitate from time to time.</p> <p>ADHD in Barnet is a project managed by ADDISS</p>
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY	
18.	Is the applicant or organisation part of a constituted group / organisation? <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified? <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No If yes, what is the name of the organisation?
18.2	If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end). <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No
19.	Does the proposed delivery organisation have a Safeguarding policy? <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No
20.	Does the proposed delivery organisation have an Equalities and Diversity policy? <input checked="" type="checkbox"/>Yes <input type="checkbox"/>No
21.	Are there any safeguarding issues that need to be considered?

	<p>We would always be mindful of any safeguarding issues we may encounter and follow the correct procedures. We are also aware some parents may have conditions themselves; Mental Health problems, depression, misuse of drugs and alcohol. Other members of the family may be involved with drugs or other criminal activities.</p> <p>All staff will be trained up to date in safeguarding and DBS enhanced checked.</p>	
22.	Are there any equality issues related to this project?	
	<p>There are no equality issues related to this project, as an organisation we promote equal opportunities and diversity and are always mindful of peoples differences. We will explore ways to support families where English is not the first language and will seek the advice of local ethnic minority organisations who may have a similar remit.</p>	
23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
23.1	If yes, please state where funding has been sought from	
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24.	Date	

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PART ONE: ABOUT YOU		
1.	Area Committee To find out about Area Committees, click here	<input type="checkbox"/> Chipping Barnet Area Committee <input checked="" type="checkbox"/> Finchley and Golders Green Area Committee <input type="checkbox"/> Hendon Area Committee
2.	Members Item brought by:	Cllr Geof Cooke
3.	Proposed organisation or Council department to deliver the proposal:	JDA (Jewish Deaf Association)
4.	What is the total cost of the project?	£280,261 p.a. (including direct project salaries, running costs, interpreters, communicator guides and personal carers - plus proportion of indirect staffing costs, accommodation and utilities)
5.	How much Area Committee funding are you applying for?	£9,884
PART TWO: ABOUT YOUR PROJECT		
6.	What is the project? Please provide a brief overview of the project and what the funding will be used for.	
	<p>"Ageing Well Together" Day Centre and range of Support Services together meet the needs of older Deaf and Deafblind British Sign Language (BSL) users who are unable to access mainstream day centre provision, information and services and who, without JDA, would be isolated and excluded.</p> <p>JDA provides this distinctive client group with a consistently professional, needs-led specialist provision, where they benefit from the facilities, support, friendship and respect they need to lead physically and psychologically healthy, independent and fulfilling lives.</p> <p>The service aims to:</p> <ul style="list-style-type: none"> • increase levels of activity/participation in community life • ensure that our Deaf and Deafblind clients have improved access to services, information, advice and advocacy, on a more equal basis with hearing people • increase choice and control in their lives through quality advice and support • ensure that they can maintain optimum physical, mental and emotional health • ensure they retain their dignity and feel secure that they will never have to cope alone. <p>We serve approximately 250 older Deaf and Deafblind British Sign Language (BSL) users aged up to 101. We value diversity and proactively reach out to and welcome people from all faiths and none, all backgrounds, cultures and nationalities. In the past few years, we have made significant progress in reinforcing that JDA is genuinely here for all deaf people, irrespective of religion. We are now accepted as a tried and tested, trusted resource that meets the needs of ALL deaf people.</p> <p>Day Centre provides older members of the Deaf/Deafblind community with a lively year-round, user-led programme in which they can participate, on at least a weekly basis, in enjoyable, interesting and fully accessible social/ cultural/ educational events, mind-stretching activities such as debates, word puzzles and visual quiz games, outings to places of interest that would otherwise be inaccessible to them, talks (many health and safety related) and Keep Fit classes to keep them moving.</p> <p>Supported with warmth and care by JDA's dedicated staff and volunteers (some Deaf and all</p>	

fluent in sign language), our older clients are helped to maintain their mental and physical faculties whilst encouraging lifelong learning and a safe, healthy, active lifestyle.

Support Services

JDA's skilled Support Workers – all fluent in British Sign Language (BSL) - ensure that vulnerable older Deaf and Deafblind people have full access to information, services and BSL interpreters who know them and understand their particular needs.

JDA Support Workers ensure that clients can understand and deal with their health issues and treatment régimes. We help our most vulnerable older Deaf/Deafblind clients to keep living as they wish - happy, healthy, safe and secure in their own homes for longer, rather than succumbing to early admission to residential care which, for BSL users, often leads to loss of dignity, further isolation, depression and ill health – as well as avoidable strain on statutory provision.

We also fight on our clients' behalf by supporting them through the confusing and time-consuming process of applying for Direct Payments, giving clients the opportunity to receive funding for their social care and the choice of how they wish to spend it.

Counselling is an intrinsic part of our service - there is always someone on hand to provide an opportunity to share/offload, give practical help and advice, helping to combat loneliness and depression and reducing the need for Mental Health Services intervention.

With skill, care and compassion, our dedicated Support Workers help our clients take care of themselves, eat healthily, maintain cleanliness and hygiene, take medication properly and so on, so that they can maintain an active, independent life for as long as possible.

In order to alleviate isolation and anxiety, and to maintain optimum health and safety, we monitor our frail and infirm older Deaf and Deafblind clients especially closely. This includes more counselling, companionship and support, often on a daily basis, regular and frequent explanations relating to medical, dietary and other instructions, and advocating for all their needs, including the setting up and monitoring of personal care packages (for example, on discharge from hospital). If and when anyone needs a referral, we support and advocate for them as appropriate.

BSL Tuesdays Information & Advice and Telephone/Translation Drop In and follow-up support and advocacy – for all Deaf/Deafblind people living in Barnet

Following cuts in budgets and mainstream services' provision of BSL interpreters, there were no longer any accessible resources for Deaf/Deafblind BSL users in Barnet. This service meets the neglected needs of Deaf BSL users of all ages, of all faiths and none. Our team provides quality, professional services, with communication support, at the weekly BSL Tuesdays Drop-In, and ongoing in-depth support, advocacy and follow-ups throughout the week as required.

A JDA Support Worker ensures that clients receive clear, quality information, advice and support in their first language – British Sign Language – providing help with filling in forms, translation of and help with handling official documents and correspondence, and making phone calls with them, for example to their GP where they might be in danger of missing or misunderstanding important health advice.

Support Workers advise clients on their rights and help them with the challenges of applying for benefits, tribunals, and dealing with issues such as medical, financial, housing and legal, speaking on their behalf and ensuring they can have their say, communicate their needs and make informed choices in obtaining services in the way they want them.

At Your Service

	<p>Complementing intensive support, "At Your Service" quick-help facility is provided at our weekly Day Centre and effectively resolves immediate issues, relieving anxiety on the spot. This much-used facility offers help with filling in forms, phone calls, official correspondence, etc., with follow-up support through the week as necessary.</p> <p>Gold & Silver 50+ Group</p> <p>This user-led group is for older Deaf BSL users who can travel independently but who still experience considerable isolation and exclusion, with the resulting adverse effects on their health and wellbeing. Supported by JDA's Deaf Community Officer (a Deaf Barnet resident), the group members work together to arrange social, cultural and educational outings and activities which would otherwise be inaccessible.</p> <p>Participants tell us that, having previously been excluded from many places and activities that were freely available to hearing people, they are now accessing information and learning that they can only access because of our provision of a BSL interpreter.</p> <p>During 2015 healthy lifestyles were encouraged through well-attended talks on Diabetes, Dementia Awareness, Access to Emergency Services and a Healthy Eating demonstration and lesson.</p> <p>The regular socialising, the sense of belonging and access to information makes them feel happier, healthier, more included, more physically active and more mentally stimulated.</p> <p>Summary</p> <p>These and other services (including Sunday talks, German Whist and a proposed new Deaf Café) for our older Deaf/Deafblind clients are efficient and effective because of our professional, committed team of Support Workers who go above and beyond in all cases. Our personalised care and careful matching of clients with staff/ volunteers helps spot problems and avert them before they become crises, with all the serious consequences to health, safety and wellbeing that is likely to result.</p> <p>What the funding will be used for</p> <p>Our range of services depends totally on our highly skilled Support Team, each of whom take particular care of clients most in need. The funding will be put towards the salary of a part-time Support Worker, an integral member of our staff team.</p>
7.	<p>Which priority area will the project / initiative address?</p> <p><input type="checkbox"/> Improving community safety</p> <p><input checked="" type="checkbox"/> Improving local mental and physical health, physical activity and independence</p> <p><input type="checkbox"/> Supports local people to improve their skills or find employment</p> <p><input type="checkbox"/> Support local businesses</p> <p><input type="checkbox"/> Improves the local environment</p>
8.	<p>How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project</p> <p>As this is a group of people whose needs are not met in the local or surrounding areas, this project will alleviate the burden on both statutory and voluntary services by providing the only place where the needs of this distinct client group can be met - with specialist expertise, skill, dedication and effectiveness.</p> <p>The NHS framework for older people confirms that the proportion of older people is growing nationally. LBB's Corporate Plan 2012-2013 states that the fastest growing</p>

	<p>sector of the population, and placing greatest demand on public services, is people aged 85+. Many of our clients fall into this age group and our oldest client is aged 101.</p> <p>Based in North Finchley, most of our older service users are local to Finchley and, by extension, other local organisations and providers benefit from our local presence. Several of our older clients have actually moved home so that they can be close to our community centre and have quick and easy access to JDA Support Workers. Where necessary, outreach, home and hospital visits and transport provision ensure that we reach everyone who needs us.</p> <p>Without JDA, service users tell us that they are pushed from pillar to post with no agencies able to help them because of their communication difficulties, leaving them distressed, agitated and unsupported. Even when interpreters are provided, they do not provide the all-round support that older Deaf/Deafblind people cannot function without.</p> <p>As outlined in LBB's Joint Strategic Needs Assessment 2015 – 2020, the significant shift in the way in which support is delivered in Barnet, with more people choosing to remain at home for a longer period of time, "requires effective, targeted, locally based provision...." JDA, as the ONLY Deaf organisation in Barnet, provides precisely this.</p> <p>The document also declares that: "Feelings of social isolation and loneliness can be detrimental to a person's health and wellbeing. In Barnet, social isolation is especially prominent in elderly women who live alone." Through our Day Centre and regular companionship and support of JDA Support Workers, we combat isolation and loneliness as well as the many other major problems faced by marginalised older Deaf/Deafblind people in our community.</p>
9.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p> <p>Across the range of services, our beneficiaries are Deaf and Deafblind people who can only effectively communicate using British Sign Language (BSL). Our most vulnerable clients are older people who are Deaf since birth and raised mainly in residential institutions, in a world that made no allowance for their sensory impairment. They have very poor speech, lip-reading and literacy skills and can only understand very basic written English. This creates often insurmountable difficulties when dealing with hearing people such as health professionals, utilities companies, service providers, neighbours.</p> <p>Most have learning disabilities as they were looked after all their lives until their carers died, resulting in severely compromised life skills and extreme isolation. In old age and increasingly infirm, many also have mobility problems and/or dementia. The prevalence of dementia is higher amongst older adults aged 65+ with learning disabilities (22%) compared to the general population (6%). Combined with isolation and lack of access to services and mental stimulation, statistics show that profoundly deaf people are five times more likely to develop dementia than people without any hearing loss.</p> <p>A result of this multitude of challenges is that older Deaf/Deafblind people cannot understand or cope with paperwork, personal, legal or financial matters. We know from our longstanding service users that the simplest problem can be overwhelmingly difficult. They find it impossible to cope with day-to-day living, let alone when major problems strike, meaning that they often end up in a state of anxiety and total disarray - and in trouble with authorities resulting in serious consequences.</p> <p>Stress and depression are particularly prevalent among Deaf people, and especially Deafblind people, as their perceptions can become very distorted and extreme. They tend to fixate on problems so that they grow out of all proportion if they are not speedily resolved. Instant access to Support Workers who know and understand them keeps them stable, preventing mental health issues and avoidable crises.</p>

	<p>As they age, their health and independence diminish and their isolation increases. Without our accompaniment to and advocacy at medical appointments - alongside provision of professional, appropriate interpreters – older Deaf people are in a constant state of anxiety and they and the medical professionals are ill-informed, creating a very real risk to health through potentially dangerous misunderstandings.</p> <p>All these factors together result in serious adverse effects on the physical and mental health of older Deaf/Deafblind people and, without appropriate support and regular interventions from people who understand their specific needs and can communicate with them, they lurch from crisis to crisis.</p> <p>The multiple disadvantages they face also include the following:</p> <ul style="list-style-type: none"> • Most live alone and survive on benefits. • Many cannot go out unaccompanied and, apart from visits to the JDA Day Centre, would otherwise be stuck at home alone 7 days a week. • Isolation from human contact results in them living without the vital support they need, often leading to severe loneliness. • Unable to do things for themselves or make themselves understood, older Deaf/Deafblind people are particularly vulnerable to bullying and abuse. • Often an interpreter is booked and doesn't turn up or, if it is offered, it is by a stranger and does not take into account the vulnerable individual's mental capacity, history and wavelength which, for people with additional needs, can render the service ineffectual and a waste of time and money. • Interpreting alone, without dedicated advocacy, is proven to be ineffective and stressful for them. • Deaf Dementia services are in the very early stages of development, so currently there is no dedicated support after the initial diagnosis, other than at JDA. <p>Deaf people's health and wellbeing, independence and dignity, all suffer from the absence of specialist provision. One of our clients' greatest needs is for the sense of belonging and security which they tell us they do not get anywhere but JDA.</p>
<p>10.</p>	<p>Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative</p>
	<p>JDA is the only service that breaks the loneliness and anxiety of a world in which (mainly older) Deaf and Deafblind BSL users are otherwise excluded from all necessary support and services. Through this project, our service users will benefit from:</p> <p>1. More active and healthier lives</p> <p>This is achieved through regular involvement in community life, with full access for everyone, whatever their individual needs. JDA gets them out of the house, to meet with their signing friends, and enables active participation in a wide range of appropriate activities including outings, talks and events that are educational and/or focused on health and safety. By providing our older Deaf and Deafblind clients with the personalised, compassionate care they need, and by closely monitoring the most vulnerable amongst them, our Support Workers help alleviate their isolation and anxiety, enhance their feelings of safety and security, and help them to maintain optimum physical, mental and emotional health.</p> <p>2. More choice and control in their lives, leading to greater independence</p> <p>'At Your Service' and BSL Tuesdays Drop-In Information, Advice & Advocacy and follow-up enables our clients to understand their options, so that they can make informed choices in obtaining services in the way they want them, and can control their own affairs with</p>

	<p>increased awareness of benefits and their rights.</p> <p>Our clients know that they are understood and will be supported/advocated for and/or signposted as appropriate. By sitting with them and liaising with organisations and individuals that they are not able to communicate with, JDA enables them to have a voice, expressing their views and needs, and thus be able to lead independent lives on an equal basis with hearing people.</p> <p>3. Improved psychological health and emotional wellbeing</p> <p>JDA services, and the skill and dedication of our staff and volunteers, improve their understanding and management of health and other life issues so that their health is improved and stress, anxiety and depression are reduced. We provide a safe place to turn where all their needs are addressed. JDA's intensive support for those with more complex needs (including learning difficulties and/or dementia) helps them feel secure and loved and prevents crises and avoidable use of Mental Health services.</p> <p>The full access and mental stimulation that JDA provides has been proven over the years to prevent/ slow down the progress of dementia. By also training staff in dementia awareness, we are able to spot the signs and respond appropriately, ensuring timely diagnosis, appropriate treatment and an active, supported lifestyle. Clients also benefit from ongoing reassurance and security, knowing a Support Worker will be on hand to help them cope with whatever life brings.</p>
<p>11.</p>	<p>How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number</p>
	<p>The number of registered Deaf adults in Barnet as at 14 April 2015 was 460, which is already a massive increase on the last official figure of 365. In view of the rise in the older population and therefore the number of people who are suffering hearing loss, this number will be increasing all the time, so the potential is growing.</p> <p>Of the 257 older Deaf/Deafblind people who our latest records show use the whole range of services, approximately 70% (which equates to approximately 180 people) of those using Day Centre & personalised Support Services (i.e. the oldest and most vulnerable individuals) reside in the London Borough of Barnet, many of them in close proximity to the JDA Community Centre, and depend on us utterly.</p>
<p>12.</p>	<p>What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.</p> <ul style="list-style-type: none"> • There is no other Deaf 'hub' in Barnet since specialist services ceased and there are still no appropriate local services/facilities to support Deaf/Deafblind people, who cannot access mainstream provision or understand vital information. • When Deaf people have tried to access services available to hearing people, they have constantly been turned away because of their communication difficulties and cultural differences. • Since LBB combined Physical and Sensory Impairment services, Social Workers, Health services, Disability services, Older Adults' team, Mental Health team, Occupational Health, etc. have – with the best will in the world - all consistently demonstrated a total lack of understanding of the specialist culture and needs of the local Deaf/Deafblind community. • Over the last few years, JDA has received increasing referrals from statutory agencies, as well as other local voluntary and community organisations, that have neither the skills or resources to address the very particular needs of Deaf/Deafblind BSL users. • More Deaf people, of all faiths and none, increasingly approach JDA as the only organisation able to meet and support their needs. • Feedback from Barnet Council's "SeeMeHearMe" conference in 2011 and survey by Deaf

	<p>residents showed they cannot access help without a dedicated support worker/advocate who can communicate with them and understand their cultural differences.</p> <ul style="list-style-type: none"> • The British Society for Mental Health and Deafness conference 22/3/12 stated: <i>"Deaf people need special attention ... (and) the need for communication support, respect and cultural awareness is essential"</i>. • The increased demands for JDA to develop and extend specialist services are a direct result of the Deaf community's unmet needs in Barnet. • The evidence of the rapid growth and popularity of new JDA services aimed at older Deaf people and set up in response to need. • The evidence of more - and increasingly complex - demands from our oldest and most vulnerable Deaf/Deafblind long-standing clients. • Ongoing consultation and feedback from existing service users. • Our own research in the community is backed up by evidence of other providers such as GPs, hospitals, dentists, health centres, Local Authorities, landlords, solicitors, residential homes, utilities companies, etc. who constantly feedback that they cannot support older Deaf people without the skilled presence of JDA Support Workers. • Our independent Lottery-funded Evaluation Report highlighted <i>"strong evidence of need"</i> and affirmed that <i>"JDA is a vital resource that reduces isolation and exclusion, improves physical and mental health, and is often a lifeline for older Deaf and Deafblind people"</i>. • JDA is recognised by LBB as the bridge between them and the Deaf community. On the day of writing this, for example, a consultation into the proposed new social care model was facilitated and hosted by JDA in response to a request from LBB to meet with Deaf people.
<p>13.</p>	<p>Please demonstrate below how local people have been involved in developing this proposal</p>
	<p>Our local research has demonstrated the gaps in services; we have extended services and developed new ones in response to identified need and specific requests from existing and potential service users. Word of mouth brings in new clients who inform us what they want and need. JDA pioneered Support Services in the UK nine years ago in order to meet a serious gap in provision which was leading to grave consequences for older Deaf and Deafblind people. We have been running and developing crucial services in response to need ever since.</p> <p>In 2012, we observed that increasing numbers of Deaf people were turning up on our doorstep in disarray having been turned away from all mainstream and other voluntary organisations. Hearing this story time and again from people in need peaked on the day we found a homeless Deaf man sleeping in his car on our forecourt. He had been in dispute with his landlord and not understood when he was given notice of eviction. He had many problems, but the greatest by far was his inability to communicate with council officials. JDA immediately advocated for him, found him a place to stay, and ensured his ongoing needs were met. He is now an active, happy, regular user of JDA Day Centre and Support Services.</p> <p>BSL Tuesdays, set up initially under the brand name Barnet Deaf Support Services, was set up in response to the unmet need for accessible information and advice and telephone/translation that urgently needed addressing. Since then, the service has grown and has been serving increasing numbers, significantly improving quality of life for older Deaf people - and helping to build a strong reputation for quality service provision.</p> <p>We make a real effort to ensure a sense of ownership throughout. Older Deaf clients play an integral role in the management and running of the service and are offered appropriate support so that they can participate fully in planning, delivery and evaluation. User involvement includes:</p> <ul style="list-style-type: none"> • a democratically decided activity programme

	<ul style="list-style-type: none"> • members' forums and planning meetings • roles of responsibility on the Trustee Board and committees • regular ongoing feedback to ensure our activities are user-led as far as possible • regular contributions from service users to our JDATogether magazine <p>Day Centre committee is made up of elected older Deaf members and we also now have a new committee for people with special needs (all aged 70+) that is led by a Deafblind member (supported by his own communicator/guide to facilitate full access).</p> <p>Committee members create the programme of events and outings based on members' feedback and suggestions. Each committee member has specific responsibilities and organises particular activities in line with their personal interest/capability, running them in conjunction with staff and volunteers.</p> <p>In addition:</p> <ul style="list-style-type: none"> • Service users are involved in running Day Centre/ BSL Tuesdays/ transport provision etc. • Users give their views and suggestions, informing development and detail of our services and helping to identify growing and changing needs - prompting us to redefine our aims and activities and set up new projects and services as appropriate. • Our Gold & Silver 50+ Group for independent older Deaf people is entirely user-led. With the support of JDA's Deaf Community Officer, the group plans, organises and evaluates all its activities. • New volunteering opportunities are introduced on an ongoing basis, most recently for service users to set up a new Deaf Café for older Deaf/Deafblind people. <p>With support from staff where appropriate, users give formal feedback through:</p> <ul style="list-style-type: none"> • Questionnaires • Evaluation reports • Feedback meetings • Periodic focus groups to evaluate Day Centre & Support Services and JDA's performance in meeting set outcomes.
14.	How will the project or initiative be promoted to local residents?
	<ul style="list-style-type: none"> • Our JDATogether magazine, published 3 times a year and with a circulation of 300+. • Our brand new website that reflects our professionalism and our inclusivity. • Our new JDA film that portrays a real life picture of Day Centre and its clients. • JDA's Community Outreach Officer responds to queries from the public, goes to places where Deaf people are and carries out local research as well as promotion of activities. • On the Barnet Council website and in other local publications as appropriate.
PART THREE: PROJECT DELIVERY	
15.	What are the project timelines?
	<p>This is an ongoing, existing project with elements that we have introduced more recently in direct response to identified/expressed need. All services continue throughout the year on an ongoing basis and many Deaf and Deafblind people depend on JDA services completely.</p> <p>As we come to the end of our second 3-year Lottery grant, it is vital that we maintain these crucial services. We manage our small staff team effectively and economically, and each member of the team is integral to the effective delivery of this project.</p>
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?

	£9,884 will pay the salary plus on-costs for one Support Worker working 2 x 6-hour days per week.	
17.	Who will be responsible for the delivery of the project?	
	<p>The project is managed by:</p> <ul style="list-style-type: none"> • Support Services Manager who manages a team of three experienced Support Workers • Day Centre Manager and Outings Coordinator • BSL Tuesdays Support Worker/Advocate and Information & Advice Worker • Deaf Community Officer (Gold & Silver Signing Stars). <p>JDA also employs freelance specialist “hands-on” communicator/guides for Deafblind clients, sign language interpreters and personal carers as needed, all with the integral support of fully trained volunteers. All staff ultimately report to JDA’s Chief Executive.</p>	
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY		
18.	Is the applicant or organisation part of a constituted group / organisation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name of the organisation?
18.2	If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19.	Does the proposed delivery organisation have a Safeguarding policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
20.	Does the proposed delivery organisation have an Equalities and Diversity policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21.	Are there any safeguarding issues that need to be considered?	
	<p>JDA is committed to protecting adults from risk of harm and actively promotes the empowerment and wellbeing of at-risk adults through the services we provide.</p> <p>JDA has robust safeguarding and risk management procedures and the following published and regularly updated policies are in place: Vulnerable Adults, Health & Safety, Equal Opportunities, Confidentiality, Code of Conduct, Disciplinary & Grievance, Bullying and Harassment, Employer’s and Public Liability Insurance and Fire Regulations, as well as Deaf and Hearing People Working Together.</p> <p>JDA seeks to ensure that the law and statutory requirements are known by all relevant staff and used appropriately, thus enabling the adult at risk to receive the protection of the law and access to the judicial process. Our published policy contains a link to the Barnet Safeguarding Adult Board website.</p> <p>Our aim is to promote training and development to all staff and volunteers of the underpinning laws, policy and procedures relating to the Safeguarding of Adults.</p> <p>We recognise that some of our service users are unable to make their own decisions and/or to protect themselves and their assets. We acknowledge and accept that the right of self-</p>	

	<p>determination can involve risk and we will ensure that such risk is recognised and understood by all concerned. We minimise this risk through collaborative and collective risk management processes and JDA will take immediate action to ensure that we maintain the safety of the individual in our care.</p> <p>We know that our clients are easily unsettled by changes and that continuity of care is vital for their health and wellbeing. The priority is for them to feel safe and secure, irrespective of staffing levels, and/or our organisational and wider financial issues. Our risk assessment and management ensures that we keep change to a minimum through our staff recruitment and training policies.</p>																
22.	Are there any equality issues related to this project?																
	<p>JDA is committed to ensuring and providing equality of opportunity to all. We work in a diverse society and believe that no-one should experience disadvantage or discrimination, as specified in the Equalities Act 2010.</p> <p>The work of JDA is built upon our commitment to providing full and equal access to all, where everyone is treated with dignity and respect, and where everyone belongs. The JDA Community Centre warmly welcomes friends and visitors as well as regulars.</p> <p>Accessible to all levels of ability</p> <p>We provide whatever support is necessary to ensure full and equal access at all events, activities and meetings, including clear and simple visual presentations where appropriate. We employ personal carers to support individuals at Day Centre who have additional needs.</p> <p>Freelance professional interpreters, lip-speakers and palantypists are employed as and when required, along with professional "hands on" communicator/ guides to accompany our Deafblind members all day at JDA Community Centre and on outings. This enables them to participate fully in activities, communicate with different people and play an active part in the community, enhancing their feelings of inclusion and emotional security.</p> <p>Our JDATogether magazine is published three times a year in Deaf-friendly language and visually clear, colourful and distinctive to aid comprehension and understanding. In order to make the new website more accessible to sign language users, BSL interpretation is currently being set up.</p> <p>We encourage involvement and sharing of traditions from all cultures and are recording a huge growth in attendance and active participation of people from a wide variety of faiths, cultures and nationalities.</p>																
23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No															
23.1	If yes, please state where funding has been sought from																
	<table border="1"> <tr> <td>Funder: City Bridge Trust</td> <td>Amount: £60,000 p.a. x 3 years</td> <td>Date: 21.7.16</td> </tr> <tr> <td>Funder: Shores Charitable Foundation</td> <td>Amount: £4,000)</td> <td></td> </tr> <tr> <td>Funder: Locker Foundation</td> <td>Amount: £5,000)</td> <td>all regular benefactors</td> </tr> <tr> <td>Funder: Childwick Trust</td> <td>Amount: £8,000)</td> <td>towards this service</td> </tr> <tr> <td>Funder: Dollond Charitable Trust</td> <td>Amount: £15,000)</td> <td></td> </tr> </table>		Funder: City Bridge Trust	Amount: £60,000 p.a. x 3 years	Date: 21.7.16	Funder: Shores Charitable Foundation	Amount: £4,000)		Funder: Locker Foundation	Amount: £5,000)	all regular benefactors	Funder: Childwick Trust	Amount: £8,000)	towards this service	Funder: Dollond Charitable Trust	Amount: £15,000)	
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Funder: Dollond Charitable Trust	Amount: £15,000)																

	<p>N.B. We are currently researching appropriate grant-making trusts to apply to for the shortfall, and have already identified two previous funders, Lloyds Bank and D'Oyly Carte, whose application windows open in September and October respectively. We are also actively pursuing several other forms of income generation (including community fundraising events, tributes, legacies, etc.) to augment our existing fundraising strategy of not being dependent on Trusts.</p>	
24.	Date	4.8.16

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	<p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">30 November 2016</p>
<p style="text-align: center;">Title</p>	<p>Finchley and Golders Green 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 – 2016/17</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Iphigenia Christophoridou, Assurance Officer Email: Iphigenia.Christophoridou@Barnet.gov.uk Tel: 020 8359 3822</p>

Summary
The Committee is requested to consider and comment on the items included in the 2016/17 work programme

Recommendations
1. That the Committee consider and comment on the items included in the 2016/17 work programme

1. WHY THIS REPORT IS NEEDED

- 1.1 The Finchley and Golders Green Area Committee Work Programme 2016/17 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**

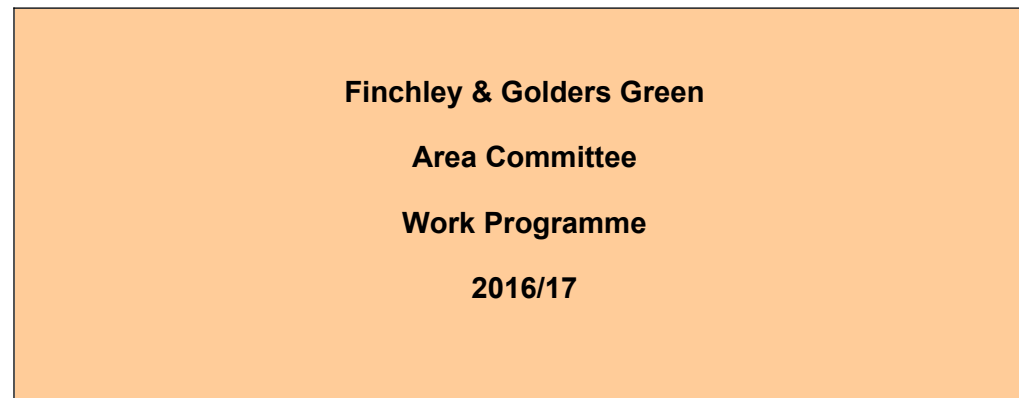
5.6.1 None in the context of this report.

6. **BACKGROUND PAPERS**

6.1 None.

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Appendix 1



Contact: Iphigenia Christophoridou- 020 8359 3822 Email: Iphigenia.Christophoridou@barnet.gov.uk

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Items to be considered at future meetings			
Summers Lane	Report back to the October Committee the results of the feasibility study either to the next FGG Area Committee or to the next Environment Committee depending on timescales and costs in consultation with the Chairman and Councillor Cooke and seek the Committee's instructions. (Minutes, Item 8, Finchley and Golders Green Area Committee, 6 July 2016).	Commissioning Director of Environment	Non-key
East Finchley CPZ	Report back to a future Committee meeting on the detailed findings of the consultation and any proposals (Minutes, Item 11, Finchley and Golders Green Area Committee, 6 July 2016)	Commissioning Director of Environment	Non-Key
Alexandra Grove	Report back to the Committee the results of the feasibility study and seek the Committee's instructions (Minutes, Item 8, Finchley and Golders Green Area Committee, 6 July 2016).	Commissioning Director of Environment	Non-Key
Finance Progress report on Area Committee CIL and non-CIL Budget	To update the Committee on Budget status for the Area Committee.	Director of Resources	Non Key

Title of Report	Overview of decision	Report Of (officer)	Issue Type (Non key/Key/Urgent)
Update on petition concerning the neglect of Lodge Lane, North Finchley N12, and the resurfacing of the road.	Update report to future meeting, on the issues stated in the petition, and what work – if any – has been taken to resolve them. Minutes, Item 7, Finchley and Golders Green Area Committee, 13 January 2016	Commissioning Director of Environment	Non Key
That an appraisal to introduce traffic restrictions on Lambert Way is undertaken, and that the results of this appraisal are reported to a future meeting of the committee.	Minutes, Item 9, Finchley and Golders Green Area Committee, 30 March 2016	Commissioning Director of Environment	Non Key
Update on condition of Holders Hill Road NW4 and its parking arrangements	Minutes, Item 9, Finchley and Golders Green Area Committee, 30 March 2016	Commissioning Director of Environment	Non Key
Update on Expenditure relating to Windsor Road Pavements	Minutes, Item 11, Finchley and Golders Green Area Committee, 13 January 2016	Commissioning Director of Environment	Non Key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Bring report looking at the issues and possible options for the Pavilion in Cherry Tree Wood	Update report at January Committee meeting. Minutes, Item 1, Finchley and Golders Green Area Committee, 26 October 2016	Commissioning Director of Environment	Non Key