

**MEETING**

**FINCHLEY & GOLDERS GREEN AREA COMMITTEE**

**DATE AND TIME**

**THURSDAY 15TH FEBRUARY, 2018**

**AT 7.00 PM**

**VENUE**

**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

Dean Cohen	Alon Or-bach	Ross Houston
Geof Cooke	Rohit Grover	

**Substitute Members**

Anne Hutton	Reuben Thompstone	John Marshall
Arjun Mittra	Shimon Ryde	Daniel Thomas
Jim Tierney		

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 Monday 12<sup>th</sup> February at 10am. Requests must be submitted to Anita Vukomanovic 020 8359 7034 [anita.vukomanovic@barnet.gov.uk](mailto:anita.vukomanovic@barnet.gov.uk)

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

**Andrew Charlwood – Head of Governance, Assurance Group**

Governance Service contact: Anita Vukomanovic 020 8359 7034  
[anita.vukomanovic@barnet.gov.uk](mailto:anita.vukomanovic@barnet.gov.uk)

Media Relations contact: Sue Cocker 020 8359 7039

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## ORDER OF BUSINESS

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## Decisions of the Finchley & Golders Green Area Committee

14 November 2017

Members Present:-

AGENDA ITEM 1

Councillor Graham Old (Chairman)  
Councillor Peter Zinkin (Vice-Chairman)

Councillor Dean Cohen  
Councillor Geof Cooke

Councillor Alon Or-Bach  
Councillor Rohit Grover  
Councillor Jim Tierney

Apologies for Absence

Councillor Ross Houston

### 1. MINUTES OF LAST MEETING

The Chairman announced that Members had been contacted by the Commissioning Director for Environment regarding Cherry Tree Wood who had advised that Members should receive an update on the matter within the next couple of weeks.

**RESOLVED that the minutes of the meeting dated 2 August 2017 were agreed as a correct record.**

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

**Apologies for absence were received from Cllr. Houston, who was substituted for by Cllr. Tierney.**

### 3. DECLARATION OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON PECUNIARY INTERESTS (IF ANY)

Member	Interest Declared
Councillor Dean Cohen	Non Pecuniary Interest in relation to Agenda Item 15 (Road Safety measures around Menorah Primary School, NW11) by virtue of his two children attending Menorah Primary School
Councillor Alon Or-bach	Non Pecuniary Interest in relation to Agenda Item 8 (CIL Member's Items, Speeding in Church Lane by virtue of being the Chair of the Finchley and Golders Green Labour Party who have their premises on Church Lane.  Non Pecuniary Interest in relation to Agenda Item 12 (Leslie/Leopold Road) by virtue of being a Governor at St. Martin Primary School which

	could be affected by the report.
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**4. REPORT OF THE MONITORING OFFICER (IF ANY)**

None.

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

A public comment was received from Ms. Sarah Higginson in relation to Cllr. Moore's CIL Member's Item.

Ms. Higginson made her comment and Members asked questioned of Ms. Higginson.

**6. MATTERS REFERRED FROM THE FINCHLEY AND GOLDERS GREEN AREA RESIDENTS FORUM (IF ANY)**

The Chairman introduced the report, which contained a petition on Traffic Calming in Lyndale Ave, NW2 2QB. The Committee noted that the matter had been referred from the Finchley and Golders Green Residents Forum.

The Chairman invited Mr. Matthew Black to make a representation to the Committee on the petition. The Committee noted the representation from the petitioner.

The Vice Chairman suggested that the petition is referred to the Chief Officer and that the concerns raised within the petition are considered as part of the study in the Briardale/Patterson Area.

**RESOLVED that the Committee instruct that the petition is referred to the Strategic Director for Environment and that the concerns raised within the petition are considered as part of the study in the Briardale/Patterson Area.**

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

None.

**8. MEMBERS' ITEMS - AREA COMMITTEE CIL FUNDING (IF ANY)**

**A – Member's Item in the name of Councillor John Marshall: Hedge - Kingsley Way junction with Meadway:**

Cllr. Marshall introduced his application for Community Infrastructure Levy (CIL) Funding for £3,000 to repair a damaged hedge at the Kingsley Way junction with Meadway in the Garden Suburb.

Following the consideration of the issue, the Committee unanimously **RESOLVED:**

**To approve funding of up to £3,000 to provide new Yew trees to repair the damaged hedge at the location above.**

**B – Member's Item in the name of Councillor Shimon Ryde: Gratton Terrace Hedge**  
Councillor Zinkin introduced the Members' Item on behalf of Councillor Ryde. He advised that the Member's Item sought to extend a piece of work previously undertaken

by the Greenspaces Team to tackle rough sleeping and antisocial activity at the Southern end of the hedge.

The Committee noted that the aim of the Member's Item was to secure funding to allow the initial approach to be mirrored at the northern end of the hedge line and to replace any dead shrubs in order to stop the antisocial activities that take place in this area. Officers advised that the cost of the scheme would be £9,000 and would entail the following:

- The hedge will be reduced to a height of approximately 8 feet in order to encourage new and thicker growth at the base of the privet hedge.
- The shrubs at the front will be reduced and or removed in order to allow more light to enter the area.
- New thorny plant species will be planted along the bank filling in area to mirror the scheme at the southern end.
- Gaps in the hedge will be planted with new hedging in order to provide a unbroken hedge line.
- Hedge gaps will be protected with chestnut pale fencing in order to allow the hedge to establish and fill out fully.

Following consideration the committee unanimously **RESOLVED:**

- **To approve funding of £9,000 to fund Planting scheme in Gratton Terrace as set out above.**

#### **C – Councillor Geof Cooke: Glenhurst Road N12**

Councillor Cooke introduced his Member's Item which sought funding to enable officers to carry out a thorough investigation and to bring forward proposals to address the issue of vehicles mounting the pavement and speeding in Glenhurst Road, N12.

Officers recommended that the Committee instruct a speed survey and on-site investigation to look at the damage to the footway. Officers advised that the total cost of this would be £5,000.

Following consideration the committee unanimously **RESOLVED:**

**To approve funding of £5,000 for a speed survey and on-site investigation and that options are presented to the Committee.**

#### **D – Councillor Alison Moore – Speeding in Church Lane, N2.**

Councillor Moore introduced her application for Community Infrastructure Levy (CIL) Funding, to look at options for addressing the problem of speeding traffic in the 20mph zone in Church Lane.

Officers advised that a meeting would be set up with Councillor Moore to look at improvement and possible relocation of signage, road markings and the chicane as well as the possibility of inserting a pedestrian crossing. The matter would also be discussed at the F&GG Area Committee in mid-2018 further to speed restrictions having been introduced in adjacent roads. Officers advised that the road markings could be refreshed in the interim as soon as possible within the Re budget.

Following consideration the Committee unanimously **RESOLVED**

**To await the outcome of speed restriction introduction in adjacent roads. Following this the issue would be discussed by the Committee in mid-2018. Interim improvements to road markings would be made by Re and there was no budgetary requirement for this from the Committee.**

#### **9. EAST FINCHLEY CPZ**

The Chairman introduced the report which proposed a sub-zone in the East Finchley Controlled parking Zone (CPZ) to reflect the issues that had emerged from a previous parking consultation in the East Finchley area.

Following the consideration of the report, the Committee RESOLVED to:

- 1. Authorise the Strategic Director for Environment to instruct Officers to carry out an informal consultation in respect of a sub-zone in the East Finchley CPZ, in the roads outlined in Appendix A to this report.**
- 2. Instruct the Strategic Director for Environment to report back the findings of the consultation referred to in 1. above to a future meeting of this Committee, for a decision to be made on the way forward.**

#### **10. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE**

The Chairman introduced the report which provided the Committee with an update budget allocations for the Area Committee.

The Chairman noted that the Committee now had a surplus of £26,000, and with brought forward balances, would have have approximately £92,000 to spend for the rest of the year.

Following the consideration of the report, the Committee usnanimously RESOLVED to:

**Note the amount available for allocation during 2017/18, as set out in Appendix 1.**

#### **11. BC001257-01-02- VILLAGE ROAD, N3 FEASIBILITY STUDY**

The Chairman introduced the report, which detailed the results of a feasibility study which investigated measures to reduce traffic problems on Village Road.

The Chairman MOVED the following amendment to Recommendation 2 of the report which was duly SECONDED:

- 2. That the Finchley and Golders Green Area Committee approve the preferred Option 4— 2 Road markings and provision of two vehicle activated signs and cobbled paving setts along certain sections to be progressed to detailed design, as outlined in ~~Appendix 1.~~ Section 2.5 of the report**



Votes were recorded as follows:

For	7
Against	0
Abstentions	0

The amendment was CARRIED and became the substantive motion.

The Chairman MOVED the following amendment to Recommendation 6 of the report which was duly SECONDED:

- 6. That the Finchley and Golders Green Area Committee agree to allocate the funding of ~~£20,350~~ £25,000 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved Option.**

Votes were recorded as follows:

For	7
Against	0
Abstentions	0

The amendment was CARRIED and became the substantive motion.

The Chairman moved to the vote on the recommendations as amended above, and as set out in the report.

The Committee unanimously RESOLVED:

- 1. That the Finchley and Golders Green Area Committee note the review of the improvements on Village Road, N3 as outlined in this report and the appendices to this report and depicted on drawings BC/001257-01-DESIGN-01& BC/001257-01-DESIGN-02.**
- 2. That the Finchley and Golders Green Area Committee approve the Option 2 Road markings and provision of two vehicle activated signs and cobbled paving setts along certain sections to be progressed to detailed design, as outlined in Section 2.5 of the report**
- 3. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a consultation on the preferred Option.**
- 4. That subject to no objections being received to the consultation, referred to in recommendation 2, the Finchley and Golders Green Area Committee instruct the Strategic Director for Environment to introduce the approved proposal.**
- 5. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Strategic Director for Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.**
- 6. That the Finchley and Golders Green Area Committee agree to allocate the funding of £25,000 for the agreed Option (CIL from this year's CIL Area Committee budget) to design and introduce the approved Option.**

## **12. LESLIE ROAD/ LEOPOLD ROAD - REQUEST FOR ONE-WAY AND 20 MPH**

**The Committee considered the report, which provided** the results of a feasibility study which involves investigating measures to improve road safety on Leopold Road and Leslie Road.

Following the consideration of the report, the Committee unanimously RESOLVED:

- 1. That the Finchley and Golders Green Committee note the review of the oneway system on Leslie Road and Leopold Road as set out in this report and shown on drawing BC/000742\_03-DESIGN-01.**
- 2. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a statutory consultation.**
- 3. That subject to no objections being received to the statutory consultation, referred to in recommendation 2, the Finchley and Golders Green Area Committee instruct the Strategic Director for Environment to introduce the approved proposal.**
- 4. That the Finchley and Golders Green Area Committee agree that if any objections are received as a result of the statutory consultations, referred to in recommendation 2, the Strategic Director for Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.**
- 5. That the Finchley and Golders Green Committee agree to allocate the funding of £12,650 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 proposal.**

## **13. LINKS VIEW - DOLLIS ROAD, N3 - ROAD SAFETY IMPROVEMENTS**

**The Committee considered the report, which contained proposals to** introduce traffic calming measures in Dollis Road and to improve the visibility for vehicles exiting Links View onto Dollis Road.

The Chairman MOVED the following amendment to Recommendation one, which was duly SECONDED:

- 1. That the Finchley and Golders Green Committee confirm the previously allocated £20,000 CIL ~~agree to allocate the funding of £20,000 CIL~~ from this year's CIL Area Committee budget, having considered the objections as set out in Appendix 3 attached, received to the statutory consultation on the proposals outlined in this report, authorise the Strategic Director for Environment to instruct Officers to proceed with the scheme, as per the original proposal shown in the consultation drawing No. C2016\_BC/001030-03-100-01, but to remove the cutting back of bushes and re-siting of the road name plate as these are the property of Links View Management Co Ltd who have agreed to undertake any necessary works themselves.**

The Chairman **MOVED** to the vote on the amendment. Votes were recorded as follows:

<b>For</b>	<b>7</b>
<b>Against</b>	<b>0</b>
<b>Abstentions</b>	<b>0</b>

The amendment was **CARRIED** and became the substantive motion.

The Chairman **MOVED** to the vote on the substantive motion. The Committee unanimously **RESOLVED** that:

1. That the Finchley and Golders Green Committee confirm the previously allocated £20,000 CIL from this year's CIL Area Committee budget, having considered the objections as set out in Appendix 3 attached, received to the statutory consultation on the proposals outlined in this report, authorise the Strategic Director for Environment to instruct Officers to proceed with the scheme, as per the original proposal shown in the consultation drawing No. C2016\_BC/001030-03-100-01, but to remove the cutting back of bushes and re-siting of the road name plate as these are the property of Links View Management Co Ltd who have agreed to undertake any necessary works themselves.

**14. MOSS HALL SCHOOLS - SAFETY IMPROVEMENT SCHEME NETHER STREET, N3 - REVIEW OF CONSULTATION RESPONSES**

The Committee considered the report, which provided the results of consultation for the Safety Improvement Scheme around Moss Hall Schools.

Having considered the report, the Committee unanimously **RESOLVED**:

1. That the Finchley and Golders Green Area Committee note the results of the formal consultation as set out in this report.
2. That the Finchley and Golders Green Committee authorises the Strategic Director for Environment to instruct Officers to implement the scheme as per the original proposal detailed on C2016-BC000874-20-CONS-01.
3. That the Finchley and Golders Green Committee note that the funding for the scheme is included in the Local Implementation Plan (LIP) 2017/18 budget to introduce the approved Option.

**15. ROAD SAFETY MEASURES AROUND MENORAH PRIMARY SCHOOL, NW11**

The Committee considered the report, which set out the details of a feasibility study undertaken to address the traffic and safety concerns regarding Menorah Primary School.

The Chairman **MOVED** the following amended to Recommendation Two of the report which was duly **SECONDED**:

1. That the Finchley and Golders Green Area Committee approves notes that the preferred Option is option 1A for the uncontrolled crossings and the 20 mph zone and authorises requests that the Strategic Director for Environment should instruct officers to consult with the school on the scheme and then if appropriate progress to public consultation and detail design, but at the same time notes that the scheme cost is in excess of the maximum budget available to the Finchley and Golders Green Area Committee but may be eligible for LIP funding.

The Chairman **MOVED** to the vote on the amendment. Votes were recorded as follows:

<b>For</b>	<b>7</b>
<b>Against</b>	<b>0</b>
<b>Abstentions</b>	<b>0</b>

The motion was **CARRIED** and became the substantive motion.

The Chairman then **MOVED** an amendment to Recommendation 3 of the report, which was duly **SECONDED**:

1. That the Finchley and Golders Green Area Committee ~~agree~~ notes that if any objections are received as a result of the statutory consultations, referred to in recommendation 2, the Strategic Director for Environment will consider and determine whether the agreed Options should be implemented or not, and if so, with or without modification, subject to LIP funding being made available.

The Chairman **MOVED** to the vote on the amendment. Votes were recorded as follows:

<b>For</b>	<b>7</b>
<b>Against</b>	<b>0</b>
<b>Abstentions</b>	<b>0</b>

The motion was **CARRIED** and became the substantive motion.

The Chairman moved to the vote on Recommendation 1 as set out in the report and the amended Recommendations 2 and 3. The Committee unanimously **RESOLVED**:

1. That the Finchley and Golders Green Area Committee note the detail of the feasibility study as outlined in this report in relation to an uncontrolled crossing and introducing a 20 mph speed around Menorah Primary School.
2. That the Finchley and Golders Green Area Committee notes that the preferred Option is option 1A for the uncontrolled crossings and the 20 mph zone and requests that the Strategic Director for Environment should instruct officers to consult with the school on the scheme and then if appropriate progress to public consultation and detail design, but at the same time notes that the scheme cost is in excess of the maximum budget available to the Finchley and Golders Green Area Committee but may be eligible for LIP funding.
3. That the Finchley and Golders Green Area Committee notes that if any objections are received as a result of the statutory consultations, referred to in

**recommendation 2, the Strategic Director for Environment will consider and determine whether the agreed Options should be implemented or not, and if so, with or without modification, subject to LIP funding being made available.**

**16. 20MPH SCHEME (INCLUDING ZEBRA CROSSING) ST AGNES CATHOLIC PRIMARY SCHOOL AND CHILDS HILL PRIMARY SCHOOL**

The Committee considered the report, which summarised the results of consultation following the proposal to introduce a 20mph zone in the area surrounding St Agnes Catholic Primary School and Childs Hill Primary School.

Councillor Dean Cohen **MOVED** the following motion:

That all the proposed measures set out within the report except speed cushions are agreed.

Votes were recorded as follows:

<b>For</b>	<b>1</b>
<b>Against</b>	<b>6</b>
<b>Abstentions</b>	<b>0</b>

**The motion was LOST.**

**Councillor Peter Zinkin MOVED** the following motion:

**To consider the feasibility of introducing a width restriction on Summerton Road and to ask Officers to report back to the Committee.**

Votes were recorded as follows:

<b>For</b>	<b>6</b>
<b>Against</b>	<b>0</b>
<b>Abstentions</b>	<b>1</b>

The motion was **CARRIED** and became the substantive motion.

The Chairman **MOVED** to the vote on Recommendation One.

<b>For</b>	<b>6</b>
<b>Against</b>	<b>0</b>
<b>Abstentions</b>	<b>1</b>

The Chairman **MOVED** to the vote on Recommendation Two.

<b>For</b>	<b>6</b>
<b>Against</b>	<b>0</b>
<b>Abstentions</b>	<b>1</b>

**RESOLVED that:**

1. That the Finchley and Golders Green Area Committee, having considered the objections received to the statutory consultation on the proposals outlined in this report, as set out in the appendix attached, authorise the Strategic Director for Environment to instruct officers to proceed with the implementation of the scheme, generally as per the original proposal shown in the consultation drawing No. GC2511-CAP-Z1-XX-DR-C-0001, but with adjustments to provide smaller vehicle activated signs displaying a 20mph symbol rather than a school warning triangle symbol.
2. To consider the feasibility of introducing a width restriction on Summerton Road and to ask Officers to report back to the Committee.

**17. TEMPLE FORTUNE AREA NW11 - PROPOSED WAITING RESTRICTIONS**

Councillor Cohen MOVED the following motion:

That all Golders Green Ward proposals be deferred to enable discussion with residents of specific locations and objections as highlighted in the report and to come back to Committee at a later date to make a determination.

**The Chairman moved to the vote on the motion.**

**Votes were recorded as follows:**

For	7
Against	0
All	0

This was CARRIED.

A Member referred to proposal SCR156-13a – Erskine Hill NW11 junction with Temple Fortune Hill and requested a potential hold on implementation until outcome of CPZ request is known to enable liaison with Ward Councillors regarding timing of implementation. This was agreed.

The Chairman moved to the vote on the Recommendations. It was unanimously agreed that:

1. That the Finchley and Golders Green Area Committee, having considered the comments and objections received to the statutory consultation, resolves to authorise the Strategic Director for Environment to instruct Officers to implement waiting restrictions (yellow lines) in various locations as set out in Appendix B to this report, through the making of the relevant Traffic Management Orders. *(subject to the exclusion set out in the next Recommendation)*
2. That all Golders Green Ward proposals be deferred to enable discussion with residents of specific locations and objections as highlighted in the report and to come back to Committee at a later date to make a determination.

**18. FORWARD WORK PROGRAMME**

The Chairman introduced the Forward Work Programme and requested that the Committee be provided with a report on Cherry Tree Wood as soon as possible.

**RESOLVED that the Committee note the Forward Work Programme.**


**19. ANY ITEM(S) THE CHAIRMAN DECIDES ARE URGENT**

None.

The meeting finished at 8.41pm

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	AGENDA ITEM 6 <b>Finchley and Golders Green Area Committee</b>  <b>15 February 2017</b>
<b>Title</b>	<b>Referrals from Finchley and Golders Green Residents Forum</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	All
<b>Status</b>	Public
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Anita Vukomanovic anita.vukomanovic@barnet.gov.uk 020 8359 7034

<h2 style="margin: 0;">Summary</h2>
At the meeting of Finchley and Golders Green Residents Forum, held on 23 January 2018, two petitions were referred to this Committee for consideration.

<h2 style="margin: 0;">Recommendation</h2>
<b>That the Area Committee considers the petitions referred by the Finchley and Golders Green Residents Forum.</b>

**1. WHY THIS REPORT IS NEEDED**

- 1.1 The Council’s Constitution permits the referral of petitions and issues to Area Committees. The following two petitions have been referred from the Finchley and Golders Green Residents Forum to the Area Committee:

1	<p><b>Petition: Split the two parts of the East Finchley CPZ and allocate the streets in the all-day part of the CPZ a code letter different to the current 'M'. The aim would be to restrict parking in the all-day zone to people who live within this zone.</b></p> <p><b>Submitted by: Michael McGrath</b></p> <p><b>Signatures: 73</b></p> <p><b>Ward:</b></p> <p>The Council have confirmed that parking permits are allocated for over 90% of the available bays in the all day 10:00 to 18:30 zone. Any spare spaces are currently occupied by residents who drive the short distance across East Finchley to park near the station. This greatly undermines the utility of the CPZ for residents who suffer the inconvenience and cost of all day parking restrictions. This practice also unnecessarily increases the volume of traffic using residential roads and causes increased pollution. No one in East Finchley CPZ is more than a few minutes walk from the station.</p> <p><b>Action at Residents Forum: Refer to Area Committee</b></p>
2	<p><b>Petition: Include Stanhope Avenue and Cavendish Avenue in the next extension of Finchley Church End CPZ</b></p> <p><b>Submitted by: Katie Reynolds</b></p> <p><b>Signatures: 65</b></p> <p><b>Ward: Finchley Church End</b></p> <p>We the undersigned, residents of Stanhope Avenue, Stanhope Court, Cavendish Avenue and East End Road, Finchley Church End (N3), petition Barnet Council to include Stanhope Avenue and Cavendish Avenue in the next extension of Finchley Church End CPZ.</p> <p>There is insufficient parking for residents during weekdays, due to the high volume of non-residents parking on Stanhope and Cavendish Avenues during weekdays. It is essential to the residents of Stanhope Avenue, Stanhope Court, Cavendish Avenue &amp; East End Road that controls are introduced in order to deter long-term daytime parking by non-residents.</p> <p>There is already insufficient street parking available in Stanhope &amp; Cavendish Avenues, and the proposed inclusion of other neighbouring streets (such as Templars Crescent) into the CPZ will make the situation considerably worse.</p> <p>We demand that the following two sections of on-street parking are included in the Finchley Church End CPZ:</p> <ul style="list-style-type: none"> <li>• Stanhope Avenue, between East End Road and Mountfield Road</li> <li>• Cavendish Avenue, between East End Road and Mountfield Road.</li> </ul> <p><b>Action at Residents Forum: Refer to Area Committee</b></p>

## **2. REASON FOR REFFERAL**

- 2.1 At the meeting of Finchley and Golders Green Residents Forum held on 23 January 2018, two petitions 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**

- 5.1 N/A

## **6. IMPLICATIONS OF DECISION**

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

- 6.1.1 None in the context of this report.

### **6.2 Legal and Constitutional References**

- 6.2.1 The Council's Constitution – Article 3, Residents and the Council states that Residents Forums may: *“decide that the issue be referred to the next meeting of an Area Committee for consideration, subject to the issue being within the terms of reference of an Area Committee”*

### **6.3 Risk Management**

- 6.3.1 None in the context of this report.

### **6.4 Equalities and Diversity**

- 6.4.1 None in the context of this report.

### **6.5 Consultation and Engagement**

- 6.5.1 Not in the context of this report.

## **7. BACKGROUND PAPERS**

- 7.1 None.

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## Finchley and Golders Green Area Committee

**15 February 2017**

<b>Title</b>	<b>Member's Item – Application for Community Infrastructure Levy (CIL) Funding</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Garden Suburb, Woodhouse, East Finchley, Childs Hill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Anita Vukomanovic, Governance Team Leader <a href="mailto:anita.vukomanovic@barnet.gov.uk">anita.vukomanovic@barnet.gov.uk</a> 020 8359 7034

### Summary

This report informs the Area Committee the requests for CIL funding have been submitted. The Committee are requested to consider the information highlighted within this report and make a determination on its desired course of action in accordance with its powers.

### Recommendations

1. That the Area Committee consider the requests as highlighted in section 1 of the report.
2. That the Area Committee decide whether it wishes to:
  - (a) agree the requests 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 Three requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

Title	Speed survey on Hampstead Way between Meadway and Wellgarth Road and the possibility of introducing a controlled crossing.
Raised by (Councillor)	John Marshall
Ward	Garden Suburb
Area Committee	Finchley and Golders Green
Member Request	The possibility of speed survey on Hampstead Way between Meadway and Wellgarth Road and the possibility of introducing a controlled crossing.
Funding Required (£)	tbc

Title	
Raised by (Councillor)	Peter Zinkin
Ward	Childs Hill
Area Committee	Finchley and Golders Green
Member Request	To ask officers to take the necessary steps to replace the single yellow line outside the garage entrance at Annabel Court Hodford Rd NW11 with a double yellow line to ensure safe egress from the garage.
Funding Required (£)	tbc

Title	Safety in Hendon Lane N3
Raised by (Councillor)	Graham Old
Ward	Finchley Church End
Area Committee	Finchley & Golders Green
Member Request	<p>There was recently a serious accident in Hendon Lane just south of the junction with Windsor Road. This accident has highlighted longstanding concerns about the speed of traffic negotiating the stretch of Hendon Lane between Cyprus Avenue and Wickliffe Avenue where the road bends and narrows. The VAS which has been operating in Hendon Lane for some years only works intermittently and appears to be having an increasingly diminishing effect on the speed of traffic. Some residents have requested yellow lines to facilitate visibility for traffic emerging from the side roads off Hendon Lane, whilst others have opposed this on the grounds that ending parking on certain stretches will only encourage motor traffic to travel faster.</p> <p>Instead it has been suggested that the pedestrian refuge near the junction with Arden Road might be made a pedestrian or pedestrian controlled crossing. This would be of great assistance to the many people wishing to cross the road at this point to go to or from the neighbouring bus stops. It should also have the effect of slowing traffic thus making it safer for the traffic coming out of the side roads. This location is also roughly mid way between, but also a considerable distance from, two existing pedestrian crossings in Hendon Lane.</p> <p>I should like the Committee to authorise officers to look into this and see whether a crossing at this or a nearby location might be a sensible way forward.</p>
Funding Required (£)	TBA by officers

Title	Electricity Supply Pillar for Community Events
Raised by (Councillor)	Arjun Mittra
Ward	East Finchley
Area Committee	Finchley and Golders Green Area Committee
Member Request	Arjun Mittra
Funding Required (£)	£5,000.00

Title	Speed control measures for Church Lane N2
Raised by (Councillor)	Cllr Alison Moore



Ward	East Finchley
Area Committee	Finchley and Golders Green
	The addition of more visible 20mph limit signage in Church Lane N2 has made some impact on the
Title	Hervey Road and Ballards Lane junction
Raised by (Councillor)	Cllr Ross Houston
Ward	West Finchley Ward
Area Committee	Finchley and Golders Green
Member Request	<p>The urgency for this is that Church Lane is scheduled for micro asphalt treatment in Year 4 of the Recovery programme and it would make sense for measures to be considered before that work is done to ensure no money is wasted.</p> <p>The parking control hours on the northern side of Hervey Close N3 at the junction with Ballards Lane are 8am to 6.30pm Monday to Saturday. There is no parking allowed on the southern side during these hours.</p> <p>My request is that money be set aside to allow such a proposal to be worked up and subjected to consultation. After these hours however there is unrestricted parking on both sides at that junction. This effectively reduces Hervey Close to one lane at that point allowing just one vehicle at a time through in either direction.</p> <p>In addition, following a series of dangerous incidents where vehicles deliberately travelled over the bridge in violation of the one-way, I would request that enhanced signage or other measures be considered before a serious accident occurs on the bridge.</p> <p>As a consequence motorists on Ballards Lane needing to enter Hervey Close are often obliged to queue and wait there until they can get through. On occasion motorists have to reverse back out of Hervey Close into the main road, Ballards Lane.</p> <p>Unknown</p> <p>I understand that the best way forward would be for a Traffic Engineer to review this situation and look for a simple and quick solution to be implemented with the restrictions at this junction in order to ensure the safe and free flow of traffic into Hervey Close. I ask that Committee should approve this and consider any budget implications.</p>
Funding Required (£)	Unknown

## **2 REASONS FOR RECOMMENDATIONS**

- 1.2 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 1.3 CIL funding can be used to fund a wide range of infrastructure (as outlined in section 216(2) of the Planning Act 2008, and regulation 59, as amended) to support the development of a local area. The Act specifically names roads and transport, flood defences, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.
- 1.4 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.
- 1.5 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.
- 1.6 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place. Therefore a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee. This is capped at £150k per committee per year.
- 1.7 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance, applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).
- 1.8 Members should note that the committee has the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 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.

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

2.1 Not applicable.

## **3. POST DECISION IMPLEMENTATION**

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

## **4. IMPLICATIONS OF DECISION**

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

4.1.1 The Committee has an allocated budget for Barnet Community Infrastructure Levy (CIL) from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers.

4.1.2 The Committee is able to award funding of up to £25,000 per project for CIL Funding. Requests for funding must be in line with the Council's priorities which are outlined in the Corporate Plan 2015 – 2020.

### **4.2 Social Value**

4.2.1 Requests for CIL funding provide an avenue for Members to give consideration to funding requests which may have added social value.

### **4.3 Legal and Constitutional References**

5.3.1 Council Constitution, Article 7 contains the responsibilities of the Area Committees, which includes to: "Determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent."

### **4.4 Risk Management**

4.4.1 None in the context of this report.

### **4.5 Equalities and Diversity**

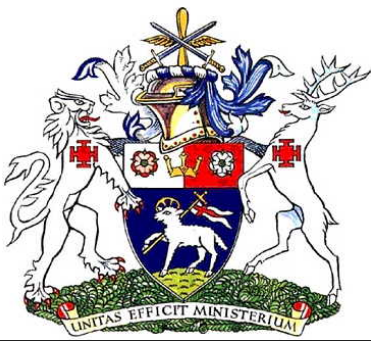
4.5.1 Requests for Funding allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

### **4.6 Consultation and Engagement**

4.6.1 None in the context of this report.

## **5. BACKGROUND PAPERS**

- 5.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets:  
<http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>
- 5.2 Review of Area Committees – operations and delegated budgets (24 June 2015):  
<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>



**Finchley & Golders Green  
Area Committee  
15 February 2018**

<b>Title</b>	<b>Area Committee Funding - Community Infrastructure Levy update</b>
<b>Report of</b>	Finance Manager, Commissioning Group
<b>Wards</b>	Childs Hill, East Finchley, Finchley Church End, Garden Suburb, Golders Green, West Finchley, Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Allocation of awards, spend and balance available – CIL Reserve
<b>Officer Contact Details</b>	Gary Hussein, Finance Manager, Commissioning Group Contact: Gary.Hussein@barnet.gov.uk

**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 Finchley & Golders Green Area Committee notes the amount available for allocation during 2017/18, as set out in Appendix 1
2. That the Finchley & Golders Green Area Committee notes the amount of re-allocated underspends & overspends in Section 2.1

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

- 1.1 This report indicates the allocation of funding to the Finchley & Golders Green Area Committee (Area Committee). This will enable the Area 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 15% of the original estimate will require an explanation to enable the committee to agree any additional funding.
- 1.4 This report includes an analysis of the actual costs of the works and enables members to compare with the estimate. The net underspend on the CIL funded projects are added to the balance available where applicable.
- 1.5 Detail as to the activity to date of this Area Committee and the balance available are attached at Appendix 1 to this report.

## **2. CIL activity**

- 2.1 The latest position shows expenditure to December 2017. The total amount of underspends from 2015 – 2017 is £0.106m, whilst the total funded overspends on schemes total £0.006m.

## **3. REASONS FOR RECOMMENDATIONS**

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

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

4.1 No alternative options were considered

## **5. POST DECISION IMPLEMENTATION**

5.1 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.

## **6. IMPLICATIONS OF DECISION**

### **6.1 Corporate Priorities and Performance**

6.1.1 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.

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

6.2.1 Appendix 1 shows the amount allocated and the committee balance remaining of £0.057m

### **6.3 Social Value**

6.3.1 Not applicable to this report

### **6.4 Legal and Constitutional References**

6.4.1 CIL is a planning charge that was introduced by the Planning Act 2008 to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations").

6.4.2 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

6.4.3 Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

6.4.4 As a result of this, 15% of the CIL budget is allocated to the Area Committee.

6.4.5 Council Constitution, Article 7, Committees, Forums, Working Groups and Partnerships – the terms reference of Area Committees include:

5) Determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent.

#### **6.5 Risk Management**

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

#### **6.6 Equalities and Diversity**

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

#### **6.7 Consultation and Engagement**

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

### **7. 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>



Finchley & Golders Green	2017/18 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspend to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
	£							
<b>Budget allocation</b>	150,000							
<b>Budget C/Fwd</b>	20,060							
North Crescent, N3 - CPZ issues	(5,000)	4,437	5,000	-	No	No		27/04/2017
Cost of tools for use by The Diggers -construction of compost bins	(5,600)	-	5,600	-	No	No		27/04/2017
Westbury Road - design and carry out statutory consultation and implementation	(25,000)	6,226	25,000	-	No	No		27/04/2017
Summers Lane - design and carry out statutory consultation and implementation	(24,200)	4,078	24,200	-	No	No		27/04/2017
The Hocrofts - 5 tonne weight restriction	(8,800)	1,012	8,800	-	No	No		27/04/2017
Granville Road - design and carry out statutory consultation and implementation	(6,500)	3,852	6,500	-	No	No		27/04/2017
Village Road, N3 - feasibility study	(5,000)	1,635	5,000	-	No	No		02/08/2017
Removing trees to support the work of the Residents Association for the upkeep of Northway Rose Gardens	(7,065)		7,065	-	No	No		02/08/2017
Friary Road Traffic Management Measures - 2 VAS signs in Friary Road, Road Markings and monitoring to take place as to the effectiveness of the implementation	(16,000)		16,000	-	No	No		02/08/2017
Links View - Dollis Road, N3 - Road Safety Improvements - design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the agreed Option.	(20,000)	7,107	20,000	-	No	No		02/08/2017
New Yew tree to repair the damaged hedge at Kingsley Way junction with Meadway in the Garden Suburb	(3,000)		3,000	-	No	No		14/11/2017
Planting scheme in Gratton terrace	(9,000)		9,000	-	No	No		14/11/2017
Speed survey and on-site investigation for Glenhurt Road, N12.	(5,000)		5,000	-	No	No		14/11/2017
Village Road, N3 - feasibility study - Road markings and provision of two vehicle activated signs and cobbled paving setts.	(25,000)	1,579	25,000	-	No	No		14/11/2017
Leslie Road/Leopold Road - Request for One-Way and 20 mph	(12,650)		12,650	-	No	No		14/11/2017
	(43,685)	37,376	185,265				(28,480)	
<b>2015/16 Underspends returned to CIL reserve</b>	57,177							
<b>2016/17 Underspends returned to CIL reserve</b>	20,673							
<b>2017/18 Underspends returned to CIL reserve</b>	28,480							
<b>Overspends Funded</b>	(5,557)							
<b>New Balance</b>	<b>57,088</b>							

<b>Finchley &amp; Golders Green 2016/17 - Outstanding Schemes</b>	<b>2016/17 Budget Allocation (CIL Reserve)</b>	<b>Actual Spend</b>	<b>Predicted Spend</b>	<b>(Underspends to be reallocated) / Above allocation</b>	<b>Underspend to be reallocated (Yes/No)</b>	<b>Original Scheme complete (Yes/No)</b>	<b>Amount to add back to CIL allocation</b>	<b>Date of Committee Approvals</b>
	£							
Hampstead Garden Suburb CPZ - monitor displacement before and after Garden suburb CPZ extension	(500)	2,448	3,000	2,500	No	No		30/11/2016
Buxted Road/Ashurst Road - yellow lines	(2,500)	848	2,500	-	No	No		16/02/2017
Friary Way/Valley Road - waiting restrictions	(4,000)	-	4,000	-	No	No		16/02/2017
<b>Finchley &amp; Golders Green 2015/16 - Outstanding Schemes</b>	<b>2015/16 Budget Allocation (CIL Reserve)</b>	<b>Actual Spend</b>	<b>Predicted Spend</b>	<b>(Underspends to be reallocated) / Above allocation</b>	<b>Underspend to be reallocated (Yes/No)</b>	<b>Original Scheme complete (Yes/No)</b>	<b>Amount to add back to CIL allocation</b>	<b>Date of Committee Approvals</b>
	£							
Friary way parking feasibility	(5,000)	2,305	5,000	-	No	No		21/10/2015
Crescent road	(25,000)	5,903	25,000	-	No	No		13/01/2016
The Grove	(22,000)	1,513	22,000	-	No	No		13/01/2016
East Finchley CPZ	(10,000)	5,066	10,000	-	No	No		13/01/2016
Oakfield road parking (nr CPZ) - now Temple	(20,000)	17,313	20,000	-	No	No		13/01/2016
Fortune parking review								
Leslie Road CPZ feasibility study	(10,000)	5,581	10,000	-	No	No		30/03/2016

	<p><b>AGENDA ITEM 11</b></p> <p><b>Finchley and Golders Green Area Committee</b></p> <p><b>15 February 2018</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Church End Controlled Parking Zone (CPZ) – Parking Consultation Results</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Finchley Church End and West Finchley</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A - Church End CPZ Parking Consultation Areas Appendix B – Existing CPZ Results Tables Appendix C – Out of CPZ Results Tables</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Caroline Stanyon, <a href="mailto:caroline.stanyon@barnet.gov.uk">caroline.stanyon@barnet.gov.uk</a> Tel: 020 8359 3555</p>

## Summary

This report sets out both the results of the consultation to review the existing Church End CPZ and additional consultation with residents and businesses of certain roads outside of the CPZ as to whether they would like the Council to include their road within a CPZ. It seeks the Committee’s approval to progress any proposals resulting from this consultation to a statutory consultation.

## Recommendations

1. That the Finchley and Golders Green Area Committee:
  - (a) note the results of the consultation to review the existing Church End CPZ
  - (b) authorise the Strategic Director for Environment and his officers to carry out a statutory consultation on proposals to introduce extended CPZ hours and waiting restrictions, operational Monday to Saturday from 10am to 4pm in Dollis Park (between Regents Park Road and Church Crescent), Lichfield Grove, Station Close, Station Road and Sylvan Avenue.

- 2. Note the results of the consultation in roads outside of the Church End CPZ and petitions received and resolve to authorise the Commissioning Director for Environment and his officers to design and carry out statutory consultation on proposals to introduce CPZ parking and waiting restrictions, operational Monday to Friday from 2-3pm, as extensions to the existing Church End CPZ in:
  - (a) St Mary's Avenue and Templars Crescent**
  - (b) The northern section of Lyndhurst Gardens (between Dollis Park and the entrances to both Finchley Manor Lawn Tennis and Squash Rackets Club and Christ's College Playing Field.**
  - (c) Cavendish Avenue and Stanhope Avenue (between East End Road and Mountfield Road)****
- 3. That subject to no objections being received to the statutory consultations, referred to in recommendations 2 and 3, the committee authorise the Strategic Director for Environment and his officers to introduce the proposed parking and waiting restrictions**
- 4. That the Committee agree that if any objections are received as a result of the statutory consultation referred to in recommendations 2 and 3, the Strategic Director for Environment will, in consultation with the relevant Ward Councillors, consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.**

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

- 1.1 In January 2017 a petition was presented to the Finchley and Golders Green Residents Forum from residents of Station Close and Station Road asking for the existing CPZ operational hours and days to be extended, effectively introducing a separate CPZ in these roads.
- 1.2 At the subsequent Area Committee meeting of 16 February 2017 it was resolved that the Commissioning Director, Environment, should prepare a report for presentation to a future meeting of the Committee to consider the issues raised on Station Road, Station Close, Lichfield Grove, Dollis Park and any other relevant roads.
- 1.3 In addition in March and July 2017, petitions were received at the Resident Forums from both Lyndhurst Gardens and St Mary's Avenue requesting that a CPZ should be introduced in their roads. At the April 2017 Area Committee meeting an item was also presented on parking issues in North Crescent.
- 1.4 Following consideration of the item it was unanimously agreed that officers should review the existing Church End CPZ taking into consideration both the impact of extending the current operational hours and widening of the CPZ to adjoining roads that have requested inclusion in the CPZ.

## **2. CONSULTATION**

- 2.1 An informal parking consultation was carried out between 30 November 2017 and 5 January 2018 with residents and businesses in the areas shown in the plan in Appendix A.
- 2.2 Approximately 4,149 residents and 602 traders consultation packs were hand delivered to all properties within the existing Church End CPZ shown in green and blue.
- 2.3 Recipients were asked a range of questions which included whether or not they wanted the current CPZ operational hours (Monday to Friday 2-3pm) to be extended and, if yes, were given the opportunity to suggest preferred days and/or hours of operation based on the specific parking issues in their road.
- 2.4 For traders within the CPZ, information was also requested on loading, delivery and customer requirements.
- 2.5 In addition, 935 consultation packs were delivered to all properties in roads outside of the existing CPZ boundary shown on the plan in red.
- 2.6 Recipients of these roads were asked to indicate how many vehicles they had and whether or not these were parked off-street on or the road. They were also asked if obstructive parking occurred and if they or their visitors experienced parking problems. If yes to the latter, they were asked the times during the day when these were at their worst.
- 2.7 Finally they were asked to indicate if they wanted the Council to further investigate parking issues and in particular if they would support inclusion of their road in a CPZ.
- 2.8 All recipients were asked to complete an online 'Survey Monkey' questionnaire. A web page was also set up on the Council's Engage Portal containing details of the informal consultation and link to the online questionnaire. Paper copies of the questionnaire were also made available on request for residents or businesses if they were having difficulties or were unwilling to complete the questionnaire online.

### **Consultation results**

#### *Existing CPZ – Residents*

- 2.9 Allowing for the removal of multiple responses from individual households/properties, incomplete responses, where respondents did not answer all of the necessary questions and responses, where respondents completed a questionnaire for the incorrect area, a total of 275 responses were received, a response rate of 7%.
- 2.10 A summary of responses and response rates on a road by road basis are shown in Table 1 overleaf.

2.11 Overall, although the majority of respondents 154 (57%) and 141 (52%) respectively, indicated that they often had to park in neighbouring roads due to lack of space in their own road, and regularly experienced obstructive parking, the majority of respondents 146 (53%) did not want to see the CPZ amended

Table 1 – Existing CPZ Resident Responses

Road Name	No of properties	No of responses	% response		Road Name	No of properties	No of responses	% response
Arcadia Avenue	6	1	17%		Links View	11	1	9%
Ballards Lane	321	2	1%		Long Lane	120	7	6%
Bibsworth Road	57	7	12%		Nether Street	113	2	2%
Brownlow Road	52	0	0%		Oakfield Road	49	4	8%
Cadogan Gardens	32	4	13%		Parkside	14	1	7%
Church Crescent	93	17	18%		Pavillion Mews	5	0	0%
Claigmar Gardens	22	2	9%		Princes Avenue	143	15	10%
Claverley Grove	57	10	18%		Priory Close	5	0	0%
Claverley Villas	6	1	17%		Queenswood Park	8	3	38%
Clifton Avenue	34	12	35%		Rathgar Close	8	0	0%
College Terrace	10	2	20%		Rectory Close	42	0	0%
Cornwall Avenue	44	8	18%		Redbourne Avenue	90	14	16%
Crescent Road	48	1	2%		Regents Park Road	271	1	0%
Cyprus Road	110	5	5%		St Michaels Close	31	0	0%
Dollis Avenue	106	6	6%		St Pauls Way	23	3	13%
Dollis Park	153	21	14%		Seymour Road	72	0	0%
Dollis Road	157	4	3%		Shakespeare Road	1	0	0%
Dorset Mews	46	0	0%		Station Close	18	2	11%
Dukes Avenue	36	5	14%		Station Road	348	19	5%
East End Road	24	7	29%		Strathmore Gardens	32	3	9%
Falkland Avenue	55	7	13%		Sylvan Avenue	20	5	25%
Freston Park	11	1	9%		Temple Close	19	1	5%
Glenhill Close	66	1	2%		The Avenue	12	0	0%
Grass Park	15	2	13%		The Grove	138	6	4%
Gravel Hill	8	0	0%		The Ridgeway	34	6	18%
Grenville Close	4	1	25%		Victoria Avenue	26	3	12%
Grove Avenue	33	2	6%		Vines Avenue	55	1	2%
Gruneisen Road	40	3	8%		Wentworth Avenue	69	6	9%
Hendon Avenue	46	7	15%		Wentworth Close	15	1	7%
Hendon Lane	196	3	2%		Wentworth Park	64	4	6%

Hervey Close	<b>117</b>	9	8%		Willow Way	<b>24</b>	2	8%
Kingswood Park	<b>10</b>	1	10%		<i>SUB TOTAL</i>	<i>1880</i>	<i>110</i>	
Lichfield Grove	<b>254</b>	13	5%					
<i>SUB TOTAL</i>	<i>2269</i>	<i>165</i>			<b>TOTAL</b>	<b>4149</b>	<b>275</b>	<b>7%</b>

- 2.12 On closer analysis, there are 10 roads:  
- *Ballards Lane, Claverley Villas, Cornwall Avenue, Falkland Avenue, Gruneisen Road, Long Lane, Princes Avenue, Station Road, Vines Avenue and Wentworth Park* where the majority of respondents have indicated that they would like to see the current CPZ amended.
- 2.13 In addition, there are a further 7 roads:  
*Claigmar Gardens, Claverley Grove, Grove Avenue, Nether Street, Station Close, The Grove and The Ridgeway* where support for a CPZ is split 50:50
- 2.14 Most respondents from these roads indicated a preference for an extension of the current operational hours to all-day rather than just the one hour in the afternoon but were undecided as to whether the scheme should continue to only operate on a weekday or at weekends as well.
- 2.15 Overall and individually the response rates for this consultation are considerably lower than would be expected for a consultation of this kind i.e average overall response rates in excess of 20-25% can usually be expected and only 7% was achieved for this consultation.
- 2.16 Despite majority support for change being received from those roads mentioned in paragraph 2.17 and 2.18 above, the response rates are particularly low, varying between only 1% from Ballards Lane to 18% from Cornwall Avenue and The Ridgeway.
- 2.17 The petition received from residents of Station Close and Station Road which prompted the current CPZ review, consisted of a total of 60 signatures. However, in response to this consultation a total of only 21 responses have been received from a total of 366 properties in these roads, producing a combined response rate of only 6%.
- 2.18 Several of the 21 respondents commented on a lack of available space if they returned after the current CPZ hours ended be it late afternoon or early evening Monday to Friday and at weekends.
- 2.19 Although this issue was attributed in part to commuter vehicles associated with station users and nearby businesses, there was also a view that demand from residents, due to the high proportion of multi-occupancy properties, was also a contributory factor.
- 2.20 As a result, to address these issues a range of extended hours were requested with equal numbers of respondents asking for the operational days to remain the same, operate on a Saturday or 7 days a week.
- 2.21 On 30 January 2018 a meeting was held with Finchley Church End Ward Councillors to discuss the results of the consultation, in particular issues relating

to roads where petitions had previously been received or representations made requesting changes to the CPZ.

- 2.22 Given the low response rates there was a view that there was an insufficient mandate to proceed with any large scale changes to the current CPZ at this time. However, in response to residents' representations outside of the current consultation, Ward Councillors were minded to consider extension of the existing operational hours in certain roads closest to Finchley Central station.
- 2.23 As a result, it is recommended that the current operational hours of the CPZ in Dollis Park (between Regents Park Road and Church Crescent), Lichfield Grove, Station Close, Station Road, and Sylvan Avenue should be extended to operate from Monday to Friday 2-3pm to Monday to Saturday 10am-4pm.
- 2.24 It should be noted that this would be a sub zone of the existing Church End CPZ (Zone CE) not a new separate zone. Although offering further protection for residents from inconsiderate and obstructive non-resident parking other Zone CE resident permit holders from adjacent streets within the CPZ would continue to be able to park in these roads during the operational hours.
- 2.25 Very few comments were received in respect of amendment to the existing to parking layout. However, those highlighted as part of this consultation, will be investigated.
- 2.26 If following officer investigation, feasibility of the requested changes are confirmed, proposals to undertake any amendment would be advertised and included within the statutory consultation for the extension of the CPZ into adjacent unrestricted roads

#### *Existing CPZ – Traders*

- 2.27 A total of 18 responses were received from 604 traders and businesses operating with the existing CPZ. This equate to a response rate of only 3% which could, from experience with other CPZ consultations, indicate the majority of those consulted are happy with the scheme as it currently stands.
- 2.28 A summary of responses received and support for or against changes to the CPZ are shown in Table 2 overleaf
- 2.29 13 of 18 (72%) respondents did not want to see the CPZ amended wishing to retain the status quo.
- 2.30 Of the 4 respondents who indicated that they would like the CPZ to be amended, 3 (75%) suggested that the hours should be extended to operate throughout the working day although there was no consensus on the preferred alternative hours.
- 2.31 Whereas 2 (50%) thought the scheme should operate on a Saturday, one (25%) that the CPZ days should remain as Monday to Friday only with one of the opinion that it should be less restrictive and operate on fewer weekdays



2.32 In response to the sections regarding customer and other parking related issues, several traders commented on a lack of short term parking close to their premises due to the lack of public car parking facilities in the Church End area.

Table 2 – Existing CPZ Trader Responses

Road Name	No of properties	No of responses	% response	CPZ amended					
				Yes		No		Don't know	
Albert Place	15	1	7%			1	100%		
Arcadia Avenue	30								
Ballards Lane	259	6	2%	2	33%	3	50%	1	17%
Cornwall Avenue	4								
Cyprus Road	3								
Dollis Mews	3								
Dollis Park	49								
Dollis Road	1								
East End Road	1	1	100%			1	100%		
Essex Park	1								
Falkland Avenue	2								
Glenhill Close	1								
Gravel Hill	2								
Gruneisen Road	5	1	20%	1	100%				
Hendon Avenue	1								
Hendon Lane	38								
Lichfield Grove	5								
Long Lane	17	1	6%			1	100%		
Nether Street	6								
Popes Drive	4								
Princes Avenue	2								
Redbourne Avenue	5								
Regents Park Road	112	7	6%	1	14%	6	86%		
Shakespeare Road	11								
Siamese Mews	1								
Station Road	19								
The Avenue	1								
The Grove	2								
Victoria Avenue	5	1	20%			1	100%		
Wentworth Avenue	1								
<b>TOTAL</b>	<b>606</b>	<b>18</b>	<b>3%</b>	<b>4</b>	<b>22%</b>	<b>13</b>	<b>72%</b>	<b>1</b>	<b>6%</b>

- 2.33 To remedy this inadequacy it was suggested that additional customer parking should be provided and that 30 minutes 'free' parking should be introduced to ensure continued commercial viability.
- 2.33 At the same time, comments were also received over there being insufficient space to satisfy the demand from business permit holders. As a solution it was proposed that dedicated business permit only bays could be provided, through the reduction of residents permit holder parking and that the current cost of business permits should be reduced.
- 2.34 Similarly to the numbers and response rates from residents of the existing CPZ the responses received from the business community is considerably lower than would be expected.
- 2.35 It is possible that as previously mentioned in this report most traders and businesses are satisfied with the CPZ as it stands and would like the 'status quo' to be retained.
- 2.36 Finchley, Church End along with several other town centres in the Borough has been identified as a 'main' town centre in the Entrepreneurial Barnet initiative which aims to assist town centres to thrive, regenerate more deprived areas and deliver high quality infrastructure and public realm.
- 2.37 In the circumstances, in light of the consultation responses and any future initiatives that may focus on the business community in Church End, it is recommended that no changes are made to the provision and operation of business and shopper parking facilities within the CPZ at this time.

#### *Outside of the CPZ*

- 2.38 As with the existing CPZ, after removal of incomplete, incorrect or duplicate questionnaire responses a total of 312 responses were received from residents and businesses from roads within this area.
- 2.39 This represents a 33% response rate which is higher than the 20-25% response rate usually expected for consultations of this kind. A summary of responses and results on a road by road basis can be found in Table 3 overleaf and Appendix C respectively.
- 2.40 Overall, the majority of respondents, 200 (61%), 232 (71%), 198 (61%) and 219 (68%) respectively said that they:
- did not experience parking problems in their road,
  - did not have to park in neighbouring roads due to lack of space in their own road
  - did not experience obstructive parking across or adjacent to their driveways, and
  - did not suffer difficulties due to parked cars at junctions
- 2.41 160 (50%) respondents indicated that their visitors did experience parking problems, although there was no consensus on what times these problems were at their worst.

- 2.42 The majority of respondents indicated that they did experience parking problems but 213 (66%) of 321 respondents, said that they were happy with the parking situation and 214 (67%) of 319 respondents did not want the Council to undertake further investigation on any identified issues.
- 2.43 Finally, 230 (72%) of 319 respondents who answered this question did not consider that they wanted their road to be included in a CPZ.

Table 3 – Outside CPZ Resident and Business Responses

	<b>No of properties</b>	<b>No of responses</b>	<b>% response</b>
Arden Road	87	18	<b>21%</b>
Bose Close	2	0	<b>0%</b>
Briarfield Avenue	53	15	<b>28%</b>
Claremont Park	50	42	<b>84%</b>
Cyprus Avenue	59	34	<b>58%</b>
Cyprus Gardens	25	10	<b>40%</b>
Dudley Road	29	10	<b>34%</b>
Hendon Avenue	23	5	<b>22%</b>
Hendon Lane	92	5	<b>5%</b>
Lyndhurst Gardens	96	38	<b>40%</b>
Manor View	46	7	<b>15%</b>
North Crescent	52	18	<b>35%</b>
Primrose Close	11	0	<b>0%</b>
Rosemary Avenue	76	21	<b>28%</b>
St Mary's Avenue	70	27	<b>39%</b>
Salisbury Avenue	37	10	<b>27%</b>
Tangletree Close	22	4	<b>18%</b>
Templars Crescent	42	21	<b>50%</b>
Village Road	51	27	<b>53%</b>
Voysey Close	12	0	<b>0%</b>
<b>TOTAL</b>	<b>935</b>	<b>312</b>	<b>33%</b>

- 2.44 Despite the predominantly negative response, there were 3 roads, Hendon Lane, St Mary's Avenue and Templars Crescent where the majority of respondents were in favour of a CPZ in their road.
- 2.45 St Mary's Avenue is the first unrestricted road to the south of the current CPZ boundary and it is not unexpected that they may suffer from unwanted and inconvenient parking.
- 2.46 Similarly, Templars Crescent's geographical location on the eastern periphery of the CPZ also makes it an attractive option for non-resident local office/shop workers or commuters to find 'free long term parking as well as residents of the

- CPZ who do not wish to pay to purchase a permit for their
- 2.47 Hendon Lane, the A504, is a busy north-south and bus route through the borough. Due to this classification and resulting high traffic flows and volumes parking bays are not provided on this road.
  - 2.48 In view of the above it is likely that residents of Hendon Lane, who do not have access to private off-street parking facilities, may already choose to park in the side roads off Hendon Lane including the adjacent St Mary's Avenue.
  - 2.49 Consequently, it is recommended that the Church Road CPZ should be extended into both St Mary's Avenue and Templars Crescent and, providing, that following statutory consultation parking controls are introduced, extend permit availability to certain properties along Hendon Lane between the junctions of St Mary's Avenue and Cyprus Avenue.
  - 2.50 A petition containing 26 signatures from 21 of the 96 properties in Lyndhurst Gardens was received during the consultation period requesting that the Council should implement a CPZ on Lyndhurst Gardens.
  - 2.51 The petition stated that parking for residents was impossible during the week due to a combination of non-resident commuter and business parking as well as parking by residents of the adjacent CPZ who rather than buying a parking permit choose to park on their road. It should be noted contradictory "No" responses were received from 2 properties via the on-line questionnaire.
  - 2.52 Of the 21 properties represented by the petition all but 5 are located in the section of Lyndhurst Gardens to the north of the entrances to both Finchley Manor Lawn Tennis and Squash Rackets Club and Christ's College Playing Field.
  - 2.53 In response to this current consultation, 19 properties from the northern section of the road completed the on-line questionnaire with support for inclusion in a CPZ 50:00 (i.e. one property did not answer this question). Of these 19 properties, 9 also signed the petition.
  - 2.54 Historically, when Church End CPZ was initially introduced in 2003, the northern section of Lyndhurst Gardens was included within the CPZ boundary. However, following resident representation it was subsequently removed from the scheme.
  - 2.55 In light of the above, given its geographical layout and previous inclusion in the neighbouring CPZ, it is recommended that the Committee should agree to the extension of the Church End CPZ into the northern section of Lyndhurst Gardens (between Dollis Park and Finchley Manor Lawn Tennis and Squash Rackets Club). Restrictions would operate Monday to Friday from 2-3pm.
  - 2.56 Finally, a petition was received and submitted to the 23 January 2018 meeting of the Finchley and Golders Green Residents Forum from residents of Cavendish Avenue, East End Road, Stanhope Court and Stanhope Road.

- 2.57 Given that there is already insufficient street parking available in both these roads to cater for existing resident and visitor demand, residents are concerned that the proposed inclusion of other neighbouring streets, such as Templars Crescent into the CPZ, would make the situation considerably worse.
- 2.58 Containing 65 signatures the petition requested that Cavendish Avenue and Stanhope Avenue between their junctions with East End Road and Mountfield Road should be included in the CPZ to deter all-day non-resident parking.
- 2.59 In response to majority support from respondents from Templars Crescent it is already recommended, elsewhere in this report, that the Church End CPZ should be extended into this road which, similarly to both Cavendish Avenue and Stanhope Avenue, is located on the eastern edge of the CPZ and accessed from the north via East End Road.
- 2.60 In the circumstances it is recommended that the Committee agree to include Cavendish Avenue and Stanhope Avenue in the existing Church End CPZ and to reduce costs undertake a combined statutory consultation on this with the proposed consultations for St Mary's Avenue and Templars Crescent.

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

- 3.1 An alternative option would be to do nothing and consider "Reactive CPZ Implementation" at a later date (for example in response to complaints and road safety issues, including poor visibility and obstructive parking).
- 3.2 Due to the legal processes involved, there could be a lengthy delay before a CPZ could be introduced which would be unacceptable to residents and other roads users who may have to endure identified problems. Consequently, this "alternative" approach is not recommended nor supported by Highways.

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

- 4.1 Officers would seek to carry out a statutory consultation on the agreed proposals with a view to implementing those proposals, subject to the outcome of the consultation

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

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

- 5.1.1 The Council's Corporate Plan states that strategic objectives that will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the Borough. The plan also acknowledges that future success of the Borough depends on effective transport networks.

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

- 5.2.1 The estimated cost of the formal statutory consultation, and subject to approval, the implementation of the parking controls on the roads specified in

Recommendations 2 and 3 of this report is estimated at £25,000, which can be met from the provisions of the controlled parking review contribution secured under the s106 agreement pursuant to Planning Permission F/00497/11.

### **5.3 Social Value**

- 5.3.1 The benefits would include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for a problem to arise, which would be detrimental to local residents.
- 5.3.2 CPZ's allow for a fair distribution of parking spaces for local residents by removing or reducing commuter parking and create a more pleasant environment with fewer motorists trying to find parking spaces.
- 5.3.3 Managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.
- 5.3.4 The Council aims to effectively manage the road network in an effective manner which will improve public transport reliability

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

- 5.4.1 Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its road network to secure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the Council's other obligations, policies and objectives. The action the Council may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.
- 5.4.2 Statutory consultation with all affected frontages, Ward councillors and relevant stakeholders, together with statutory consultees in accordance with the provisions of section 6 the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 is proposed to be conducted.
- 5.4.3 The Council's charging powers are regulated by the general duty placed on Local Authorities under section 122 of the Road Traffic Regulation Act 1984 ....*"to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway"*.
- 5.4.4 Council Constitution, Article 7, Committees, Forums, Working Groups and Partnerships – details the terms of reference of Area Committees which includes: 1) Responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

### **5.5 Risk Management**

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report if authorisation is issued to proceed with the proposals.

## 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 proposals are not expected to disproportionately disadvantage or benefit individual members of the community.

## 5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

## 5.8 Consultation and Engagement

5.8.1 An informal consultation (or a preliminary consultation) has been carried out with the local community, and relevant stakeholders.

5.8.2 The acceptance of any CPZ relies on the support of the local community. These are designed to establish whether there are particular parking issues or pressures encountered by the community, and to establish the perceived need for a CPZ or other parking solutions.

5.8.3 Barnet Council's policy is to carry out "web-based" questionnaires, as opposed to paper copy questionnaires.

5.8.4 Letters outlining the details of the proposal and introducing the consultation with a link to the questionnaire are distributed to properties within the agreed consultation area.

5.8.5 To supplement the consultation, consideration will be given to using additional methods of consultation / publication such as:

- Publishing relevant detail on the Council's website
- Publishing relevant detail in the Council's newsletter which is distributed throughout the Borough
- Unmanned and manned exhibitions if it is felt likely to be beneficial

## 5.9 Insight

5.9.1 Based on feedback to the consultation, Officers will seek to design an appropriate CPZ to address known and/or expected issues.

## 6. BACKGROUND PAPERS

- Finchley and Golders Green Residents Forum - 24 January 2017  
Parking petition from the residents of Station Road and Station Close  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=8747&Ver=4>

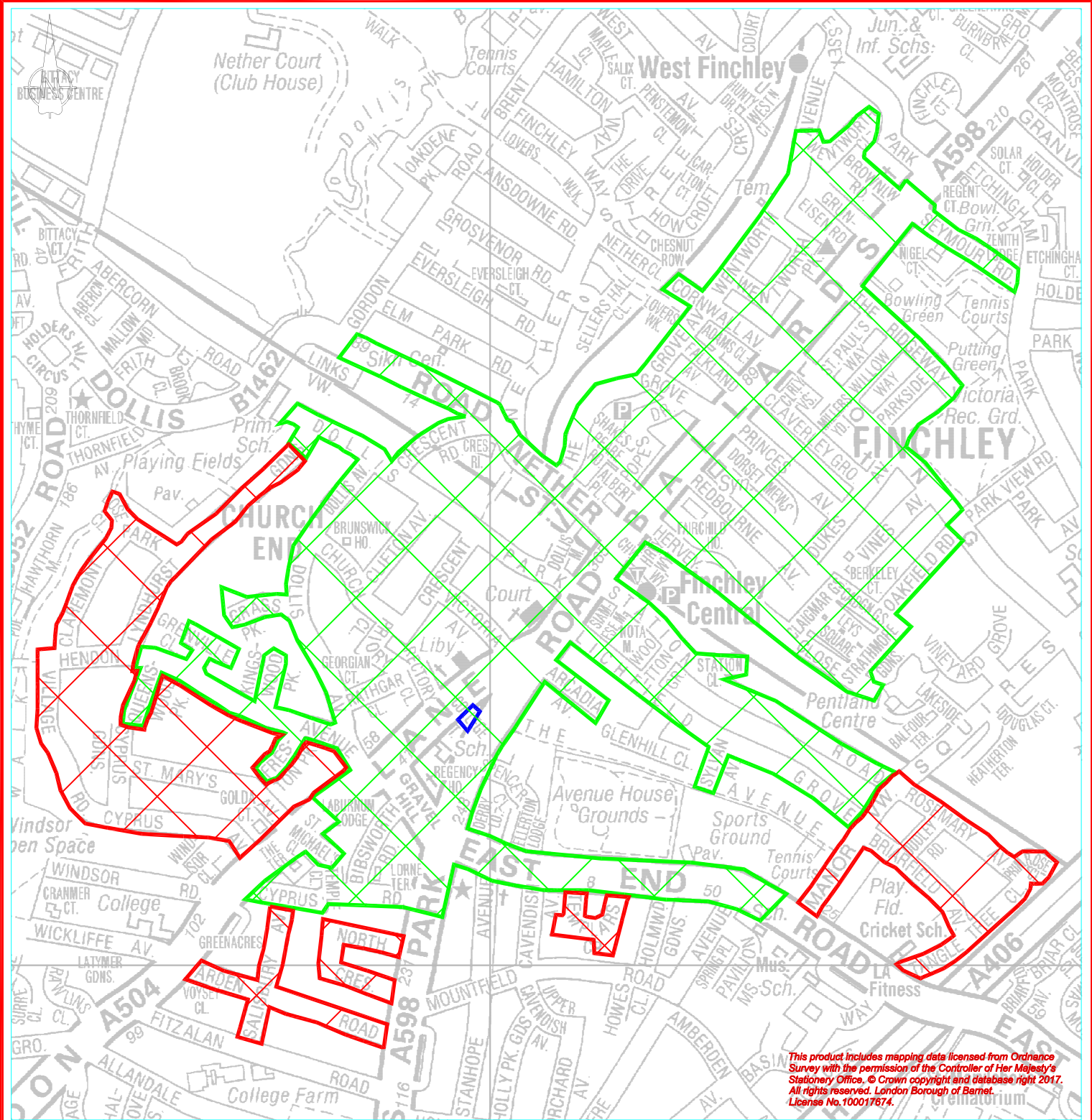
Finchley and Golders Green Residents Forum – 22 March 2017  
Petition - CPZ on St Marys Avenue N3  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=8748&Ver=4>

Finchley and Golders Green Residents Forum – 5 July 2017  
Petition - CPZ Lyndhurst Gardens  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=9377&Ver=4>

Finchley and Golders Green Residents Forum – 23 January 2018  
Petition - Include Stanhope Avenue and Cavendish Avenue in the next extension of Finchley Church End CPZ  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=8759&Ver=4>- Finchley and Golders Green Area Committee – 16 February 2017  
Petitions  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9126&Ver=4>

Finchley and Golders Green Area Committee – 27 April 2017  
Petitions and Members items  
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9313&Ver=4>






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**:KEY**

- EXISTING CHURCH END CONTROLLED PARKING ZONE/ REVIEW BOUNDARY CURRENTLY OPERATING 2PM - 3PM MONDAY TO FRIDAY
- EXISTING CHURCH END CONTROLLED PARKING ZONE/ REVIEW BOUNDARY (COLLEGE TERRACE ONLY) CURRENTLY OPERATING 8AM - 8PM MONDAY TO SATURDAY
- ROADS SITUATED OUTSIDE THE EXISTING CHURCH END CONTROLLED PARKING ZONES PARKING REVIEW BOUNDARY

Initiated by LW/GWA	<b>SCHEME:</b> CHURCH END CONTROLLED PARKING ZONE	Jamie Blake Strategic Director for Environment	
Drawn by AO	<b>TITLE:</b> PARKING REVIEW 2017-2018	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	<b>DRAWING No.</b>
Checked by LW/GWA			20494_105.dwg <b>49</b>
Date 20/09/2017	Scales N T S		Acad Ref

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APPENDIX B - EXISTING CPZ RESIDENTS

	No. of Responses	Would you like the CPZ to be amended?							If a neighbouring road wished to change the days/hours would this change your decision?							Do you ever have to park in neighbouring roads?					Do you ever find vehicles are parked obstructively?					
		Yes		No		Don't know			Yes		No		No Difference			Don't know		Yes			No		Yes		No	
Arcadia Avenue	1			1	100%			1		1	100%					1			1	100%	1			1	100%	
Ballards Lane	2	2	100%					2		2					2	2	100%			2	2	100%				
Bibsworth Road	7	2	29%	5	71%			7	1	14%	3	43%	2	29%	1	14%	7	4	57%	3	43%	7	4	57%	3	43%
Cadogan Gardens	4			4	100%			4		2	50%	2	50%			3	1	33%	2	67%	3			3	100%	
Church Crescent	17	8	47%	8	47%	1	6%	17	3	18%	8	47%	5	29%	1	6%	17	10	59%	7	41%	17	8	47%	9	53%
Claigmar Gardens	2	1	50%	1	50%			2		2	100%					2	1	50%	1	50%	2	1	50%	1	50%	
Claverley Grove	10	5	50%	4	40%	1	10%	10	2	20%	4	40%	1	10%	3	30%	10	8	80%	2	20%	10	6	60%	4	40%
Claverley Villas	1	1	100%					1		1	100%					1	1	100%			1	1	100%			
Clifton Avenue	12	3	25%	8	67%	1	8%	10	4	40%	5	50%	1	10%			12	7	58%	5	42%	12	4	33%	8	67%
College Terrace	2			2	100%			2	1	50%	1	50%					2	2	100%			2	2	100%		
Cornwall Avenue	8	6	75%	2	25%			8		5	63%			3	38%	8	7	88%	1	13%	8	6	75%	2	25%	
Crescent Road	1					1	100%	1		1	100%					1			1	100%	1			1	100%	
Cyprus Road	5	1	20%	4	80%			5	2	40%	2	40%			1	20%	5			5	100%	5			5	100%
Dollis Avenue	6	1	17%	5	83%			6		3	50%	3	50%			6	6	100%			6			6	100%	
Dollis Park	21	9	43%	11	52%	1	5%	21	3	14%	10	48%	5	24%	3	14%	20	7	35%	13	65%	20	9	45%	11	55%
Dollis Road	4			4	100%			4		3	75%	1	25%			4			4	100%	4	1	25%	3	75%	
Dukes Avenue	5			5	100%			4	1	25%	2	50%			1	25%	5	2	40%	3	60%	5			5	100%
East End Road	7	2	29%	4	57%	1	14%	7	1	14%	2	29%	4	57%			7	6	86%	1	14%	7	4	57%	3	43%
Falkland Avenue	7	4	57%			3	43%	6	2	33%	2	33%	1	17%	1	17%	7	6	86%	1	14%	6	6	100%		
Freston Park	1			1	100%			1		1	100%					1			1	100%	1			1	100%	
Glenhill Close	1			1	100%			1		1	100%					1	1	100%			1			1	100%	
Grass Park	2			2	100%			2		1	50%	1	50%			2			2	100%	2	1	50%	1	50%	
Grenville Close	1			1	100%			1		1	100%					1			1	100%	1			1	100%	
Grove Avenue	2	1	50%	1	50%			2					1	50%	1	50%	2	2	100%			2	2	100%		
Gruneisen Road	3	3	100%					3					1	33%	2	67%	3			3	100%	3	3	100%		
Hendon Avenue	7	2	29%	4	57%	1	14%	7	1	14%	5	71%	1	14%			7	1	14%	6	86%	7	1	14%	6	86%
Hendon Lane	3	1	33%	1	33%	1	33%	3					1	33%	2	67%	3	1	33%	2	67%	3	1	33%	2	67%
Hervey Close	9	2	22%	7	78%			9			6	67%	1	11%	2	22%	9	2	22%	7	78%	9	3		6	67%
Kingswood Park	1					1	100%	1					1	100%			1			1	100%	1			1	100%
Lichfield Grove	13	5	38%	7	54%	1	8%	13	3	23%	6	46%	2	15%	2	15%	13	7	54%	6	46%	13	7	54%	6	46%

APPENDIX B - EXISTING CPZ RESIDENTS

	No. of Responses	Would you like the CPZ to be amended?							If a neighbouring road wished to change the days/hours would this change your decision?									Do you ever have to park in neighbouring roads?					Do you ever find vehicles are parked obstructively?			
		Yes		No		Don't know			Yes		No		No Difference		Don't know			Yes		No			Yes		No	
Links View	1			1	100%			1			1	100%					1			1	100%	1			1	100%
Long Lane	7	5	71%	2	29%			7			4	57%	3	43%			7	5	71%	2	29%	7	5	71%	2	29%
Nether Street	2	1	50%			1	50%	2	1	50%			1	50%			1	1	100%			1	1			
Oakfield Road	4			3	75%	1	25%	4	1	25%	1	25%	2	50%			4			4	100%	4			4	100%
Parkside	1			1	100%			1					1	100%			1			1	100%	1			1	100%
Princes Avenue	15	11	73%	3	20%	4	27%	15	1	7%	7	47%	1	7%	6	40%	15	13	87%	2	13%	15	10	67%	5	33%
Queenswood Park	3			3	100%			3			2	67%	1	33%			3	1	33%	2	67%	3	1	33%	2	67%
Redbourne Avenue	14	6	43%	8	57%			14	1	7%	12	86%	1	7%			14	6	43%	8	57%	14	9	64%	5	36%
Regents Park Road	1			1	100%			1			1	100%					1	1	100%			1			1	100%
St Pauls Way	3	1	33%	2	67%			3	2	67%			1	33%			3	2	67%	1	33%	3	3	100%		
Station Close	2	1	50%	1	50%			2			1	50%	1	50%			2	2	100%			2	2	100%		
Station Road	19	15	79%	4	21%			18	1	6%	12	67%	2	11%	3	17%	18	13	72%	5	28%	19	16	84%	3	16%
Strathmore Gardens	3			3	100%			3	1	33%	2	67%					3	3	100%			3	3	100%		
Sylvan Avenue	5			4	80%	1	20%	5			3	60%			2	40%	5	1	20%	4	80%	5	3	60%	2	40%
Temple Close	1			1	100%			1	1	100%							1	1	100%			1			1	100%
The Grove	6	3	50%	3	50%			6			2	33%	2	33%	2	33%	6	4	67%	2	33%	6	4	67%	2	33%
The Ridgeway	6	3	50%	3	50%			6			4	67%	1	17%	1	17%	6	4	67%	2	33%	6	3	50%	3	50%
Victoria Avenue	3	1	33%	1	33%	1	33%	3	1	33%	2	67%					3	3	100%			3	1	33%	2	67%
Vines Avenue	1	1	100%					1	1	100%							1	1	100%			1	1	100%		
Wentworth Avenue	6	1	17%	5	83%			6	2	33%	3	50%	1	17%			6	5	83%	1	17%	6	2	33%	4	67%
Wentworth Close	1			1	100%			1			1	100%					1			1	100%	1			1	100%
Wentworth Park	4	3	75%	1	25%			4	1	25%	1	25%	2	50%			4	2	50%	2	50%	4	4	100%		
Willow Way	2			2	100%			2	1	50%	1	50%					2	2	100%			2	1	50%	1	50%
<b>TOTAL</b>	<b>275</b>	<b>111</b>	<b>40%</b>	<b>146</b>	<b>53%</b>	<b>21</b>	<b>7%</b>	<b>270</b>	<b>39</b>	<b>14%</b>	<b>140</b>	<b>52%</b>	<b>54</b>	<b>20%</b>	<b>37</b>	<b>14%</b>	<b>271</b>	<b>154</b>	<b>57%</b>	<b>117</b>	<b>43%</b>	<b>271</b>	<b>141</b>	<b>52%</b>	<b>130</b>	<b>48%</b>

APPENDIX C - Outside CPZ Responses

	No. of responses	Do you have problems parking in your road?					Do you ever have to park in neighbouring roads?					Do you find that vehicles are regularly parked obstructively?					Do you find it difficult to turn at junctions?					Do your visitors have problems parking in your road?					
		Yes	No	Yes	No		Yes	No	Yes	No		Yes	No	Yes	No		Yes	No	Don't know								
Arden Road	18	7	39%	11	61%	18	4	22%	14	78%	18	8	44%	10	56%	17	6	35%	11	65%	18	8	44%	10	56%		
Briarfield Avenue	16	9	56%	7	44%	15	6	40%	9	60%	16	6	38%	10	63%	15	7	47%	8	53%	15	3	20%	9	60%	3	20%
Claremont Park	42			42	100%	42			42	100%	42			42	100%	42	2	5%	40	95%	42	41	98%	1	2%		
Cyprus Avenue	33	4	12%	29	88%	33	2	6%	31	94%	34	7	21%	27	79%	34	12	35%	22	65%	34	6	18%	26	76%	2	6%
Cyprus Gardens	10	1	10%	9	90%	10			10	100%	10	1	10%	9	90%	10		0%	10	100%	10		0%	9	90%	1	10%
Dudley Road	10	9	90%	1	10%	10	10	100%			10	6	60%	4	40%	9	4	44%	5	56%	10	7	70%	1	10%	2	20%
Hendon Avenue	5	1	20%	4	80%	5	1	20%	4	80%	4			4	100%	4		0%	4	100%	5	1	20%	3	60%	1	20%
Hendon Lane	6	4	67%	2	33%	6	1	17%	5	83%	5	3	60%	2	40%	5	3	60%	2	40%	5	4	80%	1	20%		
Lyndhurst Gardens	47	17	36%	30	64%	49	8	16%	41	84%	49	18	37%	31	63%	49	16	33%	33	67%	47	15	32%	29	62%	3	6%
Manor View	7			7	100%	7			7	100%	7	5	71%	2	29%	7		0%	7	100%	7		0%	5	71%	2	29%
North Crescent	19	12	63%	7	37%	19	8	42%	11	58%	18	11	61%	7	39%	19	5	26%	14	74%	19	13	68%	2	11%	4	21%
Rosemary Avenue	22	16	73%	6	27%	22	16	73%	6	27%	21	13	62%	8	38%	21	9	43%	13	62%	20	10	50%	7	35%	3	15%
St Mary's Avenue	28	18	64%	10	36%	28	12	43%	16	57%	27	18	67%	9	33%	27	17	63%	10	37%	26	20	77%	5	19%	1	4%
Salisbury Avenue	10	3	30%	7	70%	10	2	20%	8	80%	10	3	30%	7	70%	10	4	40%	6	60%	10	5	50%	5	50%		
Tangletree Close	4	1	25%	3	75%	4			4	100%	4	1	25%	3	75%	4	1	25%	3	75%	4	0	0%	3	75%	1	25%
Templars Crescent	22	16	73%	6	27%	20	11	55%	9	45%	20	13	65%	7	35%	21	14	67%	7	33%	21	16	76%	3	14%	2	10%
Village Road	28	9	32%	19	68%	28	13	46%	15	54%	28	12	43%	16	57%	27	3	11%	24	89%	26	11	42%	14	54%	1	4%
<b>TOTAL</b>	<b>327</b>	<b>127</b>	<b>39%</b>	<b>200</b>	<b>61%</b>	<b>326</b>	<b>94</b>	<b>29%</b>	<b>232</b>	<b>71%</b>	<b>323</b>	<b>125</b>	<b>39%</b>	<b>198</b>	<b>61%</b>	<b>321</b>	<b>103</b>	<b>32%</b>	<b>219</b>	<b>68%</b>	<b>319</b>	<b>160</b>	<b>50%</b>	<b>133</b>	<b>42%</b>	<b>26</b>	<b>8%</b>

APPENDIX C - Outside CPZ Responses

	No. of responses	Are you happy with the current parking situation?					Would you like parking issues in your road to be Investigated?				Would you like your road to be included as part of a CPZ?				
		Yes		No			Yes		No		Yes		No		
Arden Road	18	11	61%	7	39%	18	6	33%	12	67%	17	6	35%	11	65%
Briarfield Avenue	15	11	73%	4	27%	15	7	47%	8	53%	15	4	27%	11	73%
Claremont Park	42	42	100%			42			42	100%	42			42	100%
Cyprus Avenue	34	30	88%	4	12%	34	6	18%	28	82%	34	2	6%	32	94%
Cyprus Gardens	10	9	90%	1	10%	10	1	10%	9	90%	9	1	11%	8	89%
Dudley Road	10	4	40%	6	60%	10	1	10%	9	90%	9	1	11%	8	89%
Hendon Avenue	4	4	100%			4	1	25%	3	75%	4	1	25%	3	75%
Hendon Lane	5	1	20%	4	80%	5	3	60%	2	40%	5	4	80%	1	20%
Lyndhurst Gardens	48	34	71%	14	29%	47	15	32%	32	68%	49	13	27%	36	73%
Manor View	7	6	86%	1	14%	7	2	29%	5	71%	7	1	14%	6	86%
North Crescent	18	9	50%	9	50%	18	9	50%	9	50%	18	8	44%	10	56%
Rosemary Avenue	21	11	52%	10	48%	20	11	55%	9	45%	21	10	48%	11	52%
St Mary's Avenue	27	8	30%	19	70%	27	19	70%	8	30%	27	19	70%	8	30%
Salisbury Avenue	10	6	60%	4	40%	10	4	40%	6	60%	10	4	40%	6	60%
Tangletree Close	4	3	75%	1	25%	4	1	25%	3	75%	4	1	25%	3	75%
Templars Crescent	21	6	29%	15	71%	21	13	62%	8	38%	21	14	67%	7	33%
Village Road	27	18	67%	9	33%	27	6	22%	21	78%	27			27	100%
<b>TOTAL</b>	<b>321</b>	<b>213</b>	<b>66%</b>	<b>108</b>	<b>34%</b>	<b>319</b>	<b>105</b>	<b>33%</b>	<b>214</b>	<b>67%</b>	<b>319</b>	<b>89</b>	<b>28%</b>	<b>230</b>	<b>72%</b>

AGENDA ITEM 12	
	<p><b>Finchley and Golders Green Area Committee</b></p> <p><b>15 February 2018</b></p>
<b>Title</b>	<b>Road Safety on Squires Lane (Manorside and Tudor Schools), N3 – Review of Consultation Responses July 2017</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	Finchley Church End, West Finchley and Woodhouse
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 – Consultation Drawing No. C2016-BC000874-27-CONS-01 Appendix 2 – Summary of objections
<b>Officer Contact Details</b>	Lisa Wright – Traffic and Development Manager <a href="mailto:Highways.correspondence@barnet.gov.uk">Highways.correspondence@barnet.gov.uk</a>

<h2>Summary</h2>
<p>A proposal was developed to introduce a Zebra Crossing and 20 mph speed limit with associated traffic calming measures along Squires Lane. Statutory consultation has been undertaken and this report summaries the objections received to the proposal and determines whether the proposals should be introduced or not, and if so, with or without modification. The proposal is to reduce speed along the whole length of Squires Lane as well as provide safer crossing point for pedestrians around Manorside and Tudor Schools, including local school children, and improve sightlines and safety.</p>

## Officers Recommendations

1. That the Finchley and Golders Green Committee, having considered the responses including the objections as set out in Appendix 2 attached, received to the statutory consultation on the proposals outlined in this report, authorise the Strategic Director for Environment to proceed with and fully implement the scheme, as per the original proposal shown in the consultation drawing No. C2016\_BC/000874-27-CONS-01.

### 1. WHY THIS REPORT IS NEEDED

- 1.1 This report is to consider the responses to the proposed 20 mph speed limit along Squires Lane with associated traffic calming measures and the introduction of a humped zebra crossing (refer to Appendix 1-Consultation Drawing no. C2016-BC000874-27-CONS-01), as agreed on 27 April 2017 Finchley and Golders Green Area Committee. The committee is asked to note that there were a number of objections received to the proposals and these are set out in Appendix 2.
- 1.2 The Committee will be aware that vertical traffic calming measures are generally not favoured in the Borough but can be appropriated in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, 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 calming measures, but acknowledges that vertical traffic 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'.*
- 1.3 Ward Members have indicated that they are in favour of the implementation of vertical traffic calming measures.
- 1.4 Options were reported to the Finchley and Golders Green Area Committee on 27 April 2017. It was resolved that the Committee agree to implement the safety scheme on Squires Lane, which included the vertical measures. The Committee agreed that if any objections are received as a result of the statutory consultation, the Strategic Director for Environment will, in consultation with ward members, consider and determine whether the agreed option should be implemented or not, and if so , with or without modification. In any event as objections where received to the vertical measures the scheme is being reported back to the Area Committee for a confirmation on the agreed way forward.
- 1.5 Public consultation was undertaken on the scheme, 29 June 2017 and 20 July 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 425 properties in the affected road inviting comments or objections.



- 1.6 The scheme as consulted is shown on Appendix 1-Consultation Drawing No. C2016-BC000874-27-CONS-01 and incorporated:
- a) Introduction of a 20 mph speed limit along Squires Lane, from Station Road to Bow Lane;
  - b) Introduction of a humped zebra crossing on Squires Lane near to Avondale Road junction (refer to Detail 1 on the enclosed drawing);
  - c) Removal of the mini-roundabout at Queen's Avenue/Squires Lane/Dickens Avenue. A new layout of the road has been proposed, that includes kerb build-outs and the installation of a raised table covering the whole junction (refer to Detail 2 on the enclosed drawing);
  - d) Installation of 75mm high speed cushions on Squires Lane at the railway bridge close to Rosemary Avenue;
  - e) Installation of round top 75mm high humps on Squires Lane at the following locations:
    - close to numbers 199-201.
    - close to numbers 31-33.

Please note, this measure will not affect existing parking at these locations

- f) Provision of 'No waiting at any time' (double yellow lines) at Avondale junction (refer to Detail 1 on the enclosed drawing);
- g) Removal of existing 'No waiting Mon-Fri 8am-5.30 pm' (single yellow line) waiting restrictions and unrestricted parking bays" from numbers 145 to 153 and no. 128 on Squires Lane to accommodate the measures outlined in B above (refer to Detail 1 on the enclosed drawing);
- h) Extension of hatch road markings at the uncontrolled crossing near Heatherton Terrace, which would reduce the size of the unrestricted parking bay at numbers 186 and 227 on Squires Lane (refer to Detail 3 on the enclosed drawing);
- i) Other minor works as per installation of two new school warning signs at Long Lane junction and replacement of existing warning signs at Queen's Road and Abingdon Road.

- 1.7 142 responses were received:

- 111 support for the proposed scheme.
- 25 supported parts of the proposal (20 mph speed limit and traffic calming measures) but opposed other parts (zebra crossing due to removal of parking spaces).
- 1 objected to provision of the zebra crossing (loss of parking).
- 1 made a comment/request about a location nearby only. Etchingam Park Road junction with Squires Lane.
- 1 made a comment/request about a location nearby only. Extension of the 20 mph speed limit to Manor View.
- 1 objected to provision of humps (cyclist).
- 1 objected to provision of zebra crossing, humps and extension of hatching
- 1 expressed concerns regarding high speed at Squires Lane at the railway bridge.

- 1.8 The concerns are set out in more detail in Appendix 2. Having considered all the representations received, it is recommended that the project proceed, without

modifications as it has obvious benefits for residents, vehicles and local schools as well as all those who use the footway including vulnerable pedestrians.

## **2 REASONS FOR DECISIONS**

- 2.1 The proposal is recommended as the scheme meets the London Borough of Barnet's priority to improve safety and provide a safer and more attractive environment for local residents and schools. The objections to the provision of vertical measures as part of scheme are not considered to outweigh the benefits of addressing the raised concerns as this measure will ensure greater compliance with the 20mph limit. Regarding the objections received to the zebra crossing are primarily concerned with the local impact on residents nearby, especially with the loss of parking, which are similar to the impacts for any zebra crossing. These objections are not considered to outweigh the benefit of addressing the concerns about crossing Squires Lane around Menorah Primary School raised through the School Travel Plan process.

## **3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 3.1 Omission or relocation of the zebra crossing from the proposal.
- 3.2 Omission of speed cushions and humps from the proposal.
- 3.3 Not proceed with entire scheme.
- 3.4 Introduce additional elements to the scheme.

## **4 POST DECISION IMPLEMENTATION**

- 4.1 Once the decision is approved detailed design will be completed and residents of the affected properties and Ward Councillors will be advised of the outcome of the decision and the measures will be implemented by the end of March 2018 or at the beginning of April 2018.

## **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. 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 Transport for London (TfL) provide core funding for implementation of a borough Local Implementation Plan (LIP) 2017/2018 programme, which is in the Council's capital programme at £4.857m. It includes a "Corridors, Neighbourhoods and Supporting Measures" programme for addressing a range of transport issues.

5.2.2 The proposals in this report would be introduced using funding from that programme – specifically, the budget for School Travel Plan schemes, which has a budget of £400,000. Depending on the detail design the entire scheme would cost between £150,000 and £180,000. No additional funding is required from the Area Committee Budget to implement this scheme.

5.2.3 The works will be carried out under the existing LOHAC (London Highways Alliance) term maintenance contractual arrangements and through the Council's internal DLO contractor.

5.2.4 The necessary road markings and associated signage will require on-going routine maintenance.

### **5.3 Social Value**

None in the context of this report.

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

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

5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.

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

5.4.4 Council Constitution, Article 7, Committees, Forums, Working Groups and Partnerships details the terms of reference of Area Committees which includes: 1) Responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

### **5.5 Risk Management**

5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.

5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, these are assessed as low.

### **5.6 Equalities and Diversity**

5.6.1 Section 149 of 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 safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.7 Corporate Parenting**

5.7.1 Not applicable in the context of this report

## **5.8 Consultation and Engagement**

5.8.1 A statutory consultation has been undertaken as set out above and this report deals with objections and comments received.

## **5.9 Insight**

5.9.1 None in relation to this report.

## **6 BACKGROUND PAPERS**

6.1 Finchley and Golders Green Area Committee 27 April, Item 12.

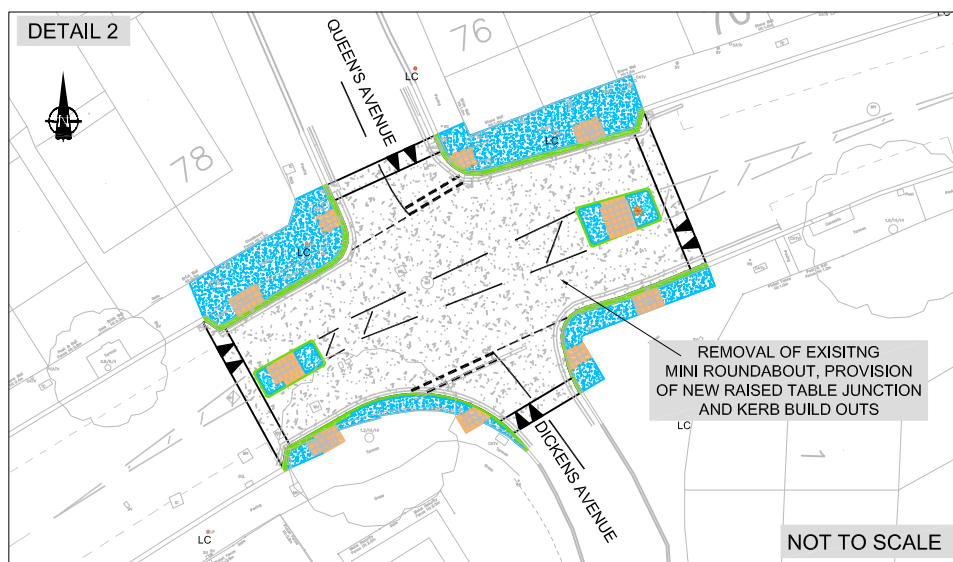
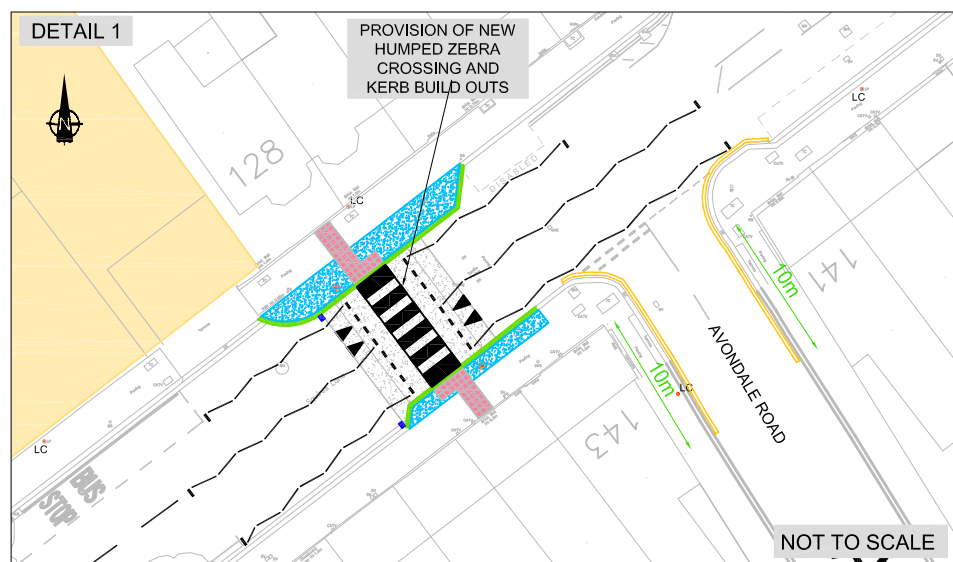
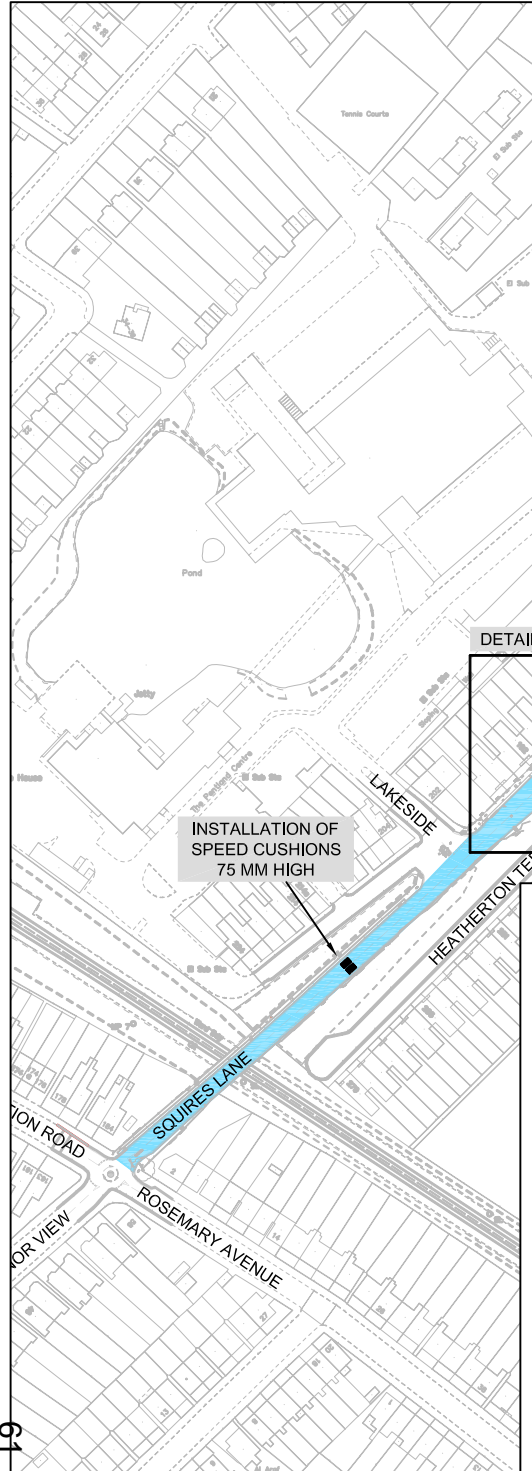
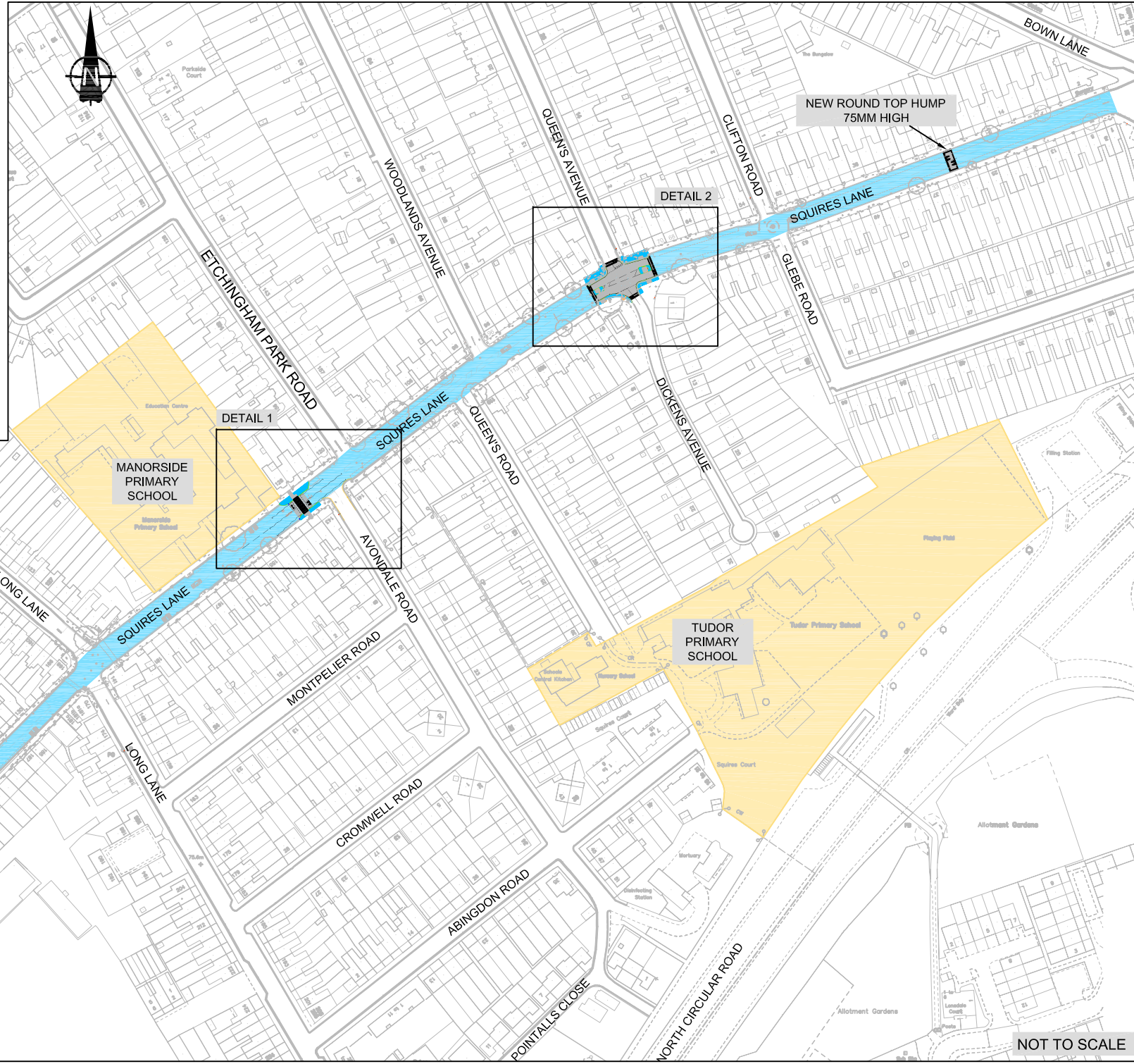
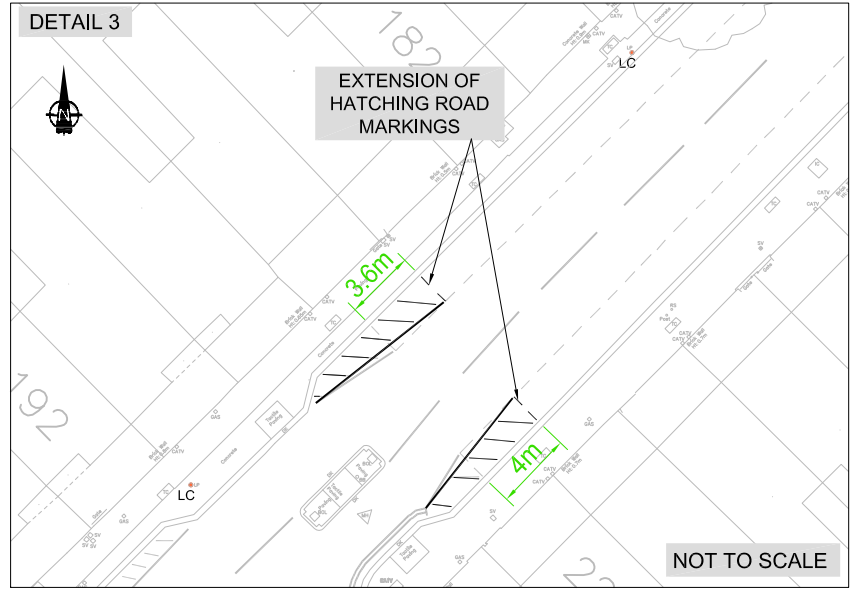
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9313&Ver=4>

6.2 Finchley and Golders Green Area Committee 30<sup>th</sup> March 2016, Item 10, Appendix A.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8267&Ver=4>

6.3 Finchley and Golders Green Area Committee 30<sup>th</sup> November 2016, Item 11.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9085&Ver=4>



**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. C2016\_BC/000874-27.

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

**NOTES:**

**LEGEND**

- 20 mph speed limit and repeated 20 mph Roundel Carriageway marking
- 20 mph speed limit terminal sign (600 mm diameter) erected back to back with 30 mph sign will be required at all junctions.

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial Issue	CLM / SHC	12.06.17	0

Purpose of Issue

**CONSULTATION**



Scheme Ref. C2016\_BC/000874-27

Scheme title

**SQUIRES LANE**

Drawing title

**GENERAL ARRANGEMENT**

Scale @ A3: AS SHOWN

Design	Drawn	Checked	Approved
CLM	CLM	SHC	GL
Date: 12/06/17	Date: 12/06/17	Date: 15/06/17	Date: 16/06/17



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## Road safety scheme on Squires Lane (Manorside and Tudor Schools)-Consultation responses and Officer Comments

Public consultation was undertaken on the scheme, between 29 June 2017 and 20 July 2017 incorporating the statutory consultation and noticing requirements for the proposed traffic order changes. Press and on-street notices were provided for the statutory changes proposed and a letter and plan distributed to around 425 properties inviting comments or objections.

The scheme as consulted incorporated:

- a) Introduction of a 20 mph speed limit along Squires Lane, from Station Road to Bow Lane.
- b) Introduction of a humped zebra crossing on Squires Lane near to Avondale Road junction (refer to Detail 1 on the enclosed drawing).
- c) Removal of the mini-roundabout at Queen's Avenue/Squires Lane/Dickens Avenue. A new layout of the road has been proposed, that includes kerb build-outs and the installation of a raised table covering the whole junction (refer to Detail 2 on the enclosed drawing).
- d) Installation of 75mm high speed cushions on Squires Lane at the railway bridge close to Rosemary Avenue.
- e) Installation of round top 75mm high humps on Squires Lane at the following locations:
  - close to numbers 199-201
  - close to numbers 31-33.Please note, this measure will not affect existing parking at these locations
- f) Provision of 'No waiting at any time' (double yellow lines) at Avondale junction (refer to Detail 1 on the enclosed drawing).
- g) Removal of existing 'No waiting Mon-Fri 8am-5.30 pm' (single yellow line) waiting restrictions and unrestricted parking bays" from numbers 145 to 153 and no. 128 on Squires Lane to accommodate the measures outlined in B above (refer to Detail 1 on the enclosed drawing).
- h) Extension of hatch road markings at the uncontrolled crossing near Heatherton Terrace, which would reduce the size of the unrestricted parking bay at numbers 186 and 227 on Squires Lane (refer to Detail 3 on the enclosed drawing).
- i) Other minor works as per installation of two new school warning signs at Long Lane junction and replacement of existing warning signs at Queen's Road and Abingdon Road.

as shown on Appendix 1-Consultation Drawing No. C2016\_BC/000874-27-CONS-01

142 responses were received.

- 111 support for the proposed scheme.
- 25 supported parts of the proposal (20 mph speed limit and traffic calming measures) but opposed other parts (zebra crossing due to removal of parking spaces).
- 1 objected to provision of the zebra crossing (loss of parking).
- 1 made a comment/request about a location nearby only. Etchingham Park Road junction with Squires Lane.

- 1 made a comment/request about a location nearby only. Extension of the 20 mph speed limit to Manor View.
- 1 objected to provision of humps (cyclist).
- 1 objected to provision of zebra crossing, humps and extension of hatching
- 1 expressed concerns regarding high speed at Squires Lane at the railway bridge.

More detail is provided in the table below.

Number of similar responses	Consultation response (summarised)	Officer comment
111	Totally supportive and happy with the proposals. Note-Some of the letters received were from no local residents of Squires Lane (pupil's parents)	Noted
25	<p>Supportive of the following measures:</p> <ul style="list-style-type: none"> <li>(a) 20 mph speed limit</li> <li>(b) Raised table junction at j/w Queen's Avenue and Dickens Avenue.</li> <li>(c) Road humps and speed cushions as shown in the consultation drawing.</li> </ul> <p>Objection of the following measures:</p> <ul style="list-style-type: none"> <li>(a) Double Yellow Lines at Avondale Road.</li> <li>(b) Removal of parking spaces at new zebra crossing location.</li> <li>(c) Raised Zebra Crossing</li> </ul> <p>for one or more of the reasons below</p> <ul style="list-style-type: none"> <li>(a) Loss of Parking at Avondale Road.</li> <li>(b) Loss of Parking at Squires Lane where the zebra crossing is proposed.</li> </ul> <p>Other objections and requirements:</p> <ul style="list-style-type: none"> <li>(a) That the council has completely misunderstood the concerns of the residents.</li> <li>(b) Non residents signing their support to these proposals who do not live near the impacted area.</li> <li>(c) Remind to the council the removal of 7 parking spaces in recent years outside the school to build a bus stop clearway.</li> <li>(d) Requests all the information/evidences/associated cost/notes of all the meeting when this proposals where discussed and agreed by the council.</li> </ul>	<p>The link to the report presented in the 27 April Finchley and Golders Green Area Committee and agreed resolution was sent to the residents, where the majority of the enquiries could be responded.</p> <p>The others enquiries where responded as follow:</p> <ul style="list-style-type: none"> <li>(a) Double yellow lines at Avondale Road are required as per rule 243 of The Highway Code. As an indication, the Highway Code instructs drivers to not park "opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space".</li> <li>(b) About the location of the zebra crossing opposite the school entrance, this was dismissed because it is so close to the traffic lights at Long Lane and because the footway could be blocked by children and parents at school entrance/exit times.</li> <li>(c) A pedestrian survey was carried out in order to find the 'desire line' where the majority of pedestrian cross. After analysis of this survey and having in consideration that there are movements of children between Manorside and Tudor along the week, the most suitable location is at Squires Lane, west of the junction with Avondale Road.</li> </ul>



Number of similar responses	Consultation response (summarised)	Officer comment
	<p>Suggestions:</p> <ul style="list-style-type: none"> <li>(a) No zebra Crossing and school crossing official (lollipop person) to be employed.</li> <li>(b) If a zebra crossing is to be constructed this would be better at opposite number 169 directly opposite the school entrance.</li> <li>(c) If the proposed zebra crossing goes ahead at the proposed location, it suggested redesign it, with the zig-zags lines be in line with the current parking bay lines.</li> <li>(d) Provision of speed cameras.</li> <li>(e) Encourage parents to use of public transport and other options. Encourage parents to be more aware of concerns of residents.</li> </ul>	
1	<p>Supportive of the following measures:</p> <ul style="list-style-type: none"> <li>(a) 20 mph speed limit</li> <li>(b) Raised table junction at j/w Queen's Avenue and Dickens Avenue.</li> <li>(c) Road humps and speed cushions as shown in the consultation drawing.</li> </ul> <p>Objection of the following measures:</p> <ul style="list-style-type: none"> <li>(a) Raised Zebra Crossing due to the loss of parking spaces.</li> </ul> <p>Suggestions:</p> <ul style="list-style-type: none"> <li>(a) Investigate the existing pedestrian refuges with a view to augmenting or introducing new signing/lighting.</li> <li>(b) Introduce speed cushions at appropriate locations to allow self-enforcement of the proposed 20mph.</li> <li>(c) Erection of Vehicle Activated Signage prior to encountering Manorside School.</li> <li>(d) Introduce additional waiting restrictions at the Avondale Road/Montpelier Road junction.</li> <li>(e) Removal of the dropped kerb outside No.153 Squires Lane in consideration that the access protection marking has been historically misused and serves a parking space that does not meet Barnet's 'Vehicle Crossover Application Guidance Notes' and can be removed by Barnet under</li> </ul>	<p>Comments have been noted</p> <p>The link to the report presented in the 27 April Finchley and Golders Green Area Committee and agreed resolution was sent to the resident, where the majority of the enquiries could be responded.</p>

Number of similar responses	Consultation response (summarised)	Officer comment
	<p>Section 124 of the Highways Act 1980.</p> <p>(f) The commission of a parking survey (using the Lambeth Methodology) to establish the current parking saturation rate for this area, taking into account that not all of the school zig zag markings can be practically used for on-street parking outside controlled hours due to sections being too close to the western pedestrian refuge build-outs.</p>	
1	Supporting the scheme but having concern regarding the traffic problems at Etchingam Park road junction with Squires Lane.	A feasibility study was carried out presented on the 27 April Finchley and Golders Green Area Committee, within this junction was studied. As a result of the proposals, it is estimated that the traffic volume will be reduced so it has been resolved remaining this junction as existing and once the proposals have been implemented this junction will be monitored and if the issues continue we will propose a solution.
1	Supporting the scheme but suggesting the extension of the 20 mph speed limit to Manor View	Comments have been noted. Once the scheme is implemented, we will monitor the speed at Manor View and analysis if the extension of the 20 mph speed limit it is limit at this road.
1	Objection for the cushions and humps as a cyclist.	Comments have been noted. Resident to be informed of subsequent decisions in due course.
1	<p>Objection of:</p> <p>(a) Extending of hatching road markings at numbers 186 and 227 on Squires Lane, due to the loss of parking spaces.</p> <p>(b) Speed cushions and humps</p> <p>(c) Zebra crossing, there is already an island there will this be removed?</p> <p>Suggestion</p> <p>(a) Removal of the island at numbers 186 and 227.</p>	Comments have been noted. Resident to be informed of subsequent decisions in due course
1	Supportive of the measures, but expressed concerns regarding the proposed measures will not slow traffic at the railway bridge.	Comments have been noted. Resident to be informed of subsequent decisions in due course.

	<p style="text-align: center;"><b>Finchley and Golders Green Area Committee</b></p> <p style="text-align: center;"><b>15 February 2018</b></p>
<p style="text-align: center;"><b>Title</b></p>	<p style="text-align: center;"><b>Garden Suburb Parking Surveys</b></p>
<p style="text-align: center;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: center;"><b>Wards</b></p>	<p>Garden Suburb</p>
<p style="text-align: center;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: center;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: center;"><b>Key</b></p>	<p>No</p>
<p style="text-align: center;"><b>Enclosures</b></p>	<p>Appendix A – Plan of survey area Appendix B – Survey findings March 2017 Appendix C – Survey findings November 2017</p>
<p style="text-align: center;"><b>Officer Contact Details</b></p>	<p><a href="mailto:highways.correspondence@barnet.gov.uk">highways.correspondence@barnet.gov.uk</a>; 020 8359 3555</p>

### Summary

This report outlines the findings of parking surveys carried out in certain roads in the Garden Suburb Ward, before and after the extension of the Garden Suburb Controlled Parking Zone (CPZ) in May 2017.

### Officers Recommendations

1. That the Finchley and Golders Green Area Committee note the results of the parking surveys carried out in certain roads in the Garden Suburb Ward.

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

- 1.1 The Finchley and Golders Green Area Committee on 26 October 2016 considered the findings of a statutory consultation relating to a proposed extension to the Garden Suburb Controlled Parking Zone (CPZ) into South Square and Heathgate NW11 and decided that the CPZ extension should be introduced.
- 1.2 In making the decision to introduce the CPZ extension, the Committee also decided that Officers should *“proactively monitor any displacement to surrounding roads after the CPZ is introduced”*.
- 1.3 Accordingly pre-implementation and post-implementation surveys in roads in the vicinity of South Square and Heathgate were arranged.
- 1.4 This report outlines the findings of the surveys for the Committee to consider.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 Having considered the outcome of the statutory consultation relating to the proposed extension of the Garden Suburb CPZ into South Square and Heathgate NW11, the Committee, decided that the CPZ extension should be implemented and that there should be a proactive monitoring of any displacement into surrounding roads as a consequence of the CPZ being introduced.
- 2.2 Accordingly, parking surveys were arranged for a period prior to the implementation of the CPZ extension.
- 2.3 The roads included in the surveys were determined as they were a reasonable distance from the CPZ extension, and included the following roads as indicated in Appendix A.
  - Bigwood Road
  - Central Square
  - Meadway Close
  - Meadway
  - Middleway
  - North Square
  - Northway
  - Southway
  - Thornton Way
  - Wildwood Road

### Pre-CPZ implementation surveys

- 2.4 Visits were undertaken on a Tuesday, Thursday and Saturday in March 2017. Prior to the surveys being carried out the roads were assessed to establish

capacity – that is, the number of vehicles which could reasonably park in each road taking into account vehicle crossovers, junctions, yellow lines and the width of the road.

- 2.5 The pre-survey assessment identified kerbside space which could accommodate 801 vehicles.
- 2.6 The survey recorded the parking activity at various times of the day to inform the varying kerbside parking levels throughout the day.
- 2.7 The tables in Appendix B shows the number of parked vehicles parked in each road, or section of road as identified, at each survey period.
- 2.8 The survey results indicate the following:
- On average 51% of kerbside space was parked up in the relevant streets on Tuesday 7<sup>th</sup> March 2017
  - On average 52% of kerbside space was parked up in the relevant streets on Thursday 9<sup>th</sup> March 2017
  - On average 52% of kerbside space was parked up in the relevant streets on Saturday 4<sup>th</sup> March 2017
- 2.9 Furthermore the results indicate that the 6am survey across the three days, were consistent with 397 and 398 vehicles recorded respectively. For the purposes of this exercise, these vehicles are deemed to belong to residents of the area.
- 2.10 On all days, there was an increase in parked vehicles between the 6am survey and the 9am survey, indicating that there was an influx of vehicles into the area after 6am. The largest increase from the 6am survey was on the Saturday, where there was an increase from 397 vehicles to 461 vehicles - a 16% increase.
- 2.11 On the Tuesday and Thursday, there was an overall 9% maximum increase and 10% increase over the 6am position respectively.
- 2.12 Roads which were subject to a significantly higher maximum increase over the 6am position were as follows:

<b>Road</b>	<b>Tuesday</b>	<b>Thursday</b>	<b>Saturday</b>
Central Square	725%	383%	566%
Meadway Close	56%	56%	-
Middleway (Thornton Way to Litchfield Way)	40%	45%	-
North Square	-	-	57%
Northway (Central Square to Thornton Way)	-	-	60%
Northway (Thornton Way to Litchfield Way)	23%	33%	39%
Wildwood Road	-	50%	36%

### Post-CPZ implementation surveys

- 2.13 Visits were undertaken on a Tuesday, Thursday and Saturday in November/December 2017, approximately 6 months after the implementation of the extension of the Garden Suburb 'GS' CPZ into Heathgate and South Square.
- 2.14 The tables in Appendix C shows the number of parked vehicles parked in each road, or section of road as identified, at each survey period.
- 2.15 The survey results indicate the following:
- On average 55% of kerbside space was parked up in the relevant streets on Tuesday 28<sup>th</sup> November 2017
  - On average 54% of kerbside space was parked up in the relevant streets on Thursday 30<sup>th</sup> November 2017
  - On average 52% of kerbside space was parked up in the relevant streets on Saturday 2<sup>nd</sup> December 2017
- 2.16 The results indicate that the 6am survey across the three days, were less consistent than the March survey with the numbers ranging from 381 to 402. Again, the vehicles that were recorded at 6am are deemed to belong to residents of the area.
- 2.17 On all days, there was an increase in parked vehicles between the 6am survey and the 9am or midday survey, indicating that there was an influx of vehicles into the area after 6am. The largest increase from the 6am survey was on the Thursday, where there was an increase from 392 vehicles to 473 vehicles - a 20% increase.
- 2.18 On the Tuesday and Saturday, there was an overall 17% maximum increase and 13% increase over the 6am position respectively.
- 2.19 Roads which were subject to a significantly higher maximum increase over the 6am position were as follows:

<b>Road</b>	<b>Tuesday</b>	<b>Thursday</b>	<b>Saturday</b>
Bigwood Road	23%		63%
Central Square	433%	266%	255%
Meadway Close	52%	44%	40%
Meadway (Thornton Way to Litchfield Way)	66%	118%	58%
Middleway (Bigwood Road to Thornton Way)	30%	-	-
Middleway (Thornton Way to Litchfield Way)	40%	45%	-
North Square	50%	50%	47%
Northway (Central Square to Thornton Way)	30%	30%	24%
Northway (Thornton Way to Litchfield Way)	-	-	21%
Southway (Central Square to Thornton Way)	32%	-	
Thornton Way (Meadway to Northway)	-	-	31%
Wildwood Road	-	50%	36%

### Analysis

- 2.20 It is evident from the survey data that there has been a general increase in vehicles being parked in the relevant streets since the extension of the Garden Suburb CPZ.
- 2.21 The maximum number of vehicles parked during the survey period on a weekday increased from 439 (Thursday 9am) during the pre-CPZ implementation survey, to 473 (Thursday 9am) during the post-CPZ implementation survey - an increase of 7%.
- 2.22 On Saturdays the maximum number decreased from 461 (9am) during the pre-CPZ implementation survey, to 431 (12midday) during the post-CPZ implementation survey.
- 2.23 During the March survey, it is clear that certain roads, or sections of road, were subject to higher than average (for the area) increase in parked vehicles after the early morning position.
- 2.24 Specifically Central Square, Meadway Close, Middleway (Thornton Way to Litchfield Way), North Square, Northway (Central Square to Thornton Way), Northway (Thornton Way to Litchfield Way) and Wildwood Road all were subject to high increases on one or more days.
- 2.25 In the November/December survey, more roads became subject to higher than average increases on one or more days – specifically Bigwood Road,

Central Square, Meadway Close, Meadway (Thornton Way to Litchfield Way), Middleway (Bigwood Road to Thornton Way), Middleway (Thornton Way to Litchfield Way), North Square, Northway (Central Square to Thornton Way), Northway (Thornton Way to Litchfield Way), Southway (Central Square to Thornton Way), Thornton Way (Meadway to Northway) and Wildwood Road.

- 2.26 This would suggest that the introduction of the CPZ extension did displace motorists onto nearby roads to park their vehicles.
- 2.27 This notwithstanding, it appears that across the area, there generally appears to be the capacity to accommodate the increase in vehicles being parked in local roads.
- 2.28 It should be noted that there does appear in some cases, to be an ongoing risk that if further increases in parking levels occur, certain roads could reach or already has reached capacity, such as Meadway (between Heathgate and Thornton Way), Meadway Close, North Square, Central Square, and Southway (between Central Square and Thornton Way).

#### Meadway

- 2.29 Officers are aware of discontent about the parking situation in Meadway. A petition signed by 25 people was considered by the Finchley and Golders Green Area Committee on 30<sup>th</sup> November 2016. The petition stated:

*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).*

*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:*

- 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*

*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.*

- 2.30 The survey results for the section of Meadway of concern were mixed. The greatest increase from the 6am position in the pre-CPZ implementation survey occurred on the Saturday (12 midday) from 41 vehicles to 49 vehicles (19%). The Tuesday and Thursday saw no increase from the 6am position.



- 2.31 The post-CPZ implementation surveys indicated that on the Tuesday, Thursday and Saturday there were increases from the 6am position, and all with increased number of vehicles than the pre-CPZ implementation surveys.
- 2.32 This notwithstanding, it appears that along this stretch, there generally appears to be the capacity to accommodate the increased number of vehicles being parked, although with up to an 86% occupancy on a weekday, there is an ongoing risk that the road could become fully occupied if parking levels increase in the future.

### Erskine Hill

- 2.33 Officers are also aware of discontent about the parking issues in Erskine Hill. A petition signed by 26 people was considered by the Finchley and Golders Green Area Committee on 30<sup>th</sup> November 2016. The petition stated:

*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.*

*This will be further exasperated when the new South Square and Heathgate CPZ comes into force. These are the main issues:*

- 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 the H2 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. It is for these reasons that we are keen for a CPZ to be introduced*

- 2.34 It has been noted that pre-CPZ implementation surveys were not undertaken in Erskine Hill. However post implementation surveys have been undertaken.
- 2.35 Although the results of the post-CPZ implementation surveys cannot be compared to the situation prior to the extension, the survey data as well as ad-hoc visits to the road undertaken by Officers have given a good picture of the level of parking taking place in the road.
- 2.36 It should be noted that the Erskine Hill issue was raised before the introduction of the CPZ extension, so although the CPZ extension may have displaced parking onto neighbouring streets such as Erskine Hill, residents already believed the parking levels were intolerable.

- 2.37 On all days, there was a general decrease in parked vehicles between the 6am survey and the latter surveys. The largest decrease from the 6am survey was on the Thursday, where there was a decrease from 156 vehicles to 124 vehicles - a 21% decrease.
- 2.38 Officers have noted that the petition relates primarily to the section of Erskine Hill between North Square and Temple Fortune Hill. Ongoing Officer observation has established that the parking in this section is mixed, with varying levels of parking on different days.
- 2.39 On Officers' more recent ad-hoc observations, variable parking conditions were witnessed, with up to 8 available spaces being seen in the daytime
- 2.40 In terms of residents' requests for this section of Erskine Hill to be included in a CPZ, Officers consider that there could be difficulties with this, particularly as Erskine Hill falls at least one road removed from any CPZ boundary.
- 2.41 For example, its southernmost end has North Square and Central Square between the Garden Suburb 'GS' CPZ in South Square, and its northern end has Temple Fortune Hill situated between it and the same CPZ.

#### Conclusions

- 2.42 The surveys that were undertaken show that there has been a general increase in the parking levels in the relevant roads.
- 2.43 This notwithstanding there appears to be sufficient capacity in the relevant roads to accommodate all vehicles who wished to park in the area.
- 2.44 There does appear to be particular pressure on certain roads such as Meadway (between Heathgate and Thornton Way), Meadway Close, North Square, and Central Square, and Southway (between Central Square and Thornton Way), and previous representation has been made by Meadway and Erskine Hill residents for a CPZ to be introduced.
- 2.45 Meadway falls just outside the boundary of the Garden Suburb 'GS' CPZ so in theory a CPZ extension may not be problematic, although displacement would occur in neighbouring roads, although it appears that, the neighbouring roads could accommodate the displaced vehicles.
- 2.46 The consideration of the inclusion of Erskine Hill into a CPZ could be more problematic. The road does not lay adjacent to a CPZ boundary, and it is not usual to investigate a CPZ in a single road in isolation. Therefore there would be potential implications for residents of other roads such as Temple Fortune Hill, Central Square and North Square.
- 2.47 Officers have also checked the records of correspondence received, and there has not been any CPZ or parking-related representations received from

residents of Meadway Close, Temple Fortune Hill, Central Square and North Square since the Garden Suburb 'GS' CPZ was extended into South Square and Heathgate in May 2017. Two representations have been received from Erskine Hill in the same period, and one from Meadway.

- 2.48 Officers ask the Committee to note and consider the findings of the survey, and ask the Committee to consider whether they would like to see any further action.

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

- 3.1 None. The Committee decided that there should be a proactive monitoring of any displacement into surrounding roads as a consequence of the Garden Suburb CPZ being introduced, and surveys have been carried out, with this report outlining the findings of those surveys.

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

- 4.1 Officers have asked the Committee to decide what action, if any, they wish to take as a result of the surveys being undertaken.

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

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

- 5.1.1 The Council's Corporate Plan states that strategic objectives that will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the Borough. The plan also acknowledges that future success of the Borough depends on effective transport networks

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

- 5.2.1 No further action is recommended, however, should the Committee decide that they wish further action to be undertaken, a budget to fund the further action would need to be determined.

#### **5.3 Social Value**

- 5.3.1 None in the context of this report

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

- 5.4.1 The Council's Constitution, in Article 7, states that that Area Committees: "In relation to the area covered have responsibilities for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments" parks and trees.

#### **5.5 Risk Management**

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations, however depending on what action the Committee decides additional consideration may need to be given.

## **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.

## **5.7 Corporate Parenting**

5.7.1 None in the context of this report

## **5.8 Consultation and Engagement**

5.8.1 Depending on whether the Committee determine that there should be any further action, a public consultation may be considered to be an appropriate course of action.

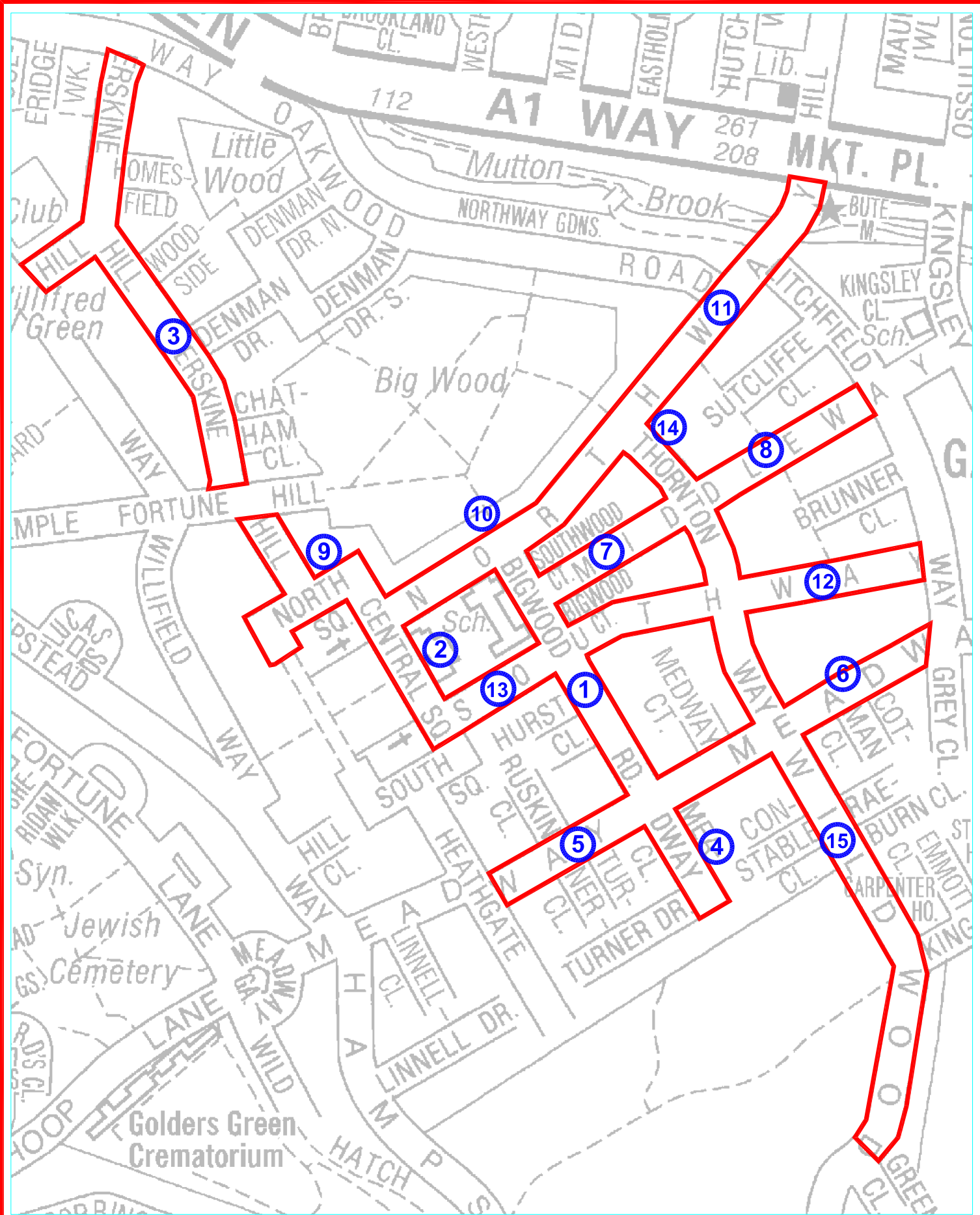
## **5.8 Insight**


5.8.1 None in the context of this report

## **6. BACKGROUND PAPERS**

- 6.1 Finchley and Golders Green Area Committee 26<sup>th</sup> October 2016 – Garden Suburb Controlled Parking Zone (CPZ) – Proposed extension into Heathgate and South Square (Agenda Item 9)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8750&Ver=4>
- 6.2 Finchley and Golders Green Area Committee 30<sup>th</sup> November 2016 – Petitions “Erskine Hill CPZ” and “Hampstead Garden Suburb CPZ” (Agenda Item 7)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9085&Ver=4>
- 6.3 Finchley and Golders Green Area Committee 14<sup>th</sup> November 2017 – Temple Fortune Area NW11 – Proposed Waiting Restrictions (Agenda Item 17)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9275&Ver=4>

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Initiated by AO	SCHEME:	Jamie Blake Strategic Director for Environment	
Drawn by AO			
Checked by AO/LO	TITLE: ROADS TO BE SURVEYED	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	DRAWING No.
Date 22/11/2017			Scales N.T.S
			Acad. Ref. S:\Parking Design Team Working Drawings\Sarcons\745300.dwg

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Date: \_\_\_\_\_ 20\_\_\_\_

		<b>SATURDAY 4TH MARCH 2017</b>							
		6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
<b>Street Name</b>	<b>Total Capacity</b>	<b>No. of parked vehicles</b>	<b>% of parked vehicles</b>	<b>No. of parked vehicles</b>	<b>% of parked vehicles</b>	<b>No. of parked vehicles</b>	<b>% of parked vehicles</b>	<b>No. of parked vehicles</b>	<b>% of parked vehicles</b>
<b>Bigwood Road NW11</b>	64	35	55%	45	70%	43	67%	28	44%
<b>Central Square NW11</b>	31	3	10%	20	65%	16	52%	5	16%
<b>Meadway Close NW11</b>	27	18	67%	18	67%	19	70%	18	67%
<b>Meadway NW11</b> (Between Heathgate and Thornton Way)	66	41	62%	40	61%	49	74%	44	67%
<b>Meadway NW11</b> (Between Thornton Way and Litchfield Way)	40	15	38%	12	30%	12	30%	12	30%
<b>Middleway NW11</b> (Between Bigwood Road and Thornton Way)	47	34	72%	33	70%	30	64%	30	64%
<b>Middleway NW11</b> (Between Thornton Way and Litchfield Way)	42	31	74%	24	57%	22	52%	26	62%
<b>North Square NW11</b>	28	14	50%	22	79%	26	93%	25	89%
<b>Northway NW11</b> (Between Central Square and Thornton Way)	100	43	43%	69	69%	38	38%	40	40%
<b>Northway NW11</b> (Between Thornton Way and Litchfield Way)	53	23	43%	32	60%	29	55%	34	64%
<b>Southway NW11</b> (Between Thornton Way and Litchfield Way)	37	32	86%	34	92%	39	105%	28	76%
<b>Southway NW11</b> (Between Central Square and Thornton Way)	73	55	75%	50	68%	49	67%	46	63%
<b>Thornton Way NW11</b>	76	31	41%	32	42%	29	38%	27	36%

GENERAL SURVEY FORM

Date: \_\_\_\_\_ 20\_\_\_\_

Street Name	Total Capacity	6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
		No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles
<b>Bigwood Road NW11</b>	64	35	55%	45	70%	43	67%	28	44%
<b>Wildwood Road NW11</b> (Between Meadway and Kingsley Way)	117	22	19%	30	26%	21	18%	23	20%
<b>TOTAL</b>	<b>801</b>	<b>397</b>	<b>50%</b>	<b>461</b>	<b>58%</b>	<b>422</b>	<b>53%</b>	<b>386</b>	<b>48%</b>

Date: \_\_\_\_\_ 20\_\_\_\_

		TUESDAY 7TH MARCH 2017							
		6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
Street Name	Total Capacity	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles
<b>Bigwood Road NW11</b>	64	42	66%	36	56%	39	61%	49	77%
<b>Central Square NW11</b>	31	4	13%	33	106%	30	97%	27	87%
<b>Meadway Close NW11</b>	27	16	59%	25	93%	19	70%	17	63%
<b>Meadway NW11</b> (Between Heathgate and Thornton Way)	66	43	65%	40	61%	33	50%	34	52%
<b>Meadway NW11</b> (Between Thornton Way and Litchfield Way)	40	12	30%	14	35%	11	28%	13	33%
<b>Middleway NW11</b> (Between Bigwood Road and Thornton Way)	47	29	62%	30	64%	27	57%	22	47%
<b>Middleway NW11</b> (Between Thornton Way and Litchfield Way)	42	27	64%	38	90%	27	64%	22	52%
<b>North Square NW11</b>	28	18	64%	18	64%	16	57%	16	57%
<b>Northway NW11</b> (Between Central Square and Thornton Way)	100	32	32%	27	27%	42	42%	39	39%
<b>Northway NW11</b> (Between Thornton Way and Litchfield Way)	53	30	57%	37	70%	35	66%	27	51%
<b>Southway NW11</b> (Between Thornton Way and Litchfield Way)	37	36	97%	28	76%	31	84%	24	65%
<b>Southway NW11</b> (Between Central Square and Thornton Way)	73	52	71%	54	74%	51	70%	54	74%
<b>Thornton Way NW11</b>	76	34	45%	31	41%	34	45%	24	32%

GENERAL SURVEY FORM

Date: \_\_\_\_\_ 20\_\_\_\_

Street Name	Total Capacity	6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
		No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles
<b>Bigwood Road NW11</b>	64	42	66%	36	56%	39	61%	49	77%
<b>Wildwood Road NW11</b> (Between Meadway and Kingsley Way)	117	23	20%	25	21%	22	19%	17	15%
<b>TOTAL</b>	<b>801</b>	<b>398</b>	<b>50%</b>	<b>436</b>	<b>54%</b>	<b>417</b>	<b>52%</b>	<b>385</b>	<b>48%</b>

Date: \_\_\_\_\_ 20\_\_\_\_

		THURSDAY 9TH MARCH 2017							
		6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
Street Name	Total Capacity	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles
<b>Bigwood Road NW11</b>	64	35	55%	41	64%	44	69%	38	59%
<b>Central Square NW11</b>	31	6	19%	29	94%	26	84%	23	74%
<b>Meadway Close</b>	27	16	59%	25	93%	22	81%	21	78%
<b>Meadway NW11</b> (Between Heathgate and Thornton Way)	66	41	62%	41	62%	35	53%	40	61%
<b>Meadway NW11</b> (Between Thornton Way and Litchfield Way)	40	13	33%	10	25%	8	20%	9	23%
<b>Middleway NW11</b> (Between Bigwood Road and Thornton Way)	47	31	66%	27	57%	28	60%	24	51%
<b>Middleway NW11</b> (Between Thornton Way and Litchfield Way)	42	24	57%	35	83%	36	86%	31	74%
<b>North Square NW11</b>	28	21	75%	19	68%	19	68%	14	50%
<b>Northway NW11</b> (Between Central Square and Thornton Way)	100	36	36%	48	48%	47	47%	41	41%
<b>Northway NW11</b> (Between Thornton Way and Litchfield Way)	53	33	62%	35	66%	35	66%	33	62%
<b>Southway NW11</b> (Between Thornton Way and Litchfield Way)	37	39	105%	29	78%	28	76%	22	59%
<b>Southway NW11</b> (Between Central Square and Thornton Way)	73	54	74%	44	60%	45	62%	43	59%
<b>Thornton Way NW11</b>	76	33	43%	32	42%	32	42%	29	38%

GENERAL SURVEY FORM

Date: \_\_\_\_\_ 20\_\_\_\_

Street Name	Total Capacity	6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
		No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles
<b>Bigwood Road NW11</b>	64	35	55%	41	64%	44	69%	38	59%
<b>Wildwood Road NW11</b> (Between Meadway and Kingsley Way)	117	16	14%	24	21%	22	19%	32	27%
<b>TOTAL</b>	<b>801</b>	<b>398</b>	<b>50%</b>	<b>439</b>	<b>55%</b>	<b>427</b>	<b>53%</b>	<b>400</b>	<b>50%</b>

Date: \_\_\_\_\_ 20\_\_\_\_

Appendix C - Survey Findings November 2017									
TUESDAY 28TH NOVEMBER 2017									
		6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
Street Name	Total Capacity	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles
<b>Bigwood Road NW11</b>	64	30	47%	33	52%	32	50%	37	58%
<b>Central Square NW11</b>	31	6	19%	32	103%	30	97%	21	68%
<b>Meadway Close NW11</b>	27	17	63%	18	67%	26	96%	22	81%
<b>Meadway NW11</b> (Between Heathgate and Thornton Way)	66	51	77%	55	83%	50	76%	51	77%
<b>Meadway NW11</b> (Between Thornton Way and Litchfield Way)	40	12	30%	20	50%	19	48%	16	40%
<b>Middleway NW11</b> (Between Bigwood Road and Thornton Way)	47	26	55%	25	53%	29	62%	34	72%
<b>Middleway NW11</b> (Between Thornton Way and Litchfield Way)	42	29	69%	21	50%	22	52%	20	48%
<b>North Square NW11</b>	28	20	71%	30	107%	22	79%	21	75%
<b>Northway NW11</b> (Between Central Square and Thornton Way)	100	42	42%	55	55%	53	53%	54	54%
<b>Northway NW11</b> (Between Thornton Way and Litchfield Way)	53	26	49%	28	53%	30	57%	24	45%
<b>Southway NW11</b> (Between Thornton Way and Litchfield Way)	37	33	89%	27	73%	21	57%	24	65%
<b>Southway NW11</b> (Between Central Square and Thornton Way)	73	52	71%	65	89%	69	95%	46	63%
<b>Thornton Way NW11</b>	76	35	46%	39	51%	34	45%	26	34%

GENERAL SURVEY FORM

Date: \_\_\_\_\_ 20\_\_\_\_

Street Name	Total Capacity	6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
		No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles
<b>Bigwood Road NW11</b>	64	30	47%	33	52%	32	50%	37	58%
<b>Wildwood Road NW11</b> (Between Meadway and Kingsley Way)	117	23	20%	24	21%	19	16%	21	18%
<b>TOTAL</b>	<b>801</b>	<b>402</b>	<b>50%</b>	<b>472</b>	<b>59%</b>	<b>456</b>	<b>57%</b>	<b>417</b>	<b>52%</b>



Date: \_\_\_\_\_ 20\_\_\_\_

THURSDAY 30TH NOVEMBER 2017									
		6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
Street Name	Total Capacity	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles
<b>Bigwood Road NW11</b>	64	32	50%	38	59%	33	52%	30	47%
<b>Central Square NW11</b>	31	9	29%	28	90%	33	106%	22	71%
<b>Meadway Close NW11</b>	27	18	67%	26	96%	22	81%	24	89%
<b>Meadway NW11</b> (Between Heathgate and Thornton Way)	66	48	73%	54	82%	52	79%	57	86%
<b>Meadway NW11</b> (Between Thornton Way and Litchfield Way)	40	11	28%	23	58%	24	60%	16	40%
<b>Middleway NW11</b> (Between Bigwood Road and Thornton Way)	47	29	62%	24	51%	24	51%	29	62%
<b>Middleway NW11</b> (Between Thornton Way and Litchfield Way)	42	27	64%	29	69%	25	60%	23	55%
<b>North Square NW11</b>	28	16	57%	24	86%	22	79%	20	71%
<b>Northway NW11</b> (Between Central Square and Thornton Way)	100	35	35%	44	44%	47	47%	36	36%
<b>Northway NW11</b> (Between Thornton Way and Litchfield Way)	53	25	47%	29	55%	28	53%	18	34%
<b>Southway NW11</b> (Between Thornton Way and Litchfield Way)	37	30	81%	28	76%	26	70%	25	68%
<b>Southway NW11</b> (Between Central Square and Thornton Way)	73	52	71%	63	86%	60	82%	55	75%
<b>Thornton Way NW11</b>	76	33	43%	32	42%	33	43%	30	39%

GENERAL SURVEY FORM

Date: \_\_\_\_\_ 20\_\_\_\_

Street Name	Total Capacity	6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm	
		No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles
<b>Bigwood Road NW11</b>	64	32	50%	38	59%	33	52%	30	47%
<b>Wildwood Road NW11</b> (Between Meadway and Kingsley Way)	117	27	23%	31	26%	21	18%	22	19%
<b>TOTAL</b>	<b>801</b>	<b>392</b>	<b>49%</b>	<b>473</b>	<b>59%</b>	<b>450</b>	<b>56%</b>	<b>407</b>	<b>51%</b>

Date: \_\_\_\_\_ 20\_\_\_\_

SATURDAY 2ND DECEMBER 2017										
		6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm		
Street Name	Total Capacity	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	Total Capacity
<b>Bigwood Road NW11</b>	64	30	47%	49	77%	35	55%	30	47%	79
<b>Central Square NW11</b>	31	9	29%	11	35%	32	103%	14	45%	36
<b>Meadway Close NW11</b>	27	15	56%	17	63%	21	78%	25	93%	30
<b>Meadway NW11</b> (Between Heathgate and Thornton Way)	66	47	71%	43	65%	45	68%	49	74%	82
<b>Meadway NW11</b> (Between Thornton Way and Litchfield Way)	40	12	30%	17	43%	17	43%	19	48%	53
<b>Middleway NW11</b> (Between Bigwood Road and Thornton Way)	47	29	62%	26	55%	26	55%	27	57%	60
<b>Middleway NW11</b> (Between Thornton Way and Litchfield Way)	42	25	60%	24	57%	21	50%	21	50%	63
<b>North Square NW11</b>	28	19	68%	23	82%	28	100%	23	82%	37
<b>Northway NW11</b> (Between Central Square and Thornton Way)	100	37	37%	35	35%	44	44%	46	46%	110
<b>Northway NW11</b> (Between Thornton Way and Litchfield Way)	53	23	43%	27	51%	23	43%	28	53%	60
<b>Southway NW11</b> (Between Thornton Way and Litchfield Way)	37	30	81%	31	84%	27	73%	33	89%	65
<b>Southway NW11</b> (Between Central Square and Thornton Way)	73	46	63%	52	71%	47	64%	46	63%	99
<b>Thornton Way NW11</b>	76	35	46%	46	61%	38	50%	36	47%	103

GENERAL SURVEY FORM

Date: \_\_\_\_\_ 20\_\_\_\_

Street Name	Total Capacity	6am to 7am		9am to 10am		12midday to 1pm		3pm to 4pm		Total Capacity
		No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	No. of parked vehicles	% of parked vehicles	
<b>Bigwood Road NW11</b>	64	30	47%	49	77%	35	55%	30	47%	79
<b>Wildwood Road NW11</b> (Between Meadway and Kingsley Way)	117	24	21%	23	20%	27	23%	25	21%	75
<b>TOTAL</b>	<b>801</b>	<b>381</b>	<b>48%</b>	<b>424</b>	<b>53%</b>	<b>431</b>	<b>54%</b>	<b>422</b>	<b>53%</b>	

**London Borough of Barnet  
Finchley & Golders Green Area  
Committee Work Programme  
January 2018 – May 2018**

Contact: Anita Vukomanovic 020 8359 7034 [anita.vukomanovic@barnet.gov.uk](mailto:anita.vukomanovic@barnet.gov.uk)

Title of Report	Overview of decision	Report Of ( <i>officer</i> )	Issue Type (Non key/Key/Urgent)
Items to be Allocated			
Parking on/around Station Road, Station Close, Lichfield Grove, Dollis Park and any other relevant roads	At the 16th February 2017 meeting of the committee, it was agreed that the Commissioning Director, Environment, would prepare a report to a future meeting of the Committee to consider the issues raised on Station Road, Station Close, Lichfield Grove, Dollis Park and any other relevant roads, with a recommended course of action	Strategic Director of Environment	Non-key
Cherry Tree Woods	Committee to receive an update report on Cherry Tree Woods, following the matter being considered at the Committee meeting on 27 April 2017.	Strategic Director of Environment	Non-key
East Finchley CPZ	Following their meeting in November 2017, the Committee requested that the Strategic Director for Environment to report back the findings of the consultation at a future meeting of this Committee, for a decision to be made on the way forward.	Strategic Director of Environment	Non-key

<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of (<i>officer</i>)</b>	<b>Issue Type (Non key/Key/Urgent)</b>
Safety Measures at the Junction of Buxted Road and Ashurst Road N12.	At the 16th February 2017 meeting of the committee, it was agreed that a report will be brought back to a future meeting concerning the use of traffic islands and any other potential traffic calming/safety measures that can be used to address the issues identified at the junction of Buxted Road and Ashurst Road N12.	Strategic Director of Environment	Non-key
Friary Road Traffic Management Issues	At their meeting on 2 August 2017, Committee received a report on Friary Road Traffic Management issues. Following consideration of the report, the Committee resolved to approve up to £3,000 to allow monitoring to take place as to the effectiveness of the implementation of recommendations 1 and 2, a report back on the impact of recommendations 1 and 2 and advise on further options.	Strategic Director of Environment	Non-key

<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of (<i>officer</i>)</b>	<b>Issue Type (Non key/Key/Urgent)</b>
Speeding in Church Lane, N2.	At their meeting in November 2017, the Committee considered a Member's Item in the name of Cllr. Moore on the topic of speeding in Church Lane, N2. The Committee resolved to await the outcome of speed restriction introduction in adjacent roads. Following this the issue would be discussed by the Committee in mid-2018.	Strategic Director of Environment	Non-key
20 MPH Scheme (including zebra crossing) St Agnes Catholic Primary School and Childs Hill Primary Schools – Update	At their meeting in November 2017, the Committee considered a report on 20 MPH scheme (including zebra crossing) for St Agnes Catholic Primary School and Childs Hill Primary School. Following the consideration of the report, the Committee resolved to consider the feasibility of introducing a width restriction on Summerton Road and to ask Officers to report back to the Committee.		Non-key



<b>Title of Report</b>	<b>Overview of decision</b>	<b>Report Of (<i>officer</i>)</b>	<b>Issue Type (Non key/Key/Urgent)</b>
Temple Fortune Area NW11 – Proposed Waiting Restrictions	At their November 2017 meeting, the Committee considered this report and resolved that all Golders Green Ward proposals be deferred to enable discussion with residents of specific locations and objections as highlighted in the report and to come back to Committee at a later date to make a determination.	Strategic Director of Environment	Non-key

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