

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

WEDNESDAY 17TH MAY, 2017

AT 7.00 PM

VENUE

HENDON TOWN HALL. NW4 4BG

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

Chairman: Councillor Stephen Sowerby MA

Vice Chairman: Councillor Caroline Stock

Bridget Perry
Pauline Coakley Webb

Phillip Cohen
Paul Edwards

Andreas Ioannidis

Substitute Members

Kathy Levine
Alison Cornelius
Brayne

Brian Salinger
Reema Patel

David Longstaff
Laurie Williams

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is 12 May 2017 at 10AM. Requests must be submitted to jan.natynczyk@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: sheri.odoffin@barnet.gov.uk Tel: 0208 359 3104

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last Meeting	5 - 12
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Matters referred from the Chipping Barnet Residents Forum	
7.	Petitions (if any) There are two petitions referred from Chipping Barnet Residents Forum, as detailed in the report.	13 - 16
8.	Area Committee Funding	17 - 20
9.	Potters Road junction with Woodville Road, EN5 Safety improvements	21 - 34
10.	Fitzjohn Avenue Car Park, High Barnet - Review of parking layout	35 - 52
11.	Barnet Hospital Area EN5 Parking Consultation To follow.	
12.	Members' Items (if any)	
13.	Members' Items - Area Committee Funding Applications (if any) Members Items have been received from Councillor Sowerby and Councillor Rutter. The Head teacher of Brunswick Park School Mr Andy Griffiths will be representing Councillor Rutter.	53 - 62
14.	Any item(s) the Chairman decides are urgent	

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Decisions of the Chipping Barnet Area Committee

8 March 2017

Members Present:-

AGENDA ITEM 1

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

Councillor Bridget Perry
Councillor
Pauline Coakley Webb

Councillor Philip Cohen
Councillor Paul Edwards

1. MINUTES OF THE LAST MEETING

The minutes of the last meeting held on 26 October 2016 were agreed as a correct record.

The Chairman revised the running order, as reflected in these minutes.

2. ABSENCE OF MEMBERS (IF ANY)

None.

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

The Chairman confirmed that item 5 on Public Comments and Questions would be heard first, followed by item 7 and 8 combined as both items included Chase Way petitions. Item 6 on the Walksafe Design Review (Chase Way Zebra Crossing) would then follow. The agenda would then proceed in the order given in the published agenda.

Public Questions and Comments

Details of the questions asked and the published answers were provided at the meeting with the agenda papers, and were published on the Council website.

Verbal responses were given to supplementary questions asked by Mr Niall Mitchell (who spoke on his own behalf, on behalf of Mr Petros Georgiou who sent his apologies and on behalf of his wife Mrs Bronwyn Mitchell). Mrs Olga Chrisostomou, also spoke and was given the opportunity to receive a verbal response to her written question.

The Chairman commented that many of Mr Mitchell's supplementary questions were the same as his written questions and as such Highways Officers referred back to the answers already provided in writing.

A verbal response was also given to Mrs Cait O'Riordan in reply to her question on agenda item 6 – the Walksafe Design Review. The response was that a 20mph limit on Cecil Road was dependent on the outcome of the Walksafe Design Review report to be considered later. If the report recommendations go forward, an advisory speed limit would be implemented.

Mr Has Mahir made comments on agenda item 6 – the Walksafe Design Review, outlining his support for the report recommendation. As Chair of Governors of Osidge Primary School he wants pupils to be able to walk to school safely, however there is parental concern regarding peak flows of traffic on the school walking routes and many accidents and near misses.

Mrs Cait O'Riordan also provided a comment on the Walksafe Design Review Report and reminded Committee that she started the Walksafe petition and has overwhelming support from parents. The flashing 20mph signs are still awaited and 11 year old children still have to walk to school with their parents because of concerns over road safety

Councillor Lisa Rutter also made comments on the Walksafe Design Review, outlining her support for a re-examination of where to site the zebra crossing. In addition, Councillor Rutter expressed concern that on further analysis of the Walksafe petition signatures, only 416 people out of 2,365 people were from directly affected local roads.

The Chairman thanked the speakers and moved onto agenda item 7 and 8 combined.

6. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM

Discussion and decisions on referred petition items, are located under the Petitions item (item 7) and were decided following the Walksafe Design Review.

Referred Item – Accidents occurring when vehicles turn left out of Southway into Totteridge lane and out of Hill Crescent into Totteridge Lane referred from Chipping Barnet Residents Forum

Councillor Stock commented that there are safety problems at both junctions that need reviewing. Dean Cronk, Highways Officer, proposed a meeting on site to assess the problem and consider whether funding was needed to take the matter forward. If this was considered the best option, the issue can be brought back to committee for consideration.

For Action: Dean Cronk.

7. PETITIONS (IF ANY)

The Chairman introduced combined items 7, on matters referred from the Chipping Barnet Residents Forum, and item 8 on petitions and invited speakers as follows:-

1. **Petition - Chase Way Zebra Crossing at the SW of the raised Table** deferred from the October 2016 Area Committee pending the findings of the Officer report on the Walksafe petition.

Mr Mitchell presented the petition drawing attention to concerns relating to the siting of the proposed Zebra crossing. This petition had 110 signatures and was a merger between an online petition and a paper petition. Mr Mitchell confirmed that he was not objecting to the 20mph speed signs and reminded people present that there had been no pedestrian accidents in the vicinity of the proposed zebra crossing and was unclear how a zero accident rate could be improved upon as a result of the location of the zebra installation. Instead, risks are increased.

Mr Mitchell commented on the need to create a desire line and that only 33% of pupils use SW direction as desire line is north of Cecil Road. Two schools have their entrances and exits on the north east side and the officer report does not provide any justification for the chosen location. 2.5 children cross for each adult - clearly pedestrian safety and desire lines should take pedestrian activity and habits into account within road safety designs.

Concern was also expressed that visibility was poor for drivers as they would be unable to see pedestrians as they stepped out into the road which undermined the whole understanding of what constitutes pedestrian safety.

2. **Petition - No to a zebra at the Chase Way/Cecil Road Crossroads N14**, referred from Chipping Barnet residents forum in January 2017.

Mr Mitchell presented the petition on behalf of Mr Petros Georgiou stating that there had been no accidents/incidents in Chase Way for over 10 years. In his view the residents consultation as seriously flawed. There has not been an independent review or additional analysis. Locating the zebra on a downward slope would pose a hazard in winter. In his view, an unintended consequence of the proposal would lead to more traffic in Arlington and other roads where children walk to school, thereby making them less safe.

It was agreed that a decision on this item would follow a decision on the Design Review officer report for the Walksafe proposals for Chase Way.

Discussion and questions

The chairman invited questions from Members.

Councillor Edwards commented that the responses to the questions raised under item 5 on the agenda, should have been circulated much earlier to give speakers a chance to consider their responses and draw up suitable follow-up questions. The Chairman confirmed that the responses had been published and were available on the Council's website. However, he agreed that that it was unfortunate Mr Mitchell had not been made aware of the publication of the answers prior to the meeting.

Mr Mitchell said that the difference between the two locations for a zebra crossing - North West or a South West location, is the desire line – the NW is much better than the SW zebra crossings and they give a false sense of safety.

Councillor Cohen asked Mr Mitchell to explain the phrase 'majority of residents'. Mr Mitchell said that residents included people who live in Chaseway (57). Eighty-seven out of 100 people in the street signed the petition against a SW zebra crossing.

The Chairman stated that it is not true that there has been no analysis of the data as the design review included analysis of pedestrian movements which the committee had just considered. Also the telegraph pole that could block site lines is going to be removed. The Chairman also asked officers whether the plan to create a new desire line for pedestrian flows will work. Officers said that the current arrangements are chaotic and that the chosen location is the outcome of the review.

DECISIONS

It was **RESOLVED**:

That the Committee noted the petition and agreed to take no further action.

1. Petition - No to a zebra at the Chase Way/Cecil Road Crossroads N14, referred from Chipping Barnet residents forum in January 2017.

It was **RESOLVED**:

That the Committee noted the petition and agreed to take no further action.

2. Petition - Chase Way Zebra Crossing at the SW of the raised Table , from the October 2016 Area Committee pending the findings of the Officer report on the Walksafe petition.

It was **RESOLVED**:

That the Committee noted the petition and agreed to take no further action.

3. Petition – Safety at Lyonsdown/Longmore Junction referred from Chipping Barnet Residents Forum in January 2017.

In the absence of Nikki Thorpe who brought the petition to the Forum, the Chairman introduced the item, supported by Councillor Bridget Perry and reminded Committee that £4,000 was requested for a safety review of the junction.

Officers agreed to a meeting on site to assess the problem and agreed to bring the item back to another meeting if funding becomes an issue.

It was **RESOLVED**:

1. That Committee allocated £4,000 (CIL funding) for a safety review of the Lyonsdown/Longmore Junction.
2. To bring the item back to Committee for consideration pending the outcome of the review and the need for further funding.

The decision was unanimous

8. DESIGN REVIEW - WALKSAFE N14 PROPOSALS FOR CHASE WAY

Following the public questions and comments (item 5) and presentation and discussion about the Chase Way petitions (items 7 and 8), the Chairman introduced the Officer report on the Walksafe Design Review.

The Chairman asked Committee for further questions and invited the vote.

It was **RESOLVED**

1. That the Committee noted the contents of the Design Review Document at Appendix A
2. That the Committee confirmed that a zebra crossing should be installed on Chase Way on the south-west side of the junction with Cecil Road, subject to agreement by the Council of the 2017/18 Budget and agreement by the Environment Committee of elements of Local Implementation Plan (LIP) funded work programmes.

The vote was unanimously in favour.

9. MEMBERS' ITEMS (IF ANY)

The Chairman introduced his Member's Item which was to 'relocate the two VAS devices on Manor Drive, N20'. Following discussion, it was agreed to allocate a maximum of £1,000 to move the signs and notify residents that there are no plans for further action beyond this.

It was **RESOLVED**:

1. That Committee approved £1,000 CIL funding to relocate the two VAS devices on Manor Drive N20.

Members voted unanimously in favour of the proposal.

10. PROGRESS UPDATE REPORT ON AREA COMMITTEE ACTIONS MARCH 2017

The Chairman introduced the Highway update report and invited Members input.

The Ridgeway, N11 – Speed Survey - Councillor Coakley-Webb commented that councillors were not consulted on the new Walksafe which proposed a new 20mph limit

in the roads surrounding The Ridgeway; however local residents are on-board with including The Ridgeway within the 20mph proposal. The Commissioning Director, Environment said that as consultation has now completed and it is proposed to consult separately on the extension of the 20mph limit into The Ridgeway and introduce the measure separately dependent on the consultation outcome. Members are to be notified of the timescales.

It was **RESOLVED**:

- 1. That Committee approved £5,000 CIL funding to pay for the consultation and implementation cost depending on the outcome of the consultation.**

Barnet Hospital Parking Review – Councillor Edwards commented that he has received conflicting emails from local residents on the scheme and requested an update. Also some residents claim not to have been consulted and asked if councillors and officers can look again at the proposals. The Commissioning Director for Environment informed Committee that the proposal will come back to the Environment Committee and highlighted the progress report included in the agenda pack. There was discussion on looking at ways to improve the consultation documentation so that it is clearly identifiable to residents.

In relation to this matter the Chairman reminded Mr Blake that the Environment Commissioning Team had committed to providing funding for a new pedestrian crossing opposite The Arkley pub on Barnet Road.

Halton Close, Balmoral Close and 8 Surrounding Roads – Councillor Coakley-Webb requested an update. The Commissioning Director for Environment commented that if the Environment Committee agreed footway parking in this location then the proposal will proceed. – this is on hold until the outcome of the footway parking review.

Victoria Road – Phase 2 - Proposed Zebra Crossing – Councillor Cohen asked whether there is still an intention to find a solution to the need for a crossing as S106 funding is committed for this purpose. Officers confirmed that investigations are still ongoing.

Totteridge Lane/Waitrose Entrance, N20 - Councillor Stock commented that the Police teams are constantly changing and so reporting back has been delayed. Dean Cronk confirmed that the proposals put forward were not legal and he would be happy to give an update to Ward Councillors.

Summary

The Commissioning Director for Environment confirmed that from April 2017 updates like this will be incorporated into the Network Update Report circulated to Ward Members. Plans are also taking place to work closely with Re to set out timescales for the work programme and establish realistic schedules which bear in mind consultations and other regulatory matters that need to be factored into plans. A traffic light system may be adopted.

11. EAST BARNET VILLAGE HANGING BASKETS PROPOSAL - SUPPLEMENTARY INFORMATION

The Chairman introduced the item sponsored by Councillor Laurie Williams, with ongoing support from Councillor Phil Cohen, and reminded Committee that a decision was deferred from the July meeting pending receipt of additional information from East Barnet Improvement Committee on the provision and upkeep of Hanging Baskets and required approvals.

The Chairman invited the co-ordinator of the proposal James Westrope, to speak, following his request.

The Chairman thanked all involved for providing a comprehensive response to the queries raised and commented that a big effort had been made to engage and involve local businesses in the proposal.

Following discussion and questions from the Committee, all members confirmed their support. The Chairman sought advice from the Commissioning Director for Environment on the options available for taking the proposal forward. It was clarified that approval in principal could be given subject to discussions with, and approvals from, the street lighting providers on the individual installations as this would be an essential requirement. In addition to ensure there is adequate cover for insurances, Committee were advised to allow for this within the budget. On this basis, the Chairman recommended approving spend of £9,999 as opposed to the £7,725 applied for.

It was **RESOLVED**:

- 1. That Committee approved non CIL funding of £9,999 ensuring adequate cover for insurance within that budget.**
- 2. That the necessary approvals from the Lighting Provider are secured before funding is released.**

All Members present at the time of the vote, voted unanimously in favour of the proposal (Cllr Cohen was not present at the start of the discussion and did not participate).

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

The Chairman introduced the two remaining Funding Applications.

Westwood Park Gate Project

Councillor Lisa Rutter, sponsor of the Westwood Park Gate Project, welcomed Mr Hawke to discuss the proposal as he represented 54 freeholders who supported the bid to tackle anti-social behaviour affecting their properties. The residents experience break-ins, graffiti, dumping of rubbish and drug taking activities occurring in the alley-way at the rear of their properties. They were keen to have the added protection that a gate would provide to control and restrict use of the alley way from criminal activity.

It was **RESOLVED**:

- 1. That Committee approved £1,830.00 (CIL funding) for the Westwood Park Gate Project.**

Members Voted unanimously in favour of the proposal.

Barnet Furniture Centre

Councillor Barry Rawlings, spoke about his sponsored funding application to purchase a van for the Barnet Furniture Centre project, which had successfully bid for Big Lottery funding, the award of which was dependent on some match funding to secure the grant.

The project provides affordable good quality second hand furniture and had a number of benefits including reducing fly-tipping and working with people referred from Mental Health Services. The Area Funding grant would fund a van which would have 10-12 years of life.

It was **RESOLVED**:

- 1. That Committee approved £9,999 (non-CIL funding) for the Barnet Furniture Centre to purchase a new van.**

Members voted unanimously in favour of the proposal.

13. FORWARD WORK PROGRAMME

Committee noted the work programme.

14. ANY ITEM(S) THE CHAIRMAN DECIDES ARE URGENT - AREA COMMITTEE GRANTS FUNDING

The Chairman introduced the item and drew attention to the amount left in the budget for the Chipping Barnet Area Committee.

It was **RESOLVED** that Members noted the report.

The meeting finished at 8.50 pm

	<p>AGENDA ITEM 7</p> <p>Chipping Barnet Area Committee</p> <p>17 May 2017</p>
<p>Title</p>	<p>Petitions Referred from Chipping Barnet Residents Forum</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	<p>All</p>
<p>Status</p>	<p>Public</p>
<p>Enclosures</p>	<p>Appendix 1 and 2</p>
<p>Officer Contact Details</p>	<p>Sheri Odoffin sheri.odoffin@barnet.gov.uk 020 8359 3104</p>

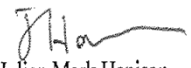
<p>Summary</p>
<p>At the meeting of Chipping Barnet Residents Forum, held on 22 March 2017, two petitions were referred to this Committee for consideration.</p>

<p>Recommendations</p>
<p>1. That the Chipping Barnet Area Committee considers the two petitions referred by the Chipping Barnet Residents Forum of 22nd March 2017.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council's Constitution permits the referral of petitions and issues to Area Committees:

Item	Action
<p>A petition of 91 signatures (at the time of publication for 22nd March 2017 Residents Forum).</p> <p>Proposal to reduce Speed limit from 30mph to 20mph on Barnet Lane, N20 for safety reasons due to excessive speeding</p> <p>Lead Petitioner: Mr Julian Mark Hanson</p> <p>Ward: Totteridge</p> <p>Firstly, there is a potentially dangerous situation where the road narrows at the top of Barnet Lane where it meets Totteridge Lane. There are two slow signs on Totteridge Lane before the junction meets Barnet Lane. The cars should stop and then progress if the road is clear. This is not happening. The majority of cars are speeding around the corner.</p> <p>Firstly, there is a potentially dangerous situation where the road narrows at the top of Barnet Lane where it meets Totteridge Lane. There are two slow signs on Totteridge Lane before the junction meets Barnet Lane. The cars should stop and then progress if the road is clear. This is not happening. The majority of cars are speeding around the corner.</p> <p>Importantly, at this junction , where the pavement is extremely narrow, hundreds of school children from Totteridge Academy use this as a route twice daily to catch the buses from Totteridge Lane. It is extremely fortunate that there has not been a serious accident due to the reasons I have laid out.</p> <p>Secondly, the speed limit sign located halfway down the Lane is not working consistently and seems to be completely ignored. Barnet Lane has always been and still is a Country Lane. Therefore the Speed Limit should be reduced to 20 mph.</p> <hr/> <p>I am enclosing Signed Petition of over 90 signatures from residents from Barnet Lane, Oaklands Road, Priory Close and nearby roads in support of this Proposal. When collecting signatures the majority of residents voiced their own concerns and stories of excessive speeding when entering or exiting Barnet Lane. I must stress how vocal residents were and extremely supportive of a reduction to 20 mph and additional signs.</p>	<p>Petition referred to Chipping Barnet Area Committee for consideration -</p> <p>budget needed to investigate speeding issues via speed surveys and a review of accident statistics</p>

<p>SUGGESTIONS</p> <ol style="list-style-type: none"> 1. The Junction at the top of Barnet Lane should have a painted 'STOP' sign on the road itself instead of the two broken lines, which are being ignored. In addition, a 'STOP' sign at the Junction. There is such signs at Longland Drive and Totteridge Lane. 2. 2 flashing signs on both sides of Barnet Lane stating 'Slow Down 20 mph' 3. There is also a problem of vehicles coming out of Oaklands Road, into Barnet Lane where accidents have occurred over the past few years ie. Cars driving into Rose Cottage. New signs at top of road should also be erected. The cars coming up Barnet Lane from down the road are also driving at excessive speed where the road goes into a Zbend facing onto Oaklands Road. <p>Finally, the most important issue is that and has been proved and confirmed by Police investigations into speeding that pedestrians would survive with minimal injuries at 20 mph. Anything in excess of 30 mph. would be proved to be crippling or fatal. This situation is 'an accident waiting to happen' and trust you will investigate this as a matter of urgency.</p> <p>Yours faithfully</p>  <p>Julian Mark Hanison</p>	
<p>Adopt a 20mph speed limit in Hadley Green and Hadley Highstone (313 signatures at time of publication for 22nd March Residents Forum).</p> <p>Lead Petitioner: Mrs Amanda Holly on behalf of Hadley Residents Association</p> <p>Ward: High Barnet</p> <p>We the undersigned urgently request the Council to adopt a 20mph speed limit with pedestrian refuges along Hadley Green and Hadley Highstone in order to establish a safer, healthier environment.</p> <p>Many vehicles, including goods vehicles, buses and motorbikes, travel through Hadley Highstone and Hadley Green at speeds in excess of the legal limit. The existing speed warning signs are not sufficient to deter vehicles from travelling at illegal speeds.</p>	<p>Petition referred to Chipping Barnet Area Committee for consideration - budget needed to investigate speeding issues via speed surveys and a review of accident statistics</p>

2. REASON FOR REFFERAL

2.1 At the meeting of Chipping Barnet Residents Forum held on 24 January 2017, two petitions and one Issue were referred to this Committee for consideration, as permitted by the constitution.

3. REASONS FOR RECOMMENDATIONS

3.1 As set out above.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1 N/A

5. POST DECISION IMPLEMENTATION

N/A

6. IMPLICATIONS OF DECISION

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

6.2 Not in the context of this report.

6.3 Legal and Constitutional References

6.3.1 Responsibility for Functions, paragraph 6.2, of the council's Constitution reads:

The Council's constitution permits referrals of petitions and Issues from Residents Forums to Area Committees.

6.4 Risk Management

6.5 Not in the context of this report.

6.6 Equalities and Diversity

6.7 Not in the context of this report.

6.8 Consultation and Engagement

6.9 Not in the context of this report.

7. BACKGROUND PAPERS

7.1 None.

	<p>Chipping Barnet Area Committee</p> <p>17 May 2017</p>
<p style="text-align: right;">Title</p>	<p>Area Committee Funding - Community Infrastructure Levy</p>
<p style="text-align: right;">Report of</p>	<p>Interim Head of Finance, Commissioning Group</p>
<p style="text-align: right;">Wards</p>	<p>All</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>Patricia Phillipson, Interim Head of Finance, Commissioning Group Contact: patricia.phillipson@barnet.gov.uk</p>

Summary

This report is to update Members of the budget allocations for the Area Committee, to enable consideration of applications for funding during 2017/18.

Recommendations

- 1. That the Chipping Barnet Area Committee notes the amount available for allocation during 2017/18, as set out in section 3.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of funding to the Chipping Barnet Area Committee. This will enable the Committee to determine the amounts that can be allocated at this, and future meetings.
- 1.2 On 9th July 2015, the Policy & Resources Committee approved that income from the Community Infrastructure Levy (CIL) would be delegated to the Council's Area Committees. Area Committees should be treated in the same

way as Parish Councils and allocated 15% of the CIL receipts for their local area. This is to be capped at a total of £150,000 per year per constituency area and ring-fenced for spend on infrastructure schemes.

- 1.3 The amounts approved from the CIL reserve were based on estimates from the service department, with a view that should the estimate prove to be understated there would be no further call on the area committee budgets, without an additional approval. Expenditure exceeding 20% of the original estimate will require an explanation to enable the committee to agree any additional funding.
- 1.4 The report to the February meeting included an analysis of the actual costs of the works and enabled members to compare with the estimate. The net underspend on the CIL funded projects was added to the balance available.

2. CIL activity

- 2.1 There are no further underspends to reallocate in this report.
- 2.2 A further update on the spend of the approved projects will be provided to this committee later in the year.

3. Funding available to the Area Committee

Chipping Barnet	2017/18 Allocation (CIL Reserve)
Amount unallocated at 31/3/17	231,500
2015/16 Underspends returned to CIL reserve	23,856
2016/17 Underspends (to date) returned to CIL reserve	35
Overspends funded by CIL (at February 2017)	(4,308)
Balance c'fwd	251,083
Allocation 2017/18	150,000
Allocation available	401,083

4. REASONS FOR RECOMMENDATIONS

- 4.1 Funding has been allocated to various organisations and/or projects and this will enable the committee to note the amount available for future allocation.

5. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 5.1 No alternative options were considered

6. POST DECISION IMPLEMENTATION

- 6.1 Decisions can be made by the Area Committee to allocate funding to organisations from the area committee general reserves based on member

supported applications and from the area committee CIL reserve for requests for infrastructure related surveys and works.

7. IMPLICATIONS OF DECISION

7.1 Corporate Priorities and Performance

7.1.1 The funding enables the Area Committee Budgets to contribute to the Corporate Plan's objective to promote family and community wellbeing and support engaged, cohesive and safe communities, by helping communities access the support they need to become and remain independent and resilient.

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

7.2.1 There is £401,083 available for this area committee to allocate to 'infrastructure' projects.

7.3 Social Value

7.3.1 Not applicable to this report

7.4 Legal and Constitutional References

The Council's Constitution, Responsibility for Functions, Annex A, sets out the Terms of Reference for Area Committees. In relation to the area covered by the Committee:

- (4) 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.

7.5 Risk Management

There are no risks to the Council as a direct result of this report

7.6 Equalities and Diversity

There are no equality and diversity issues as a direct result of this report.

7.7 Consultation and Engagement

There are no equality and diversity issues as a direct result of this report

8. BACKGROUND PAPERS

Policy & Resources Committee, 9 July 2015

<http://barnet.moderngov.co.uk/documents/s24360/Delegating%20a%20proportion%20of%20Community%20Infrastructure%20Levy%20CIL%20income%20to%20the%20Councils%20Area%20Committe.pdf>

	<h2>Chipping Barnet Area Committee</h2> <h3>17 May 2017</h3>
<p>Title</p>	<p>Potters Road junction with Woodville Road, EN5 Safety improvements.</p>
<p>Report of</p>	<p>Commissioning Director for Environment</p>
<p>Wards</p>	<p>High Barnet</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>Appendix 1 - Drawing No. C2016_BC/001029-01-100-01 Option 1 Appendix 2 - Drawing No. C2016_BC/001029-01-100-01 Option 2 Appendix 3 - Drawing No. C2016_BC/001029-01-100-01 Option 3 Appendix 4. - Vehicle tracking. Appendix 5.- Accident Plot and Summary</p>
<p>Officer Contact Details</p>	<p>Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the outcome of the safety review of pedestrian/road safety improvements on Potters Road at its junction with Woodville Road, EN5.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Chipping Barnet Area Committee notes the review of the Potters Road junction with Woodville Road, EN5 pedestrian/road safety improvement as outlined in this report and the appendices to this report containing details

<p>of design proposals and safety investigation.</p> <p>2. That the Chipping Barnet Area Committee agrees to implement the officer preferred Option 2 on Potters Road/Woodville Road as set out in this report and detailed in Appendix 2.</p>
<p>3. That if the Chipping Barnet Area Committee decide not to progress with Option 2, that the double yellow lines will extended on the north side of Potters Road in front of St. Marks Church by 16 metres and 18 metres from the junction with Woodville Road (Option 3) but no further action will be taken at this location.</p>
<p>4. That the Chipping Barnet Area Committee, gives instruction to the Commissioning Director for Environment to carry out a statutory consultation on the approved scheme once funding has been made available.</p>
<p>5. That subject to no objections being received to the statutory consultation, referred to in recommendation 4, the Chipping Barnet Area Committee instructs the Commissioning Director for Environment to introduce the approved scheme.</p>
<p>6. That the Chipping Barnet Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 4, the Commissioning Director for Environment will consider and determine whether the agreed option should be implemented or not, and if so, with or without modification.</p>
<p>7. That the Chipping Barnet Area Committee agree to allocate the funding for the agreed Option (CIL from this year's CIL Area Committee budget) to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the approved scheme.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to address the concerns highlighted for road safety and pedestrians crossing located on Potters Road close to the junction with Woodville Road EN5.
- 1.2 A petition was reported to the 26 October 2016 Chipping Barnet Area Committee calling for '*An urgent review of traffic calming measures on Potters Road*'
- 1.3 The lead petitioner, presented the petition to the Committee, stating that Potters Road is a busy Road, and over the summer period there were 3 collisions at the junction with Woodville Road, emergency Services were called on all 3 occasions. Concerns were raised that if nothing was done, a fatality would occur as many pedestrians use this stretch of road to walk to two nearby schools (Cromer Road Primary and QE Girls Secondary School).
- 1.4 It was also noted that vehicles turning left into Woodville Road from Potters Road frequently overran the kerb and also suggested removing free unmarked parking bays next to St. Marks Church cause visibility problems for drivers and pedestrians and blocks visibility from side roads.

- 1.5 The Committee unanimously agreed and it was therefore RESOLVED:
That the Committee agrees the expenditure of £3,000 from the CIL Infrastructure budget for the Chipping Barnet Area Committee for a feasibility study to be carried out for traffic calming measures to be implemented on Potters Road. A report would come back to the Committee with the available options for Potters Road.
- 1.6 Site visits have been undertaken and the following noted:
- Van parked outside St. Marks Church causing visibility issues for pedestrians and vehicles;
 - High traffic volumes on Potters Road;
 - Vehicles overrunning footway when turning left into Woodville Road;
 - Potters Road is a bus route (184, 383 and 626), buses frequently delayed due to vehicles parked outside St. Marks Church.
- 1.7 The Personal Injury Accident Data (PIA) have been analysed and an accident plot and summary are set out in Appendix 4.
- 1.8 The initial investigations and the site visits indicated that overall it would benefit pedestrians to install a pedestrian facility in the form of island crossing points on Potters Road either side of the junction with Woodville Road. This proposal is shown in Option 1 - Drawing No. C2016_BC/001029-01-100-01. However, on further investigation and more detailed design, the layout of the junction, available carriageway widths and the tight turning radius made this option unfeasible. Therefore, officers are not able to recommend Option 1 as suitable measure for this location.
- 1.9 A further proposal was investigated which incorporated installing a four arm raised junction table with additional crossing points including tactile paving and safety bollards was also considered as beneficial to pedestrians and in reducing the speed of vehicles. The existing double yellow lines would be slightly extended to cover the full extent of the raised table as indicated on the drawing.
- 1.10 Drawing C2016_BC/001029_01-100_01 Option 2 shows the proposed layout which includes the construction of a four arm raised table with 3 crossing points which include tactile paving and safety bollards.
- 1.11 The proposals also includes:
- new 'Slow' road markings on Potters Road approaching the junction with Woodville Road;
 - re-marking all existing road markings.
- 1.12 In addition, concerns were raised that the parking of vehicles in front of St. Marks Church was affecting the visibility of vehicles exiting the junction. The inclusion of waiting restriction outside St. Marks Church was also investigated as part of the study. Site investigations indicated that parked vehicles in this location do effect on motorists' visibility and more so when they are parked

close to the end of the existing sections of double yellow lines. There is a concern that if additional yellow lines were installed for the whole length of the section of road outside St. Marks Church it is likely to move the parking to the opposite side of the road, therefore, waiting restrictions for the whole extent would need to be installed on both sides of the road. However, if yellow lines are installed on both sides of the road the officer view is that they should be installed in conjunction with other measures that would reduce the speed of vehicles along this section of Potters Road.

- 1.13 It should be noted that officers have concerns that although improving visibility, the complete removal of the parking in this location would have the adverse effect of potentially increasing vehicle speeds as motorists currently have to slow down at this location to give way to other vehicles travelling in the opposite direction - especially larger vehicles.
- 1.14 Therefore, unless other measures are installed to reduce speed officers would recommend that the double yellow lines are only extended on the north side of Potters Road in front of St. Marks Church by 16 metres and 18 metres from the junction with Woodville Road. This would improve the visibility at the junction and the forward visibility of vehicles travelling round the bend from Meadway.
- 1.15 The feasibility study indicated that it would benefit both pedestrians and all forms of transport if a four arm raised table with additional pedestrian crossing points on Potters Lane at its junction with Woodville Road. Officers consider that it is only possible to address the issues raised at the junction with the use of vertical measures.
- 1.16 The Committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14th July 2016. The Environment Committee, having considered the report on the Traffic Calming resolved:
- ‘That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:*
- ‘Generally this Council opposes the use of vertical traffic other calming measures, but acknowledges that calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required’.*
- 1.17 Ward Members have been consulted on the measures in Option 2 and confirmed that they are not in favour of any a vertical traffic calming measures in this location and are not in favour of Option 2 incorporating the raised table. Therefore, if yellow lines are installed as part of a stand-alone scheme, then Officers recommend that the double yellow lines are only extended on the north side of Potters Road in front of St. Marks Church by 16 metres and 18 metres from the junction with Woodville Road (Option 3). It would also be appropriate to install the proposed 'Slow' road markings on Potters Road

approaching the junction with Woodville Road and the re-marking all existing road markings should the yellow lines be progressed.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The proposals in Option 2 are the preferred Option and recommended to improve safety and make crossing Potters Road and Woodville Road safer and a more attractive environment for local residents, schools and local shopping facilities and for those who make use of the pedestrian footways.
- 2.2 However, the opposition to the vertical measures by Ward Councillors has been noted and should be taken into consideration by the Committee and in this case Option 3 is recommended.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Consideration was given to constructing two island crossing points on Potters Road Option 1 in Appendix 1. The islands would significantly reduce the road width and would make turning from Woodville Road into Potters Road unattainable.
- 3.2 The proposed raised table will help improve the crossing facility for pedestrians in this location. However, if this measure wasn't introduced and all parking was removed it is likely that this may have the adverse effect of increasing vehicles speeds in the vicinity of the junction which is also a concern that has been raised.
- 3.3 The only other option at this stage is to not proceed with any of the proposed improvements. This will however not address the original concern raised by local residents.

4 POST DECISION IMPLEMENTATION

- 4.1 If the reports recommendation is approved, the scheme would be progressed to consultation and implementation stage in the 2017/2018 financial year.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic" and "a responsible approach to regeneration, with thousands of new homes built" by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.
- 5.1.2 The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

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

5.2.1 Council funding of £3,000 was agreed from the CIL Infrastructure budget for the Chipping Barnet Area Committee to carry out the initial review of Potters Road junction with Woodville Road, preliminary design and layout proposals.

5.2.2 The cost of implementing raised table at the junction of Potters Road/Woodville Road would be in excess of the £25,000 Area Committee Budget therefore if recommended then the scheme would be need to be deferred for prioritisation as part of future programmes of work and funding approval prior to implementation.

5.2.3 The estimated implementation cost for the Option 2 is £35,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1).

5.2.4 If the stand alone scheme for double yellow lines (Option 3) is implemented the cost of the scheme would be £2,000 and the cost could be funded from CIL Infrastructure budget for the Chipping Barnet Area Committee.

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

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, in section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

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

5.5 Risk Management

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

5.6 Equalities and Diversity

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

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

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

5.7 **Consultation and Engagement**

5.7.1 A statutory consultation will be carried out in relation to the scheme proposals.

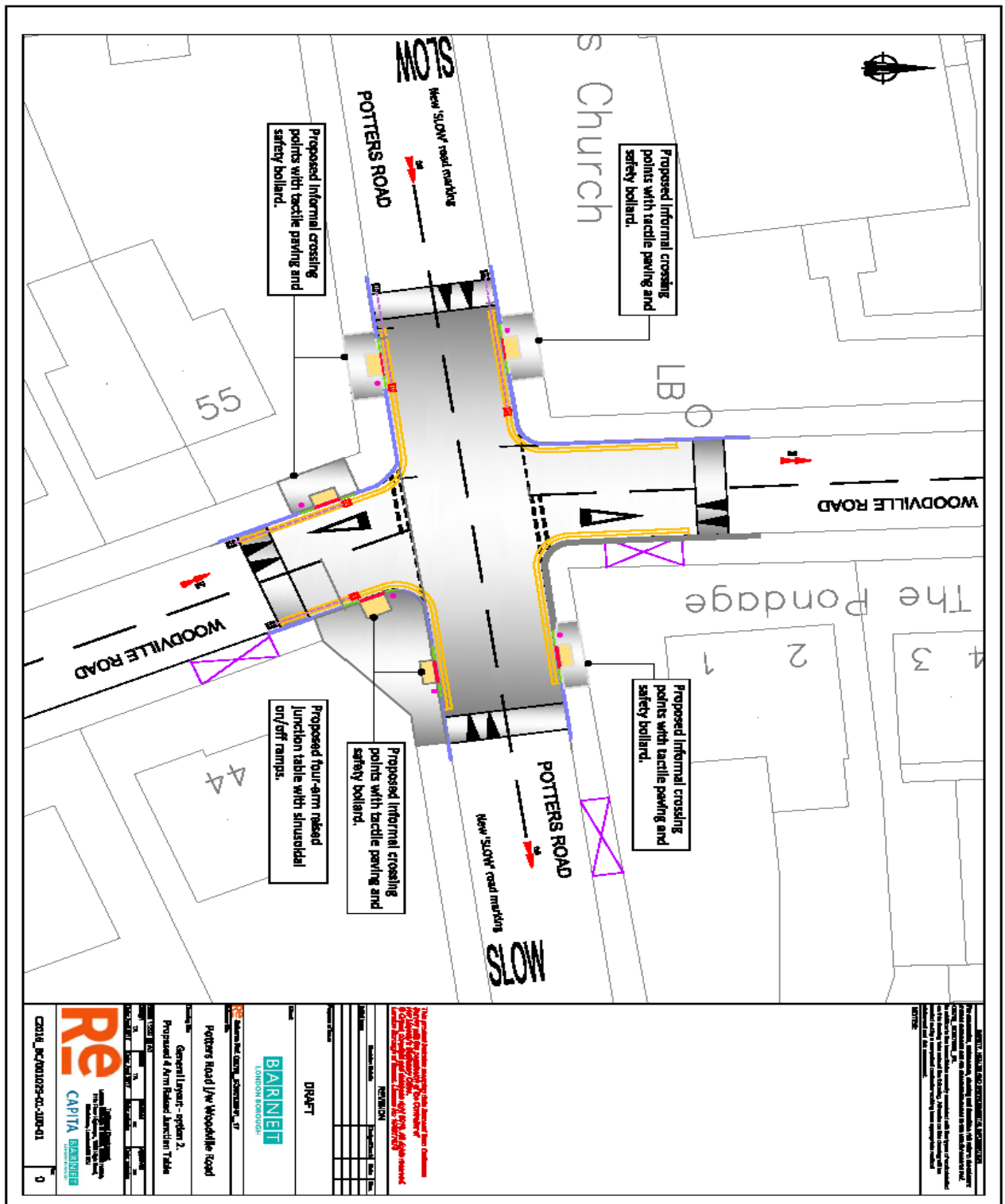
5.8 **Insight**

5.8.1 None in relation to this report.

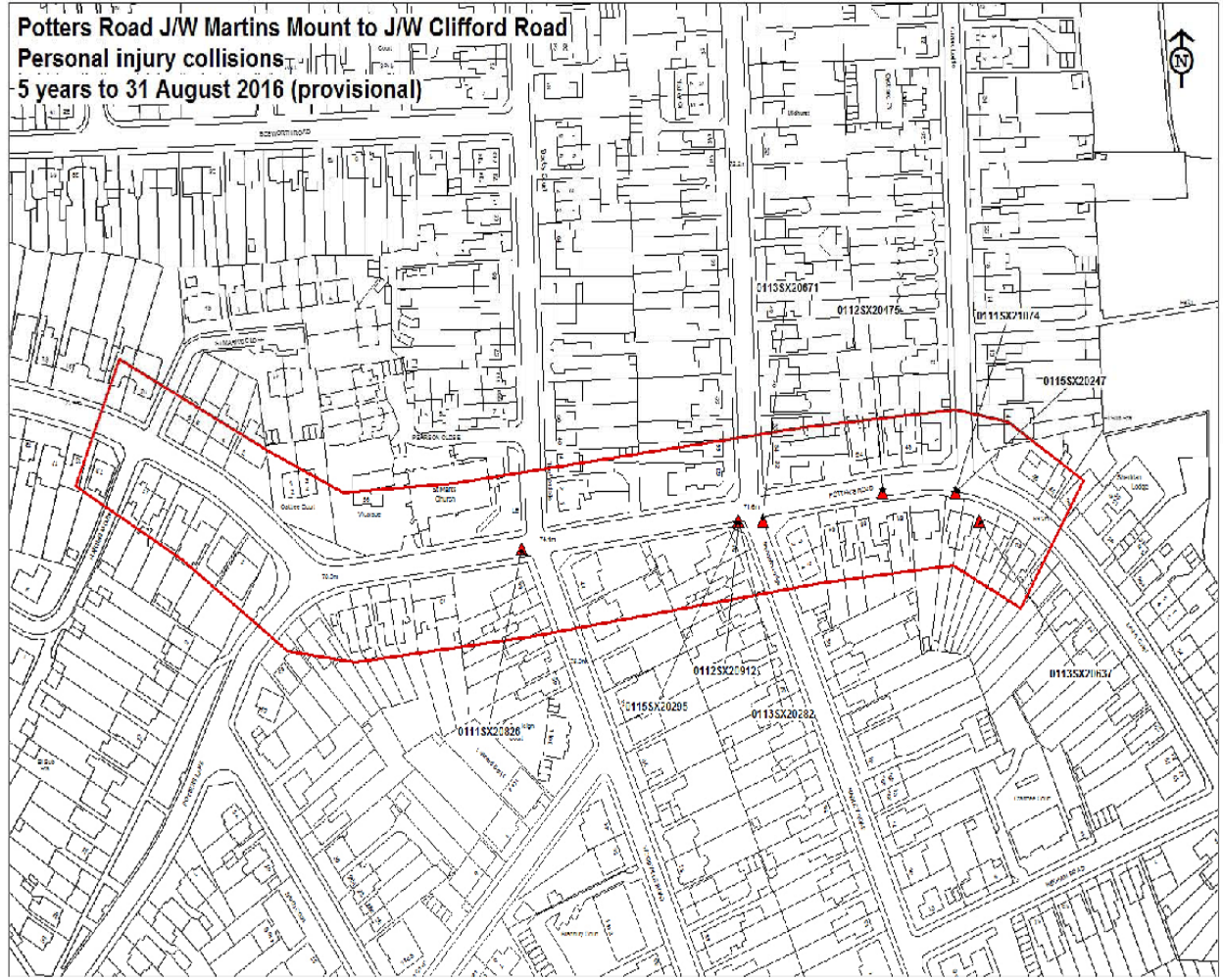
6 **BACKGROUND PAPERS**

6.1 26 October 2016 Chipping Barnet Area Committee.
<https://barnet.moderngov.co.uk/mgAi.aspx?ID=18050>

Appendix 2



Appendix 5



Summary: 5 years to August 2016 (data for 2016 is provisional and subject to change).

- During this 5 year period there were 9 accidents.
- One accident occurred close to the junction of Woodville Road and Potters Road, involving a car on Potters Road travelling east to west, slowing down to make a right turn into Woodville Road when a goods vehicle collided with the rear of the right turning vehicle. Accident occurred in dry conditions and during daylight hours.
- Four accidents occurred on Potters Road close to its junction with Hadley Road. Two involved vehicles turning left out of Hadley Road, one involved a vehicle failing to stop at the Hadley Road junction and one involved a vehicle on the wrong side of the carriageway of Potters Road colliding with a vehicle travelling east to west on Potters Road. Three accidents occurred in dry conditions and one accident occurred in wet conditions, all accidents occurred during daylight hours.
- Four accidents occurred on Potters Road close to its junction with Clifford Road. Two accidents involved motorcyclists, one was hit from behind by a car travelling in the same direction (rear shunt), one involved a car turning right into Clifford Road across the motorcyclist travelling west to east on Potters Road. One accident on Potters Road involved a vehicle travelling east to west on Potters Road being held up in traffic and being hit from behind by a vehicle also travelling east to west on Potters Road (rear shunt). One vehicle on Hadley Road failed to give way at the junction and collided with vehicle travelling south west on Potters Road. Three accidents occurred in dry conditions and one accident occurred in wet conditions, all accidents occurred during daylight hours.

	<p>Chipping Barnet Area Committee</p> <p>17 May 2017</p>
<p style="text-align: right;">Title</p>	<p>Fitzjohn Avenue Car Park, High Barnet – Review of parking layout</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Underhill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – Survey Results Appendix 2 - Drawing Nos. C2016_BC00129_02-EXISTING-01 C2016_BC00129_02-PROPOSED-01 and C2016_BC00129_02-PROPOSED-02</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the outcome of the review of the Fitzjohn Avenue Car Park and the recommendations to amend the layout of the Car Park.</p>

<h2>Recommendations</h2>
<p>1. That the Chipping Barnet Area Committee note the review of the Fitzjohn Avenue Car Park outlined in this report and the Appendices to this report</p>

containing detail of the proposed layout and parking survey results.

2. That the Chipping Barnet Area Committee, agrees to amend the layout of the parking spaces and the funding of £20,000 from the 2017/18 Parking Reserve Budget to undertake the changes.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Chipping Barnet Residents Forum on 26 October 2016 received the following issue.

'Fitzjohn Avenue car park has parking spaces which are particularly narrow. Even with a small car this has led to my car being blocked in because cars are parked too closely together to open the doors and door dings on my car where others have hit it trying to get in. Can Barnet reconsider the markings in the car park. This is a matter I have raised in the past but nothing has changed'.

- 1.2 The matter was escalated to the Chipping Barnet Area Committee on the same evening. The Committee resolved that CIL funding of £2,500 be agreed from the Chipping Barnet Area Budget to review the design and layout of the car park and that the findings be reported back to a future meeting of the Committee.
- 1.3 The layout of the Fitzjohn Avenue has been surveyed and drawing No. **C2016_BC00129_02-EXISTING-01** shows the existing layout with dimensions of individual spaces and the manoeuvring areas between the spaces. The existing layout shows there are currently 88 spaces including 2 disabled spaces at the entrance to the car park. The drawings are shown in Appendix B.
- 1.4 The Penalty Charge Notices (PCN's) have been investigated and of the 138 PCN's issued in the car park a total of 14 (10.14%) PCN's were issued due to the contravention of parking outside a marked bay between January 2017 – March 2017 and are broken down in Table 1 below.

Table 1 - Contraventions by type in the Fitzjohn Avenue Car Park Jan 2017 – Mar 2017

Contravention code description	January 2017	February 2017	March 2017	Grand total	% per contravention code
73 - Parked without payment	29	37	43	109	78.99%
82 - Parked after the expiry of paid time	1	7	2	10	7.25%
86 - out of bay	5	6	3	14	10.14%

87 - Parked in a disabled bay without valid badge	0	0	1	1	0.72%
W74 - Using a vcle to sell goods when prohibited	0	0	1	1	0.72%
WW - Warning Notice	0	2	1	3	2.17%
Grand total	35	52	51	138	100.00%

- 1.5 A parking beat occupancy survey of the car park was undertaken on Wednesday 08 February and Saturday 11 February 2017 at the following times.
- 10:00 – 11:00 am
 - 13:00 – 14:00 pm
 - 16:00 – 17:00 pm
- 1.8 The parking survey results showed that the highest car park occupancy at approximately 90% was between the hours of 13:00 – 14:00 pm on Wednesday 8 February. During this time one of the two blue badge spaces was occupied and a motorcycle was making use of one space; while the remaining 78 spaces were used by vehicles and one van. 8 parking bays were empty. On the Saturday approximately three quarters of the car park was empty, partly because the requirements for long stay car parking are likely to be less than on a weekday.
- 1.9 A breakdown of the results are shown in tables and charts attached as Appendix 1 at the back of this document.
- 1.10 This information indicates that there have been a number of occurrences where PCN's have been issued because vehicles park outside the bays marking. There is also some spare capacity in the car park to accommodate the loss of the parking bays.
- 1.11 The layout has been reviewed and Drawing Nos. **C2016_BC00129_02-PROPOSED-01** and **C2016_BC00129_02-PROPOSED-02** show the proposed layout options (with dimensions) increasing the spaces to 2.4 by 4.8 metres in size.
- 1.12 Option 1 tries to maintain the car parking bays at the entrance to the car park to maximise bay numbers, however, due the requirements for the disabled bay widths, there is insufficient manoeuvring spaces from these bays. The Option retains 77 parking bays (including 2 disabled bays) resulting in a loss of 11 parking spaces.
- 1.13 The proposed Option 2 layout retains the two existing disabled bays but requires the other 4 bays at the entrance to be changed to 7 motorcycle bays as there is insufficient space to install vehicle bays that are 2.4 by 4.8 metres

in this location. This results in 72 vehicle parking bays (including 2 disabled bays) and an additional 7 motorcycle parking bays which amounts to a total of 79 parking bays. There is therefore a reduction of the 16 car parking spaces from the car park, with the addition of 7 dedicated motorcycle bays.

- 1.14 The proposed layout of Option 2 - Motorcycles are currently allowed to park without incurring any charge in full sized vehicle bays, therefore taking a space that could be used by another vehicle.
- 1.15 The cost of amending the parking bays will include the requirement to re-surface the car park to ensure the markings are re-painted so there is no confusion over the layout of the car parking for both those parking their vehicles and the Civil Enforcement officers. No cost has been allowed for the installation of electrical charging points or motorcycle security rails.
- 1.16 The proposal also recommends that 3 of the bays are converted to Electric Vehicle charging points with the best locations still to be confirmed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The amendment to the layout of the Fitzjohn Avenue Car Park increase the size of the parking spaces to address the concerns relating to vehicles overhanging the bay markings and cars being blocked in.
- 2.2 The number of Penalty Charge Notices (PCN's) that have been issued indicate that there is reason to improve the layout of the car park to ensure the bays can accommodate larger vehicles without vehicles overhanging the parking bays and receiving PCN's.
- 2.3 The preferred option is Option 2 to ensure the manoeuvring spaces meet the required standards. The advantages are motorcycle parking spaces but loss of vehicle parking spaces. This is however balanced out by the fact that motorcycles currently park for free and could occupy an entire vehicle parking space which could lead to loss in revenue.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The layout proposed maximises the number of spaces in the car park when the spaces are a minimum of 2.4 metres by 4.8 metres and there is sufficient manoeuvring space between the bays as set out in Options 1 and 2.
- 3.2 The only other option at this stage is to not proceed with part of all implementation of the scheme. However, this will not address the original concern raised regarding the current layout of the car park.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 CIL funding of £2,500 was agreed from the Chipping Barnet Area Budget to carry out the initial review of the car park including the design and layout of the car park.
- 5.2.2 The estimated implementation cost of this recommendation is £20,000 (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1). The cost will be funded from the 2017/18 Parking Reserve Budget.
- 5.2.3 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.
- 5.2.4 The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.
- 5.2.5 Any variations in the level of income received from the car park is expected to be minimal as a direct result of the changes in available parking spaces.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Council's Constitution, in Article 15 headed "Responsibility for Functions" states that Area Committees may take decisions within their terms of reference provided they are not matters which are contrary to Council policy. Under Annex A to Article 15, Area Committees can discharge various

functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 Section 16 of the Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required under section 17 to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.5 Risk Management

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

5.6 Equalities and Diversity

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

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

5.6.2 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community.

5.7 Consultation and Engagement

5.7.1 A statutory consultation will be carried out in relation to the change to the tariff in the car park.

5.8 Insight

5.8.1 None in relation to this report

6. BACKGROUND PAPERS

6.1 Chipping Barnet Area Committee 26 October 2016 minutes:

<https://barnet.moderngov.co.uk/documents/g8649/Printed%20minutes%2026th-Oct-2016%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

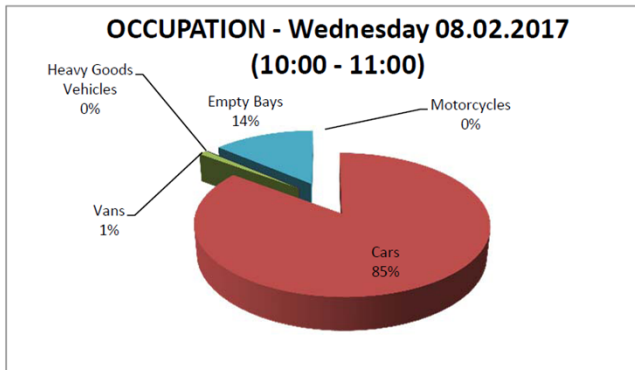
6.2 Chipping Barnet Residents forum 26 October 2016 minutes:

<https://barnet.moderngov.co.uk/documents/b28555/Minutes%2026th-Oct-2016%2018.30%20Chipping%20Barnet%20Residents%20Forum.pdf?T=9>

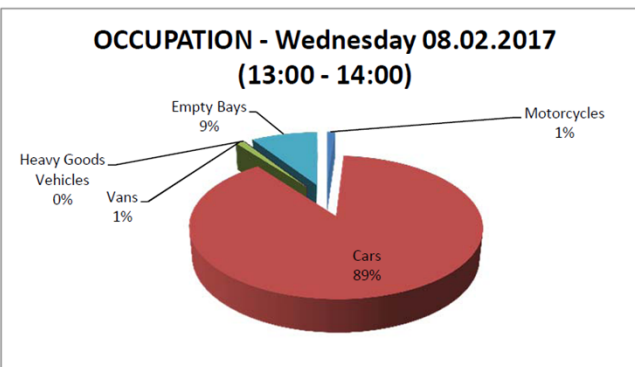
Appendix 1 – Parking Survey Results

FitzJohn Car Park Survey - Wednesday 08.02.2017

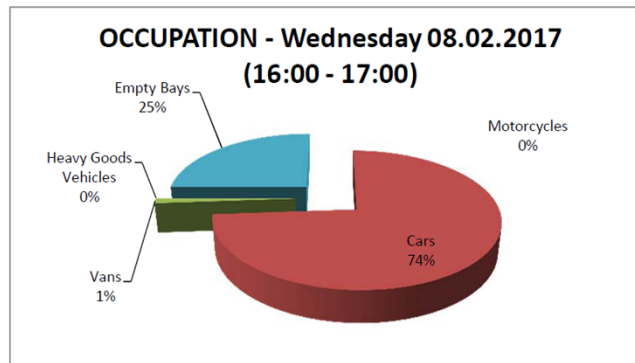
Date:	08.02.2017	
Day:	Wednesday	
Time:	10:00 - 11:00	
Vehicle Type	Number	%
Motorcycles	0	0.00%
Cars	75	85.23%
Vans	1	1.14%
Heavy Goods Vehicles	0	0.00%
Empty Bays	12	13.64%
Permits	Number	%
Blue Badge	2	2.27%
Business	TBC	?
Pay & Display	TBC	?



Date:	08.02.2017	
Day:	Wednesday	
Time:	13:00 - 14:00	
Vehicle Type	Number	%
Motorcycles	1	1.14%
Cars	78	88.64%
Vans	1	1.14%
Heavy Goods Vehicles	0	0.00%
Empty Bays	8	9.09%
Permits	Number	%
Blue Badge	1	1.14%
Business	TBC	?
Pay & Display	TBC	?

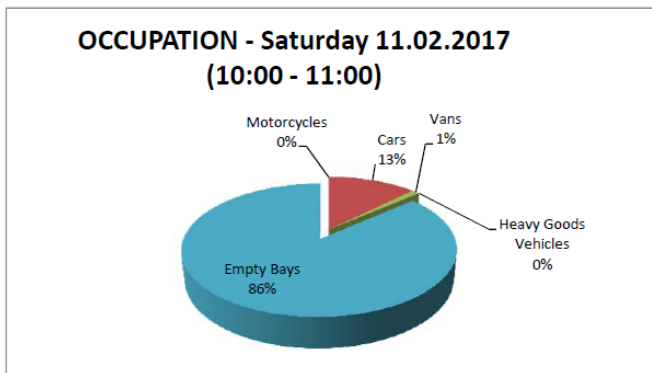


Date:	08.02.2017	
Day:	Wednesday	
Time:	16:00 - 17:00	
Vehicle Type	Number	%
Motorcycles	0	0.00%
Cars	65	73.86%
Vans	1	1.14%
Heavy Goods Vehicles	0	0.00%
Empty Bays	22	25.00%
Permits	Number	%
Blue Badge	2	2.27%
Business	TBC	#VALUE!
Pay & Display	TBC	?

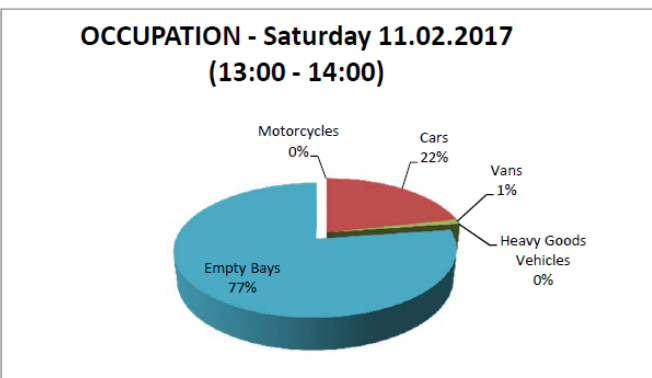


FitzJohn Car Park Survey - Saturday 11.02.2017

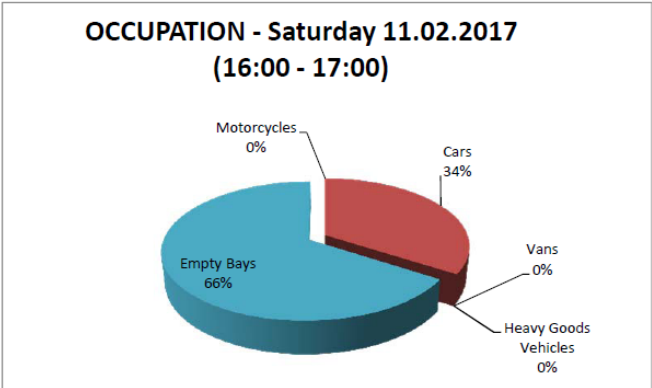
Date:	11.02.2017	
Day:	Saturday	
Time:	10:00 - 11:00	
Vehicle Type	Number	%
Motorcycles	0	0.00%
Cars	11	12.50%
Vans	1	1.14%
Heavy Goods Vehicles	0	0.00%
Empty Bays	76	86.36%
Permits	Number	%
Blue Badge	0	0.00%
Business	TBC	?
Pay & Display	TBC	?



Date:	11.02.2017	
Day:	Saturday	
Time:	13:00 - 14:00	
Vehicle Type	Number	%
Motorcycles	0	0.00%
Cars	19	21.59%
Vans	1	1.14%
Heavy Goods Vehicles	0	0.00%
Empty Bays	68	77.27%
Permits	Number	%
Blue Badge	0	0.00%
Business	TBC	?
Pay & Display	TBC	?



Date:	11.02.2017	
Day:	Saturday	
Time:	16:00 - 17:00	
Vehicle Type	Number	%
Motorcycles	0	0.00%
Cars	30	34.09%
Vans	0	0.00%
Heavy Goods Vehicles	0	0.00%
Empty Bays	58	65.91%
Permits	Number	%
Blue Badge	0	0.00%
Business	TBC	?
Pay & Display	TBC	?



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Appendix 2 - Drawing Nos.

C2016_BC00129_02-EXISTING-01

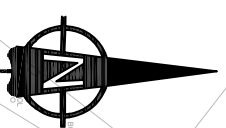
C2016_BC00129_02-PROPOSED-01 and

C2016_BC00129_02-PROPOSED-02

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For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref: C2016_BC/001029_02. In addition to the hazard/risk normally associated with the type of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessments.

NOTES:



REVISION			
Revision Details	Design/Check	Date	Rev.
Initial Issue			

Purpose of Issue

FOR INFORMATION

Client:

BARNET
LONDON BOROUGH

Re Scheme Ref: C2016_BC/00129_02

Scheme title

FITZJOHN CAR PARK

Drawing title

EXISTING LAYOUT

Scale @ A3: 1:250			
Design	Drawn	Checked	Approved
MF	MF	xx	xx
Date: 26/01/17	Date: 26/01/17	Date: xx/xx/xx	Date: xx/xx/xx

Traffic and Development

RE CAPITA BARNET
LONDON BOROUGH

London Borough of Barnet, Barnet House,
11th Wharfedale Way, Barnet, London N20 9JZ

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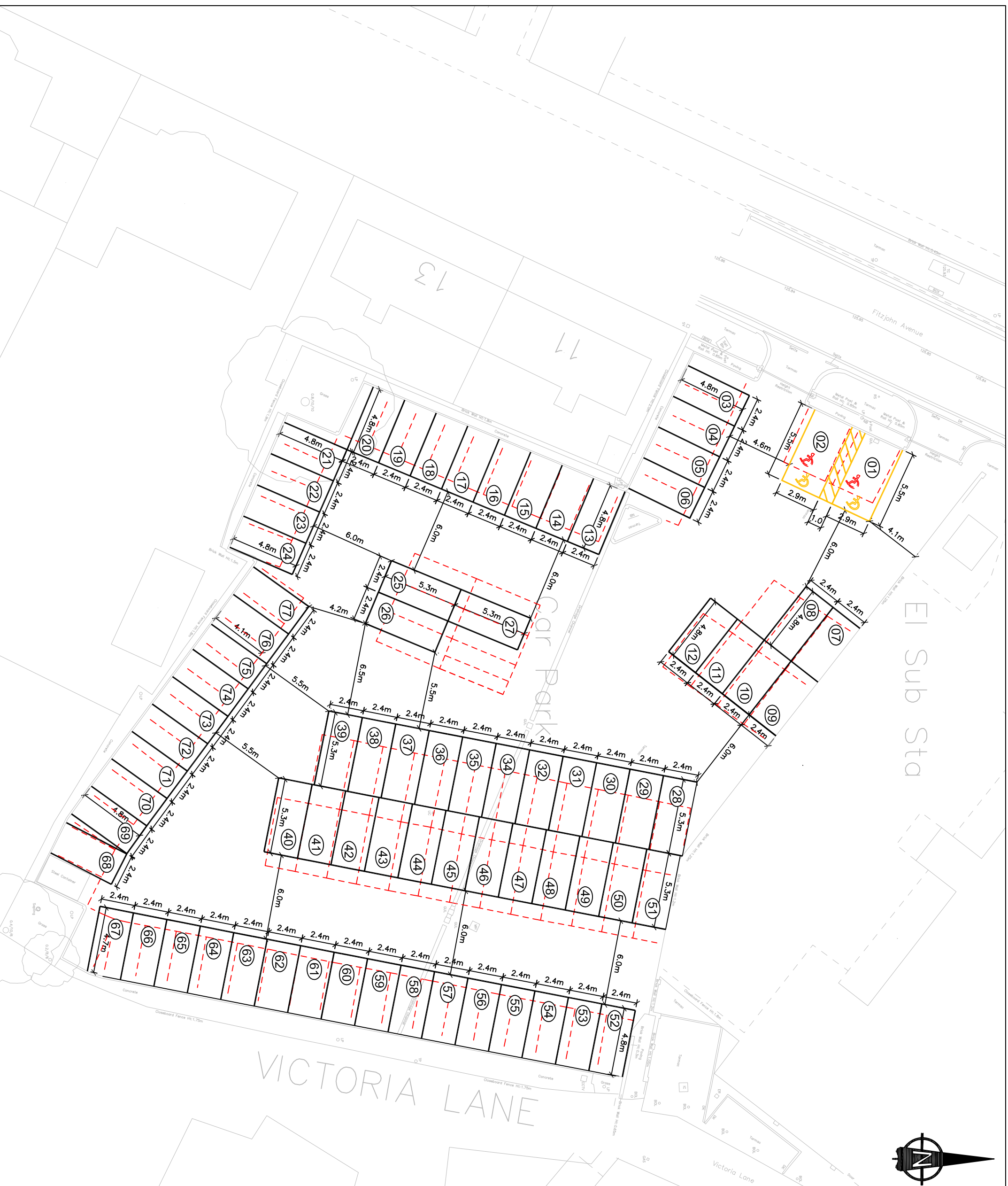
For construction, maintenance, clearing and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme C2016_BCO00129_02. In addition to the hazards/risks normally associated with the types of work identified on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessments.

NOTES:

- All dimensions in metres except where stated otherwise

LEGEND:

- EXISTING ROAD MARKINGS TO REMAIN
- - - EXISTING ROAD MARKINGS TO BE REMOVED
- PROPOSED ROAD MARKINGS
- PROPOSED YELLOW ROAD MARKINGS



REVISION

Revision Details	Date	Rev.
Initial Issue		

Purpose of Issue
DRAFT

Client:



Re Scheme Ref: C2016_BCO0129_02

Scheme title
FITZJOHN CAR PARK

Drawing title

PROPOSED LAYOUT OPTION 1

Scale @ A3:

Design	MF	Drawn	MF	Checked	xx	Approved	xx
Date:	16/02/17	Date:	xx/xx/xx	Date:	xx/xx/xx	Date:	xx/xx/xx



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

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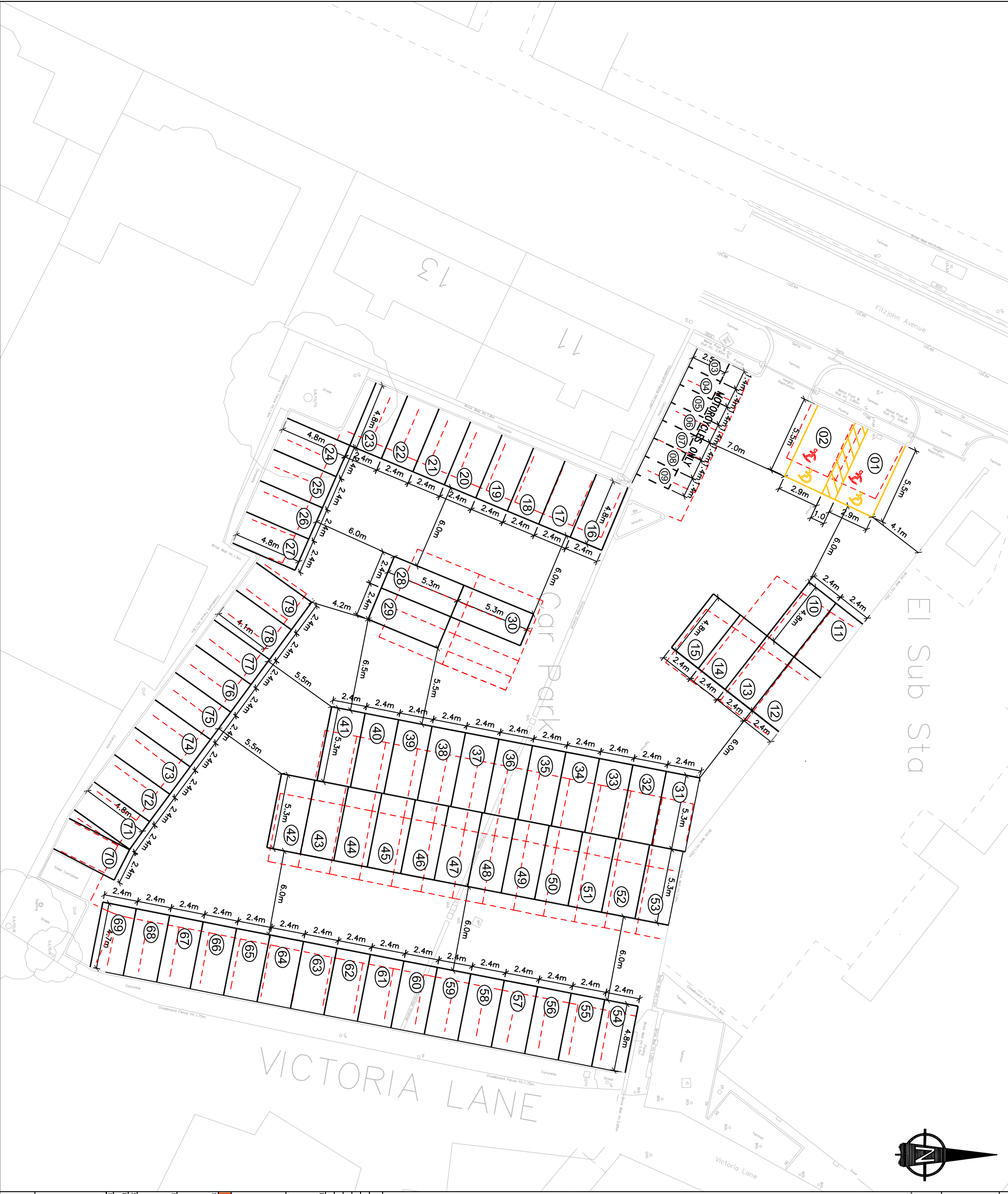
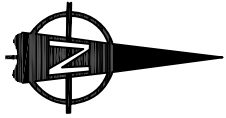
For construction, maintenance, clearing and demolition risk, refer to the relevant method statements and risk assessments related to this task for scheme ref. C2016_BC/00129_02
In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessments.

NOTES:

1. All dimensions in metres except where stated otherwise

LEGEND:

- EXISTING KERB LINE
- - - EXISTING ROAD MARKINGS TO BE REMOVED
- PROPOSED ROAD MARKINGS
- PROPOSED YELLOW ROAD MARKINGS



REVISION

Revision/Details	Date	Rev.
Initial Issue		

Purpose of Issue: DRAFT

Client:



Re Scheme Ref: C2016_BC00129_0
Scheme title: FITZJOHN CAR PARK

Drawing title: PROPOSED LAYOUT OPTION 2

Scale @ A3:

Design	MF	Drawn	MF	Checked	xx	Approved	xx
Date:	16/02/17	Date:	xx/xx/xx	Date:	xx/xx/xx	Date:	xx/xx/xx



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

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	<h2>Chipping Barnet Area Committee</h2> <h3>17 May 2017</h3>
<p style="text-align: right;">Title</p>	<p>Members' Items - Councillor Sowerby</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Various</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jan Natynczyk, Governance Officer Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129</p>

<h3>Summary</h3>
<p>The report informs the Chipping Barnet Area Committee of a Members' Item and requests instructions from the Chipping Barnet Area Committee.</p>

<h3>Recommendations</h3>
<p>1. That the Chipping Barnet Area Committee instructions in relation to Members' items are requested.</p>

1. WHY THIS REPORT IS NEEDED

1.1 A request has been received as identified below for the Chipping Barnet Area Committee to consider and determine a Members' Item. The Chipping Barnet Area Committee are requested to provide instructions to Officers of the Council as recommended.

Name of Councillor	Members Item
Councillor Sowerby	<p>Relocation of Dog Waste Bin</p> <p>I request the necessary funding to relocate the dog waste bin from its current location on the far side of the green adjacent to Holland Close, EN5, to a more <u>user friendly</u> location adjacent to the footway on Netherlands Road, EN5. The bin's current location is too far distant from the footway which discourages its use and results in irresponsible dog owners dumping bags of dog waste on the footway around the rubbish bins on Netherlands Road and Temple Parade. Furthermore, after a period of heavy rain the green can become waterlogged which more understandably discourages dog walkers from walking across the green to the bin.</p>

2. REASONS FOR RECOMMENDATIONS

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

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

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

5.2.1 None in the context of this report.

5.3 Social Value

5.3.1 Members Item's provide an avenue for Members to request Officer reports for discussion within a Committee setting at a future meeting.

5.4 Legal and Constitutional References

The Council's Constitution Meeting Procedure Rules (section 6) states Any Member will be permitted to have one matter only (with no sub-items) on the agenda for an Area Committee where the Member is proposing a drawdown from the Area Committee Budget. Members' Items submitted for these purposes must be submitted 10 clear working days before the meeting.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

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

5.7 Consultation and Engagement

5.7.1 None in the context of this report.

5.8 Insight

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

6. BACKGROUND PAPERS

6.1 Email to the Governance Service.

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	<h2>Chipping Barnet Area Committee</h2> <h3>17 May 2017</h3>
<p style="text-align: right;">Title</p>	<p>Members' Items – Community Infrastructure Levy (CIL) Funding</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Brunswick Park</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	
<p style="text-align: right;">Officer Contact Details</p>	<p>Rob.wiltshire@barnet.gov.uk 020 8359 7825</p>

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

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Chipping Barnet Area Committee consider the request as highlighted in section 1 of the report. 2. That, the Chipping Barnet Area Committee decide whether it wishes to: <ol style="list-style-type: none"> (a) agree the request (subject to due diligence checks) and supporting officer's recommendation, and note the implications to the Committee's CIL funding budget; (b) defer the decision for funding for further information; or (c) reject the application, giving reasons.

1. WHY THIS REPORT IS NEEDED

1.1 A request for funding from the Committee's allocated CIL budget has been raised by Councillor Lisa Rutter. The request is as follows:

1.2

Title	
Raised by (Councillor)	Lisa Rutter
Ward	Brunswick Park
Member Request	I have received many emails from parents saying that although they love the play area, there is no play equipment for the younger children.
Funding Required (£)	£15,600 for 3 equipment and Mr Wiltshire has recommended additional funding of £3000 to add eco surface for the existing swings under the wear areas.

2. REASREASON FOR RECOMMENDATIONS

2.1 As identified above a Member of the Council has requested that the Committee consider a request for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.

2.2 CIL funding can be used to fund a wide range of infrastructure (as outlined in section 216(2) of the Planning Act 2008, and regulation 59, as amended) to support the development of a local area. The Act specifically names roads and transport, flood defences, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.

2.3 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.

2.4 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.

- 2.5 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place. Therefore a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee.
- 2.6 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance, applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).
- 2.7 At its meeting on 8 March 2017 the Community Leadership Committee received a report in relation to Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets
- 2.8 Therefore this Committee is informed that it no longer has non-CIL funding Area Committee budget funding decision making powers.
- 2.9 Members are further informed that it has retained the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 2017/18. Furthermore it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

- 5.1 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**
- 5.1.1 The Committee has an allocated budget from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers as outlined on page 2 of this report.
- 5.1.2 The Committee is able to award funding of up to £25,000 for Community Infrastructure Levy (CIL) Funding. Requests for funding must be in line with

the Council's priorities which are outlined in the Corporate Plan 2015 – 2020.

5.2 Social Value

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

5.3 Legal and Constitutional References

- 5.3.1 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'.
- 5.3.2 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'.
- 5.3.3 Council Constitution, Meeting Procedural Rules states that a Member (including Members appointed as substitutes by Council will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a Committee or Sub-Committee on which s/he serves. This rule does not apply to the Urgency Committee, Licensing Sub-Committees, Planning Committee and Area Planning Committees, except for the Planning Committee when that committee is considering planning policy matters. A referral from Full Council will not count as a Member's item for the purposes of this rule. The only exceptions to this rule are detailed in 6.4 and 6.5 below.
- 5.3.4 Council Constitution, Meeting Procedural Rules states that any Member will be permitted to have one matter only (with no sub-items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget. Members' Items sponsoring an application to the Area Committee Budget must be submitted 10 clear working days before the meeting. Items received after that time will only be dealt with at the meeting if the Chairman agrees they are urgent.

5.4 Risk Management

- 5.4.1 None in the context of this report.

5.5 Equalities and Diversity

- 5.5.1 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.

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

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

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

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

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

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