

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

MONDAY 17TH JULY, 2017

AT 7.00 PM

VENUE

HENDON TOWN HALL. NW4 4BG

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

Chairman: Councillor Stephen Sowerby MA
Vice Chairman: Councillor Caroline Stock

Bridget Perry
Pauline Coakley Webb
Philip Cohen

Jess Brayne
Kathy Levine

Substitute Members

Sachin Rajput
Laurie Williams
Andreas Ioannidis

David Longstaff
Barry Rawlings

Alison Cornelius
Paul Edwards

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is 12 July at 10am. Requests must be submitted to jan.natynczyk@barnet.gov.uk Tel: 0208 359 5129

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

Andrew Charlwood – Head of Governance

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

Media Relations contact: Sue Cocker 020 8359 7039

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the last Meeting	5 - 12
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
6.	Matters referred from the Chipping Barnet Residents Forum	13 - 18
7.	<p>Petitions (if any)</p> <p>A petition has been received relating to Barnet High Street Widening Consultation. Details of the petition are contained within the referral report from the Residents Forum (agenda item 6 refers).</p>	
8.	Area Committee CIL Funding	19 - 24
9.	Area Committee Budgets - Outstanding Community Funding Applications	25 - 58
10.	Members' Items (if any)	
11.	Members' Items - Applications for CIL Funding (if any)	59 - 78
12.	Lyonsdown Road/ Longmore Avenue Junction - Road Safety Improvements	79 - 90
13.	Review of Experimental banned turns at junction of High Street with Wood Street, EN5.	91 - 112
14.	High Street Barnet - Pavement Build-Outs	113 - 138
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16.	Barnet Lane junction with Totteridge Lane Speed Reduction	149 - 158

	Measures	
17.	Forward Work Programme	159 - 168
18.	Any item(s) the Chairman decides are urgent	

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Decisions of the Chipping Barnet Area Committee

17 May 2017

Members Present:-

AGENDA ITEM 1

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

Councillor Pauline Coakley Councillor Phillip Cohen
Webb Councillor Jess Brayne (sub for Councillor
Councillor Andreas Ioannidis Paul Edwards)

Apologies for Absence

Councillor Bridget Perry Councillor Paul Edwards

1. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 8 March 2017, were agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

Apologies had been received from:

Councillor Edwards (with Councillor Brayne as his substitute);

Councillor Perry;

Councillor Longstaff (as he was unable to sub for Councillor Perry due to Council duties)

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

None.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

One request to make a public comment had been received and this would be dealt with under the item relating to Barnet Hospital.

6. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM

None.

7. PETITIONS (IF ANY)

At the meeting of Chipping Barnet Residents Forum, held on 22 March 2017, the following petitions were referred to this Committee for consideration:

1. **Proposal to Reduce Speed Limit from 30mph to 20 mph on Barnet Lane, N20 for Safety Reasons due to Excessive Speeding**

The Chairman welcomed Mr Hanison, Lead Petitioner, to the meeting and invited him to speak for up to 3 minutes.

Mr Hanison highlighted that speeding was the main concern for local residents and also requested that a 'stop line' be installed at the top of Barnet Lane.

The Chairman thanked Mr Hanison for presenting details of the petition and emphasised the need to ensure the Committee was given all relevant information before deciding the most appropriate next steps. This was best achieved by carrying out a speed and accident survey of the road.

The Commissioning Director for Environment explained that for a 20mph scheme to even be considered the neighbouring school would have to have a travel plan in place, but as the Totteridge Academy is a secondary school but they do not have a travel plan. The Commissioning Director further stated that a 20mph limit would require the installation of physical traffic calming measures to effectively slow traffic which would need to be agreed with local Ward councillors.

RESOLVED that

- (a) A speed survey, costing up to £500 be agreed, with a report back to the next meeting (if results are available by the July meeting);**
- (b) A stop line at the top end of Barnet Lane costing up to £1,500 be agreed;**
- (c) The Head Teacher and the Chairman of Governors from the local school was to be contacted to ascertain if they would be willing to consider implementing a travel plan.**

ACTION: COMMISSIONING DIRECTOR ENVIRONMENT

2. **Adopt a 20mph Speed Limit in Hadley Green and Hadley Highstone**

The Chairman invited Mrs Holly, Lead Petitioner, to the meeting and invited her to speak for up to 3 minutes.

Mrs Holly highlighted that the current speed warning signs were having no impact at all and that there was not a safe crossing point.

The Chairman stated that as with the previous petition for a 20mph limit these were technically contrary to Council policy unless adjacent to a school which Hadley Green and Hadley Highstone were not.

Mrs Holly added that speeding buses were a particular concern and agreed to supply evidence of buses speeding so that this matter could be pursued with TFL.

Finally, it was agreed that it would be advantageous for Highways Officers to meet local residents on site to look at the problems and possible solutions.

RESOLVED that

- (a) it was agreed that Highways Officers to meet local residents on site to look at the problem and possible solutions;**
- (b) funding up to £1,500 was agreed for a speed survey and accident survey;**
- (c) the issue of the road being near enough to local schools and if the schools are in possession of travel plans is to be investigated to allow consideration of a 20 mph speed limit;**
- (d) the issue of buses speeding, be pursued with TFL.**
- (e) a report back is to be submitted for a future meeting of this Committee.**

ACTION: COMMISSIONING DIRECTOR ENVIRONMENT

8. AREA COMMITTEE FUNDING

Jamie Blake, Commissioning Director, Environment, introduced this report which updated Members on the budget allocation for the Committee, to enable consideration of applications for 2017/18.

It was also pointed out that Members were able to make applications for CIL funding for up to £25,000 and that remaining funds were around £400,000.

RESOLVED that the amount available for allocation during 2017/18 be noted.

9. POTTERS ROAD JUNCTION WITH WOODVILLE ROAD, EN5 SAFETY IMPROVEMENTS

The Committee received the report of the Commissioning Director for Environment, who gave an undertaking that if Option 2 was approved by the Committee, he would ask a volume engineer to look at the scheme as the cost exceeded the £25,000 CIL cap. If funds required exceeded the £25,000 CIL cap then the Commissioning Director for Environment would arrange for the balance to be funded.

RESOLVED

- 1. That the Chipping Barnet Area Committee notes the review of the Potters Road junction with Woodville Road, EN5 pedestrian/road safety improvement as outlined in this report and the appendices to this report containing details of design proposals and safety investigation;**
- 2. That it be agreed to implement the officer preferred Option 2 on Potters Road/Woodville Road as set out in this report and detailed in Appendix 2;**
- 3. That the Commissioning Director for Environment be instructed to carry out a statutory consultation on the approved scheme once funding has been made available.**

4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Commissioning Director for Environment is instructed to introduce the approved scheme.
5. That it be agreed that if any objections are received as a result of the statutory consultations, referred to in recommendation 4, the Commissioning Director for Environment will consider and determine whether the agreed option should be implemented or not, and if so, with or without modification;
6. It be agreed to allocate the funding for the agreed Option (CIL from this year's CIL Area Committee budget) to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the approved scheme.

ACTION: COMMISSIONING DIRECTOR FOR ENVIRONMENT

10. FITZJOHN AVENUE CAR PARK, HIGH BARNET - REVIEW OF PARKING LAYOUT

The Committee received the report of the Commissioning Director for Environment, which detailed the outcome of the review of the car park.

It was also requested that it be agreed that the percentage of disabled parking bays be increased to 4%.

Members asked how long the car park would be shut if the scheme was approved and it was noted that closure would be for a couple of days.

Members also requested that it should be made clear, via appropriate signs, that motor cyclists should only park in designated spaces.

A vote was taken on the recommendations detailed in the report:

For	3
Against	0
Abstained	2

RESOLVED that

1. The outcome of the review of the car park, as outlined in the report and appendices containing details of the proposed layout and parking survey results be noted;
2. It be agreed to amend the layout of the parking spaces and funding of £20,000 be agreed from 2017/18 Parking reserve to undertake the changes;
3. It be agreed that the percentage of disabled parking bays be increased to 4%;
4. It should be made clear, via appropriate signs, that motor cyclists should only park in designated spaces.

ACTION: COMMISSIONING DIRECTOR FOR ENVIRONMENT

11. BARNET HOSPITAL AREA EN5 PARKING CONSULTATION

The Committee received the report of the Commissioning Director for Environment which set out a number of proposed parking measures in the Barnet Hospital area and sought approval to progress these proposals to statutory consultation.

The Chairman welcomed Mr Jones to the meeting who spoke on behalf of the residents of Sutton Crescent who were anxious to have an expanded CPZ implemented in the area as soon as possible.

Mr Jones explained that the original informal Council survey on the proposals for introducing a CPZ had not been received by many of the residents of Sutton Crescent.. Consequently, residents had carried out their own informal survey with a majority of residents being found in favour of introducing parking restrictions in both their road in addition to neighbouring roads.

The Chairman stated that parking restrictions should be included at the top end of Galley Lane to prevent cars parking on both sides of the road causing congestion. The Commissioning Director for Environment stated that parking restrictions would be added at this location.

Members of the Committee raised concerns about insufficient staff parking at Barnet Hospital and Councillor Stock replied that the hospital was aware of the issue and local Councillors had worked hard to try and resolve the matter with them. The Commissioning Director for Environment gave a commitment to engage with the hospital again over the coming months to highlight the issue. The Chairman made the point that the committee was not responsible for staff parking arrangements at the hospital although they would be happy to engage with the hospital on the matter going forward.

After further discussion members of the Committee requested that the following locations be added to Appendix A for inclusion in the CPZ:

**Lexington Way;
Lincoln Way;
Sutton Crescent;
Garfield Drive.**

RESOLVED that

- 1. It be agreed to authorise the Commissioning Director for Environment and his officers to carry out a statutory consultation on proposals to introduce the proposed CPZ, parking changes and waiting restrictions in various locations as set out in Appendix A to this report, subject to the addition of the four locations identified above;**
- 2. That subject to no objections being received to the statutory consultation, referred to in recommendation 1, the committee authorise the Commissioning Director for Environment and his officers to introduce the proposed CPZ, parking changes and waiting restrictions.**
- 3. That the Committee agree that if any objections are received as a result of the statutory consultation, referred to in recommendation 2, the Commissioning Director for Environment will, in consultation with the**

relevant Ward Councillors, consider and determine whether any of the proposed changes should be implemented or not, and if so, with or without modification.

ACTION: COMMISSIONING DIRECTOR FOR ENVIRONMENT

12. MEMBERS' ITEMS (IF ANY)

The Committee received the following Members Items:

1. Relocation of Dog Waste Bin (Councillor Sowerby)

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

RESOLVED that the request be agreed and actioned by the Commissioning Director for Environment at no cost to CIL budget.

ACTION: COMMISSIONING DIRECTOR ENVIRONMENT

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

Request for Funding for Play Equipment for Younger Children in Brunswick Park (Councillor Rutter)

The Committee received a representation from School Business Manager Nancy Nash, on behalf of Councillor Rutter, which pointed out that parents were very supportive of the existing play area, but that there was no play equipment for younger children.

There was some doubt as to whether the proposed new equipment was within the existing fenced area of the playground and it was agreed that additional funding should be made available if this was not the case.

RESOLVED that the request for £15,600 be agreed and extended to £20,000 if fencing needs to be provided.

ACTION: COMMISSIONING DIRECTOR ENVIRONMENT

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

1. Members Item Submitted by Councillor Brayne in Relation to Barnet Community Projects

The Committee received the following item from Councillor Brayne:

A request that the committee instructs officers to find new premises for Barnet Community Projects (BCP) currently located in Dollis Valley, Rainbow Centre. BCP provides invaluable youth services and a community hub. Due to the redevelopment of Dollis Valley and the planned demolition of the Rainbow Centre BCP will need to relocate from their current premises in 2019. It is urgent that a new premise is identified for BCP as they need a secure tenancy in order to secure funding.

RESOLVED that

- (a) Officers be requested to identify the Department(s) and Officer(s) responsible for taking this matter forward;**
- (b) The timelines for progressing the matter be confirmed;**
- (c) A meeting is to be arranged, as soon as possible, with representatives from the Rainbow Centre, ward Councillors and Officers.**

ACTION: Chairman of the Committee to write to the Lead Member for Housing and Regeneration requesting the information above be provided to Councillor Brayne.

2. Traffic and Development Schemes

The Committee received an update on schemes and noted that this information would be submitted to all future meetings of the Area Committee as an appendix for information to the Work Programme.

Councillor Coakley Webb had a specific Issue, as she had previously requested double yellow lines at the Junction with Colney Hatch, but this hadn't materialised. The Commissioning Director for Environment agreed to email Councillor Coakley Webb about this issue.

RESOLVED that

- (a) The current Traffic and Development Schemes be noted;**
- (b) The schedule of works list should be added back onto the agenda of future meetings**
- (c) The Commissioning Director for the Environment be requested to email Councillor Coakley Webb about the issue highlighted.**

ACTION: COMMISSIONING DIRECTOR FOR THE ENVIRONMENT

The meeting finished at 8.22pm

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	AGENDA ITEM 6 Chipping Barnet Area Committee 17 July 2017
	Title Referrals from Chipping Barnet Residents Forum
Report of	Head of Governance
Wards	All
Status	Public
Enclosures	Appendix 1
Officer Contact Details	Jan Natynczyk Jan.natynczky@barnet.gov.uk 020 8359 5129

Summary

At the meeting of Chipping Barnet Residents Forum, held on 5th July 2017, one petition and two issues were referred to this Committee for consideration.

Recommendations

1. That the Chipping Barnet Area Committee consider the petition and two issues referred by the Chipping Barnet Residents Forum.

1. WHY THIS REPORT IS NEEDED

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

Item	Action
<p>Petition</p> <p>Barnet High Street Widening Consultation. A petition of 1326 validated signatures at the time of publication.</p> <p>Lead Petitioner: Keith West Chairman of Union Street Residents Association</p> <p>Ward: High Barnet</p> <p>Union Street Residents Association (USRA) Members and Residents oppose the siting of loading bays in Union Street which is already under intolerable pressure on parking and usage.</p> <p>Barnet High Street traders and residents across the CPZ area oppose the proposal to remove parking bays and the loading bay on the western side of the High Street from the Post Office to the Spires and to site loading bays in Salisbury Road and Union Street.</p> <p>I write as Chairman of Union Street Residents Association (USRA) and delegated spokesman and for Barnet High Street Traders and the local community likely to be most affected by the proposal.</p>	<p>Petition referred to Chipping Barnet Area Committee for consideration.</p>
<p>Issue</p> <p>Proposed 20mph zone Hadley Green/Highstone</p> <p>Submitted by: Elisabeth Kahn on behalf of Hadley Commoners Association</p> <p>Ward: High Barnet</p> <p>Proposed 20mph zone Hadley Green/Highstone. I have been a Hadley Common resident for 50 plus years and consider it a ridiculous, unnecessary and unenforceable proposal just when the rest of London is dispensing with these zones.</p> <p>Action proposed: The Council turns down the 20mph request</p>	<p>The Chairman referred the issue to Chipping Barnet Area Committee for consideration as a report is already on the agenda following a petition in favour of a CPZ referred to the Area Committee from March Resident's Forum. The Chairman considered the issue relevant to the report on the agenda.</p>
<p>Issue</p> <p>Ward Councillors reported back to the Residents' Forum the results of the survey they undertook with residents of Bushey Drive and Oak Tree Drive, N20 on the problem of commuter parking in their roads.</p>	<p>The Chairman Referred the Ward Councillors' Report back to Chipping Barnet Area Committee for action following the outcome of the Survey, summarised in</p>

<p>The item was originally raised at the Chipping Barnet Residents' Forum in January 2017.</p> <p>Ward: Totteridge</p> <p>The minute of the January Residents Forum stated the following:-</p> <p>COMMUTER PARKING IN BOTH GREAT BUSHEY DRIVE AND OAK TREE DRIVE N20 – SUBMITTED BY DAVID HARVEY</p> <p>The Forum received a representation from David Harvey.</p> <p>The Chairman thanked David Harvey, noted the issue and following a suggestion by Councillor Stock, requested that Ward councillors should carry out an informal survey with results being available by the next Forum.</p>	<p>appendix 1.</p>
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2. REASON FOR REFFERAL

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

3. REASONS FOR RECOMMENDATIONS

- 3.1 As set out above.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 N/A

5. POST DECISION IMPLEMENTATION

N/A

6. IMPLICATIONS OF DECISION

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

- 6.2 Not in the context of this report.

6.3 Legal and Constitutional References

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

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

6.4 **Risk Management**

6.5 Not in the context of this report.

6.6 **Equalities and Diversity**

6.7 Not in the context of this report.

6.8 **Consultation and Engagement**

6.9 Not in the context of this report.

7. **BACKGROUND PAPERS**

7.1 None.

Appendix 1

GREAT BUSHEY DRIVE AND OAK TREE DRIVE CPZ SURVEY RESULTS:-

No. of residents from Great Bushey Drive who responded					
Pro CPZ	Anti CPZ	Pro CPZ MON-FRI	Pro CPZ MON-SAT	Pro CPZ MON-SUN	No. of PERMITS
34	12	36	7	2	Approx 35
72%	25%	77%	15%	4%	

No. of residents from Oak Tree Drive who responded					
Pro CPZ	Anti CPZ	Pro CPZ MON-FRI	Pro CPZ MON-SAT	Pro CPZ MON-SUN	No. of PERMITS
30	9	26	3	4	Approx 31
77%	23%	67%	8%	10%	

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	<p>Chipping Barnet Area Committee</p> <p>17 July 2017</p>
<p style="text-align: right;">Title</p>	<p>Area Committee Funding - Community Infrastructure Levy update</p>
<p style="text-align: right;">Report of</p>	<p>Finance Manager, Commissioning Group</p>
<p style="text-align: right;">Wards</p>	<p>Brunswick Park, Coppetts, East Barnet, High Barnet, Oakleigh, Underhill and Totteridge</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – Allocation of awards, spend and balance available – CIL Reserve</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Gary Hussein, Finance Manager, Commissioning Group Contact: Gary.Hussein@barnet.gov.uk</p>

Summary

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

Recommendations

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

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of funding to the Chipping Barnet 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 within Appendix 1 to this report.

2. CIL activity

- 2.1 There are no further underspends to reallocate in this report.

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.

6.3 Social Value

6.3.1 Not applicable to this report

6.4 Legal and Constitutional References

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

(4) Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy and Resources Committee.

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

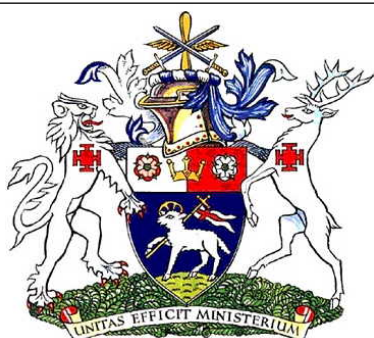
<http://barnet.moderngov.co.uk/documents/s24360/Delegating%20a%20proportion%20of%20Community%20Infrastructure%20Levy%20CIL%20income%20to%20the%20Councils%20Area%20Committe.pdf>

Chipping Barnet	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
	£							
Budget allocation	150,000							
Budget C/Fwd	230,500							
Barnet Lane - Speeding and Stop Line	(2,000)		2,000		No	No		17/05/2017
Hadley Highstone - Speeding	(1,500)		1,500		No	No		17/05/2017
Woodville Road/Potters Road - Implementation	(25,000)		25,000		No	No		17/05/2017
Play Equipment - Brunswick Park	(20,000)		20,000		No	No		17/05/2017
	332,000							
2015/16 Underspend returned to CIL reserve	23,856							
2016/17 Underspend (to date) returned to CIL reserve	35							
Overspend Funded	(2,308)							
New Balance	353,583							

Chipping Barnet	2016/17 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
	£							
Budget allocation	150,000							
Budget C/Fwd	108,300							
The Ridgway Petition, Coppetts Wood Ward. Traffic Survey	(300)	265	265	(35)	Yes	Yes	(35)	06/07/2016
Newton Avenue Parking situation in Pembroke and Hampden Road. Yellow lines in Newton.	(2,000)	75	1,500	(500)	No	No		06/07/2016
Woodville Rd/Potters Rd - refresh markings	(3,000)	3,000	3,000	-	Yes	Yes		26/10/2016
Totteridge & Whetstone CPZ - changes to Woodside Grange and Woodside road	(3,500)	836	3,500	-	No	No		26/10/2016
Fitzjohn Avenue Car Park review	(2,500)	2,065	2,500	-	No	Yes		26/10/2016
Sussex ring N12 - Yellow lines	(3,000)	1,112	2,500	(500)	No	Yes		26/10/2016
Nurserymans road - markings	(2,500)	1,841	2,000	(500)	No	Yes		26/10/2016
Longmore Avenue/Lyondown Road	(5,000)	637	5,000	-	No	No		08/02/2017
The Ridgeway - 20mph Extension	(5,000)	-	5,000	-	No	No		08/02/2017
Manor Drive - Relocation of VAS	(1,000)	131	1,000	-	No	No		08/02/2017
	230,500	9,962	26,265	(1,535)			(35)	

Chipping Barnet	2015/16 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
	£							
Budget allocation	150,000							
Allocation through the Corporate Grants programme								
Colney Hatch Lane Parking	(10,000)	235	235	(9,765)	Yes	Yes	(9,765)	21/10/2015
Manor Drive - Review	(5,000)	1,468	1,468	(3,532)	Yes	Yes	(3,532)	13/01/2016
Totteridge & Whetstone CPZ	(6,000)	-	-	(6,000)	Yes	Yes	(6,000)	13/01/2016
Holden Road /Station Approach double yellow lines (Woodside park)	(2,000)	1,415	1,415	(585)	Yes	Yes	(585)	21/10/2015
Great Bushy Drive double yellow	(2,000)	1,533	1,533	(467)	Yes	Yes	(467)	21/10/2015
Swan Lane double yellow	(2,000)	1,458	1,458	(542)	Yes	Yes	(542)	21/10/2015
Feasibility Study for Improved Safety at Waitrose at Totteridge Lane	(5,000)	7,308	7,308	2,308	No	No		13/01/2016
Barnet Hospital parking review (elmbank/barnet hospital)	(5,000)	7,624	5,000	-	No	No		13/01/2016
Kendal Close	(200)	200	200	-	Yes	Yes		13/01/2016
Oxford Avenue/Kinderton close yellow line investigation	(1,500)	-	-	(1,500)	Yes	Yes	(1,500)	30/03/2016
Oakleigh Park North - The Hollies/Oakleigh Road yellow line investigation	(3,000)	1,535	1,535	(1,465)	Yes	Yes	(1,465)	30/03/2016
	108,300	22,776	20,152	(21,548)			(23,856)	

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Chpping Barnet Area Committee

17 July 2017

Title	Area Committee Budgets – Outstanding Community Funding Applications
Report of	Head of Governance
Wards	All Wards
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – The Jewish Migraine Foundation Appendix B – The Boys Club Appendix C – The Paperweight Trust Appendix D – ADDISS
Officer Contact Details	Andrew Charlwood, 020 8359 2014, andrew.charlwood@barnet.gov.uk

Summary

As part of the 2017/18 Business Planning process Council agreed to remove the Community Funding element from the Area Committees delegated budgets. Following this decision officers have become aware that there are a number of applications which have been part-funded by one Area Committee (with funding ring-fenced for those purposes). However, the release of funding is conditional on one or both of the other Area Committees agreeing the remaining funding. This report details those outstanding applications and asks the committee to consider the outstanding items in order for the Community Funding element of the Area Committee budgets to be closed down.

Recommendations

- 1. The Committee determine whether it wishes to support funding of £3,300 for The Jewish Migration Foundation project as set out in Appendix A.**

2. **The Committee determine whether it wishes to support funding of £3,333 for The Boys Club project as set out in Appendix B.**
3. **The Committee determine whether it wishes to support funding of £3,333 for The Paperweight Trust project as set out in Appendix C.**
4. **The Committee determine whether it wishes to support funding of £9,999 for ADDISS as set out in Appendix D.**

1. WHY THIS REPORT IS NEEDED

- 1.1 As part of the 2017/18 Business Planning process Council agreed to remove the Community Funding element from the Area Committees delegated budgets. Following this decision officers have become aware that there are a number of applications which have been part-funded by one Area Committee (with funding ring-fenced for those purposes) with the release of funding being conditional on one or both of the other Area Committees agreeing the remaining funding. In reviewing all of the decisions taken by the Area Committees it has become apparent that Member sponsors did not progress applications to the other Area Committees for the remaining elements of funding and as a consequence these applications remain undetermined. This report details those outstanding applications and asks the Committee to consider the outstanding items in order for the Community Funding element of the Area Committee budgets to be closed down.
- 1.2 It should be noted that where this Committee or one of the other Area Committees does not agree a proportion of the funding required then the application will fall away as the project will not be fully funded.
- 1.3 Members are requested to note that outstanding projects will be funded from a Service Development Reserve and not the CIL delegated budget allocated to the Committee for the 2017/18 financial year.

Jewish Migration Foundation

- 1.4 On 6 July 2016 the Hendon Area Committee considered an application from the Jewish Migration Foundation for funding of £9,900. In debating the item the Committee noted that the service was borough-wide and proposed that the Jewish Migration Foundation re-submit their application to all three area committees seeking an allocation of £3,300 from each. The Committee resolved to “defer the grant application pending consideration of the advice to re-submit the application to all three Area Committees for approval of £3,300 of non-CIL funding with financial information provided and clarity on the total project costs.” Following the decision of the Hendon Area Committee applications were not forthcoming to the Chipping Barnet and Finchley & Golders Green Area Committees, and the item was never reported back to the Hendon Area Committee. This report asks the Chipping Barnet Area

Committee if it will support funding £3,300 for the Jewish Migration Foundation for the proposal set out in Appendix A.

The Boys Club

- 1.5 On 26 October 2016 the Hendon Area Committee considered an application from The Boys Club. In debating the item the Committee noted that the service was borough-wide and resolved to award £3,333 (a third of the amount applied for) on the basis of successful applications to Chipping Barnet and Finchley and Golders Green Area Committees. Following the decision of the Hendon Area Committee applications were not forthcoming to the Chipping Barnet and Finchley & Golders Green Area Committees. This report asks the Chipping Barnet Area Committee if it will support funding £3,333 for The Boys Club for the proposal set out in Appendix B.

Paperweight Trust

- 1.6 On 26 October 2016 the Hendon Area Committee considered an application from The Paperweight Trust. In debating the item the Committee noted that the service was borough-wide and resolved to award £3,333 (a third of the amount applied for) on the basis of successful applications to Chipping Barnet and Finchley and Golders Green Area Committees. Following the decision of the Hendon Area Committee applications were not forthcoming to the Chipping Barnet and Finchley & Golders Green Area Committees. This report asks the Chipping Barnet Area Committee if it will support funding £3,333 for The Paperweight Trust for the proposal set out in Appendix C.

ADDISS

- 1.7 On 26 October 2016 the Committee considered an application from ADDISS (as set out in Appendix D) and resolved the following: “RESOLVED that the Commissioning Director (Cath Shaw) be requested to investigate the most appropriate route for funding via liaison with Family Services and the Council’s Grants Officer.”
- 1.8 Following the decision an alternative funding route via Family Services has not been identified. Advice has been sought from the Corporate Grants team about the most appropriate funding route and it has been advised that Area Committee Community Funding would be most appropriate as the ADDISS application is seeking to roll-out existing work rather than establish a new project. On that basis, the Chipping Barnet Area Committee are therefore requested to reconsider the application for £9,999 for ADDISS as set out in Appendix D.
- 1.9 The Committee are requested to note that the application to the Chipping Barnet Area Committee contains references to services provided in Hendon in sections 8, 9, 12 and 16. Members may wish to seek clarification from ADDISS regarding this.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Where a committee has agreed part funding for a project and applications for the remaining funding have not been reported to or agreed by the other area committees the applications are outstanding and have not been determined by the Council. This report is seeking to ensure that applications that have been reported to the various Area Committees are determined and the Community Funding element of the Area Committees budgets (which are no longer available as of 1 April 2017) is closed down.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Committee could decide not to consider these applications as they were originally reported to another Area Committee for the full funding amount.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee agree to the funding requests as set out in the application(s) Finance will release payments, subject to any conditions being met.
- 4.2 If the Committee decide not to support the funding requests the application(s) will not be approved, the applications will fall away and the applicants will need to be notified accordingly.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 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.

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

- 5.2.1 Prior to 1 April 2017 the Area Committees had a dedicated funding stream to enable them to support Community Funding applications. Finance have agreed that in order to close down this element of the Area Committee budget that any applications that are approved by the Area Committees will be funded from a Service Development Reserve. This will not impact on the CIL funding stream currently available to the committee for the 2017/18 financial year.

5.3 Social Value

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

5.4 Legal and Constitutional References

- 5.4.1 Council Constitution, Responsibility for Functions, Annex A details that the Policy & Resources Committee is responsible “To allocate a budget, as appropriate, for Area Committees and agree a framework for governing how that budget may be spent.”
- 5.4.2 Council Constitution, Responsibility for Functions, Annex A details that the Area Committees “Administer any local budget delegated from Policy and Resources Committee for these committees in accordance with the framework set by the Policy & Resources Committee.”

5.5 Risk Management

- 5.5.1 Failure to determine applications submitted to the council could have reputational implications for the council.

5.6 Equalities and Diversity

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

5.7 Consultation and Engagement

- 5.7.1 N/A

5.8 Insight

- 5.8.1 N/A

6. BACKGROUND PAPERS

- 6.1 Hendon Area Committee, 6 July 2016, Minute Item 9, Members Items Applications to Area Committee Budget
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8660&Ver=4>
- 6.2 Hendon Area Committee, 26 October 2016, Agenda Item 13, Members Items Applications to Area Committee Budget:
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8657&Ver=4>

PART ONE: ABOUT YOU		
1.	Area Committee To find out about Area Committees, click here	<input type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee <input checked="" type="checkbox"/> Hendon Area Committee
2.	Members Item brought by:	Councillor Davey
3.	Proposed organisation or Council department to deliver the proposal:	The Jewish Migraine Foundation
4.	What is the total cost of the project?	£12,000
5.	How much Area Committee funding are you applying for?	£9900,00
PART TWO: ABOUT YOUR PROJECT		
6.	What is the project? Please provide a brief overview of the project and what the funding will be used for. The Jewish Migraine Foundation (THE JMF) is a Barnet-based charity established in order to provide comprehensive, professional advice and support to members of the Jewish community affected by Migraine. The JMF is committed to supporting migraine sufferers by providing them and their families/friends with evidence-based information and research. The JMF helps to improve diagnosis and treatment empowering the individual to take positive steps to improve the quality of their life. A grant of £9,500 will enable THE JMF by providing much-needed resources to help support migraine sufferers, including the setting up of a telephone helpline manned by trained medical practitioners/nurses, and distributing written informative materials.	
7.	Which priority area will the project / initiative address? <input type="checkbox"/> Improving community safety <input type="checkbox"/> Improving local mental and physical health, physical activity and independence <input type="checkbox"/> Supports local people to improve their skills or find employment <input type="checkbox"/> Support local businesses <input type="checkbox"/> Improves the local environment	

8.	<p>How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project</p> <p>Across London Borough of Barnet</p>
9.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p> <p>Our primary beneficiaries are men and women 18+ who are migraine sufferers and their extended families, their co-workers, the employers who employ them and friends. but we also work with children who are migraine sufferers and their extended families.</p>
10.	<p>Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative</p>
	<p>As a result of this project, migraine sufferers, their families and friends in the community will be more informed as to their condition and will be able to take positive steps to improve the quality of their life.</p> <p>Migraine sufferers in the community will have information on treatments to help bring their condition under control and keep them well informed about the latest research and studies.</p>
11.	<p>How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number</p>
	<p>About 66% of British Jews live in Greater London, mostly concentrated in the London Boroughs of Barnet it is estimated over a third of the Barnet population are of Jewish descent (Institute for Jewish Policy Research)</p> <p>It is estimated that there are over 70 thousand people in the Jewish community in Barnet and through our research we believe that 1 in 10 people in the community suffer from migraine therefore we aim to support around 7000 people this does not include family and friends who we support as well.</p>
12.	<p>What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.</p> <p>Currently, there is no specific guidance or support from existing structures for the migraine sufferers within the Barnet Jewish community.</p> <p>Migraine is ranked globally as the seventh most disabling disease among all diseases and the leading cause of disability among all neurological disorders.</p> <p>It is estimated that the UK population loses 25 million days from work or school each year because of migraine. (migraine action)</p> <p>Research suggests that 3,000 migraine attacks occur every day for each million of the general population. This equates to over 190,000 migraine attacks every day in the UK.</p>

	<p>The financial burden of migraine on the UK economy is conservatively estimated at £3.42 billion per year. Including all headache disorders the cost rises to £5-7 billion annually. These figures take into consideration the costs of healthcare, lost productivity through both absenteeism and presenteeism, and disability.</p> <p>Migraine is the least publicly funded of all neurological illnesses relative to its economic impact.</p>	
13.	Please demonstrate below how local people have been involved in developing this proposal	
	Discussions with local Doctors, GP's and community leaders have been actively involved in proposals.	
14.	How will the project or initiative be promoted to local residents?	
	Public meetings and advertisements in the local media, including utilising a well-known communal internet-based message board that reaches out to over 12,000 members of the local community.	
PART THREE: PROJECT DELIVERY		
15.	What are the project timelines?	
	<p>2-4 months – gather and collate information for written and informative materials which we will be funding independently.</p> <p>4-6 months - Setting up of a telephone helpline and support network. Information Service will respond to enquiries about migraine, other disabling headaches and their management.</p> <p>6-9 months – further facilitation of support network and distribution of informative literature.</p>	
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?	
	<ul style="list-style-type: none"> - £1900- office space and furniture for up to 2 people. - £800- Advertisement - £1500 –Printing and distribution of informative materials - £1500- Salary for part time administrator. - £2500 - Setting up of the telephone helpline and support network. - £1700 - Training for practitioners. <p>TOTAL - £9,900</p>	
17.	Who will be responsible for the delivery of the project?	
	The committee and trustees of THE JMF	
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY		
18.	Is the applicant or organisation part of a constituted group / organisation?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name of the organisation? The North London

		<p align="center">Educational and welfare society.</p>
18.2	<p>If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end).</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19.	<p>Does the proposed delivery organisation have a Safeguarding policy?</p>	<input type="checkbox"/> Yes <input type="checkbox"/> No
20.	<p>Does the proposed delivery organisation have an Equalities and Diversity policy?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21.	<p>Are there any safeguarding issues that need to be considered?</p> <p>Not applicable</p>	
22.	<p>Are there any equality issues related to this project?</p> <p>No</p>	
23.	<p>In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?</p>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
23.1	<p>If yes, please state where funding has been sought from</p> <p>Funder: _____ Amount: _____ Date: _____</p>	
24.	<p>Date</p>	<p>20 June 2016</p>

PART ONE: ABOUT YOU	
1.	<p>Area Committee To find out about Area Committees, click here</p> <p><input type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee <input checked="" type="checkbox"/> Hendon Area Committee</p>
2.	<p>Members Item brought by:</p> <p>Councillor Mark Shooter</p>
3.	<p>Proposed organisation or Council department to deliver the proposal:</p> <p>Safeguarding</p>
4.	<p>What is the total cost of the project?</p> <p>£86,994</p>
5.	<p>How much Area Committee funding are you applying for?</p> <p>£9,999</p>
PART TWO: ABOUT YOUR PROJECT	
6.	<p>What is the project? Please provide a brief overview of the project and what the funding will be used for.</p> <p>The Boys' Clubhouse provides advice, practical help and emotional support to Jewish teenage boys and young men in the London area who have no recognised skills or qualifications and are out of work. The boys either turn to us for help, or have been referred to us by the police or welfare services due to abuse, neglect, dropping out, or being kicked out, of school. Our aim is to reverse the devastating effects of abandonment, abuse and unemployment which usually lead these disadvantaged and disillusioned young men to destructive and addictive behaviours. We also provide guidance, support and training in a safe and secure environment, ultimately providing the young men with a vocation, helping them find a career suitable to their needs. Our main achievements so far have been the initiation and growth of our volunteering project, our homeless project and shelter, the Clubhouse Business Enterprise and our ClubH Studio music project.</p> <p>We will spend funding on the training of the young men who attend The boys Clubhouse to achieve their career goals and their potential through our two-part project of our Clubhouse Business Enterprise (CBE) we will enable the young people to learn, develop and obtain a range of OCN accredited skills including basic level numeracy, literacy and money management as well as more intricate skills such as web design, graphics and e-marketing, PR, photography, design and graphics, stock-taking and warehousing. The young men will learn to run eBay shops, focusing on the packing and dispatching of items that we have been able to source cheaply or have been gifted to us. Industry specialists run sessions on specific topics and where appropriate we send boys on external courses including GCSE and BTEC, often at JW3.</p> <p>Thereafter, higher, more complex training is given with the aim of developing highly</p>

	skilled young people who, due to their work experience, are job ready. Their ability to listen and communicate, their performance, accuracy and problem-solving skills gives them the ability to make contact with customers who wish to purchase the printed bespoke customer phone covers that they design and make.
7.	Which priority area will the project / initiative address?
	<input type="checkbox"/> Improving community safety
	<input type="checkbox"/> Improving local mental and physical health, physical activity and independence
	<input checked="" type="checkbox"/> Supports local people to improve their skills or find employment
	<input type="checkbox"/> Support local businesses
	<input type="checkbox"/> Improves the local environment
8.	How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project
	This two-part project is aimed at creating confident, resilient, thriving boys and young men who are able to cope with life. 95% of clients (about 140) live in our Borough, with most clients coming from wards in Golders Green, Hendon, Edgware, Finchley and Mill Hill. Our vocational programmes are geared to help the local individual's needs: flexible enough to work to their developing skill sets while structured enough to train them in the disciplines they will need in their workplace. Our localised staff members help the young men who approach us to overcome disadvantage by improving their opportunities and encouraging their life choices both within and outside of their communities, thus helping them reach their full potential and enrich their futures. We want the people we help to function in not just the Jewish community but in the many communities that comprise a multi-cultural society.
9.	Who will it benefit? Please state the main beneficiaries of the project.
	Our project will benefit disaffected and troubled local boys and young men, aged 13-25, from the Jewish community, especially the growing Orthodox sector. We are open to all male Jews irrespective of their level of religious observance or belief or none.
10.	Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative
	The outcome of our project will be a general increase in the number of children and young people we work with in whom we wish to see increased positive changes as a result of our work. Over the next year we would like to see an increase from 16 to 21 in the number of people, who from the beginning of this project, will have found careers in a wide range of fields such as PR, marketing and tele-marketing, web design, photography, bookkeeping, food retail supervision and stock brokerage. We would also like to see an increase from two to four of the number of alumni who have succeeded in starting their own sustainable businesses. Within the next year (2016-17) we would like to see our eBay sales rise from 15,000 to 20,000 sales and to retain our feedback record of 99%. These high numbers are an indication of success in our Clubhouse Business Enterprise. Supporting 65 young

	men, our development will also allow us to provide mentoring and support services to an increased number of at-risk young people to 75, some of whom will need this for periods of time lasting anything from 3 months to 2 years. Of this number, we assist 36 young people a year in finding jobs.
11.	How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number
	Our aim for the new future is to expand this provision to help 36 young people a year get into jobs with a career path, which can only be done with correct and dedicated staff and resources. We arrived at this number through increasing our capacity to support the number of young people we can reach by the expansion of our project by 30%.
12.	What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.
	<p>The Jewish Community in the United Kingdom at the time of the 2011 Census numbered 273,000 (less than half of 1% of the UK population) of which some 235,000 Jews live in Greater London and surrounding counties such as Hertsmere. There has been a noticeable drift of the Jewish population from North East to North West London and a growth in the number of ultra-Orthodox families, who tend to be larger than the norm, particularly in Barnet. The Jewish population in Barnet, which is still growing, is now circa 18% equating to about 25% of the UK's Jewish population. Some 180,000 Jews are affiliated to orthodox synagogue communities, albeit that the individuals may not be orthodox in practice.</p> <p>About a third of the Orthodox Jewish community (60,000) is under 25 years of age. Based on national averages, some one in four young Jews, or their parents – that is 15,000 in all – will face issues that trouble them. Of this number 3% (450) will have complex needs necessitating long term support. About half this number will have profound learning or physical difficulties, which require other specialist help. This would therefore leave a potential long-term client base of those most at risk at any one time of some 200 teenagers and a further 100 people in transition, prior to adolescence and after reaching 20 years of age. The Jewish community is no more immune to problems than any other section of society. Similar to the general community, some 3% of Jewish families (approximately 1,600 families) are experiencing debt problems, with 10% of this number in crisis 1,000 Jewish families in Barnet are seeking charitable and food support in Barnet alone. The divorce rate in the Jewish community is running at 27%, with about half this number experiencing crises due to poverty, debt, unemployment, domestic violence, homelessness and a range of emotional and behavioural problems. Bereavement of young and middle-aged parents has also increased.</p>
13.	Please demonstrate below how local people have been involved in developing this proposal
	Our management and trustees, who have been instrumental in developing this proposal, are all from the local area. They include: Chair of the Trustees - Maurice Moshe Frankel, businessman; Treasurer – David Wilner, accountant; Secretary –

	<p>Jeremy Quentin Kanter, solicitor. A further trustee is soon to be appointed. Our trustees and management team have a rich blend of youth and experience, with a considerable track-record of success in current and previous business and community activities.</p> <p>Also involved in the project is our management team and staff who all live locally. They are:</p> <p>Aryeh (Ari) Leaman, Head of Service and project manager. Ari works alongside local therapists, psychologists, Barnet Youth and the Youth Offending team to provide effective, quality service to the youth.</p> <p>Rabbi J Dove, age 56, BSc, MA, Reg UKCP, a clinical psychologist and therapist.</p> <p>Yitzchak Mordechai (Nooky) Chiswick who heads the volunteering programmes and is responsible for mentor training and running activities.</p> <p>Simcha Jakobovits: Higher National Diploma in counselling and in last year of a 3 year BSc (Hons) degree in Psychology.</p> <p>Gabriel Gothold: Currently studying law, Gabriel has had 8 years of experience and knowhow in trading on eBay.</p> <p>Michael (Chaim) Evers: Michael has a background in Jewellery sales. He currently manages the UK Office for Windiam, an international Diamond company. He will oversee training and operations and maintain relationships with suppliers.</p> <p>Sam Kuperberg, age 71, is the charity's financial controller. He has a wealth of experience in working with voluntary sector organisations and charities and mentors the boys in money management.</p> <p>We have also been collaborating and making partnerships from the very beginning of our establishment. We work with the entire family of the young man; our sister charity Noa focuses on the girls in the family who may need assistance and family therapists ensure that each family member receives help. We also collaborate with schools in order to ensure support both within and without the education system. We work collaboratively with the police and welfare services, as well as with specialist agencies to help the young men overcome drug addiction. We give and get referrals from Alcoholics Anonymous and from Gamblers Anonymous and receive employment support measures from youth services of the London Borough of Barnet, Workstation and Jobcentre Plus. We also work together with employers and potential employers.</p>
14.	How will the project or initiative be promoted to local residents?
	<p>As well as our website http://www.theclubhouse.biz/ which explains our charity and projects, we also promote our work to local residents through: • Articles in media on 'At Risk' clients and how we help them • Regular newsletters • Partnerships with other charities e.g. Work Avenue • Community Events including our bi-annual dinner • Video production • Client volunteering activities i.e. bands and hospital visitation • Developing good relationships with the local authority, governmental agencies, the police and other voluntary sector organisations • International partnerships.</p>
PART THREE: PROJECT DELIVERY	
15.	What are the project timelines?
	<p>Commencing January 2016, we wish to increase our impact over the next 2-5 years by increasing the number of young people we assist in finding steady careers from 24 to 36 in the first 12 months, rising to 50 by year 5.</p>

16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?
	<p>Training costs 36 young people @ £170 per course – minimum 2 courses each person = £12,240 – Barnet support sought £3,060</p> <p>Accreditation 36 @ £35 per module – minimum 2 modules each person = £2,520 – Barnet support sought £1,260</p> <p>Job mentoring, CV help 36 @ £200 per person (5 hours @ £40 per hour) = £7,200 – Barnet support sought £5,079</p> <p>Clothing for job interviews, toiletries, haircuts for hardship cases £600 – Barnet support sought £600</p> <p>Total Barnet support sought: £9,999</p>
17.	Who will be responsible for the delivery of the project?
	The Management and Trustees of the charity as listed in number 13 above will be responsible for the delivery of the project.
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY	
18.	Is the applicant or organisation part of a constituted group / organisation?
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?
	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name of the organisation?
18.2	If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end).
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19.	Does the proposed delivery organisation have a Safeguarding policy?
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
20.	Does the proposed delivery organisation have an Equalities and Diversity policy?
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21.	Are there any safeguarding issues that need to be considered?
	There are no major considerations to safeguarding that have not been accounted for. The Boys clubhouse is a safe organisation in that it ensures that all its trustees,

	<p>management, employees, and volunteers are aware of their responsibilities to safeguard children and vulnerable adults. This is our priority. Each adult involved in the organisation is carefully recruited; this includes references and DBS checks (previously known as CRB checks), as well as initial and on-going training wherein they are instructed in the safeguarding of children which means acting in the childrens' best interest. We have a safeguarding policy in place and supervise all staff and volunteers. It is extremely important to us that all procedures are adhered to, and we have in place specific procedures should any problems arise. We are also very serious about listening to the concerns of children, their parents and vulnerable adults thus promoting a culture of safeguarding. To further ensure that safeguarding is at the heart of our organisation we have a whistleblowing policy in place.</p>																																							
22.	Are there any equality issues related to this project?																																							
	<p>The Boys Clubhouse is open to all young Jewish men aged 15 – 25 who are Jewish, irrespective of their levels of knowledge, belief, observance or none. Many of our clients have, for reasons that are personal to them, been alienated from religious observant life. In furtherance of our aims no individual is discriminated against or treated less favourably on grounds of race, sexual orientation or disability. Our role is to help them function as people, in society, and to get them into work.</p> <p>Whilst adherence to Orthodox Judaism is not a requirement for the provision of services, clients are expected to be respectful of Orthodox Judaism and its adherents. Where we cannot be of direct help to a person in need we will signpost them to other appropriate agencies or organisations that are better suited and equipped to address their needs.</p>																																							
23.	<p>In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>																																							
23.1	If yes, please state where funding has been sought from																																							
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PART ONE: ABOUT YOU		
1.	Area Committee To find out about Area Committees, click here	<input type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee <input checked="" type="checkbox"/> Hendon Area Committee
2.	Members Item brought by:	Cllr Anthony Finn
3.	Proposed organisation or Council department to deliver the proposal:	The Paperweight Trust, 85a Bell Lane, Hendon NW4 2AS 020 8455 4996 benjaminconway@paperweighttrust.com
4.	What is the total cost of the project?	£16,920
5.	How much Area Committee funding are you applying for?	£9,999
PART TWO: ABOUT YOUR PROJECT		
6.	What is the project? Please provide a brief overview of the project and what the funding will be used for.	
	<p>The Paperweight Trust is a free professional service that provides practical guidance and assistance in all manner of paperwork, bureaucracy and domestic administration to those who are vulnerable, alone and in crisis. Our advisors (all volunteers), many of whom are professionals in law, accountancy, banking, social work etc., provide help with matters appertaining to welfare and benefits, correspondence with banks and building societies, form filling, tax matters, councils, utilities, bills, probate, insurance, divorce and legal issues. We maintain a proactive approach to debt management and household expenditure and will intervene with creditors stabilising precarious situations. We help review and complete documents and when necessary, enlist expert opinion in a range of matters.</p> <p>The Paperweight service has already been recognised by LBB as a recipient of the Barnet Civic Award 2016.</p> <p>Funding is being sought to introduce and maintain the Paperlite project, a Phase Two responsive person-centred, home-visiting service that meets the needs of vulnerable clients including single parents, the mentally and physically disabled, the elderly as well as those who are at risk and require ongoing help on a 'maintenance' basis to relieve the pressure of day-to-day responsibilities.</p> <p>Paperlite caseworkers visit regularly every three to four weeks and ensure that by undertaking the following tasks, clients are be able to maintain their independence and remain in the safety and security of their own homes:</p>	

	<ul style="list-style-type: none"> • opening and dealing with post • ensuring that medical appointments are kept • helping those with poor eyesight • checking that payments are up to date • ensuring that all income and benefits have been received • checking 'paperwork' and talking through issues of domestic administration that need attention • providing a friendly, caring but practical visit • providing a listening ear <p>The public infrastructure for this kind of help has not been addressed, whether in the short or longer term, and no government body or other communal organisation provides this service.</p>
7.	<p>Which priority area will the project / initiative address?</p> <p><input type="checkbox"/> Improving community safety</p> <p><input checked="" type="checkbox"/> Improving local mental and physical health, physical activity and independence</p> <p><input type="checkbox"/> Supports local people to improve their skills or find employment</p> <p><input type="checkbox"/> Support local businesses</p> <p><input type="checkbox"/> Improves the local environment</p>
8.	<p>How will it benefit the local area? Please state the area(s) within the constituency (e.g. ward(s)) which will benefit from the project</p> <p>The Paperweight Trust aims to help all Jewish residents in all wards of the London Borough of Barnet who are eligible and need our help. Currently 80% of Paperweight clients live in the London Borough of Barnet which has a Jewish population in excess of 55,000 .</p>
9.	<p>Who will it benefit? Please state the main beneficiaries of the project.</p> <p>The Paperweight Trust targets clients who are isolated and lonely, having lost a partner either through death, separation or divorce. Alternatively the clients may be a couple, one of whom is dealing with an increasingly frail partner or both are either physically or mentally insecure. At the other end of the spectrum, the Trust helps single parents who are coming to terms with the complexities and loneliness of divorce or early death. For the vulnerable, the everyday burden of dealing with the practicalities of paperwork and bureaucracy can become unbearable and an insurmountable burden.</p> <p>Paperweight, and as a natural progression Paperlite, helps clients who are either self-referred or have been directed to the Trust by social care organisations including Social Services at the London Borough of Barnet, Barnet Carers Centre, Jewish Care, AJR, Jewish Women's Aid, London</p>

	Jewish Family Centre, Mencap, Jewish Blind and Disabled, Norwood as well as counsellors, social workers, medical professionals, GPs etc.
10.	Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative
	<p>Our projected outcome is a healthier state of mind and less anxiety regarding the complexities of domestic administration and healthcare. As a consequence, the Paperlite client will be less reliant on the overstretched services provided by the London Borough of Barnet and NHS as it is our aim that clients will be less stressed, knowing that their day-to-day problems are being addressed.</p> <p>A recent Sunday Express report stated that the “lonely and elderly make 30 million GP visits a year just for the company”. A three-to-four weekly visit by a Paperlite caseworker, who will not only help solve their paperwork problems but will also focus on their social needs, will benefit all concerned with the clients’ welfare.</p>
11.	How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number
	<p>According to figures on our database, 400 Barnet residents have benefited from our service since Paperweight started in 2010.</p> <p>With an initial client list of ten in 2010, our service has benefited 400 clients in Barnet over the past five years, virtually doubling the number of clients per year. Of these, initially 25% would be eligible for help from Paperlite. This figure would increase if funding were available, by virtue of the increased awareness of the service through communal education and the reinforcement of our role to the several primary care providers in the community who could recognise their service users as potential beneficiaries.</p>
12.	What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.
	<p>The Guardian article of 13th July 2016, “Vulnerable adults at risk as councils face £1bn social care shortfall” highlighted the pitfalls of an aging home-based population when local services are stretched.</p> <p>But The Paperweight Trust knows of these situations <u>first hand</u>, and has or is assisting over 500 clients, 80% of whom are Barnet residents, in the past 5 years, with 180 in the past year alone. We know from our ongoing involvement, often with multi-disciplinary groups within the borough that some 25% of these clients will, with the best will in the world, <u>never achieve full independence</u> and the nature of their needs is that without a Paperlite service,</p>

	<p>they would revert to an earlier complex and fragile state with its costs and drain on care providers.</p> <p>Both the service users and their referrers from across the social care spectrum, enthusiastically endorse the Paperlite concept, and Paperweight is perfectly positioned to deliver it.</p>
13.	Please demonstrate below how local people have been involved in developing this proposal
	<p>Paperweight is based in the London Borough of Barnet, with an office in Bell Lane, Hendon. All ten executives on the board are Barnet residents. The work of the Trust was acknowledged by the Borough when it was granted a Civic Trust Award in 2015.</p> <p>As already stated, 80% of clients are Barnet residents and all have acknowledged that there is a serious need for the Paperlite project.</p>
14.	How will the project or initiative be promoted to local residents?
	<p>It is our intention to promote the project through presentations to care groups and organisations who refer clients to the Paperweight Trust. These organisations include Social Services at the London Borough of Barnet, Age UK, Mencap, Jewish Care, Norwood, plus many more (see attached literature). All these organisations, or their local branches, are based in Barnet and receive printed publicity (as attached) as well as email updates of our work, with the aim of raising our profile to target potential clients.</p> <p>The Trustees regularly attend voluntary sector meetings and special interest forums and will use these to promote the aims of Paperlite to target potential clients</p>
PART THREE: PROJECT DELIVERY	
15.	What are the project timelines?
	<p>A pilot scheme started in Spring 2016. Four caseworkers have been trained to carry out the work and our aim is to train a further 20 caseworkers in Barnet during the course of the next year. Obviously, this depends on our funding limits.</p> <p>It is estimated that based on the current number of Paperweight clients and the rates at which these are increasing, that Paperlite will assist 75-100 clients in year 1, increasing to 150-200 in year 2.</p> <p>The initial funding and resources for the pilot scheme have come from The Paperweight Trust's reserve funds, collected from sundry donors and from a couple of community fund-raising events. However this resource is limited and earmarked for the general Paperweight service.</p>
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?

The Area Committee funding is intended to aid Paperweight to fully launch the Paperlite service.

Our published accounts will show that the running costs of The Paperweight Trust for the year to 31.7.16 were £43k. Whilst no staff receive a salary, it is understood that running an office, printing and publicity, maintaining an up-to-date website, IT, telecoms, statutory matters etc. quickly absorb donated funds.

Our internal costings in relation to value-for-money delivered, have shown that the cost of support per Paperweight client for the self-same period run at only £240/annum whereas the value delivered, in terms of time and professional expertise utilised, is something close to 15 times that figure.

In respect of the Paperlite project we require seed capital to enlarge on the pilot study to cover publicity, training, on-going management and evaluation of the 20 caseworkers we need to recruit.

The specific budget for the wider Paperlite launch is :

Premises (Rent & rates)	5,320
Premises (Insurance)	394
Premises (Utilities & cleaning)	792
IT & Office supplies	1,072
Telecoms	1,199
Website and media	5,486
Printing & publicity	<u>2,656</u>
	16,920

We are looking to the Area Committee to fund their maximum permitted funds for this project viz. £9,999

We have worked on the basis that in-house training for the new caseworkers is achievable within this budget because of the available experience and talent of the executive team and trustees.

All current office and administrative staff are working on a voluntary basis.

Who will be responsible for the delivery of the project?

The project will be managed by the Trustees of the Paperweight Trust and the eight members of the Executive Committee. The Trustees are:

Bayla Perrin, Alan Perrin, Benjamin Conway, Jonathan Marriott

All the above have been Trustees since the inauguration of the Trust in 2010.

PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY		
18.	Is the applicant or organisation part of a constituted group / organisation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
18.1	If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?	<input type="checkbox"/> Yes <input type="checkbox"/> No If yes, what is the name of the organisation?
18.2	If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end).	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
19.	Does the proposed delivery organisation have a Safeguarding policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
20.	Does the proposed delivery organisation have an Equalities and Diversity policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
21.	Are there any safeguarding issues that need to be considered?	
	<p>Yes. Of necessity all volunteer caseworkers undergo training and an awareness in respect of safeguarding issues.</p> <p>All caseworkers are DBS checked to the highest level.</p>	
22.	Are there any equality issues related to this project?	
	No	
23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
23.1	If yes, please state where funding has been sought from	
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APPLICATION GUIDELINES 2016/17: For all application from 1 April 2016

- GUIDELINES FOR Area Committee – Non-CIL Community Funding
- APPLICATION FORM for Area Committee – Non-CIL Community Funding

INTRODUCTION

Each Area Committee has an annual discretionary budget that can be used to promote the economic, social or environmental wellbeing of an area. The application for Area Committee funding is a Member-led process, where Members will work with officers, local groups, organisations or individuals to write proposals that meet a local need. Area Committee Members will then bring forward an item for consideration by the relevant Area Committee.

Learn more about Area Committees [here](#)¹.

CRITERIA FOR ASSESSING APPLICATIONS FOR FUNDING

1. Area Committee funding will be for projects or initiatives that meet the priority areas agreed by the Community Leadership Committee (see below)
2. Area Committee funding will be for locally based projects or initiatives that tackle local issues, rather than borough-wide schemes
3. Area Committee funding may be used for the feasibility, start up, or scaling phase of a local project OR for one off events or purchases which fit the criteria of the Area Committee
4. The maximum value of an award is £9,999

The priority areas are

- Improve community safety
- Improving local mental and physical health, physical activity and independence
- Support local people to improve their skills or find employment
- Provide support local businesses
- Improve the local environment

Areas agreed not to be considered for funding:

- Self interest groups – where there is no evidence of wider community benefit;
- Funding must not be used to meet a budget deficit in a specific area, to meet the debts of an organisation in financial difficulty, or to cover a shortfall in a service which would normally be provided by the Council or another public sector organisation;
- Funding will not be given to assist with the administration and/or research costs of preparing an application;
- Funding must not require maintenance from the Council, or future expenditure.

¹ <https://barnet.moderngov.co.uk/mgListCommittees.aspx?bcr=1>

Guidelines for assessing a request

In assessing the eligibility for funding, Councillors will take account of;

- The nature of the project
- How the project meets the funding criteria
- How the project meets an *identified* local need
- The extent to which the target beneficiaries have been defined
- Funding will be for one-off projects which do not require on-going support from the Council.
- How the project or initiative is linked to the identified local need and the outcomes the activities will achieve
- Value for money

HOW TO APPLY

As a Member-led funding process, officers, local groups, organisations and individuals must first approach an Area Committee Member to sponsor the project. If a Member sponsor is identified, the Member must use the application form below and work with the officer, local group, organisation or individual to complete the funding application form.

WHAT HAPPENS TO APPLICATIONS

The Governance Team will advise the Member sponsor of the next Area Committee meeting which the application will be considered. **The deadline for the submission of a completed application is 12 days before the date of the Area Committee meeting.** The Governance Team will advise as to whether or not the funding application meets the basic criteria within 5 working days. It is strongly advised that applications are submitted as soon as they are completed.

At the Area Committee meeting when the application is being considered, the Member sponsor will be given the opportunity to provide an overview of the project and answer questions on the project. A decision will be made at the meeting. The Committee can agree one of three outcomes;

1. To award funding → *this will be subject to due diligence* (see below)
2. To defer a decision → proposals should be returned to the next Area Committee with more information
3. To reject a proposal and state reasons why

HOW EXPENDITURE IS MONITORED

As part of the due diligence process on Area Committee funding which has been agreed, a written agreement will be prepared between the Council and the successful applicant in relation to the funding of the project. This will contain the detail of:

- The level of funding;
- How payments will be made;
- Who is accountable for delivery of the project or initiative;
- What will be provided by the money;
- The monitoring requirements;
- What will happen if the organisation fails to meet the terms of the agreement.

PART ONE: ABOUT YOU		
1.	Area Committee To find out about Area Committees, click here	<input checked="" type="checkbox"/> Chipping Barnet Area Committee <input type="checkbox"/> Finchley and Golders Green Area Committee Hendon Area Committee
2.	Members Item brought by:	Cllr Barry Rawlings
3.	Proposed organisation or Council department to deliver the proposal:	ADDISS
4.	What is the total cost of the project?	£14,153
5.	How much Area Committee funding are you applying for?	9,999
PART TWO: ABOUT YOUR PROJECT		
6.	<p>What is the project? Please provide a brief overview of the project and what the funding will be used for.</p> <p>ADHD in Barnet The project will be delivered across Chipping Barnet where there are many disadvantaged and hard to reach families.</p> <p>The Project will initially be delivered in a Children Centre but will progress to two other centres during the year.</p> <ul style="list-style-type: none"> • ADDISS wishes to employ a Parent Support Worker operating within Barnet to engage with parents of children with a range of child conduct and attention problems related to ADHD. • The Parent Support worker will receive training on how to support families of children with ADHD and behaviour management strategies. • We will also train a member of staff at the Children Centre. • We will develop materials and resources for parents, which will be available from Children's centres and GP's surgeries. • To promote early support to enable families to understand and meet the needs of their child that will help them to have a fulfilled family life. • To coordinate and deliver a range of learning and training opportunities for parents of children with a range of conduct and attention difficulties • Hold a drop-in support group for parents 3 mornings a week at local children's centres or relevant venues. • For parents unable to attend our drop-in sessions, we can offer 1 to 1 support via telephone or at our main offices by appointment 1 day a week. • Monthly evening meeting with adults over the age of 18 years, currently the Adult ADHD Clinic in Edgware has over 400 adults using their services for diagnosis and treatment. • We will be introducing and delivering the 1 2 3 Magic behaviour management programme to families and Children Centres. 1 2 3 Magic is a licenced programme and ADDISS owns the UK licence to train and deliver this programme. It is a highly successful intervention for parents whose children have behaviours associated with ADHD and ASD. We currently have over 500 practitioners delivering this 	

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

	<p>With the tools and strategies parents will learn, it will help the parent to be more confident and puts the parent back in control.</p> <p>Children will exhibit difficult behaviours from as early at 18 months but diagnosis usually does not happen until around the age of 7. We would welcome parents who suspect their children may have ADHD and would offer the same strategies to support their children. In partnership with children centres we would be able to scaffold and support parents of preschoolers too young for assessment.</p> <p>Children Centres and schools will benefit from training provided by ADDISS</p>
10.	<p>Please tell us what the outcome of your project or initiative will be. An outcome is what happens as the result of your project or initiative</p>
	<p>The outcome from this project will be:</p> <ul style="list-style-type: none"> • Enable parents to be more effective in their parenting • Parent education is the frontline treatment for ADHD and it is currently not being provided in Barnet. This project will fill that gap and help parents of newly diagnosed children. • Parents of children who have had a diagnosis for some time will also benefit from a psychoeducation group • Empower parents to manage challenging behaviours more effectively • Improve parent-child interactions, in a calmer stress free environment • Reduce the need to exclude children from school, by teaching them strategies to manage their own behaviours. • Less parents receiving treatment themselves for depression (Our survey showed 50% of parents were taking Anti-Depressants). • Educating parents about ADHD and managing behaviours, may empower them to become befrienders and volunteer to support other families and the wider community. • Preschool intervention may reduce the need for referral to CAMHS • Children centres in the Hendon area will be better informed and trained to support the families more effectively • Free training will be offered to local family practitioners to become 1 2 3 magic licenced parenting practitioners
11.	<p>How many people do you predict will benefit from this project or initiative? Please state how you have arrived at this number</p>
	<p>We predict over 100 families, however as ADHD can affect the whole family it could positively change the outcomes of up to 500 people, if we include both parents and possible siblings and grandparents.</p> <p>We also predict that a large number of teachers and schools would benefit from this project.</p> <p>Woodcroft School has been using our programme very successfully for around three years now and Rosh Pinoh have just been trained by us to implement an ADHD specific behaviour policy across their whole school.</p>

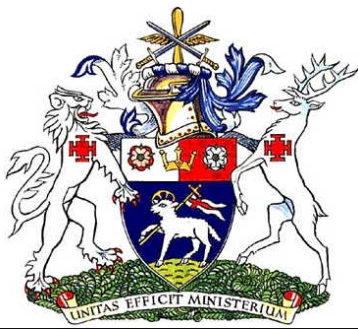
	<p>In time we would hope to share our knowledge with Children centres across the Borough so that eventually each children centre will be trained and able to support families affected by ADHD.</p>
12.	<p>What evidence of need is there for this project? Please provide any supporting evidence of need, such as local statistics or information from a needs assessment.</p> <p>The evidence for this project are:</p> <ul style="list-style-type: none"> • There is no other Charity or Organisation in the area delivering this specialist service. • When we recently held a few meetings and talks we were overwhelmed with phone calls and e-mails, from families wanting to know when we were going to hold more meetings. • The last Adult meeting at Hendon Town Hall, we had 30 adults attending. • We recently facilitated a talk on ADHD and relationships and we had 80 people attending. • We received many phone calls from local schools, health visitors, children’s centres and Social Workers asking for advice for parents. • We have met with the Family Nurse service at the Graham Park Medical Centre who are desperate for this kind of project and who would be making referrals to the project <p>Statistically there are over 6000 up to 7% of young people in Barnet who would meet the diagnostic criteria for ADHD. We cant reach all of them but we can make a start to help those most critically in need of support.</p>
13.	<p>Please demonstrate below how local people have been involved in developing this proposal</p> <p>We have spoken to parents, clinicians, teachers, health visitors and local Councillors some of whom have attended our workshops. They feel this is fantastic project which is needed by families in this area.</p> <p>We have also talked to Barnfield childrens centre manager who would like to be involved and is very enthusiastic about supporting this project..</p> <p>We have spoken at length to parents who are so desperate for such a project.</p>
14.	<p>How will the project or initiative be promoted to local residents?</p> <p>The project will be promoted initially through:</p> <ul style="list-style-type: none"> • Information flyers distributed to GP’s, CAMHS, Children’s Centres, Health Visitors and Schools. • Barnet Community Network

	<ul style="list-style-type: none"> • ADHD tends to presents its greatest challenges in the school environment, schools will be able to identify parents and refer as necessary. • It will also be promoted through our website, social media and parents who use the service. • But the need is so great we know word of mouth would be enough. 																																	
PART THREE: PROJECT DELIVERY																																		
15.	What are the project timelines?																																	
	<p>On confirmation of the grant the post will be advertised immediately. The project can be up and running fully within 6 weeks of approval.</p> <p>ADDISS will continue to source funds and negotiate contracts to ensure the project becomes sustainable.</p>																																	
16.	Please provide a breakdown of how the project intends to spend the Area Committee funding?																																	
	<p>We hope the funding will be available across the three areas to enable us to employ a full time worker. The full project cost is as follows</p> <table> <tr> <td>Salary :</td> <td>£32,000</td> <td>includin8 pension and NI</td> </tr> <tr> <td>Supervision:</td> <td>£5000</td> <td></td> </tr> <tr> <td>Materials Books and resources;</td> <td>£1000</td> <td></td> </tr> <tr> <td>Mobile phone:</td> <td>£360</td> <td></td> </tr> <tr> <td>Deskspace</td> <td>£600</td> <td></td> </tr> <tr> <td>Travel</td> <td>£500</td> <td></td> </tr> <tr> <td>Training:</td> <td>£2000</td> <td></td> </tr> <tr> <td>Total:</td> <td>£42460</td> <td></td> </tr> <tr> <td>Less Contribution from ADDISS</td> <td>£12,463</td> <td></td> </tr> <tr> <td>Amount needed for full project</td> <td></td> <td>£29997</td> </tr> <tr> <td><u>Total amount requested for Hendon area only</u></td> <td></td> <td><u>£9,999</u></td> </tr> </table>	Salary :	£32,000	includin8 pension and NI	Supervision:	£5000		Materials Books and resources;	£1000		Mobile phone:	£360		Deskspace	£600		Travel	£500		Training:	£2000		Total:	£42460		Less Contribution from ADDISS	£12,463		Amount needed for full project		£29997	<u>Total amount requested for Hendon area only</u>		<u>£9,999</u>
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Amount needed for full project		£29997																																
<u>Total amount requested for Hendon area only</u>		<u>£9,999</u>																																
17.	Who will be responsible for the delivery of the project?																																	
	<p>ADDISS (Attention Deficit Disorder Information and Support Services)</p> <p>ADDISS is the only ADHD Charity/Organisation in the UK which has been established for over 20 years, with a professional board of expert advisers.</p>																																	

	<p>This project will create a new Vacancy which will be advertised locally. The successful applicant will receive an intensive training package, by Andrea Bilbow OBE the CEO of ADDISS.</p> <p>Three of our trustees are highly specialised ADHD parent trainers and practitioners. They will be monitoring the project.</p> <p>Supervision will be provided by Andrea Bilbow OBE and Colin McGee our in house Psychotherapist and behaviour specialist.</p> <p>Both Andrea and Colin will co facilitate from time to time.</p> <p>ADHD in Barnet is a project managed by ADDISS</p>
PART FOUR: DUE DILIGENCE AND ACCOUNTABILITY	
18.	<p>Is the applicant or organisation part of a constituted group / organisation?</p> <p><input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>
18.1	<p>If no, the individual or group will need a sponsor organisation. Has a sponsor organisation been identified?</p> <p><input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p> <p>If yes, what is the name of the organisation?</p>
18.2	<p>If yes, does the proposed delivery organisation have a summary of latest accounts (Account year ending date, total income for the year, total expenditure for the year, surplus or deficit for the year, total savings or reserves at the year-end).</p> <p><input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>
19.	<p>Does the proposed delivery organisation have a Safeguarding policy?</p> <p><input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>
20.	<p>Does the proposed delivery organisation have an Equalities and Diversity policy?</p> <p><input checked="" type="checkbox"/>Yes <input type="checkbox"/>No</p>
21.	<p>Are there any safeguarding issues that need to be considered?</p> <p>We would always be mindful of any safeguarding issues we may encounter and follow the correct procedures. We are also aware some parents may have conditions themselves; Mental Health problems, depression, misuse of drugs and alcohol. Other members of the family may be involved with drugs or other criminal activities.</p> <p>All staff will be trained up to date in safeguarding and DBS enhanced checked.</p>
22.	<p>Are there any equality issues related to this project?</p> <p>There are no equality issues related to this project, as an organisation we promote equal opportunities and diversity and are always mindful of peoples differences. We will explore</p>

	ways to support families where English is not the first language and will seek the advice of local ethnic minority organisations who may have a similar remit.	
23.	In the past 12 months have you sought or are you seeking funding from anywhere else, including another Council department, for this project?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
23.1	If yes, please state where funding has been sought from	
	Funder:	Amount: Date:
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24.	Date	

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Chipping Barnet Area Committee

17 July 2017

Title	Members Items – Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	Various
Status	Public
Urgent	No
Key	No
Enclosures	Councillor Sowerby’s supporting document – Appendix 1 Councillor Stock’s supporting documents – Appendices 2 -5 Councillor William’s supporting documents – Appendices 6-9
Officer Contact Details	jan.natynczyk@barnet.gov.uk 0208 359 5129

Summary

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

Recommendations

1. That the Area Committee consider the requests as highlighted in section 1 of the report.
2. That, in respect of each request submitted, the Area Committee decide whether it wishes to:
 - (a) agree the request (subject to due diligence checks) and supporting officer’s recommendation, and note the implications to the Committee’s CIL funding budget;
 - (b) defer the decision for funding for further information; or
 - (c) reject the application, giving reasons.

1. WHY THIS REPORT IS NEEDED

1.1 Requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

Title	Raised by (Councillor)	Ward	Member Request	Funding required (£)
Installation of double yellow lines across the pedestrian entrances to the Barfield Avenue crossing point	Sowerby	Oakleigh	I request appropriate funding from the Chipping Barnet Area Committee CIL budget for the installation of double yellow lines across the pedestrian entrances to the Barfield Avenue crossing point (as per photo Appendix 1 to the report).	£2000
A comprehensive survey on options to alleviate the problems of commuter/all day parking on the Meadway and surrounding roads in High Barnet.	Rawlings	High Barnet	To request that the Committee considers and agrees that officers' conduct a comprehensive survey on options to alleviate the problems of commuter/all day parking on the Meadway and surrounding roads in High Barnet. This has been a long-standing issue as these roads are the nearest places for people to park and use High Barnet Station, as well as being close to a well used bus route	£5,000

<p>To request double yellow lines on the corner of Halton Close and Colney Hatch Lane.</p>	<p>Coakley Webb</p>		<p>To request double yellow lines on the corner of Halton Close and Colney Hatch Lane. The problem of parking on the corner of Halton Close has been exasperated since the next road had double yellow lines on the corners at the request of residents. The people who mainly cause the problem of parking up to the corner are known to work for a company on the other side of Colney Hatch Lane and residents have suffered abuse trying to reason with the workers and the firm. Visibility exiting this road is now extremely dangerous as a result of corner parking.</p>	<p>£2,000</p>
<p>Steel gate and installation of electronic entry system with CCTV cameras</p>	<p>Williams</p>		<p>As Chairman of the Welfare Committee of the 1374 (East Barnet) Squadron Air Training Corps I wish the Committee to</p>	<p>3000</p>

			<p>consider funding for the following works.</p> <p>There is a need for the security of the building to be improved as there are two mini busses and a trailer on site and a secure store for firearms.</p> <p>The proposed works are repair to a steel gate and installation of electronic entry system with CCTV cameras, these works are likely to cost up to £3,000 but would be subject to detailed estimates.</p> <p>The Royal Airforce Northolt are unable to fund these improvements to security owing to "Austerity " cuts.</p> <p>I feel that this is a worthwhile community based organisation that deserves support from the Council</p>	
Two wooden benches in Longland Drive N20	Alison Cornelius	Totteridge	There were previously benches either side of	£500

			Longland Drive for people to sit on while waiting for the bus that were removed when old and broken. This is a request to replace the benches.	
Double Yellow Lines at Junction of Mount Road and Park Road, New Barnet	Richard Cornelius	East Barnet	Local residents have raised concerns about the need for lines around this junction. Cars are regularly parked so close to this junction that they obscure visibility for residents exiting Mount Road into Park Road. Residents feel that double yellow lines are the only solution to this dangerous situation and would like them installed before a serious accident occurs.	£2,000
Double Yellow Lines in Swan Lane N20	Stock	Totteridge	Double yellow lines are needed at the top of Swan Lane (replacing the current single yellow lines) as there is an island and cars park on both side of the road blocking access.	£2,000

			<p>Double yellow lines are requested outside St. John's School Staff Car Park gates (further down the lane) as vehicles are regularly parking in front of them. Apparently, double yellow lines can be requested outside a multi-use entrance.</p> <p>These requests are supported by the Totteridge Safer Neighbourhood Team and the Headmaster of St. John's.</p>	
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2. REASONS FOR RECOMMENDATIONS

- 2.1 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.
- 2.2 CIL funding can be used to fund a wide range of infrastructure [section 216\(2\) of the Planning Act 2008](#), and [regulation 59](#), as amended) to support the development of a local area. The Act specifically names roads and transport, flood defences, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.
- 2.3 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.

- 2.4 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.
- 2.5 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place. Therefore a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee.
- 2.6 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance, applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).
- 2.7 At its meeting on 8 March 2017 the Community Leadership Committee received a report in relation to Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets
- 2.8 Therefore this Committee is informed that it no longer has non-CIL funding Area Committee budget funding decision making powers.
- 2.9 Members are further informed that it has retained the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 2017/18. Furthermore it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

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

- 5.1.1 The Committee has an allocated budget from which it can award funds to Area Committee grant applications. Any allocation of funds will be assessed by Officers as outlined on page 2 of this report.

- 5.1.2 The Committee is able to award funding of up to £25,000 for Community Infrastructure Levy (CIL) Funding. Requests for funding must be in line with the Council's priorities which are outlined in the Corporate Plan 2015 – 2020.

5.2 Social Value

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

5.3 Legal and Constitutional References

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

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

- 5.3.3 Council Constitution, Meeting Procedural Rules states that a Member (including Members appointed as substitutes by Council will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a Committee or Sub-Committee on which s/he serves. This rule does not apply to the Urgency Committee, Licensing Sub-Committees, Planning Committee and Area Planning Committees, except for the Planning Committee when that committee is considering planning policy matters. A referral from Full Council will not count as a Member's item for the purposes of this rule. The only exceptions to this rule are detailed in 6.4 and 6.5 below.

- 5.3.4 Council Constitution, Meeting Procedural Rules states that any Member will be permitted to have one matter only (with no sub-items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget. Members' Items sponsoring an application to the Area Committee Budget must be submitted 10 clear working days before the

meeting. Items received after that time will only be dealt with at the meeting if the Chairman agrees they are urgent.

5.4 Risk Management

5.4.1 None in the context of this report.

5.5 Equalities and Diversity

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

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

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

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

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

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

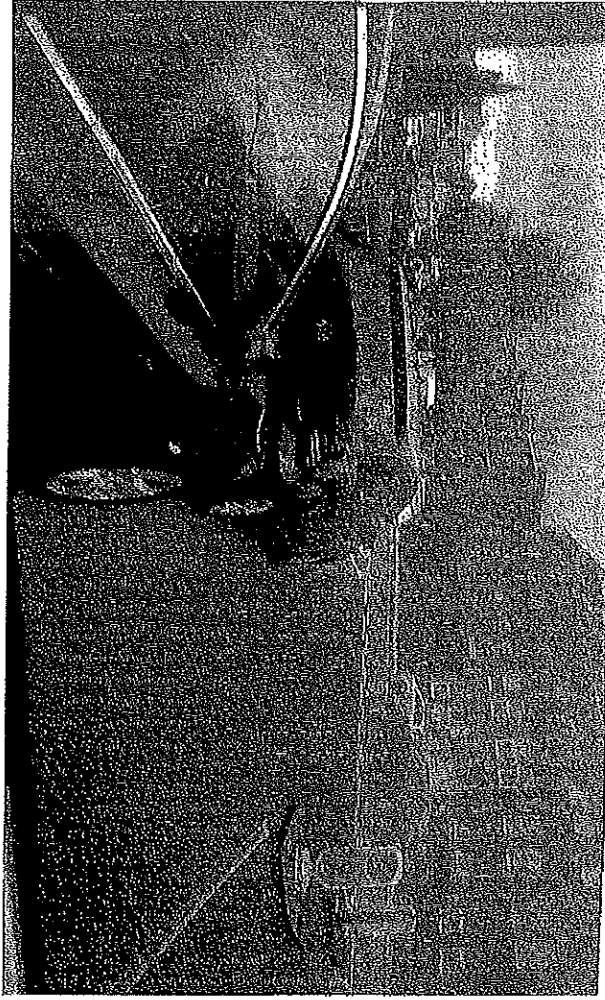
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APPENDIX I



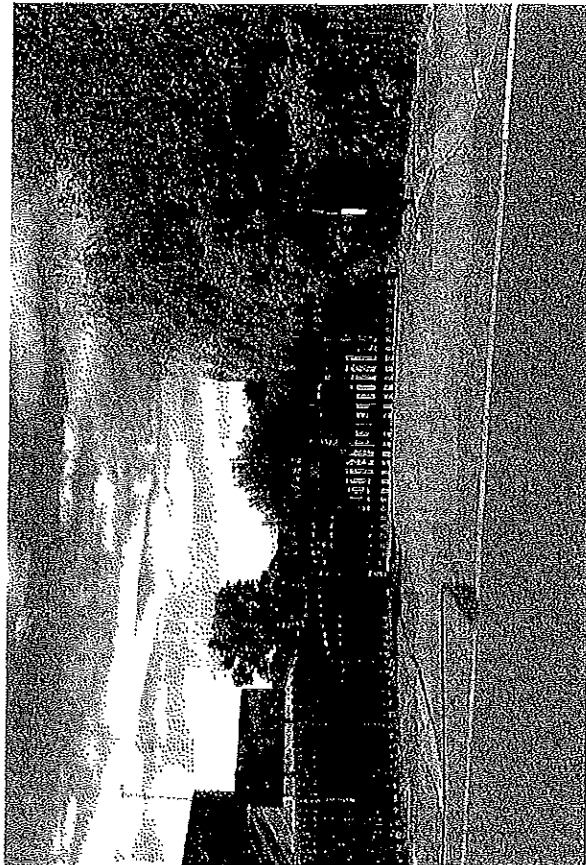
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Councillor Steetz - Appendix 2



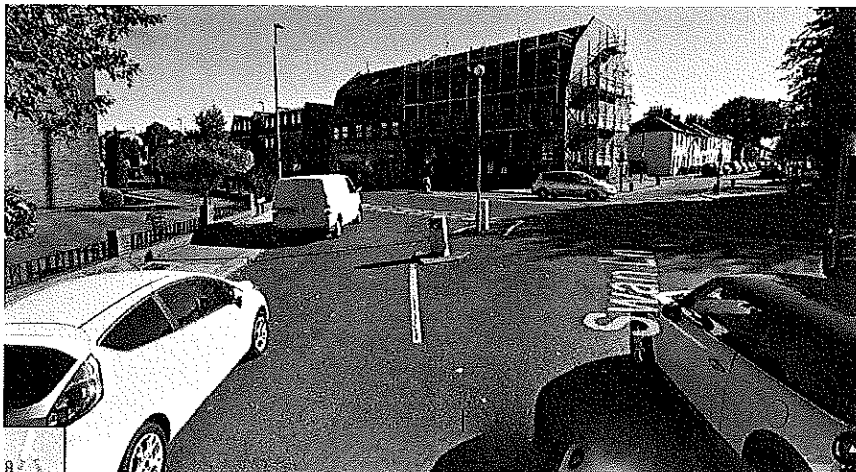
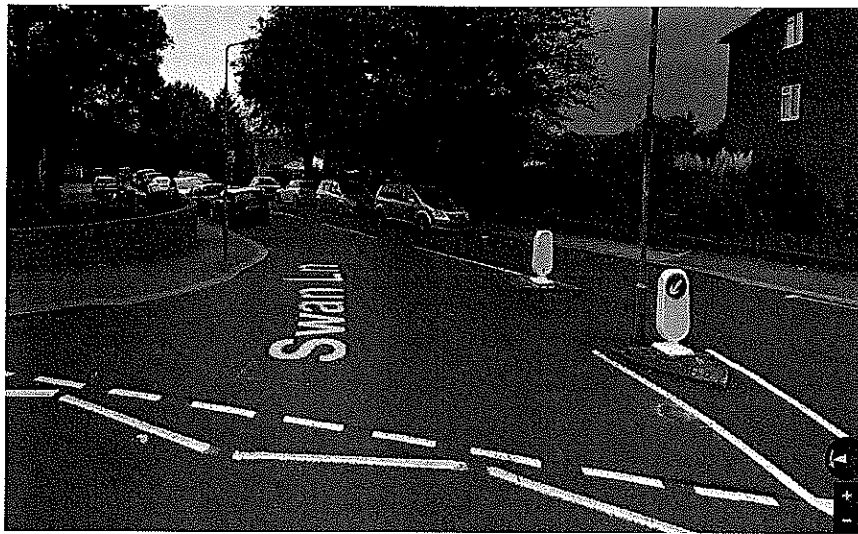
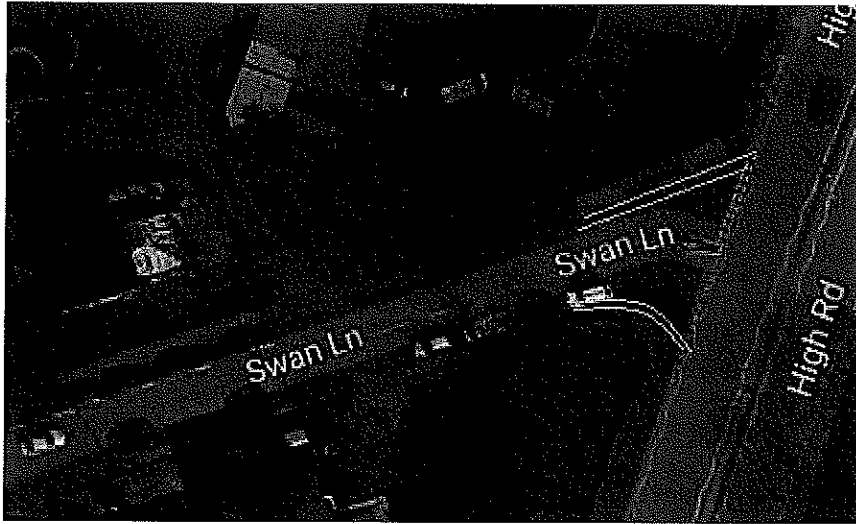
Cars parked up to the Island (Swan Lane)

Councils - Stock - Appendix 3



St. John's Gate (Susan Lone).

Councillor Stozik - Appendix 4.



Councillor Stock - Appendix 5.

I have been a Police sergeant on the borough of Barnet for 6 years and attached to the Totteridge SNT team. Over the past few years I have been made aware by residents and witnessed myself vehicles parked on Swan Lane N20 on the north and south side of a very narrow road approaching the junction of the high road which also has a bollard and mini island on the approach.

The area is all the more hazardous as there is a school on Swan lane N20 (St John's D of E primary school) at the junction. This has caused near misses traffic to back up onto the high street and East and West on Swan Lane.

I have looked and considered a number of options including Traffic calming - speed cameras Traffic calming - central island refuge Traffic management - mini-roundabout Traffic calming - round or flat top hump.

None of those appear suitable for the area due to the location and road width. The most viable option appears to be

Double yellow lines instead of single yellow lines on the north and South side at the entrance to Swan Lane and a recommendation to have them extended sufficiently past the bollards so that vehicles can access the road at all times.

Regards.

Foster Percil

Acting Inspector - Neighbourhood policing.

Barnet Borough Police.

0208 733 5030

Getting it right first time. This prevents re-work (other people fixing our errors) which is time saved and can be invested in proactively and victim care.

Treating each victim like our family. Some people can make bad life choices. There is however always a possibility of creating a 'teachable moment' in every police interaction.

Proactively in the broadest sense. Looking for the root cause, preventing reoccurrence, experimenting with new ways to achieve

Councillor Williams
(Appendix 6)



Site: 1374 (East Barnet) Air Cadets, Gloucester Road, New Barnet, Herts, EN5 1RS

Date: 25.05.17

Ref: QEA-17-264

Dear Jon,

Following your recent enquiry, we are pleased to provide our quotation as follows:

To Supply and Install Manual Gates as per specification;

Outer Gates - £875.00 +Vat

Entry Gate - £450.00 +Vat

Mag Lock - £250.00 +Vat

Gas Closer - £180.00 +Vat

Intercom - £400.00 +Vat

Total cost for all works for the sum of £2155.00 +Vat

If you have any queries, please feel free to contact me

- This quotation is based upon the assumption that our engineers can commence work on arrival at site and that the continuity of work can be achieved. Working hours are weekdays only 8am - 5pm.
- Installation date will be within 2 - 3 weeks from official order.
- When placing an order, we would require a 50% deposit, remainder being paid in full upon completion of works.
- Bank details: Barclays - A/c no: 43136671 Sort Code 20 67 88
- Cheques should be made payable to Eales Shutters Ltd
- All prices are plus VAT at 20% unless otherwise stated

ALL GOODS REMAIN THE PROPERTY OF EALES SHUTTERS UNTIL FINAL BALANCE IS SETTLED.

If you would like to place this order, then please return a copy of this quote signed and dated with your deposit
If you have any further queries, please do not hesitate to contact us.

Kind regards
Eales Shutters Ltd

Brett Beland

Unit 9, Patch Park Farm, Ongar Road, Abridge RM4 1AA
Tel: 0208 807 1749 Email: sales@ealsshutters.co.uk
Company Registration Number: 6777233

New Installations

Maintenance

Repairs

Security Shutters

Car Park Shutters

Fire Shutters

Sectional Doors

Speed Doors

Insulated Roller
Doors

Plastic Curtains

Garage Doors

Gates

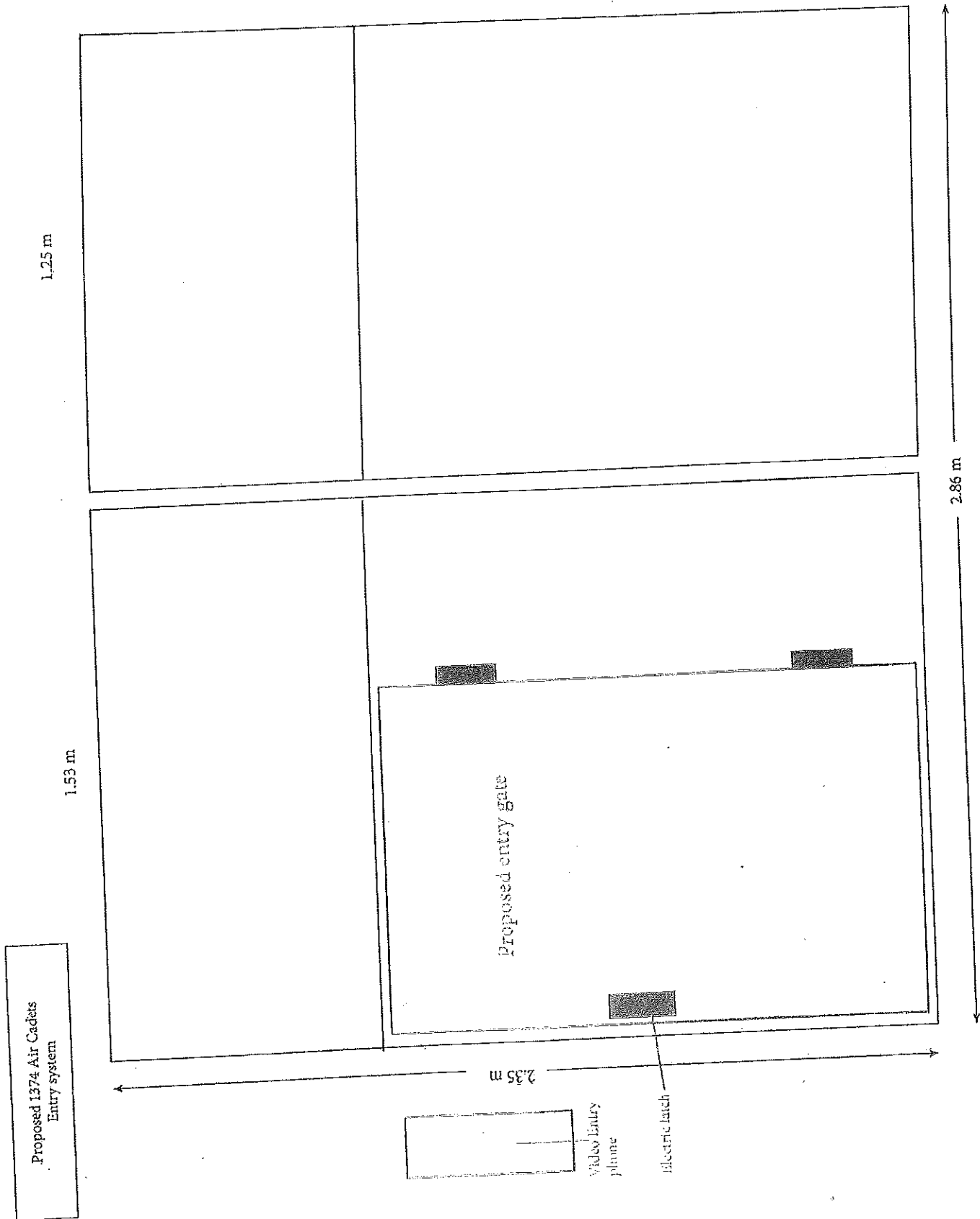
Rhino Shutters

Rollings

Locksmith

24/7 service

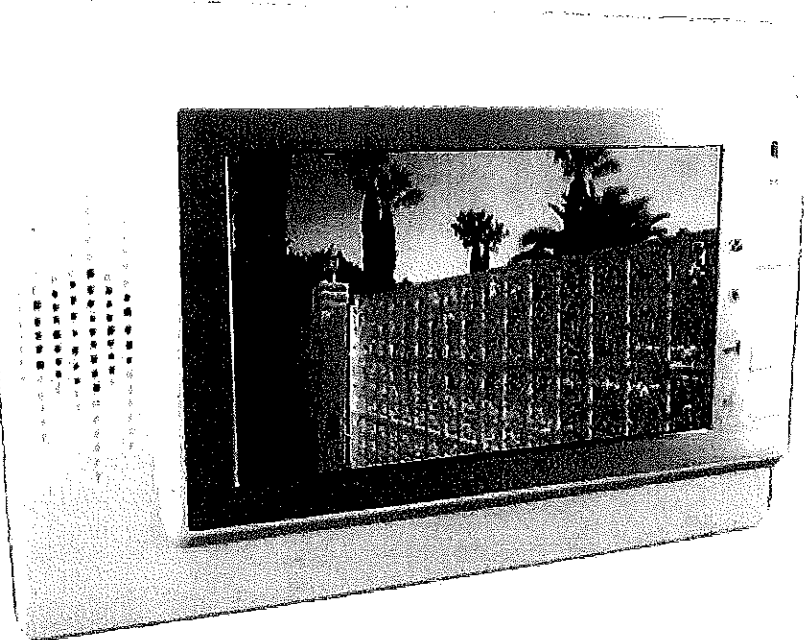
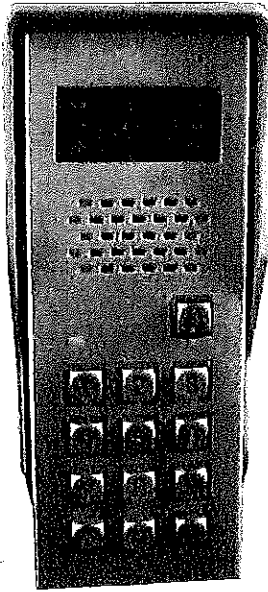
COUNCILLOR WILLIAMS (APPENDIX 7)



SAVI - VIDEO INTERCOM

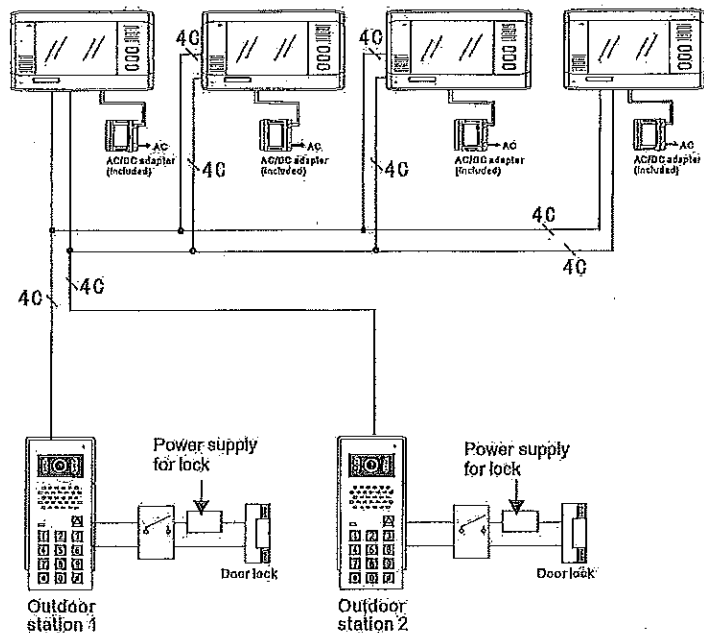
*COUNCILLOR WILLIAMS
(Appendix 8)*

Our new SAVI Intercom combines video, audio and keypad with an attractive slimline handsfree monitor that will integrate perfectly with any home or office.

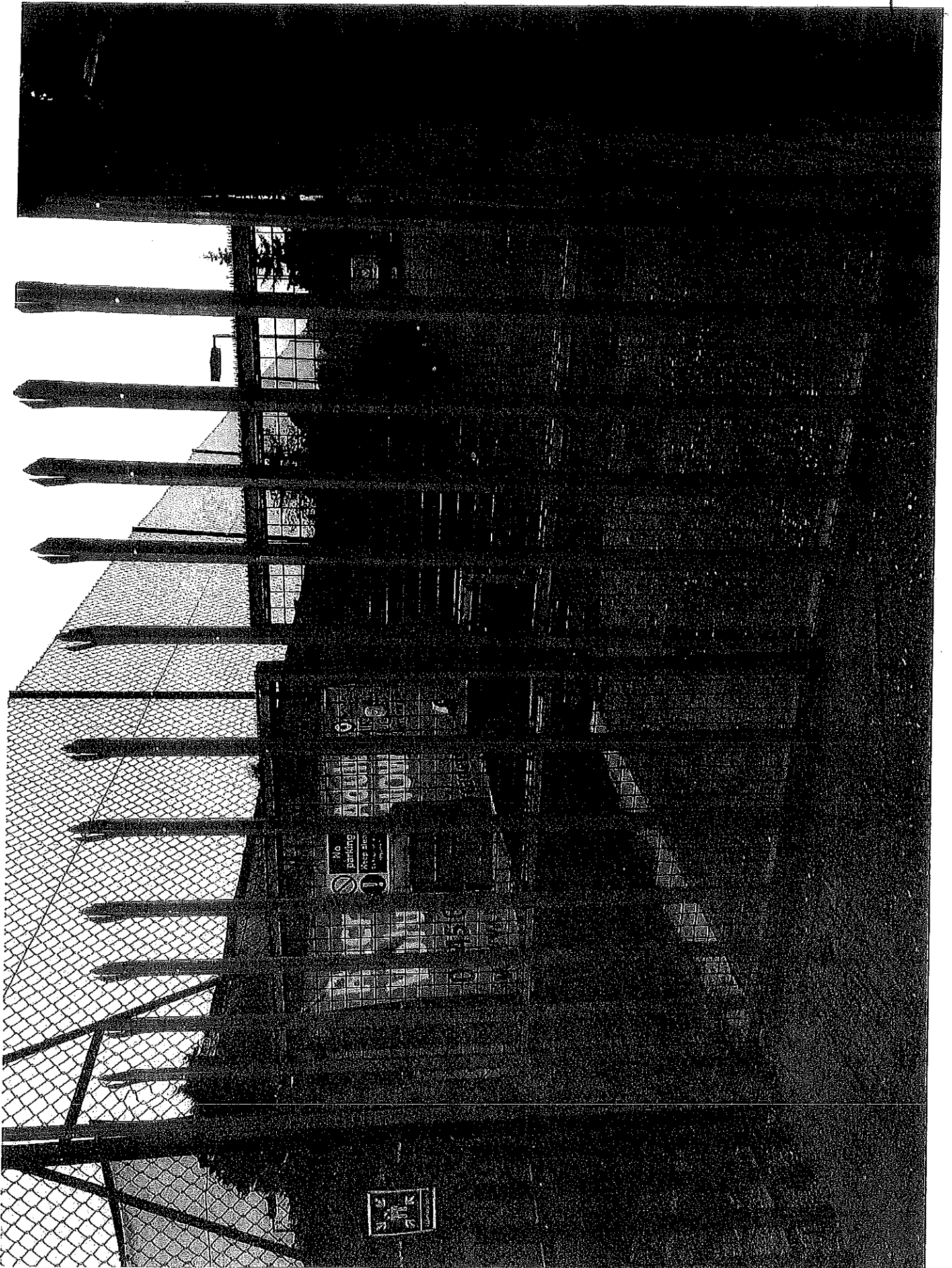


The key features of the SAVI are:

- Runs 4 Monitors and 2 outdoor stations in parallel
- Up to 70 metre distance from station to monitor
- Slimline handsfree monitor
- IP 55 rating – for outdoor use
- Colour camera with night vision
- Sharp, clear picture
- Adjustable, brightness, contrast, and volume control on the monitor
- Back lit keypad



COUNCILLOR WILLIAMS - APPENDIX 9



	<h2>Chipping Barnet Area Committee</h2> <h3>17 July 2017</h3>
<p style="text-align: right;">Title</p>	<p>Lyonsdown Road/ Longmore Avenue Junction - Road Safety Improvements</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Oakleigh</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 - Drawings: Option 1: C2016_BC/00110801_DESIGN_01 Option 2: C2016_BC/00110801_DESIGN_02</p> <p>Appendix 2: Speed Survey Location Plan</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the results of a feasibility study which involves investigating measures to improve road safety at the junction of Lyonsdown Road and Longmore Avenue, and it puts forward two options for consideration to address the pedestrian and traffic safety concerns at this location.</p>

<h2>Recommendations</h2>
<p>1. That the Chipping Barnet Area Committee note the review of the safety improvements at the junction of Lyonsdown Road and Longmore Avenue as outlined in this report and the appendices to this report and depicted on drawings BC/001106-02-DESIGN-01 & BC/001106-02-DESIGN-02.</p>
<p>2. That the Chipping Barnet Area Committee approve the officer preferred Option 1 - Provision of a vehicle activated sign (VAS) and road markings to be</p>

progressed to detailed design, as outlined in appendix 1.

3. That the Chipping Barnet Area Committee agree to allocate the funding of £13,200 for the agreed option (CIL from this year's CIL Area Committee budget) to design and introduce the approved option.

1. WHY THIS REPORT IS NEEDED

- 1.1 Concerns were raised by residents at the Chipping Barnet Residents Forum in January 2017 regarding road safety at the junction of Lyonsdown Road and Longmore Avenue.
- 1.2 Following a petition by residents, and with local ward member support, the Chipping Barnet Area Committee discussed the options for introducing measures to improve road safety at the junction of Lyonsdown Road and Longmore Avenue.
- 1.3 Following discussion of the item and having considered the petition, the Committee unanimously agreed and it was therefore resolved:

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

- 1.4 This report is therefore needed to investigate options for pedestrian and road safety improvements on Lyonsdown Road and Longmore Avenue.

2. REASONS FOR RECOMMENDATIONS

- 2.1 This particular approach to improve road safety is informed by i) site observations and discussions with local residents, and ii) speed survey data.
- 2.2 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data from to 31 October 2016. This is the latest data that was available from the police and the 2016 data is provisional and subject to change. According to the data, there were a limited number of accidents (two accidents in total and both coded as slight). Both accidents involved pedestrians and vehicles making turning movements. It should also be noted that there were no speed related accidents. Table 1 below shows a summary of the accidents within the study area.

Table 1 – Summary of the Personal Injury Accident Data

Date	Accident Reference	Summary
13/06/2012	0112SX20514	This accident involved a pedestrian in the middle of the

		road who was hit by a vehicle that was unable to stop. The vehicle was turning right onto Longmore Avenue from Lyonsdown Road
29/10/2013	0113SX20894	This accident involved a pedestrian stepping into the path of a vehicle that was turning left onto Longmore Avenue from Lyonsdown Road

2.3 Lyonsdown Road and Longmore Avenue are both currently subject to a 30mph speed limit and serve bus routes 326, 626, and 384. A traffic speed survey was conducted from 7 June 2017 to 13 June 2017 on Longmore Avenue, Lyonsdown Road (Northern Arm) and Lyonsdown Road (Southern Arm).

The figures in the tables below indicate the 24 hour mean and 85th percentile (free flow) speeds for each day.

Table 2 – Speed Data (Longmore Avenue)

Date	Eastbound		Westbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
07/06/2017	38.3	33.2	34.9	29.7
08/06/2017	37.6	32.3	34.3	28.8
09/06/2017	38.1	33.1	36.6	30.9
10/06/2017	38.0	32.9	37.1	30.8
11/06/2017	38.6	33.5	37.5	31.5
12/06/2017	37.7	32.4	35.9	30.1
13/06/2017	37.5	32.2	35.8	29.9

Table 3 – Speed Data (Lyonsdown Road Northern Arm)

Date	Northbound		Southbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
07/06/2017	30.8	25.9	31.6	26.3
08/06/2017	29.4	25.0	30.5	25.3
09/06/2017	30.5	25.8	31.6	26.4
10/06/2017	30.1	25.3	31.5	25.8
11/06/2017	30.1	25.5	32.5	26.6

12/06/2017	30.0	25.1	31.7	25.9
13/06/2017	30.6	25.9	31.5	26.1

Table 4 – Speed Data (Lyonsdown Road Southern Arm)

Date	Northbound		Southbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
07/06/2017	32.4	28.1	31.1	26.6
08/06/2017	31.9	27.6	30.6	26.1
09/06/2017	32.5	28.2	31.1	26.5
10/06/2017	32.9	28.7	31.5	27.2
11/06/2017	33.3	29.1	32.1	28.0
12/06/2017	32.2	27.7	30.9	26.2
13/06/2017	32.2	27.9	31.2	26.5

- 2.4 The speeds on approach to the junction are significantly above the Department for Transport (DfT) recommended threshold of 24mph for implementing a 20mph speed limit without physical speed reducing features. Therefore, reducing the speed limit to 20mph is not recommended.
- 2.5 Following the site survey, accident analysis and a review of the vehicle movements, two options to improve safety at the junction have been developed, which are summarised in table 5 below:

Table 5 – Design Options

Option	Summary
<p>Option 1 C2016_BC/00110601_02-DESIGN-01</p>	<p>This option involves installing “Dragons Teeth” and “SLOW” road markings on the northbound (Lyonsdown Road) and the westbound (Longmore Avenue) approach to the junction. Also, a vehicle activated warning sign on the northbound approach to the junction is to be installed on an existing lighting column. This is the officers preferred option.</p>
<p>Option 2 C2016_BC/00110601_02-</p>	<p>This option involves installing the “Dragons Teeth” road markings on only the westbound (Longmore Avenue) approach to the junction. “SLOW” road markings are to be</p>

DESIGN-02	<p>installed on the westbound and northbound approach to the junction. An informal pedestrian island with associated dropped kerbs and tactile paving is to be installed on the northbound approach to the junction. Also, a vehicle activated warning sign on the northbound approach to the junction is to be installed on an existing lighting column.</p>
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2.6 The above options have been reviewed on site by officers and option 1 which is detailed on drawing C2016_BC/00110601_02-DESIGN-01 is the preferred option.

2.7 Option 2 which is detailed on drawing C2016_BC/00110601_02-DESIGN-02 is not recommended for several reasons such as:

- The inter-visibility between vehicles and pedestrians could be adversely affected while buses are waiting at the existing bus stop due to the close proximity between the bus stop and the proposed crossing.
- The 85th percentile speed is relatively high.
- There may be an increase of traffic and bus journey times.

As part of the design development, a road safety audit will be commissioned which is likely to raise the above issues as a reason not to progress with the measure, especially in relation to visibility distance.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 In addition to the two options set out above, the only other option at this stage is not to proceed with any of the proposed improvements of the scheme; however this will not address the original concern raised by residents regarding the safety at the junction.

3.2 Option 1 is the preferred option and option 2 is not recommended.

4. POST DECISION IMPLEMENTATION

4.1 Once the recommendation is approved and subject to funding being approved, detailed design would be undertaken. Ward members and residents living in close proximity to the junction would be notified of the intention and comments invited. Implementation would follow once any issues have been considered and resolved where possible with a view to implement subject to funding being made available.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”, “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest places in London” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident walking to school, helping to reduce traffic congestion.
- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.
- 5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

- 5.2.1 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate as shown in Table 6 below, which will need to be refined by LOHAC upon completion of the feasibility design:

Table 6 –Cost Estimates Option 1

Activity	Estimated costs
Detailed Design (Includes statutory processes, advertising, public consultation, safety audits etc.)	£7 000
Build Cost	£5 000
Sub-TOTAL	£12 000
Implementation & post implementation fee @ 10%	£1 200
GRAND TOTAL	£13 200

Table 7 –Cost Estimates Option 2

Activity	Estimated costs
Detailed Design (Includes statutory processes, advertising, safety audits etc.)	£7 000
Build Cost	£8 500
Sub-TOTAL	£15 500
Implementation & post implementation fee @ 10%	£1 550
GRAND TOTAL	£17 050

- 5.2.2 The estimated cost of installing the recommended option 1 is £13,200 and is

requested from the Area Committee budget.

- 5.2.3 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £351,583. The balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £230,500 minus items agreed at previous Committee meetings.

5.3 Social Value

- 5.3.1 As procurement is via existing term or framework agreements, there are no relevant social value considerations in relation to this work.

5.4 Legal and Constitutional References

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

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

- 5.4.3 Statutory consultation will be carried out in accordance with the provisions of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

5.5 Risk Management

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

5.6 Equalities and Diversity

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

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

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

5.7 Consultation and Engagement

- 5.7.1 A public consultation will be carried out on the proposals and details of the proposals will also be outlined on the council's website.

5.8 **Insight**

5.8.1 The proposals have been informed by through the analysis of personal injury accident data, speed surveys and on site observations of the issues.

6. **BACKGROUND PAPERS**

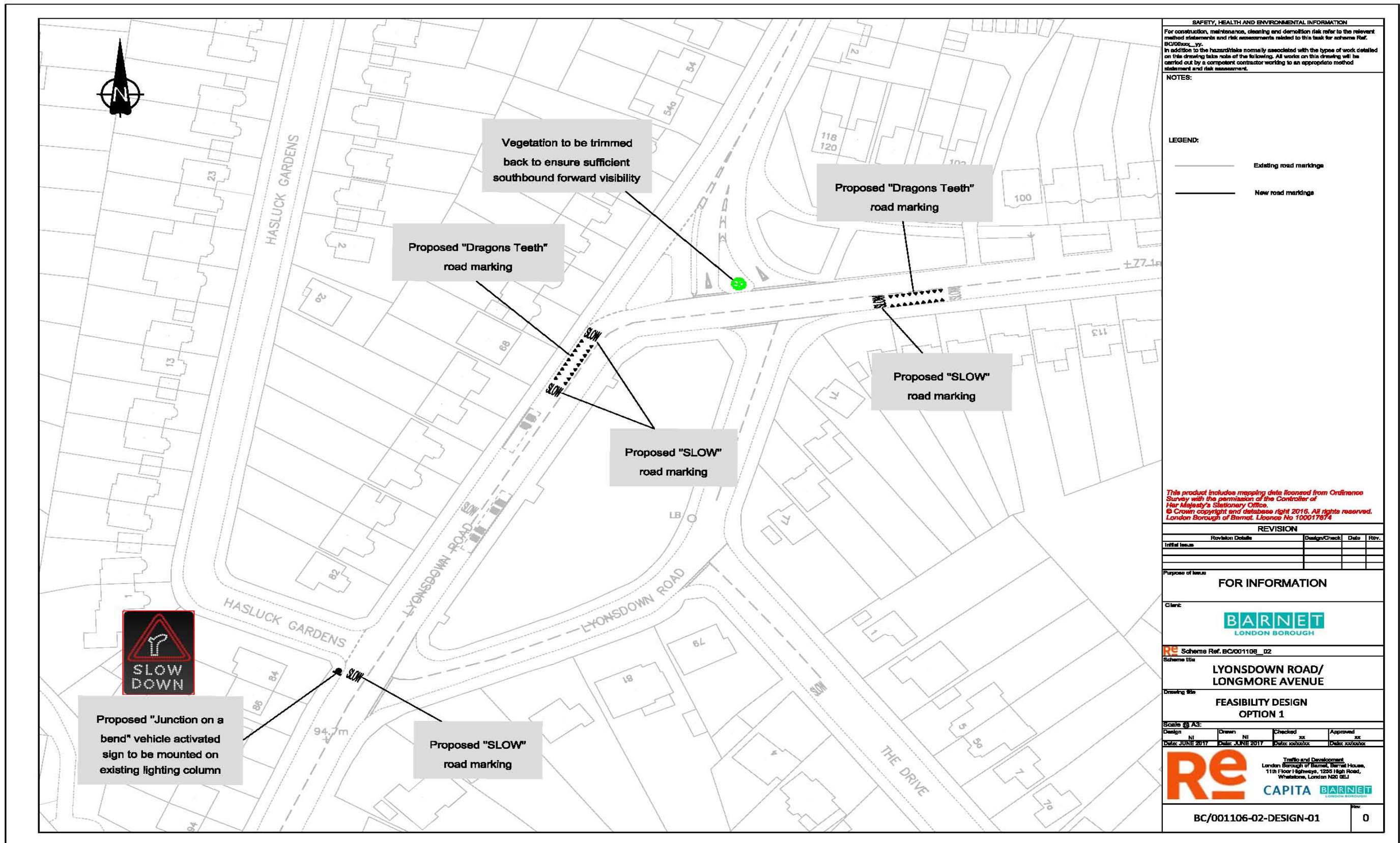
6.1 CHIPPING BARNET AREA COMMITTEE MARCH 2017

<http://barnet.moderngov.co.uk/documents/g9130/Printed%20minutes%2008th-Mar-2017%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

6.2 CHIPPING BARNET RESIDENTS FORUM JANUARY 2017

<http://barnet.moderngov.co.uk/documents/g8646/Printed%20minutes%2024th-Jan-2017%2019.00%20Chipping%20Barnet%20Residents%20Forum.pdf?T=1>

APPENDIX 1



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. BC001106_02.
 In addition to the hazards/risks normally associated with the type of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

LEGEND:

- Existing road markings
- New road markings

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REVISION			
Revision	Revision Details	Design/Check	Date

Purpose of issue: **FOR INFORMATION**

Client: **BARNET LONDON BOROUGH**

Scheme Ref: BC001106_02

Scheme title: **LYONSDOWN ROAD/ LONGMORE AVENUE**

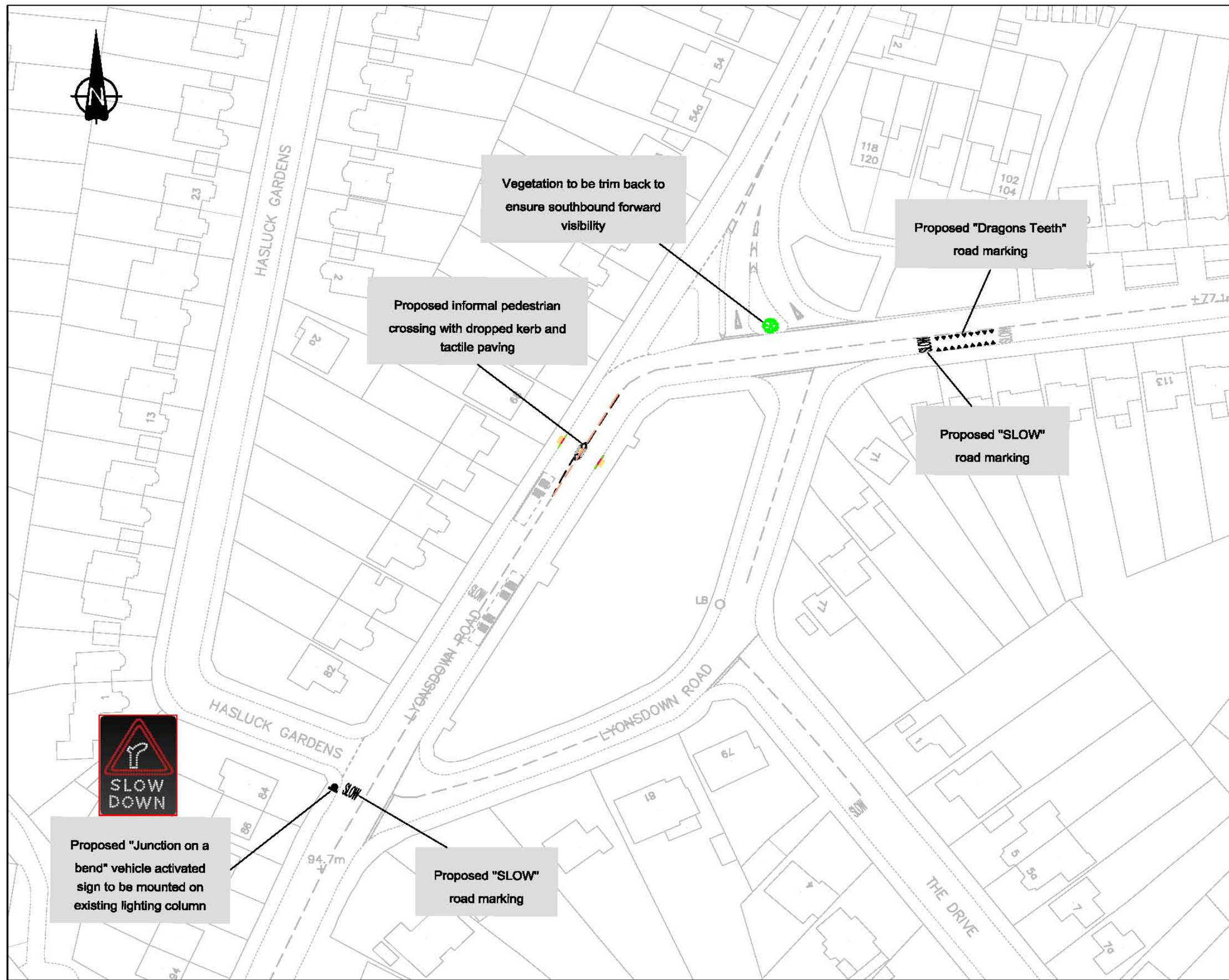
Drawing title: **FEASIBILITY DESIGN OPTION 1**

Scale @ A3:			
Design	Drawn	Checked	Approved
NI	NI	xx	xx
Date: JUNE 2017	Date: JUNE 2017	Date: 06/06/17	Date: 06/06/17

RE Traffic and Development
 London Borough of Barnet, Barnet House,
 11th Floor 1 Highways, 1250 High Road,
 Wembley, London N9 5EU

CAPITA BARNET

BC/001106-02-DESIGN-01	Rev: 0
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001106_02.
 In addition to the hazards/tasks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

LEGEND:

- Existing road markings
- New road markings

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial Issue			

Purpose of Issue: **FOR INFORMATION**



Scheme Ref: BC/001106_02

**LYONSDOWN ROAD/
LONGMORE AVENUE**

Drawing Title: **FEASIBILITY DESIGN
OPTION 2**

Scale @ A3:			
Design	Drawn	Checked	Approved
NI	NI	xx	xx
Date: JUNE 2017	Date: JUNE 2017	Date: xxxxxxxx	Date: xxxxxxxx



BC/001106-02-DESIGN-02 Rev. 0

APPENDIX 2



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, clearing and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC000000_YY.
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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial Issue			

Purpose of Issue: **FOR INFORMATION**

Client: **BARNET LONDON BOROUGH**

Scheme Ref. BC000000_YY
 Scheme Title: **LYONSDOWN ROAD/ LONGMORE AVENUE**

Drawing Title: **SPEED SURVEY**

Scale: **A3:**

Design	Drawn	Checked	Approved
xx	xx	xx	xx
Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx	Date: xx/xx/xx

re Traffic and Development
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CAPITA BARNET
 LONDON BOROUGH

BC/001106-02 -SPEED SURVEY- 01 0

	<h2>Chipping Barnet Area Committee</h2> <h3>17 July 2017</h3>
<p style="text-align: right;">Title</p>	<p>Review of Experimental banned turns at junction of High Street with Wood Street, EN5.</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>High Barnet, Underhill</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – Bus journey time graphs Appendix B – Summary of traffic count data Appendix C – Summary of comments Appendix D - Drawing CHB-CAP-0000-CHB-DR-Z-101 REVC</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jane Shipman, highwayscorrespondence@barnet.gov.uk, 020 8359 3555</p>

Summary

A six month trial restriction of turns at the junction of A1000 High Street with Wood Street was in place between November 2016 and May 2017.

This was to assess whether a permanent scheme with increased pedestrian space and environmental enhancements might be introduced making use of the space currently used for these turns.

This report sets out the data gathered and asks the Chipping Barnet Area Committee to decide whether to proceed with a public consultation on a permanent scheme proposal or to proceed with detailed design of a more limited proposal, or to proceed with neither.

Recommendations

1. That the Chipping Barnet Area Committee decide whether:
 - (a) To instruct the Commissioning Director for Environment to proceed with a resident/trader consultation for a permanent scheme based on the “final

layout” shown on drawing CHB-CAP-0000-CHB-DR-Z-101 REVC with the consultation addressing both the concept in the light of resident experience of the experiment and the detail of the landscaping for such a scheme; or
(b) To instruct the Commissioning Director for Environment to proceed with the detailed design of a proposal to widen the footway on the south side of Wood Street from the college to the former Crown and Anchor public house; or
(c) To proceed with neither (a) nor (b).

2. If the Committee decides to proceed with (a) above, that the Chipping Barnet Area Committee agrees that the extent of the public consultation will be agreed in discussion with Ward Councillors for High Barnet and Underhill Wards.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Chipping Barnet Town Centre Strategy sets out an objective of progressing improvements to the Wood Street/High Street junction and the setting of St John the Baptist Church and its relationship with the new Barnet and Southgate College building and public space fronting Wood Street.
- 1.2 A contribution for Public Realm Improvements towards Public Realm footway and junction improvements to the Wood Street – High Street junction only has been secured as part of a S106 agreement in relation to the development of the Barnet College facilities. The college has also expressed concerns about pedestrian safety in the area. A high number of pedestrian injury accidents are occurring at the junction, making up a very high proportion of the personal injury accident occurring here.
- 1.3 Enhancing this area has been a longstanding desire of the Chipping Barnet Town Team.
- 1.4 Consequently, in addition to the S106 funding from the borough’s Local Implementation Plan allocations in recent years has been identified for development and potential implementation of a proposal.
- 1.5 Previous work had identified that a closure of the left turn slip road from Wood Street into High Street and the right turn gap from High Street into Wood Street might allow the pedestrian space to be increased and the environment enhanced to make the area more attractive and less traffic dominated, without a fundamental change to the traffic signal operation of the junction.
- 1.6 An experimental closure was introduced on 6 November 2016 to assess whether traffic could divert successfully before introducing a permanent change. Drawing CHB-CAP-0000-CHB-DR-Z-101 REVC shows the experimental and potential permanent arrangement.
- 1.7 Results of surveys undertaken and resident observations received over the six month experiment are identified in appendices. The experiment was suspended in May 2016, having been in place for six months, pending this

report to the Committee to consider whether to proceed with developing the “final layout” proposal outlined on drawing CHB-CAP-0000-CHB-DR-Z-101 REVC, or consider alternatives.

- 1.8 If the committee does not wish to proceed with the proposal, widening of the footway on the south side of Wood Street from the college to the former Crown and Anchor public house could still be considered, providing more space for pedestrians on this relatively narrow footway. The small refuge in the middle of the crossing on Wood Street would be removed, but this is not an ideal point for pedestrians to wait in any case. The overall crossing distance would be shortened.
- 1.9 Following meetings with Councillor Longstaff, Theresa Villiers MP and Transport for London, a traffic study has separately been undertaken of bus and other traffic movements in the area that considers improvements that might be made. This includes alternative arrangements for the High Street/Wood Street junction. These would involve fundamental changes to the method of control of the junction and would require more work to assess their feasibility if they are considered further.

Video Surveys

- 1.10 Visual observation on the day when the closures were first operational identified that some drivers made left or right turns despite the signs and barriers, either left from the right turn lane from Wood Street (which could put them in conflict with pedestrians using the pedestrian facility at the junction) or right into Wood Street, either by making the turn around the islands in front of the former Crown and Anchor public house (probably permitted by the traffic order in force) or, of more concern, by turning into the lane for traffic from Wood Street.
- 1.11 Initial observations on the day of introduction also indicated that vehicles were turning in the mouth of Fitzjohn Avenue and Park Road.
- 1.12 A Video Survey undertaken on Thursday 8 December 2016 at the junction itself showed that occasional infringement of the banned turns continued (although some turns will have been by emergency vehicles exempt from the restriction). A subsequent video survey on Thursday 16 March 2017 shows reduced infringements and, for the periods in the table below no instances of right turners using the lane for traffic from Wood Street.
- 1.13 The table below shows infringements of the banned turns occurring during three one hour periods identified from the December and March videos. Infringement of the yellow box at the junction is also identified for comparison (December only).

	Left turn infringement		Right turn infringement		Box junction
	Thursday 08/12/2016	Thursday 16/03/2017	Thursday 08/12/2016	Thursday 16/03/2017	Thursday 08/12/2016
0730-0830	2	1	0	1	49
1200-	0	1	5	1	13

1300					
1630-1730	5	2	2	1	17

- 1.14 Comparison with other banned turn sites in the borough suggests that the levels of infringement are within a typical range¹, although camera enforcement is in place for most of the comparator sites. Infringement of the banned turns occurs less than infringement of the box junction observed at the junction.
- 1.15 The December video survey was focussed on the main junction but a camera facing southwards did not show obvious issues caused by traffic turning in the area to the south (e.g. at Park Road or Fitzjohn Avenue).
- 1.16 The March video surveys include coverage of the area around the Park Road and Fitzjohn Avenue junctions. These have not been fully reviewed owing to relatively recent receipt and the quantity of footage, but the portions viewed have shown no vehicles u-turning in this area or turning in the mouths of these junctions, although some vehicles may have used these roads as part of a diversion route or turned further along the road.
- 1.17 The December video survey has also been used to assess overall traffic levels at the junction for comparison with earlier surveys. This is referred to further in the Traffic Counts section below.

Bus journey data

- 1.18 Comparisons of bus journey times have been carried out for periods before and after the introduction of the experimental closure. Comparison of the first two weeks of October 2016 with the first two weeks of December 2016 showed that journey times on weekdays were very similar before and after the introduction of the experimental closure. Additional delay was evident for some routes at weekends (notably southbound route 307 journeys from Wood Street into the High Street on Saturdays). However, it seems likely that this related to increased activity in the town centre in the run up to Christmas.
- 1.19 Additional comparisons were undertaken for two weeks in March which showed bus journey times similar to pre-trial conditions throughout the week and at weekends. Summary graphs for this assessment are included at appendix A. (The greater variability shown in the graphs at weekends will be because more data is available for weekdays – i.e. 10 weekdays included in the data compared with two Saturdays and two Sundays).

Traffic Counts

- 1.20 Traffic counts in side roads have been undertaken to try to assess whether the experiment led to significant increased traffic on any minor roads compared to the levels before the experiment. Data collected in March 2012

¹ Between 4 and 20 PCNs or warning notices per day have been issued recently at a number of banned turn sites with cameras (this excludes one site with exceptionally high levels of non-compliance). 2015 traffic surveys at another traffic signalled junction (with banned turns but without camera enforcement) identified up to 15 infringements in 16 hours for one movement at the junction.

has been compared with new data mainly collected in May 2017 shortly before the end of the trial.

- 1.21 Data is for a Tuesday or Thursday, normally considered to be 'neutral' (or typical) weekdays. Although Thursday is the historical "early closing day" for Chipping Barnet this is likely to have very little impact these days.
- 1.22 A range of events affecting traffic conditions during the trial (for example school holidays and severe weather conditions) and other work taking place in the area affected the opportunities available to collect data. The final counts were undertaken while other work was taking place on the High Street, but working restrictions were such that traffic flow should not have been significantly affected at least at peak times.
- 1.23 Additional count data undertaken in December 2016 is available for the one-way section of Union Street. Unfortunately pre-trial data for Stapylton Road or the two-way stretch of Union Street is not available to allow a direct comparison. Traffic Count summary information is included as Appendix B for morning and evening peak periods (0730-0930 and 1600-1800) and a period in the middle of the day (1200-1400). An aggregate figure (based on the total for these periods) is also included.
- 1.24 The counts show an increase in traffic in the one-way section of Union Street since the 2012 counts of 3%² (Dec 2017 count) and 6%-7% (May 2017 count).
- 1.25 Traffic in Salisbury Road at May 2017 was 14%-15% above the compared with the 2012 counts.
- 1.26 Traffic in Moxon Street had increased by 6%-7% travelling into Moxon Street but by 16%-37% travelling out. Traffic in Park Road had increased by 34% - 35% travelling into Park Road but decreased travelling out (5%-10% reduction in aggregate).
- 1.27 Increased traffic entering Park Road and exiting Moxon Street may indicate a level of traffic using this route as an alternative to making the left turn from Wood Street into High Street. However if this were the main reason then a correlation in terms of the time of day when increases were most pronounced might be expected and this is not obviously the case.
- 1.28 There is a pronounced difference between the traffic recorded on Thursday 4 May 2017 compared with that on Tuesday 9 May 2017 suggesting that differences in activity in Park Road, Victors Way and Moxon Street generally is a significant factor. It seems that traffic may have been using the Park Road and Moxon Street route as a consequence of the banned turns but, if this is the case, the effect and impact is masked by other variations in traffic levels.
- 1.29 Traffic count data for Fitzjohn Avenue is included in appendix B, but the levels of traffic recorded for the 'before' period are so low that it appears that these must have been affected by a specific events at that time affecting traffic

² Percentage increases or decreases relate to the aggregated six hours except where otherwise identified.

conditions in the road, although there is no record of a temporary road closure having been in place at the time.

- 1.30 Traffic count data is also provided for Stapylton Road, but unfortunately no 'before' data is available for this location. As might be expected the data is a little higher than the total of that recorded on Salisbury Road and the one-way section of Union Street.
- 1.31 The December video surveys have been used to provide comparator traffic flows for the main junction. Traffic flows at the junction for most movements and overall had reduced (including movements unaffected by the banned turns).
- 1.32 In summary traffic flows at the main road junction appears to have reduced overall and traffic flows on minor roads in the area to have increased since the 2012 surveys, however it is not possible to ascribe this directly to the introduction of the trial since there is significant other variation evident between days during the trial and other changes more likely to be a result of more general changes in town-centre activity or travel patterns more generally.

Comments from Ward Members and members of the public

- 1.33 Although comments on the proposal have not been explicitly invited, the experimental period has nevertheless provided an opportunity for residents to express views regarding any issues experienced.
- 1.34 Councillors Prentice and Perry (High Barnet) have both advised that the closures have caused traffic congestion and inconvenience to local residents who have spoken to them, and advised of congestion and delays from their own experience. Councillor Roberts (Underhill) has advised that the closure of the left turn is a matter of concern for many local residents who cannot now access the High Street from Wood Street.
- 1.35 Enquiries and concerns from twelve members of the public have also been logged. These are summarised at appendix C. (Some early enquiries asking for information only may not be recorded).
- 1.36 Concerns raised include congestion, increased travel time from the west of the town for those who need to access the town centre by car, displacement of traffic into Union Street, Alston Road, Stapylton Road and The Avenue and consequent safety concerns.

Road Safety

- 1.37 Accident data about Personal Injury Accidents is not yet available for the experimental period.
- 1.38 There have been 7 Personal Injury Accidents (PIAs) at the junction in the most recent 3 years accident data available (to the end of October 2016), 2 classified as serious injury and 5 slight injury. 6 of the 7 resulted in a pedestrian casualty, including the 2 serious injury accidents.

- 1.39 The number of pedestrian accidents is five or six times the average level for Barnet or London as a whole and makes up a very high proportion of the personal injury accident occurring here. The total number of accidents is about average for a traffic signalled junction in Barnet, but above average for Outer London or London as a whole.
- 1.40 As highlighted by one comment from a member of the public the use of the narrow part of Union Street by larger vehicles and vehicles mounting the footway is a concern. However, while the left turn at the Church may be more suitable previous correspondence has highlighted that larger vehicles making this turn overhang the pedestrian area, as well.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Following an experimental period when the left turn from Wood Street into High Street and the right turn between High Street and Wood Street were restricted to allow the arrangement to be assessed, the trial has now been suspended. Data related to the trial is included in this report. The impact of the trial has been of concern to ward members and the Committee is now asked to decide whether:
- a. To instruct the Commissioning Director for Environment to proceed with a resident/trader consultation for a permanent scheme based on the proposal shown on drawing CHB-CAP-0000-CHB-DR-Z-101 REVC; the consultation addressing both the concept in the light of resident experience of the experiment and the detail of the landscaping for such a scheme.
 - b. To instruct the Commissioning Director for Environment to proceed with the detailed design of a proposal to widen the footway on the south side of Wood Street from the college to the former Crown and Anchor public house; or
 - c. Neither
- 2.2 If option a were preferred there may be a range of views regarding an appropriate consultation area. The committee is asked to agree that the consultation area be agreed with ward members for High Barnet and Underhill Wards.
- 2.3 The option b would provide more space for pedestrians on what is a relatively narrow footway. It would require removal of the small refuge in the middle of the crossing on Wood Street but the overall crossing distance would be shortened for pedestrians. As the refuge is small it is not a good place for pedestrians to wait while crossing.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The options presented are proposals that could be implemented without a fundamental change in the method of control at the junction. Alternative options for the junction that may be considered in future would require more fundamental changes to the method of control and are not at a stage where they could proceed currently.

4. POST DECISION IMPLEMENTATION

- 4.1 If the Committee decide to proceed with the proposal as shown on drawing CHB-CAP-0000-CHB-DR-Z-101 REVC a consultation on a scheme would be planned and carried out prior to reporting back to the Chipping Barnet Area Committee. If the Committee chooses to proceed with the widening of the pavement detailed design for this work would be carried out and work would proceed authorised via officer delegated powers following consultation with ward members.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Corporate Plan includes delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents and particularly school children to feel confident moving around their local area on foot, and contribute to reduced congestion.
- 5.1.2 The options identified would provide for improved movement for pedestrians in particular and an improved environment at this busy junction, and the report considers other traffic management impacts.

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

- 5.2.1 A £100,000 provision to develop and implement (or partially implement) improvements at the junction of High Street and Wood Street has been made in the 2017/18 LIP funded work programme to deliver this scheme. Funding from previous contributions made as part of the development of the Barnet College site may also be available for this work, enabling the programmed LIP funding to be utilised on other schemes.
- 5.2.2 The total available funding would be sufficient to cover the consultation proposed at (a) but a future funding applications for 2018/19 LIP funding may be required to complete works due to the scale and likely timeframe. The work proposed at (b) should be fully deliverable from the available funding.

5.3 Social Value

- 5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This decision does not relate to commissioning services.

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 1984.

5.4.3 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 The Council's Constitution, in section 15 headed "Responsibility for Functions" (Annex A) states that Area Committees discharge any functions, within the budget and policy framework of the theme committees that they agree are more properly delegated to a more local level. These include local highways and safety schemes.

5.5 Risk Management

5.5.1 No specific risks have been identified in relation to this decision.

5.6 Equalities and Diversity

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

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

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

5.6.3 The proposals for this location, if introduced, would provide benefits to pedestrians in terms of providing additional space in the vicinity of this busy junction so reducing vulnerability to passing traffic, and more opportunity to wait and pause when negotiating the junction. Owing to the proximity of the college young people are likely to benefit particularly as are more vulnerable pedestrians including older people, disabled people and children and their carers.

5.6.4 Impacts of traffic diverting would affect all groups to a similar degree.

5.6.5 Neither the introduction or non-introduction of the measures is considered to compromise the Council in meeting its Equalities Duty.

5.7 Consultation and Engagement

5.7.1 A trial of banned turns at the junction of the A1000 High Street and Wood Street is the subject of this report, and views of members of the public have been collated where provided. If the Committee wishes to proceed with the proposal outlined on drawing CHB-CAP-0000-CHB-DR-Z-101 REVC further consultation with residents/traders would follow to allow fuller expression of

views in the light of resident experience of the trial and the detail of the landscaping for such a scheme, as well as undertaking any statutory consultation required.

5.7.2 If the Committee wish to proceed with a more limited proposal to widen the pavement, then public consultation is not planned unless elements of the proposal emerge that would require statutory consultation.

5.8 **Insight**

5.8.1 The report considers technical survey data available in relation to the proposal.

6. **BACKGROUND PAPERS**

6.1 The Chipping Barnet Town Centre Strategy was adopted by the Council at the Cabinet meeting of 24 June 2013 (item 9):

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=120&MID=7462>

and is also available here:

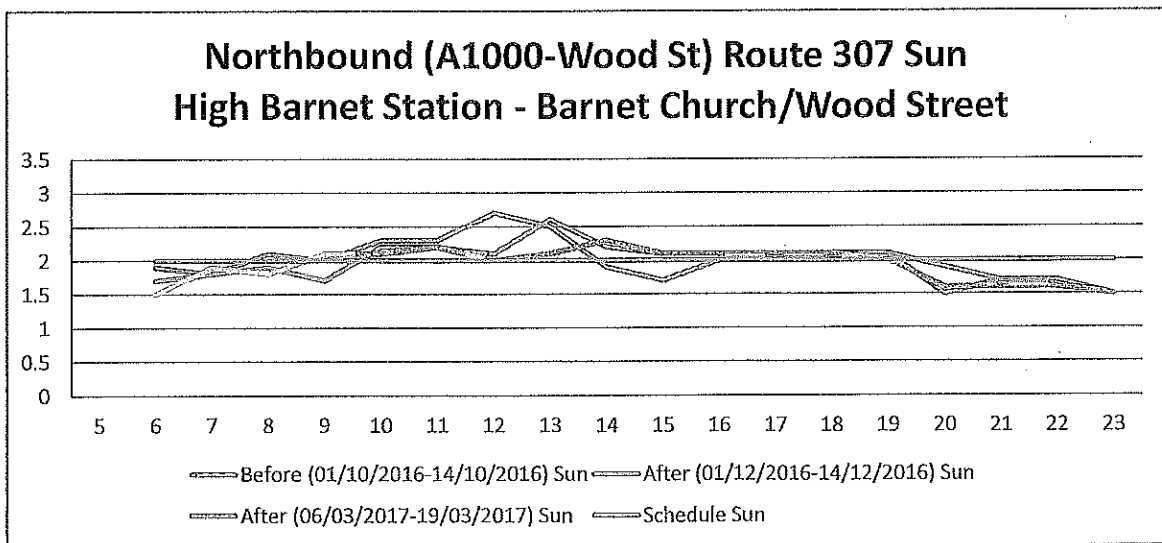
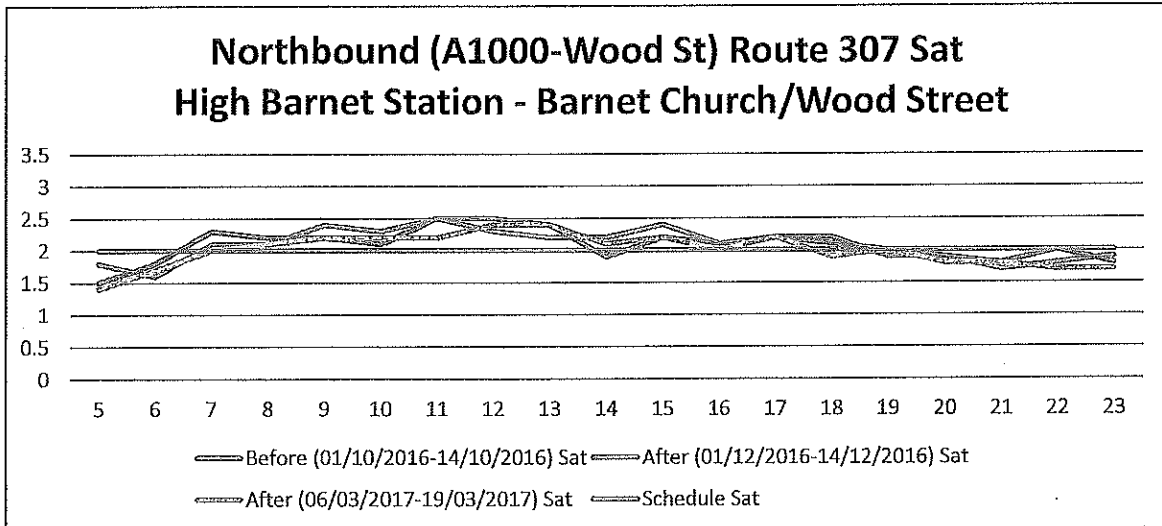
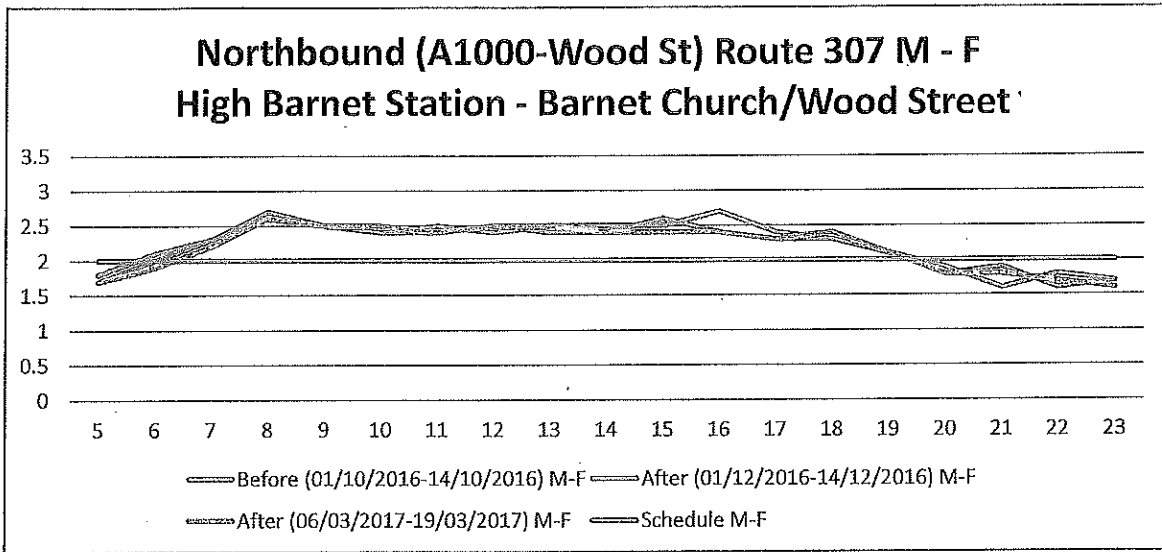
<https://www.barnet.gov.uk/citizen-home/planning-conservation-and-building-control/town-centre-frameworks/chipping-barnet-town-centre-strategy.html>

6.2 The Environment Committee on 15 March 2017 approved the LIP funded work programme for 2017/18 (item 12). Work on the proposal for this junction is referred to in Appendix 1 of that report:

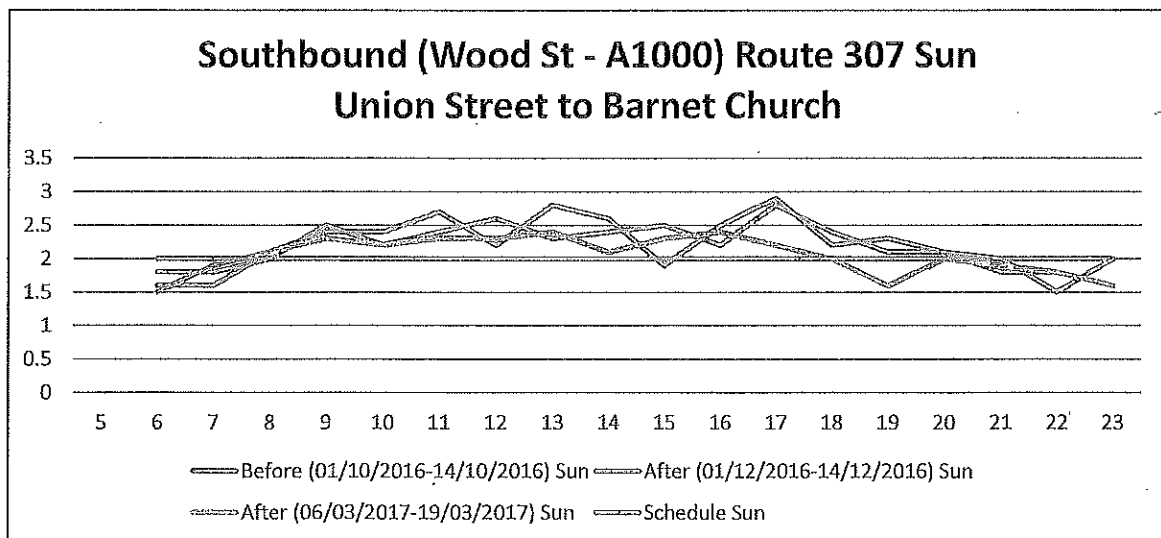
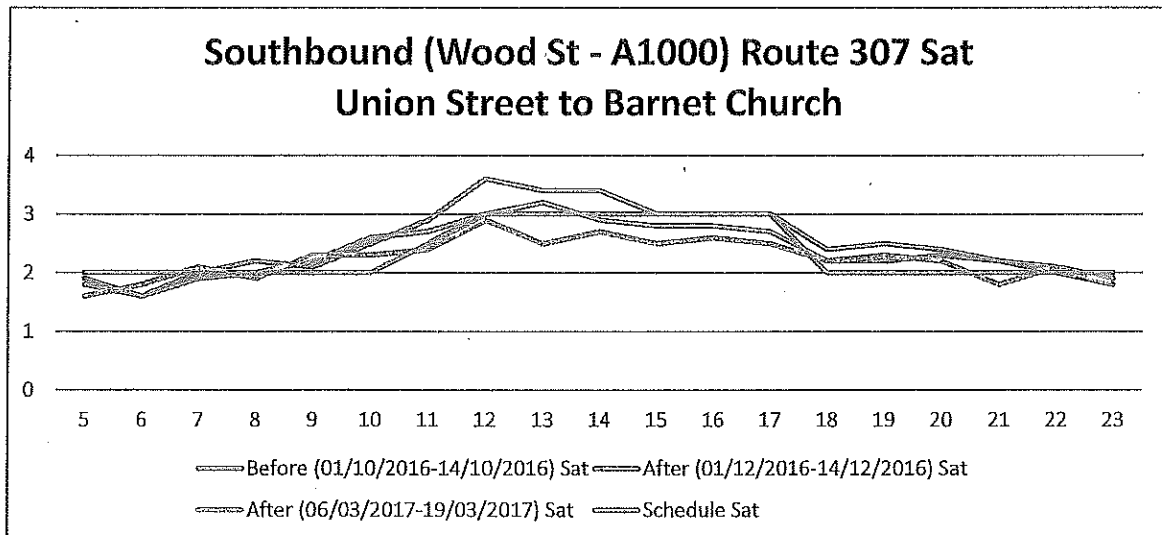
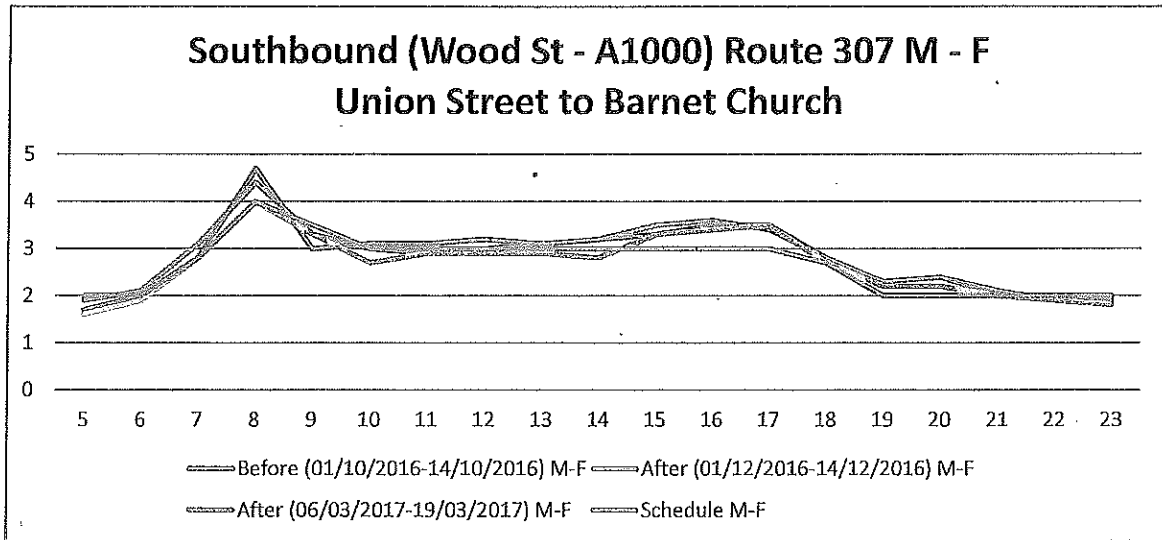
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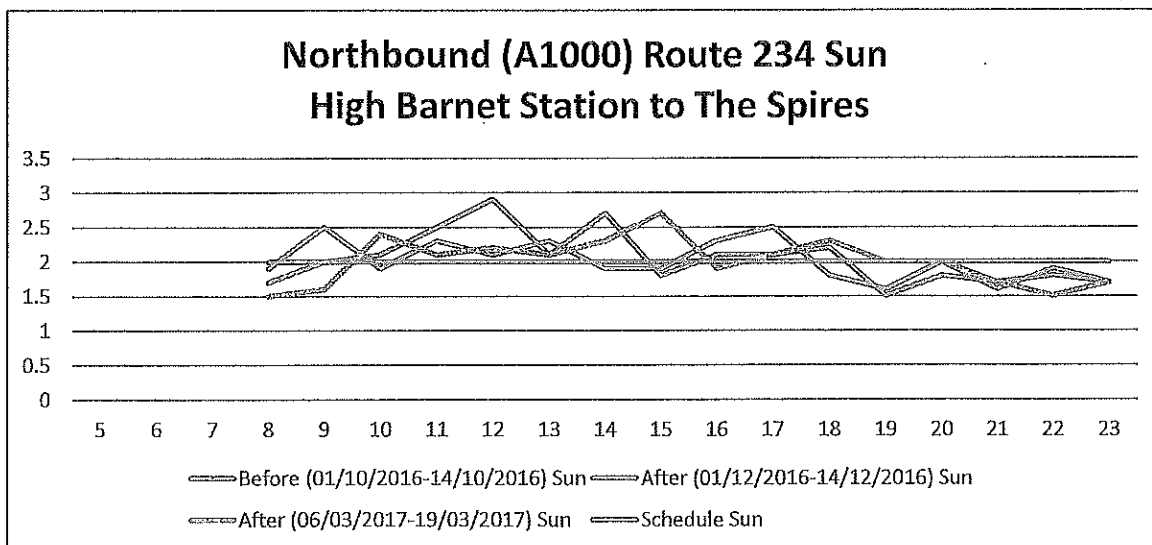
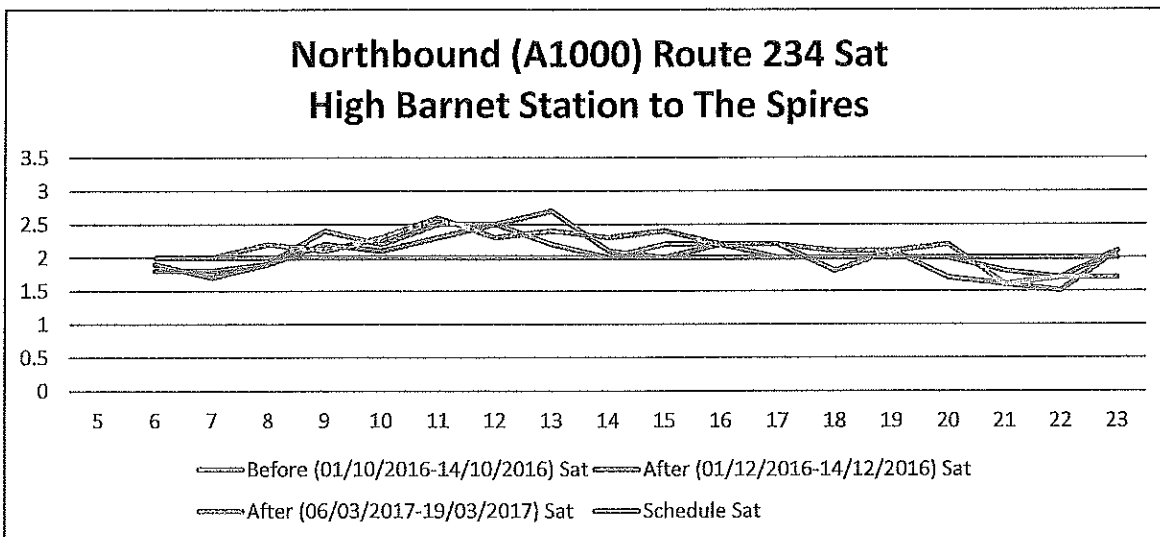
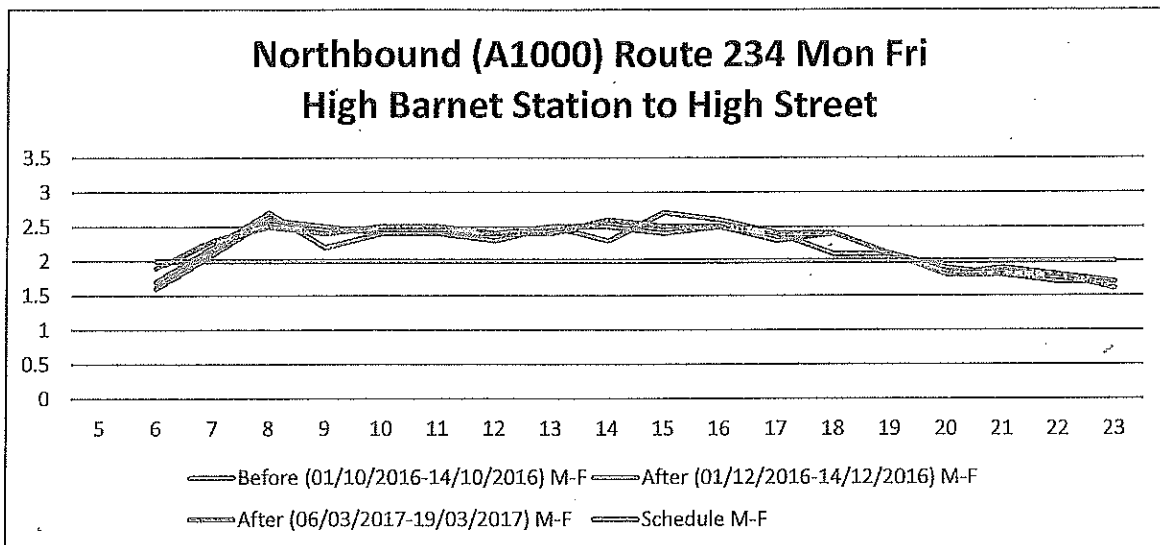
Appendix A - Bus journey Time Graphs



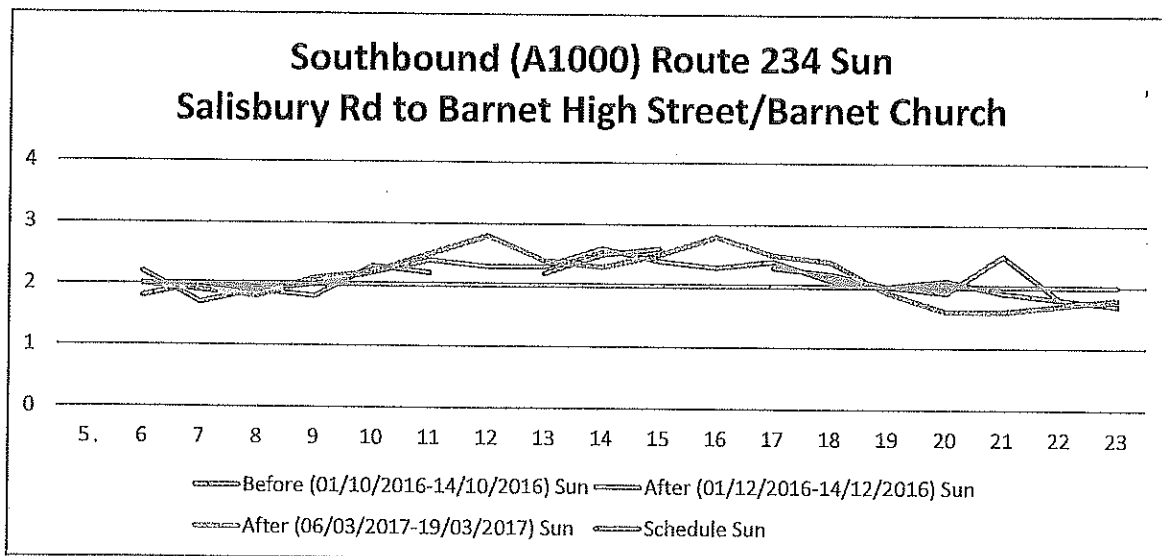
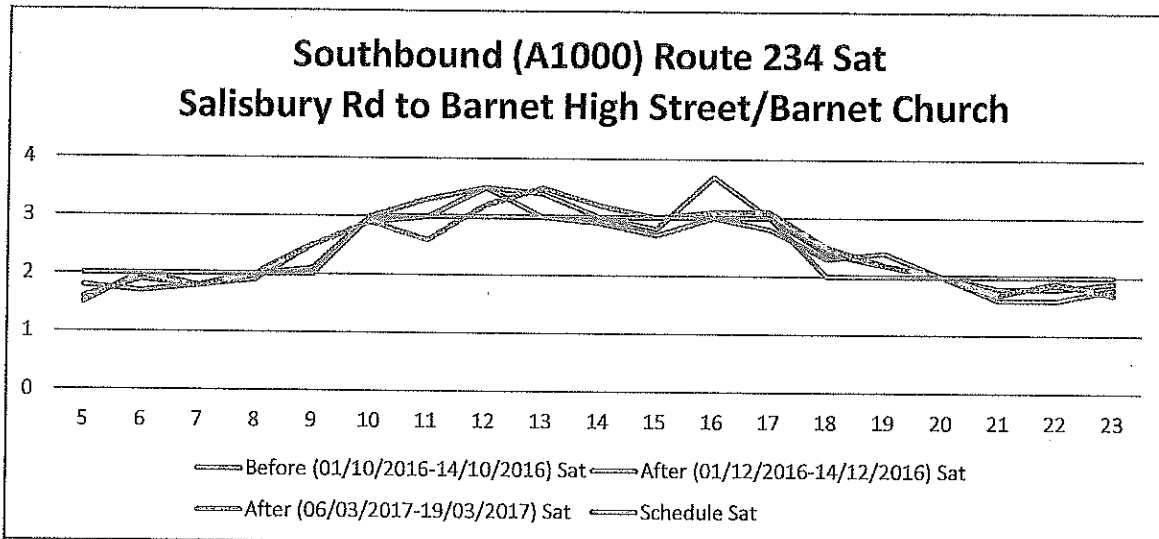
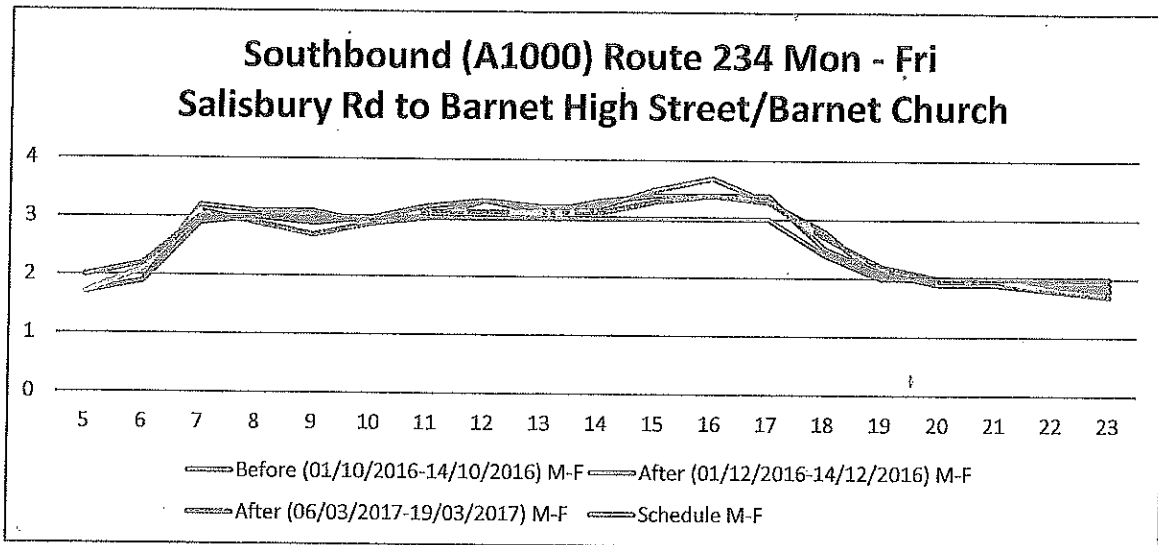
Appendix A - Bus journey Time Graphs



Appendix A - Bus journey Time Graphs



Appendix A - Bus journey Time Graphs



**Appendix B – Summary of traffic count data before and after introduction of banned turns at A1000
j/w Wood Street**

Union Street (one way section)				
	Before Tues 20/03/2012	After Thur 08/12/2016	After Tues 09/05/2017	After Thur 11/05/2017
07:30-09:30	176	195	218	210
% change		11%	24%	19%
12:00-14:00	247	268	276	264
% change		9%	12%	7%
1600-1800	295	273	273	284
% change		-7%	-7%	-4%
Aggregate	718	736	767	758
		3%	7%	6%

Salisbury Road (one way)			
	Before Tues 20/03/2012	After Thur 04/05/2017	After Tues 09/05/2017
07:30-09:30	482	507	514
% change		5%	7%
12:00-14:00	275	341	352
% change		24%	28%
1600-1800	374	447	419
% change		20%	12%
Aggregate	1131	1295	1285
		15%	14%

Stapylton Road				
	After Thurs 04/05/2017		After Tues 09/05/2017	
	Southbound	Northbound	Southbound	Northbound
07:30-09:30	835	849	642	710
12:00-14:00	732	716	690	658
16:00-18:00	694	982	791	899
Aggregate	2261	2547	2123	2267

* Note no before data for this location

Moxon Street						
	Before Tues 20/03/2012		After Thurs 04/05/2017		After Tues 09/05/2017	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
07:30-09:30	159	107	179	156	173	161
% change			13%	46%	9%	50%
12:00-14:00	123	132	121	164	101	187
% change			-2%	24%	-18%	42%
1600-1800	98	200	103	191	132	255
% change			5%	-5%	35%	28%
Aggregate	380	439	403	511	406	603
% change			6%	16%	7%	37%

Park Road						
	Before Tues 20/03/2012		After Thurs 04/05/2017		After Tues 09/05/2017	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
07:30-09:30	168	117	224	144	198	111
% change			33%	23%	18%	-5%
12:00-14:00	145	141	196	170	235	156
% change			35%	21%	62%	11%
1600-1800	161	211	222	133	201	155*
% change			38%	-37%	25%	-27%*
Aggregate	474	469	642	447	634	422
% change			35%	-5%	34%	-10%

*Note missing data last 15 mins

Fitzjohn Avenue						
	Before Tues 20/03/2012		After Thurs 04/05/2017		After Tues 09/05/2017	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
07:30-09:30	21	9	182	140	224	180
% change			767%	567%	967%	757%
12:00-14:00	17	16	83	81	145	132
% change			388%	376%	753%	676%
1600-1800	9	21	167	207	201	220
% change			1756%	2200%	2133%	2344%
Aggregate	47	46	432	428	570	532
% change			819%	811%	1113%	1032%

	From Wood St		From A1000 High Street (north)				From A1000 High Street (south)			
	Before Tues 20/03/2012	After 08/12/2016	Before 20/03/2012	After 08/12/2016	Before 20/03/2012	After 08/12/2016	Before 20/03/2012	After 08/12/2016	Before 20/03/2012	After 08/12/2016
	Ahead to High Street (south)	To High Street (south) inc u-turn	Ahead to High Street (south)	To High Street (south)	RT to Wood Street	To High Street (south)	To Wood Street	To Wood Street (inc u-turn)	To High Street (north)	To High Street (north)
0730-0930	962	865	1025	827	21	827	1085	1016	1201	1072
1200-1400	864	874	902	847	30	847	811	825	942	932
1600-1730	1029	998	1100	1000	19	1000	933	0	1083	0
Aggregate	2855	2737	3027	2674	70	2674	2829	1841	3226	2004

Appendix C: Summary of comments from Ward Members, Members of the public and local MP about operation of the scheme

Ward member comments

Cllr Wendy Prentice: It is total mayhem trying to get through Barnet High Street in the mornings, I have had so many complaints

Cllr Bridget Perry: The whole of High Barnet was gridlocked this morning. It took me 1 full hour to get three streets from Sebright Road to Union Street

Cllr Perry: Both Cllr Prentice and Myself were besieged by irate constituents complaining about this obstruction. There has never been a problem at this junction.

Cllr Tim Roberts: Closure is a matter of concern for many local residents who cannot now access the High Street from Wood Street as they have been able to do in the past

Correspondence received from members of the public	
Barnet address (Yes/No/Unknown)	Summary of enquiry
Unknown	Objects to the possible permanent closure in Wood street EN5. Does not believe that the road is designed to take this sort of congestion and believes it will create a lot of issues
No	Will the left turn be restored?
Unknown	Is the restriction permanent or temporary – route planning using SatNavs is affected
Unknown	Why is closure in place?
Unknown	What the reason for blocking the left turn from Wood Street into the High Street is, this is not helping local trade or traffic at all
Yes	Increased traffic, congestion and idling vehicles in Salisbury Road.
Yes	Road changes seem to have created a very bad traffic hotspot
Yes	Travel time for car trip (with disabled passenger) from the west side of the town into the town centre increased from 10 minutes to up to 45 minutes
Unknown	Cars are diverting along Alston Road, Stapylton Road and The Drive which are residential, have limited pedestrian crossings and are used by many children
Yes	Requesting information about the trial. There was not in my experience 'light use' of the junction in either of the temporarily banned directions.
Unknown	As Union street is so narrow (especially by the side of the Black Horse pub) and with the much increased volume of traffic, cars are regularly having to mount the pavement to get past coaches/lorries/vans. This part of the road can barely accommodate two cars passing each other. There are also problems when coaches/lorries are driving down union street by the residential parking bays, as once again, there isn't always room to get a large vehicle and smaller vehicle past each other.
Unknown	Enquiry about sign indicating High Street to be pedestrianized and asking when this will occur. [Possible misinterpretation of signs related to closure of left turn]

Post-trial Comment from Theresa Villiers MP:

I very much welcomed the removal of barriers to prevent a right turn out of the High Street into Wood Street, and vice versa, at the junction by St John the Baptist Church in High Barnet.

I gather there is a suggestion that a consultation should take place on whether to re-impose these turning restrictions. I would urge the Council not to do this. It seemed to me to be clear that the majority of residents did not support the turning restrictions. Nor was there any sign that these restrictions improved traffic flow.

I would be grateful if you could take this into account in your decision on the future of the scheme which was recently trialled.

KEY:

- ALL EXISTING CONTEMPORARY MARKINGS WITHIN THE EXTENTS OF THE PLANNING TO BE RETAINED
- EXISTING FOOTWAY
- EXISTING CURBWAY
- EXISTING TRAFFIC ISLAND
- EXISTING BUILDING
- EXISTING LANDSCAPE
- PROPOSED FOOTWAY
- PROPOSED LANDSCAPE
- PROPOSED TRAFFIC ISLAND



TYPICAL SIGNS OF SIGNS RULES
 TEMPORARY NUMBER SYSTEM TO BE USED AT WOOD STREET / HIGH STREET JUNCTION
 (SEE 1.3m SIGN 1. 0.5m SIGN 2)

NOTE:
 ALL FEATURES ARE SHOWN AT SUCCINCT LOCATIONS AND MAY BE SUBJECT TO CHANGE FOLLOWING SCOPE OF EXISTING RESPONSES AND REVISED DESIGN.
 VISIBILITY TO ALL PROPOSED SIGNS TO BE MAINTAINED AT APPROPRIATE POINTS TO ENSURE SIGNS ARE CLEARLY VISIBLE ABOVE EXISTING SIGNS AND SIGNAGE THEY ALSO DO NOT RESTRICT FORWARD VISIBILITY TO TRAFFIC SIGNAL POINTS.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
THIS DOCUMENT IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN PERMISSION OF THE AUTHOR.
Existing statutory requirements, standards, codes and regulations are to be followed unless otherwise stated.
Referencing to other documents.

Project Name: **Commercial in Confidence**

Client: **Commercial in Confidence**

Location: **LONDON BOROUGH**

Address: **Chipping Barnet, A1000 Wood Street Junction Improvement Park Road, Prohibition of right turn**

Project No: **CS83346**

Date: **05-11-2015**

Author: **1-500**

Checked: **MH**

Approved: **HK**

Scale: **KE**

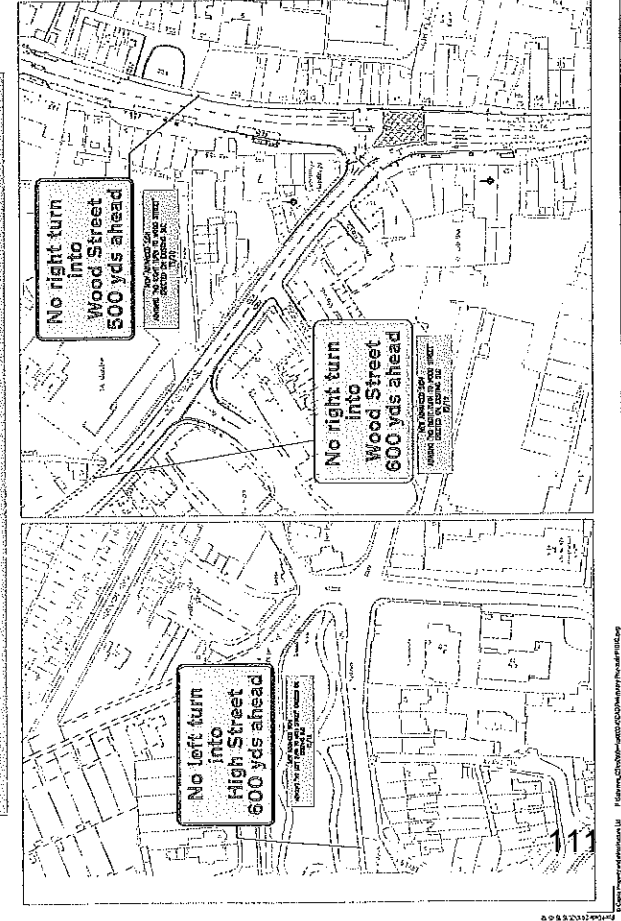
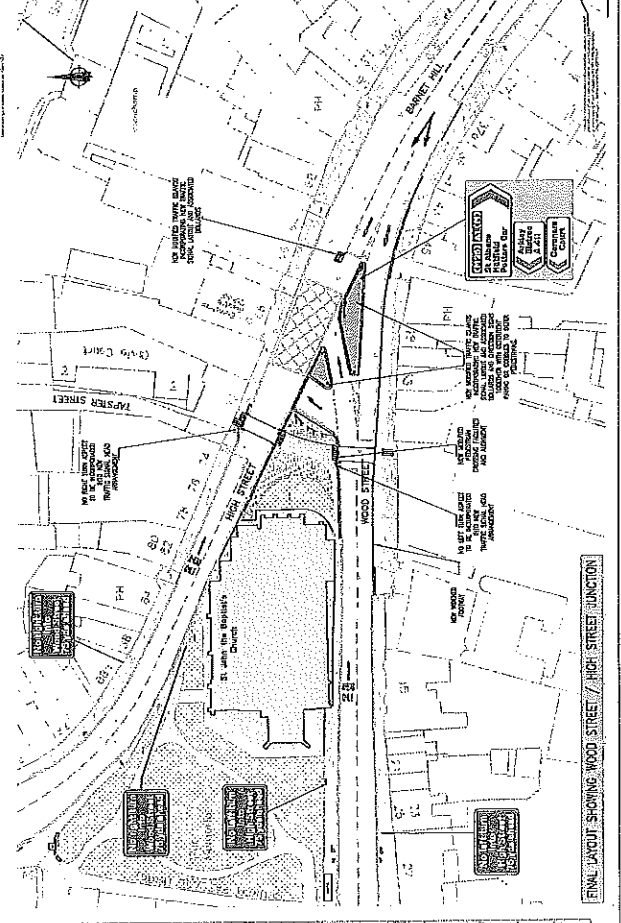
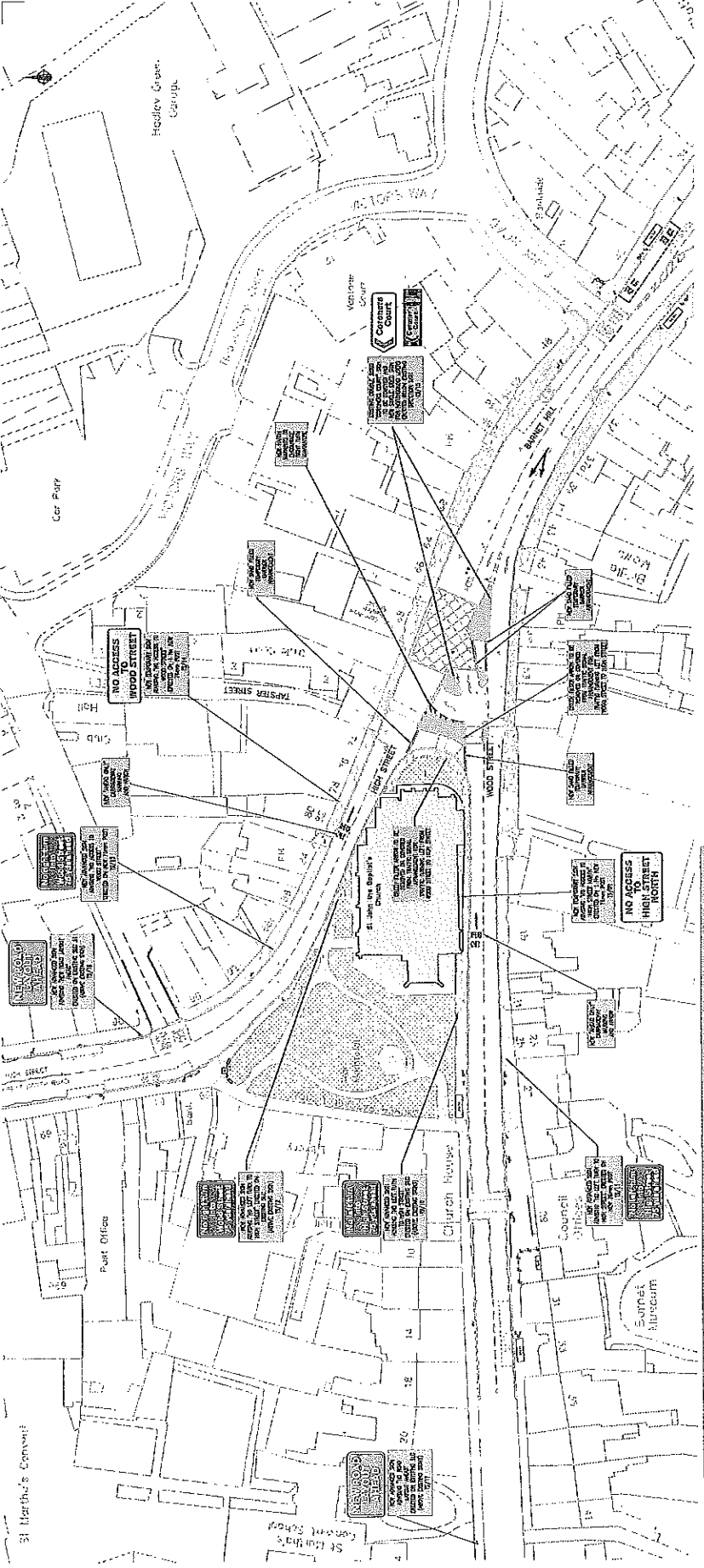
PRELIMINARY

Showing Temporary Layout and Final Layouts

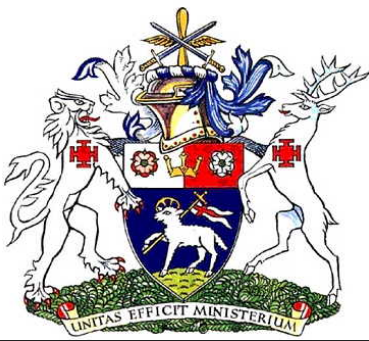
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Chipping Barnet Area Committee 17 July 2017

Title	High Street, Barnet – Pavement Build-outs
Report of	Commissioning Director for Environment
Wards	High Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - Drawing Number BC/000888-01 Appendix B - Summary of Consultation Responses
Officer Contact Details	Graham Lovelock, Design Services Manager graham.lovelock@barnet.gov.uk ; 020 8359 3555

Summary

The report details the outcome of the informal public consultation carried out on a proposal to introduce new measures including pavement build-outs in High Street, Barnet to improve the pedestrian environment and enhance the aesthetics of the High Street.

Recommendations

1. That the Chipping Barnet Area Committee notes the outcome of the informal consultation on the proposal as per Drawing Number BC/000888-01, as set out in this report.
2. That the Chipping Barnet Area Committee notes the decision to review the scheme following further discussion with the Chipping Barnet Town Team and other interested parties.
3. That the Chipping Barnet Area Committee notes that following the scheme review, a revised scheme will be developed with agreement from Chipping Barnet Town Team and The Barnet Society and reported back to a future meeting of the Chipping Barnet Area Committee.

1. WHY THIS REPORT IS NEEDED

- 1.1 A request was made to the Chipping Barnet Area Committee for a feasibility study to be undertaken on building out full or part of the pavements on the western side of the High Street Barnet, to provide a better pedestrian environment and improve the townscape along the High Street. Two options were developed as part of this study and were reported to the Chipping Barnet Area Committee in July 2016, where the decision was made to proceed with detailed design of Option 2.
- 1.2 Following a site meeting on 12 December with the Chipping Barnet Town Team, a variation of Option 2 was developed due to concerns about the extent of the proposed pavement widening. The revisions to the scheme provide the objectives of the Barnet Town Centre Strategy as follows;
- To widen the pedestrian footway on the western side of the High Street from the Post Office to no.119 without any parking spaces or loading bays;
 - Include new loading bays at the High Street ends of Union Street and Salisbury Road to replace/increase the number of loading bays available for High Street businesses;
 - To include as many new street trees as possible along the length of the extended footways together with new, regularly-spaced bins, benches and cycle hoops.
- 1.3 The revised proposal for Option 2 (Appendix A Drawing No BC/000888-01) comprised the following measures:
- i. Removing much of the parking along the western side of the High Street and widening the pedestrian footway to provide a safer and more enjoyable shopping experience
 - ii. Upgrade of existing pedestrian crossings, with the added advantage of a shorter crossing width
 - iii. Introduction of trees to improve both the look of the area and have a beneficial effect on the air quality
 - iv. Introduction of cycle stands to allow for safe cycle parking, and to promote sustainable transport. Benches were also proposed to encourage people to enjoy the ambience of the area.
- 1.4 An informal consultation was carried out on the revised scheme for a period of four weeks from 23 March 2017 and a letter and plan outlining the proposals were distributed to approximately 300 properties and businesses in the local area. The proposals were also published on the consultation page of the Council's website and copies were displayed on the noticeboards at Barnet Library.
- 1.5 There were 122 individual responses to the consultation as well as responses from Barnet Residents Association, Union Street Residents Association, the

Barnet Society and the Chipping Barnet Town Team. In addition, a petition opposing elements of the scheme was received signed by 1,586 traders and residents within the Chipping Barnet area.

- 1.6 Councillor Wendy Prentice responded saying that she could not see why the scheme was being proposed and was concerned that the proposed pavement build-outs may cause congestion in the area. She suggested that the scheme be reconsidered as she does not believe it is a good use of resources.
- 1.7 Theresa Villiers MP responded noting the importance of engaging with the high street traders on this scheme due to the potential concerns about the loss in parking spaces in the High Street and the proposed re-location of loading bays. She added that she believed there may be a case for retaining the loading bays and that it may be worth considering whether they could be dual use so that they could be part of the widened pavements for most of the day but with provision for loading/unloading at certain times.
- 1.8 Union Street Residents Association was particularly concerned about the suggested siting of loading bays in Union Street and Salisbury Road. They note that both Union Street and Salisbury Road are narrow at the High Street end, and are concerned that when large vehicles park at this location, other traffic will have difficulty passing and may mount the pavements, causing damage to the footway and creating a risk to pedestrians.
- 1.9 The response from Chipping Barnet Town Team was concerned that the consultation document did not positively promote the project and that there were negative views locally as a result. The Town Team believes that the scheme will help to tie the two ends of the High Street together and, along with the development of The Spires shopping centre, will help to revive the High Street. However, it did recognise that finding a compromise on the siting of loading bays may help to ease some of the local concerns about the scheme.
- 1.10 Barnet Residents Association supports the proposal to maximise the build outs by removing the parking bays, but also supports a suggestion that it may be beneficial to reduce the extent of the build out to 2.4 metres rather than 2.6 metres, which would allow extra width to the carriageway. The response questioned the proposal for hatching north of the junction with Salisbury Road rather than pavement build out. Doubts were also expressed about putting the loading bays in the side streets, particularly Union Street due to the narrow width of the road at the proposed location, and suggested that leaving the existing loading bay on the High Street would not unduly compromise the scheme.
- 1.11 Of the individual responses received 64 respondents (52.5%) supported the scheme and 58 respondents (47.5%) objected to the scheme as a whole or had comments and concerns relating to particular elements of the scheme.
- 1.12 Comments received from those in favour of the scheme cited that they believe that the proposed measures could enhance the appearance of the High

Street, improve the pedestrian environment and the ambience of the area. Some commented that they believe it could help to regenerate the High Street and attract new businesses.

- 1.13 The majority of the objections received and concerns raised were in relation to the proposed removal of parking bays and the re-siting of loading bays away from the High Street. In respect of the proposal to remove parking spaces on the western side of the High Street, several comments referred to the need for convenient parking opportunity in the immediate vicinity of the High Street to allow quick access to shops and other local facilities such as banks and the Post Office. There was also a concern that removal of these spaces could adversely impact businesses on the High Street, in particular in respect to losing passing trade. Residents who live on or near to the High Street commented that removal of parking spaces would affect their ability to park near to their homes and that it would further reduce the already limited parking in the area.
- 1.14 Many of those who commented on the proposed siting of loading bays on Salisbury Road and Union Street said that they believe these roads are not suitable for such facilities due to the narrow road width and the residential nature of these roads. In addition many respondents felt that locating them away from the High Street would be impractical for businesses due to the distance that goods would need to be transported. There was concern that the footways are not sufficiently wide to accommodate goods trolleys and that such activity could impede pedestrian movements and compromise safety on these side roads. There was also opposition due to concerns about a potential increase in congestion, noise and air pollution and the impact on bus services in Salisbury Road.
- 1.15 A petition was received from the Union Street Residents Association signed by 1,586 High Street traders and residents of the area opposing the proposal to remove parking bays and the loading bay from the Western side of the High Street and opposing to the siting of loading bays in Union Street and Salisbury Road.
- 1.16 Several concerns were raised in relation to the pavement widening itself and the proposed carriageway running widths which it is perceived may potentially have a negative impact on traffic flow and increase congestion in the High Street. The impact on bus movements was mentioned, particularly to buses turning right out of Salisbury Road into the High Street. Some respondents did not see the need to extend the pavements and did not believe that it would improve trade in the area.
- 1.17 Comments were also received in respect to other elements of the scheme. Questions were raised about the effectiveness of the proposed shared use facilities, and whether the measures would be robust enough to withstand the weight of larger vehicles. There was a comment that the proposed number of new trees was excessive and another that they should be positioned so as not to obstruct the view of historic businesses. There was also a view that installing new benches and trees may result in the pavement becoming

cluttered, which could restrict the space for people with buggies or wheelchairs and potentially negate the benefits of widening the pavement. One respondent was opposed to the trees being planted in planters rather than directly into the ground.

- 1.18 In relation to the scheme as a whole there were views that further measures would be needed to improve the High Street's appeal, such as incentives to attract new retailers with lower business rates. Some residents suggested that more parking is needed and that tariffs should be reviewed. There were concerns that the proposals may cause shoppers to forego their local shopping facilities in Barnet in favour of larger out of town facilities where there is ample free parking, such as Borehamwood and London Colney. There were views that the scheme would not have any effect on reducing pollution as it would make no difference to the number of vehicles passing through the High Street and would actually increase the number of larger vehicles such as delivery lorries using Salisbury Road and Union Street.
- 1.19 Additional comments referred to the consultation process itself, with some respondents claiming that they did not receive the consultation documents and only heard about the scheme by word of mouth. Another concern was that there was insufficient detail in the documentation, particularly in relation to the numbers of parking spaces potentially being removed as part of the scheme, and that this may affect the responses received. There was also a view that the measures being proposed were put forward by the Town Team without local agreement, and that residents and businesses should have been consulted on their views earlier in the process.
- 1.20 A more comprehensive summary of the comments received to the informal consultation is attached as Appendix B.

2 REASONS FOR RECOMMENDATIONS

- 2.1 It is proposed to review the scheme in light of the number of objections received and concerns raised in respect to particular elements of the scheme.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Additional options were originally presented to the July 2016 Chipping Barnet Area Committee but not recommended for progression.

4 POST DECISION IMPLEMENTATION

- 4.1 The scheme will be reviewed following further discussion with Chipping Barnet Town Team, Barnet Residents Association and other interested parties and reported back to a future meeting of the Chipping Barnet Area Committee.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

- 5.1.2 The proposals also help create an environment that encourages an active lifestyle by promoting walking and other sustainable modes of travel so helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.

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

- 5.2.1 The cost of progressing the selected option to detailed design would be £12,000. There is £100,000 available through 2017/18 Local Implementation Plan (LIP) funding for improvements to the High Street, Barnet which was agreed at Environment Committee on 15 March 2017 which would be sufficient to cover these costs. Additional funding will be required to complete implementation for which a separate approval will be required.

5.3 Social Value

- 5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations in relation to this work.

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

5.4.4 The Constitution section 15 Responsibility for Functions (Annex B – Scheme of Delegated Authority to Officers provides that Chief Officers can take decisions to discharge the functions allocated to them or dealt with by them or their staff, except for matters specifically reserved to, Committees or Council.

5.5 Risk Management

5.5.1 None in relation to this report.

5.6 Equalities and Diversity

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

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

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

Introduction of the measures outlined in the report would benefit pedestrians and non-motorised traffic generally, but in particular children travelling to and from school and those escorting them.

5.7 Consultation and Engagement

5.7.1 An informal consultation has been undertaken as set out in section 1.4 and this report details the objections and comments received.

5.8 Insight

5.8.1 The proposals have been informed by site, traffic and pedestrian surveys in the area.

6 BACKGROUND PAPERS

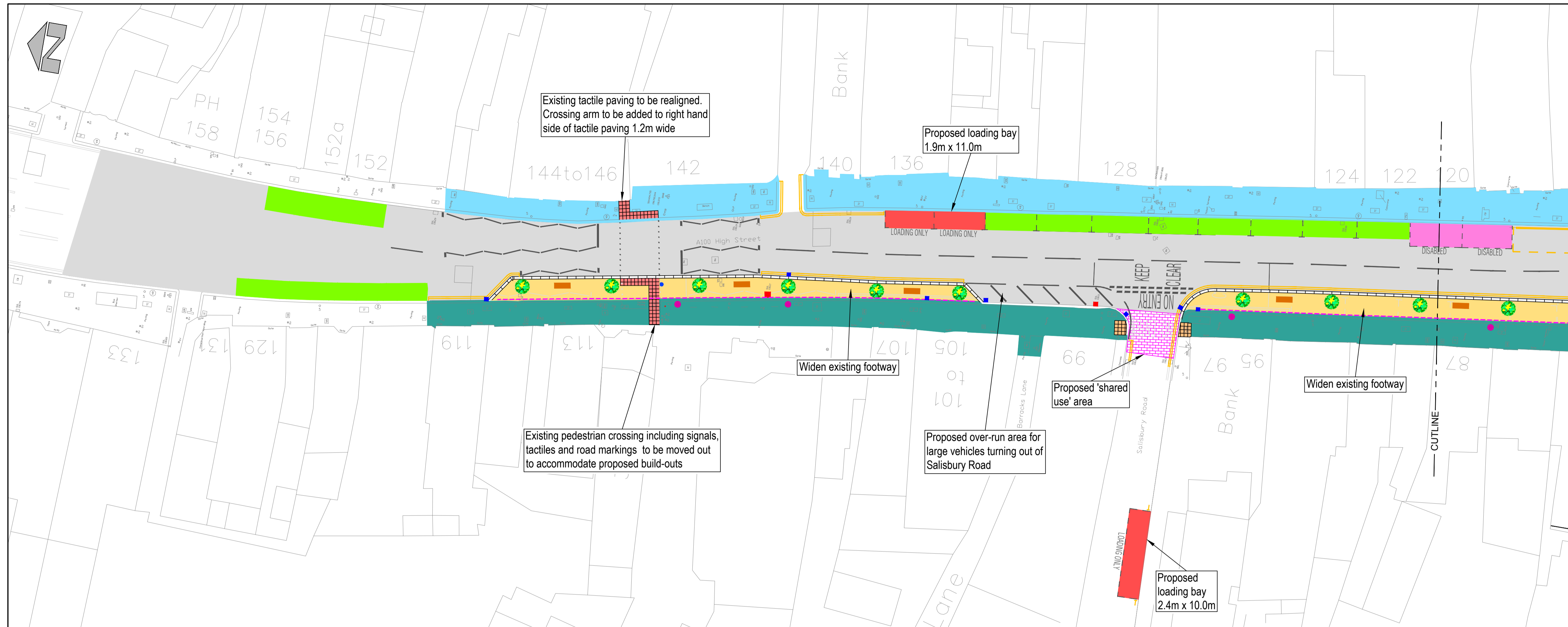
6.1.1 Report to the Chipping Barnet Area Committee on 6 July 2016.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8648&Ver=4>

6.1.2 Report to the March 2017 Environment Committee to approved the LIP funding for 2017/18.

<https://barnet.moderngov.co.uk/documents/g8593/Printed%20minutes%2015th-Mar-2017%2018.30%20Environment%20Committee.pdf?T=1>

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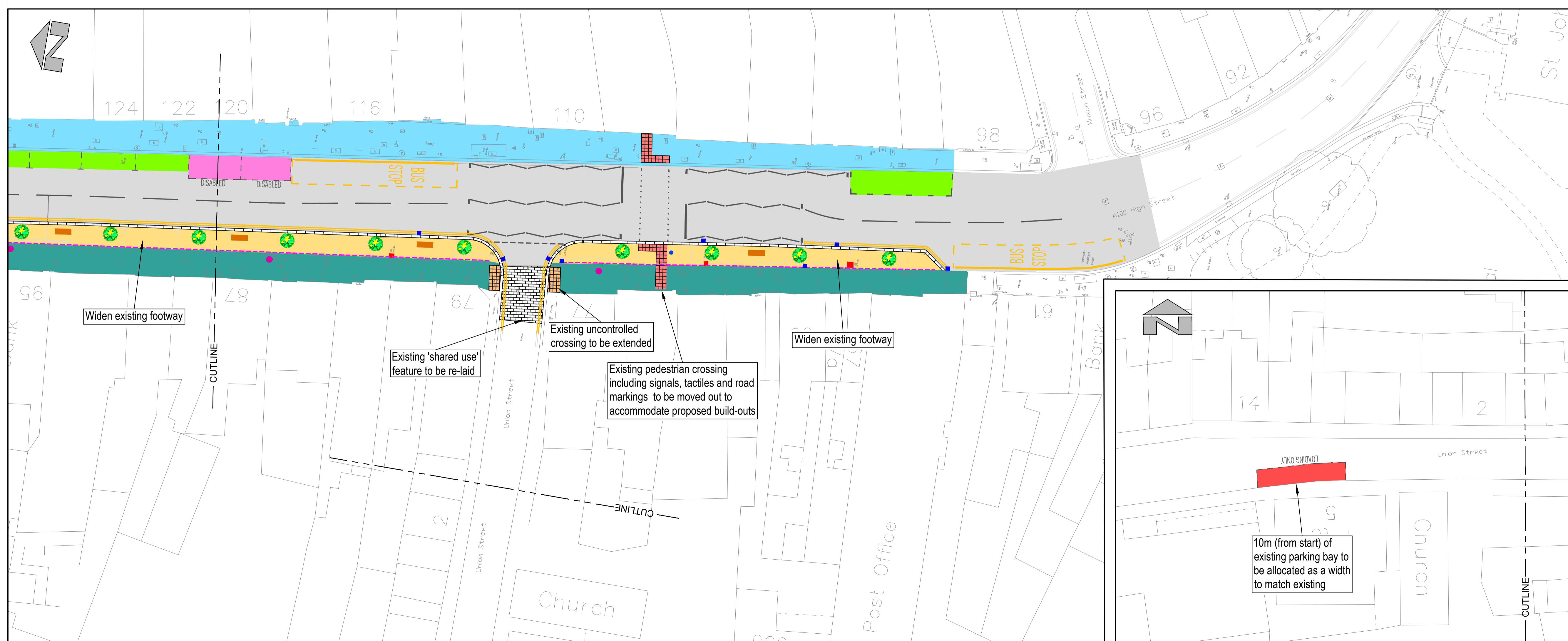


SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref.
 In addition to the hazard/risk normally associated with the types of work detailed on this drawing 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.

Key:

- Existing carriageway to remain
- Existing footway
- Proposed build out in grey 600x900mm artificial stone paving
- Existing parking bay to remain
- Existing disabled parking bay to remain
- Existing paving to be renewed in grey 600x900mm artificial stone paving
- Proposed additional loading bays
- Proposed 'share use' feature
- Proposed tactile paving (red)
- Proposed (tactile paving (buff))
- Proposed granite kerbs (1000mm x 300mm x 200mm)
- Proposed linear drainage system
- Proposed gully
- Existing gully
- Proposed new seating
- New location of traffic signal
- Existing waste bins to be relocated
- Proposed tree in planter

Notes:
 Proposed road markings are to be undertaken as shown and are to tie in to existing



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REVISION			
Revision	Details	Design/Check	Date
Initial issue			

Purpose of issue
S2 - Suitable for Information

Client:

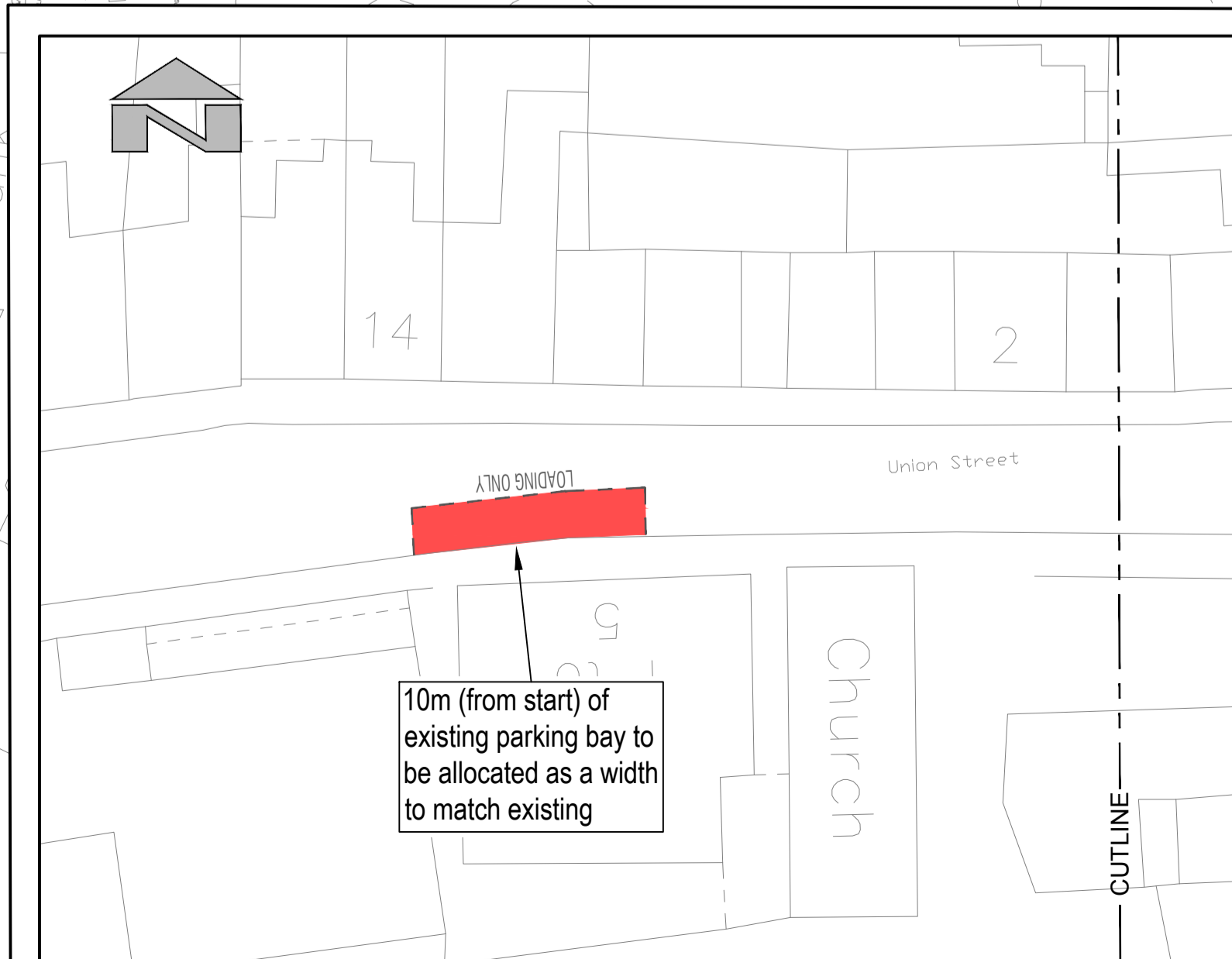
Scheme Ref. BC/000888-01
 Scheme title
High Street, Chipping Barnet Pavement Build-outs

Drawing title
Proposed Option BC/000888-01

Scale @ A1:	1:250
Design	Drawn
CF	HT
Date: Jan '17	Date: Jan '17
Checked	Approved
LS	LS
Date: Jan '17	Date: Jan '17

REPERAT
 22/03/2017
 BARNET LONDON BOROUGH

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Appendix B

Chipping Barnet build out scheme proposal – consultation summary

Approximately 300 letters were hand delivered to residents and businesses in the local area. Proposals were also published on the consultation page of the Council's website and on the noticeboards at Barnet Library.

122 individual responses were received. Of these 64 respondents supported the scheme, 33 objected to the proposals and 25 had comments or concerns relating to particular aspects of the scheme.

A petition opposing elements of the scheme was submitted signed by 1,586 traders and residents in the Chipping Barnet area opposing the removal of parking bays on the High Street and the siting of loading bays in Union Street and Salisbury Road.

Summary of comments supporting the proposals

- The initiative will enhance the appearance and convenience of shoppers and perhaps encourage better shopping outlets. Possibility of planting trees will certainly have an impact on the environment.
- As our understanding of the impact of pollution grows, we need to give more space to pedestrians and café users to protect them. The High St is far too focussed on cars driving through at the expense of those on foot using local facilities.
- I think it will improve the environment and stimulate shopping footfall in the area.
- I hope it will bring a much needed injection of life into our ailing High Street.
- I think it will greatly benefit the area and have a real positive impact on the community, shopping experience and general ambience of the area. The loss of parking on the High Street is not material.
- I support the most of the changes planned by the Council to High Barnet that will improve the look and suitability for local shopping shown on the current plans. In particular the idea of trees, chairs and bicycle stands will make a nice change in addition to a widening to the footpath on the west side of the High Street. However I do not support any changes that encroach on the lives of residents in the area and in particular the suggestion of establishing loading bays in front of their homes. This need to be addressed very carefully. The loss of 7 parking places on the High Street is not much of a problem and probably will help improve traffic flow I believe.
- It's vital to create a new and vibrant environment where the emphasis is on pedestrians not cars that will help the existing businesses and attract new ones.
- In an area with so many families and small children a wider pavement would be beneficial.
- The majority of the shops are low quality and it's too cramped at weekends when people are walking, particularly with prams. A pedestrian culture is exactly what is needed.
- I support the plans to make Barnet High Street more pedestrian friendly, the planting of trees and improvements to attract decent retailers.
- More trees are a must as the pollution and traffic levels are already too high. The amount of charity shops is way too high.

- I think the proposals to broaden pavements etc sounds like a great idea and will hopefully bring much needed additional investment into our tired but lovely High Street.
- I express my support for the plans to widen the pavement in the High Street. I have lived in Barnet for 47 years and have had a retail shop at the top end of the High Street (number 220) for 15 years. During this time I have seen the decline in the look of the High Street and the general ambience. Improving the aesthetic would encourage a more diverse High Street and a better range of retailers. Barnet High Street could be a wonderful area. Something has to change to make this area something that people want and are interested in.
- I am for the pavement widening in High Barnet. We need to make the High Street more attractive so that we can compete with North Finchley and Enfield which have better shops. I'd like to see more trees along the High Street to make it feel more pleasant.
- We think it will make the High Street look better, encourage new brands into the area and increase pedestrian safety.
- We are in favour of anything that will rejuvenate and enhance the dull and depressing High Street.
- In my opinion the proposed plan should go ahead. The improvements to the width of the western pavement and provision of better cycling facilities will augment and encourage more people to walk into town.

Summary of comments objecting to or raising concerns about elements of the scheme

Loading bays

- Concerns about siting of loading bays in Union Street and Salisbury Road as both roads (especially Union Street) are very narrow at the High Street end.
- Locating a loading bay in Union Street is impractical. How do the goods get from the new bay to the shop, 40 to 60 metres away. The pavement is not wide enough to transport goods. Would suggest all deliveries should be made before 7.30am when the streets are quieter and unloading immediately outside the shop should be easy.
- It would be worth considering some kind of dual use so that they can be part of the widened pavements for most of the day but loading/unloading could take place at certain times **(Theresa Villiers MP)**.
- Trolleying distance from the loading bays in Union Street/Salisbury Road is too long to be attractive. Footways are also rather narrow for trolley and pedestrian to pass each other.
- I do not believe that Union Street is a suitable street in which to place a loading bay for the following reasons:
 - The street already suffers from increasing traffic with many vehicles driving too fast.
 - Pavements and kerbstones are continually in a damaged state due to the fact that vans and SUVs park up on the curbs due to the narrow nature of the road.
 - There is a danger of an obstacle being created for emergency vehicles making their way down Union Street.
 - The siting of a loading bay will add to the general noise, unpleasantness and mess which this street already suffers. You are basically condemning us to live in a depot yard as vans and lorries unloading will be moving between their vehicles and the High Street past our homes. I know from close up the noise that vehicles, including

large lorries, coming into the street to park for a short period cause, leaving engines idling and then throwing litter as they drive off. I particularly resent my quality of life being damaged for the sake of a few extra trees and benches on the High Street.

- If you need to change the layout of Union Street, may I suggest an additional disabled bay outside 14 Union Street for those attending Cherry Lodge and the doctor's surgery and the current disabled bay outside 120 High Street becomes the additional loading bay.
- I object to the loading bays in Union Street and Salisbury Road because they:
 - Would be too far from shops they might service
 - Would impede or obstruct traffic and pedestrians
 - Would remove parking spaces intended for residents
 - There is no information on how the loading bays would be used when not in use
- I object to the loading bays on Salisbury Road and Union Street as I am well aware of the long tailbacks that develop from heavy traffic at certain times. Buses are already held up by these and a loading bay will only worsen the situation there.
- Air quality in these two residential streets will also be affected as a result of the increased congestion and tailbacks.
- The loading bays would hinder pedestrians' movements, especially those with prams, pushchairs or using wheelchairs or mobility vehicles.
- I am concerned about safety. Union Street is already very busy and as a narrow street it will become increasingly dangerous with the added obstruction of new loading bays.
- The streets are too narrow for large lorries to be driving down and the noise from the lorries will disturb residents especially during night time deliveries (it's bad enough already from the bays on the High Street).
- The loading bay in Union Street is proposed to be opposite Room 89 shop behind which is a private car park that many local businesses and residents use. It is hard enough to turn into/out of this when there is a big car or van parked opposite, let alone a large HGV.
- The proposal to site loading bays in residential side streets would create further congestion, serious risk to pedestrians, pressure on parking and increase pollution.
- A loading bay in Salisbury Road would impede buses and increase vehicles queuing to access the High Street.
- Evidence shows that pedestrians are already at risk from vehicles mounting the Union Street pavement to pass vans and lorries parked legally and illegally.
- TfL guidelines present evidence that delivery drivers will not look for loading bays unless they are close to their drop off point – otherwise they will stop at 'first sight' – which means even on yellow lines, undermining another objective of the scheme; to increase traffic flow.
- I believe the loading bays should remain on the High Street but given a time restriction say from midnight to 10am.
- Moving loading bays to Union Street and Salisbury Road will make it even harder to park and affect traffic flow in these roads which are already tiny (union St) and overflowing with buses (Salisbury Road). There simply isn't the spare capacity.
- I would support all loading spaces being located in the High Street even if this means removing more car parking spaces on the other side of the road.
- The positioning of designated loading bays on side streets will further negatively impact on the residents parking allocation.

- The loading bay in Union Street as marked on the plan is located at the narrowest part of the street and is only 2 metres wide. According to TfL a loading bay must measure 2.4 metres wide. A narrow one-way residential street is not suitable for a loading bay. Union Street is already used as a cut through and driving speeds are in excess of 30mph.
- I would like to express my specific concern regarding the relocation of one of the loading bays. I don't believe Union Street is equipped for heavy traffic and these proposals would only lead to an accident waiting to happen. Another concern is that once these large vehicles reach the top of Union Street they could then be turning left onto a very narrow part of the road (again with a narrow pavement). This will cause further safety issues for pedestrians and also increase traffic congestion in the area – there are already problems with buses trying to navigate this problematic area and directing large vehicles to this area will only make it worse.
- How do you propose delivery trucks are going to be able to make their deliveries by crossing the road several times with their full pallets of goods? Also the width of their vehicles would prohibit any other vehicle entering or leaving Union Street and Salisbury Road. What will happen to the buses as they try to turn from Salisbury Road?
- This will directly increase traffic, congestion and pressure on parking for residents of Union Street. Union Street is already seeing increased traffic from the change to access to Wood Street from the High Street. Unable to park on the High Street and with no access up Salisbury Road, Union Street will bear the brunt of through traffic and vehicles seeking parking. This increases congestion and pollution and given the speed with which vehicles travel up Union Street, danger to pedestrians.
- Vehicles, unable to get past the lorries on the road drive on the pavement. This is not safe, the pavement is for pedestrians.
- Increased lorries and traffic waiting to pass with engines running increases pollution which is bad for everyone, particularly high risk groups. Unions Street is a narrow residential road. It is not suitable for this type of traffic. The vibration from additional traffic will damage the fabric of the street and our homes. At what times will the loading bays be operational? Will there be lorries at night? A loading bay in Salisbury Road would impede buses and increase vehicles queuing to access the High Street – again increasing pollution from running engines and causing traffic jams and congestion up Salisbury Road and onto the High Street. TfL guidelines give evidence that delivery drivers will stop at 'first sight' at spaces nearest their drop off point – including on double yellow lines. They do not look for loading bays unless they are close enough to the drop off point, thus reducing the proposed improvement by moving the loading bays off the High Street. While i would support a carefully thought through improvement of the High Street I strongly object to this proposal, which will, without achieving significant improvements on the High Street, have a very negative impact on many local residents and specifically those in Union Street and Salisbury Road.?
- There has been a good deal of local reaction to the idea of locating two loading bays in side streets to compensate for the removal of one bay on the west side of the High Street. I would not wish to see the force of a 'no' campaign prevent the pavement project going ahead, and although I don't necessarily agree with the arguments put forward, I suggest the scheme is amended to relocate the bay back on the High Street. I suggest it should be placed at the southern end, outside the Post Office, in the position currently taken by two parking bays, next to the bus stop. The pavement build outs could start immediately beyond

and before the Union Street junction. This bay could double up for loading only during restricted hours and as 2 pay parking bays for the rest of the day.

- I object to the placing of loading bays at the end of Salisbury Road. Getting out of this road often takes over 10 minutes especially when two or three buses are lined up trying to turn right or when a disabled driver has parked at the end of the road. It is not unusual for stationary traffic to fill the entire road and impact Stapylton Road. With additional loading bays this would become the norm.
- The traffic on my road (Salisbury) is already excessive – it is often at a standstill during rush hours – and there is a chronic lack of parking for local residents. The consequences of additional noise, traffic congestion, parking access and not least pollution from lorries to residents of these roads would be serious.
- I urge the Council not to proceed with this proposal without first identifying an alternative solution to the access problems it would cause High Street shops that do not disproportionately affect residents of Salisbury Road and Union Street – as the current proposals would.
- I OBJECT to the cynical attempt at obfuscation by not showing the width of the proposed loading bay in Union Street on the drawing.
- I OBJECT to the proposal on the grounds that it is devoid of any technical credibility given the widths of the proposed loading bays - 2.4m (Salisbury Road), 2.0m (Union Street) & 1.9m (proposed new loading bay in the High Street), the latter in particular being barely wide enough for a modest family saloon. If the proponents of this scheme are so manifestly unable to propose viable loading bays, how is the public supposed to have confidence in the rest of this proposal?
- I OBJECT to the proposal on the grounds that it is devoid of any technical credibility given the proposal to site a loading bay in Union Street: a) Union Street is far too narrow b) The distance between the proposed bay and the High Street - 45m - is too great; & c) The pavement is too narrow to accommodate the unloading of goods from side-loading delivery vehicles, at the same time as wheelchairs and mobility scooters are using that pavement - and I note that some of the regular clientèle of Kwafers salon are users of wheelchairs and mobility scooters. As a consequence this would clearly constitute indirect discrimination contrary to the provisions of the Equality Act 2010.
- The following photograph shows a bin lorry side by side with the proposed loading bay outside Kwafers salon in Union Street, graphically illustrating that the street is far too narrow to accommodate a loading bay at this point (as, in fact, it is anywhere within 50+ m of the High Street): 6) I OBJECT to the siting of a loading bay ANYWHERE in Union Street for the reasons set out above.
- I OBJECT to the re-siting of the existing loading bays as proposed, on the grounds that no study has been carried out in accordance with the recommendations of the “Kerbside Loading Guidance, TfL Freight Unit technical guidance advice note FU5/08, July 2009”. “When reviewing, planning and implementing street schemes, it is vital [my emphasis] to take into account all the issues, considerations and delivery characteristics discussed in this guide. Not only will this enable delivery activities to be integrated successfully into a street’s day to day operation, it will have a positive impact on air quality through reduced congestion and improved traffic conditions.” These are objectives on which we can all agree - people living near the High Street, the traders and their staff, the public shopping there, and the

public driving to, from and along the High Street, and the Council has completely ignored these very clear and eminently reasonable guidelines provided by TfL.

Removal of parking bays on the Western side of the High Street

- The planned removal of High Street parking spaces can only add to the misery of Union Street residents trying to find a parking space. Union Street parking is already under heavy pressure as a result of ill-considered planning approvals.
- It would be useful to know how many parking movements will be affected in a typical shopping day by the removal of the parking on the west side of the High Street. Would their removal be replaced by similar or more 'pedestrian' shoppers (who may have parked elsewhere in this local centre)? Does the balance between short and longer term parking tariffs and payment method in the town centre need to be re-examined to encourage displaced motorists to park away from the High Street?
- Please don't kill off Barnet High Street by making parking impossible. I frequently use several of the shops and the Post Office and it already difficult to park in the High Street. As a blue badge holder, it is ideal to be able to park in the main road or alternatively in either Salisbury Road or Union Street. Will this still be possible if more loading bays are installed? I find that the two car parks in Stapylton Road are just too far away and often very busy. There is much building work within the Spires but surely it will be in vain if people cannot park. Just a short distance away is Borehamwood Retail Park with hundreds of parking spaces, free for three hours.
- We already have to pay as a resident to not be able to park within 500 yards of our own homes because there are not enough resident only bays. Now you plan to remove more parking and push cars into the side roads for café culture on a main arterial route into London.
- Lack of parking spaces will reduce access for disabled, elderly and infirm people to access the services they require on the High Street.
- What is needed is to improve footfall to the area with cheaper/free parking (not less accessible parking) to enable us to compete with surrounding areas
- As a disabled individual who possesses a blue badge, I feel the removal of parking bays in High Street can have nothing but a detrimental effect upon my ability to use the facilities in the High Street.
- Removing 8 or 10 parking spaces will result in 8 to 10 fewer potential customers throughout the day.
- The proposal to remove parking bays and a loading bay on the High Street contradicts one of the main objectives; to attract and retain business and small traders near the High Street.
- Removing the 9 parking bays in the High Street will cause elderly, infirm and less able drivers accessing the services they need, banking, building societies, post office, chemists, dry cleaners, bakers etc.
- I believe the loss of parking bays could seriously impact disabled users. If you don't keep the existing number of disabled spaces how will they be able to use pharmacies for medications and other things and the bank and other shops if necessary. Please can you ensure that you retain disabled bays at or very near the current locations to ensure this remains possible. Ideally you need them on both sides of the road but certainly near where they are now.

Even crossing the road can be a challenge for some disabled people. Repositioning disabled bays away from the main road or to less central areas will have a serious negative impact on those who rely on them.

- With the new development of restaurants at the Spires the roads next to and behind the Spires are already facing enormous problems for permit holders when the controlled parking there ends at 6.30pm. The roads are going to become free parking magnets for people visiting.
- I do not see the need for any public parking spaces on either side of the high street except for disabled drivers.
- I feel very strongly that removing parking bays and widening the pavement will kill the trade for the local shops; Barnet High St will become a ghost town. The best solution would be to allow free parking for half an hour, Hertsmere Council do this and the shops have a healthy living.
- If you are taking away parking from the High Street how will those of us who live in flats on the High Street be able to park close by to unpack our cars after shopping or any other such expedition? If we move residence where will a moving van park? It is not very conducive to have movers carry furniture half way down the road to get to a van.
- The reduction of parking spaces in the High Street will result in 'out of town' shoppers being displaced to residential side roads where residents parking is at a critical point of over subscription (permits).
- On the basis that current resident and shop parking facilities are under great pressure this proposed traffic management scheme does not appear to deliver any real benefit for ratepayers of High Barnet other than the planting of some trees in the High Street.
- The loss of parking spaces will negatively affect footfall to shops nearby the High Street and it has not been shown by Barnet Council that the users of these spaces will park either in the Spires car park or elsewhere. Our High Street is already peppered with vacant premises due to high rents and a change to people's shopping habits. Removing these spaces will surely further harm our high street.
- The removal of parking spaces in the High Street will adversely affect the businesses along this stretch of road. At the moment they are used for short term parking by people using local shops, banks and other facilities. Over 400 of my customers have signed a petition against these proposals. These customers are crucial to our business and we cannot afford to lose them.
- I am concerned that as a local business owner, the proposals would be removing nearby parking spaces for my customers which may have a negative impact on my business.
- Loss of parking is a big issue. You should look to replace these with a 30 minute free parking adjustment to the meters to encourage a greater number of stop and shop visitors in turn improving visitor numbers, local trade and the vitality of the High Street. Many motorists park opposite Barclays Bank and pedestrians cannot move between the building (by the Halifax) and the cars to get on their way.
- Anyone who has been in the retail trade knows that people shop where there is easy and cheap parking. People now go to London Colney.
- The loss of 7 parking spaces will result in all those shoppers unable to access the High Street which, multiplied over days and weeks is a large loss of trade for the local shops. More parking is needed not less.

- High Street parking spaces and signage to car parks is desperately inadequate. Shops that people want to quickly run into; the bakers, coffee shops, dry cleaners, charity shops, the Post Office and the banks need people to be able to park outside and preferably free for 15 minutes.
- People with disabled badges park at the High Street at the end of both Union Street and Salisbury Road and whilst I understand the need for this, it can be a source of potential danger to pedestrians and adds to congestion. To me it would make more sense to allow blue badge holders to park on the High Street whilst maintaining spaces for the people making a short visit to shops.
- In terms of parking I'm happy for a reduction in the number of spaces as the High Street needs to appeal to local residents who walk into the High St. I think there needs to be a complete review of the parking needs of the High Street. It needs to cater for the short term parking where people want to just pop into shops. It needs to allow for evening parking to support restaurants (removal of some double yellow lines) and Sunday parking should be reviewed as the free parking means that people can park there all day, blocking shoppers. I think there should be 2 or 3 hour free parking on a Sunday to encourage a turnover of visitors.
- The Town Team had an agenda which was environmentally based and good but did not take into account the very short term parking needs of a few long-established premises including the Post Office and Victoria Bakery. The council might borrow from a previous option which would designate some of the kerb build-out footway space as 'off street' parking space, allowing pedestrian use when not occupied by very short term parking. One or two such spaces might be suitable outside the Post Office and immediately north of the Union Street junction.
- How is the widening of a pavement and the loss of parking meters and their revenue going to help an already ailing High Street? As a blue badge holder my walking is very limited and if your proposal goes ahead I will no longer be able to visit the High Street. This would be the same for other Blue Badge holders. Have you given any thought to these people and the ones who park quickly to run into the bank etc.
- The removal of parking spaces on the High St is absolute madness. This is where locals stop for quick shopping trips or parents with children/disabled people use to load and unload.
- I OBJECT to the proposed loss of 15 car parking bays at the very heart of the High Barnet shopping area, which would be very detrimental to the residents of Union Street and Salisbury Road, the small traders in the High Street and Union Street, and for the public alike.

Other parking related comments

- Suggestion to switch the parking bay on the eastern side of the road just north of the junction with Moxon Street with the disabled bay further along the High Street. When larger vehicles park in this bay visibility is reduced on entry/exit from Moxon Street.
- Often disabled and non-disabled users park at the entrance to Union Street for easy access to the High Street. As a pedestrian and mother with a buggy navigating these cars is a nightmare with the narrow pavement as you approach the High Street

- Due to there now being no requirement to display residents permits on the vehicle windscreen there is no method to check the validity of a vehicle parked other than by a parking warden. This leaves the system open to abuse for any period between warden inspections.
- There is constant parking abuse at the entrance to Union Street alongside our premises principally by misuse of blue badges, this should be targeted with cameras if necessary. This is a major issue of congestion turning in from the High Street, and to the entrance to Union Street and a constant frustration. – the exit from Salisbury Road should be given a central white line to separate vehicles turning left or right, this would ease congestion in Salisbury Road by freeing up the larger numbers of vehicles turning left.
- People have also started pulling up and parking temporarily on double yellow lines outside the Halifax and Children's Hospice charity shop – difficult for passing traffic and those turning left out of Salisbury Road. Adding to this restricted flow by adding a loading bay on Salisbury Road does not make sense to me. Buses and traffic turning right need a full view (people also park outside Barclays Bank).
- If the council seriously want to help Barnet High Street they should implement a free 30 minute parking system as used in Potters Bar.

Build-outs

- I understand that the moving traffic carriageway in parts of the High Street will be marginally narrowed with a minimum width of 6 metres (two-way). I ask you to reconsider this, especially where it coincides with larger vehicles turning from Salisbury Road into the High Street. My regular use of buses exiting Salisbury Road demonstrates to me that all but the shortest buses do not seem to be able to straighten up in the High Street without their offside rear ends straying into the northbound carriageway south of the extended KEEP CLEAR marking. Northbound vehicles giving way to buses often overshoot the start line of the marking, but at present can pull into the yellow line protection outside Barclays Bank. A kerb build out will prevent this procedure. Legitimate parking on the eastern side of the High Street by 4x4s and transit size vans may not always be wholly contained within the parking bays and some will rest marginally in the moving traffic carriageway. Do the kerb build outs need to be 2.6m wide? Why not 2.4m?
- There is allowance for large vehicles turning left out of Salisbury Road so they may avoid the proposed build out there, however far more large vehicles (mostly buses) turn right out of Salisbury Road. The presence of the proposed build out immediately south of Salisbury Road will make the drivers job even more difficult there. Buses already struggle to turn right and traffic takes little notice of the KEEP CLEAR. Last year someone was killed by a bus turning right onto the High Street at that junction.
- I do not think that extending the pavement will improve the shopping experience in Barnet. What is needed is better and more varied shops.
- The shorter distance from one side of the road to the other will encourage pedestrians to cross wherever they fancy, with the possibility of accidents, and enhanced formal crossings will just slow the traffic on what is a very busy main road.
- With cars unable to stop to drop the north travelling traffic will have no alternative but to stop and hold up other vehicles to let out disabled passengers or deliver heavy goods.

- You mention reduced queuing time for motorists. With no parking places and a wider pavement, the road is reduced to just two lanes and any vehicle stopping in the High Street will just cause the traffic flow to stop. Queuing will not be reduced and I just see a constant traffic jam all day long.
- The High Street is never going to be somewhere to stroll through, it's always been the highway going north and it should stay that way. If you want to get people into the shops the parking fees need to change, an hours free parking would make a difference.
- I am not happy with the present proposals as consider them detrimental to the efficient operation of the High Street/A1000 and vital link road north-south. I believe that the full four carriageways are necessary to contain the present (and likely future) traffic flow, the necessary loading bays, the desired stopping/parking area, the manoeuvring space for emergency vehicles, bus stops and bus access from Salisbury Road.
- Currently pedestrians waiting to cross the high street near Union Street block the pavement for other pedestrians as it isn't currently wide enough. Especially if there is a buggy or wheelchair waiting and another walking up the pavement. This is the case on both sides of the road and also on the Sainsbury's side of the other crossing.
- The layout shows an area immediately to the north of the junction with Salisbury Road without pavement build out. The previous layout did not. There is a note to say this is an overrun area for large vehicles turning out of Salisbury Road. This will reduce the benefits and impact of the widened pavement. Has it been shown to be necessary for delivery vehicles accessing the proposed loading bay? If so it will not be required if the loading bay does not go ahead. If it has to be included for other reasons, I would ask for it to be reduced in size as it appears to be excessive (have vehicle tracking diagrams been produced?)
- There is no need to extend the pavement as the streets are not overflowing with people.
- The widening of the pavements is pointless and expensive. The current arrangement is adequate.
- I fail to see how the changes can make the High Street safer for pedestrians to improve the visibility of adjoining junctions. How can narrowing the road improve traffic flow? It will create more problems than it will solve. I cannot imagine what it will be like trying to enter the High Street from Salisbury Road. This junction is already hazardous, don't make it any worse.
- I've never heard anyone complain about the pavement width. In fact it's plenty wide.

Shared use facilities

- I really cannot understand how the building of a 'shared use' feature at the end of Salisbury Road would achieve anything. Traffic is slow or even stationary there, sometimes backed up by a driver who insists on turning right from the left side of Salisbury Road or more usually behind a bus which is unable to get out into the High Street.
- The existing shared use feature at the Union Street junction does not prevent drivers nearly running down pedestrians who cross there.
- I seem to remember that a 'shared use' area was installed in Salisbury Road when that at Union Street was put in, however the former broke up under the weight of vehicles exiting

and turning into the High Street and was removed. If you replace please ensure that the foundations are robust enough to withstand the weight of heavy vehicles on the paving.

Trees/benches/cycle stands

- The tree that would be installed just to the north of Union Street may obstruct the view between pedestrians and drivers turning from the north.
- Trees /planters – that these be places so that they cannot be removed and are as vandal proof as possible. Also that they are positioned with consideration for the view of the shops concerned ie not in front of historic long-term businesses such as Victoria Bakery.
- I query the wisdom of providing extra seating on the build outs (7 benches are shown) for two reasons: the juxtaposition of seats to the moving traffic flow which is noisy and polluting, and the likelihood of their occupancy by homeless sleepers at night. Single metal seats with armrests arranged around part of the base of some of the trees might be more acceptable.
- I doubt that bicycle stands will encourage more cyclists to the area. Barnet is very hilly and polluted.
- An early objective of the Council was to ‘de-clutter’ the High Street but the scheme proposes to site potted trees, benches, litter bins, further cycle stands, defeating another aim; to make the High Street more pedestrian friendly. The new clutter will create further obstacles for not only able bodied but also the elderly infirm, wheelchair users, parents with children in buggies.
- You mention cycle stands but I do not see them on the drawing.
- Litter bins attract rubbish which should be recycled; will you be providing bins which take this into account?
- While I welcome the proposal I feel that the trees and benches as shown on the plan will largely negate the benefit of the widening. The new pavement would be cluttered and would not therefore provide the much-needed additional space for people with buggies, wheelchairs and those who have difficulty walking. Cafes would be unable to take advantage of the opportunity to provide seating outside their premises. We already have a couple of benches towards the northern end of the High Street, the seating near the Church and several cafes. I think all that is needed is one additional bench located between Salisbury Road and Union Street.
- Likewise while two or three trees would improve the look of the area and improve the air quality, the number shown on the plan would in my view be excessive. Also in time the roots would make the pavements uneven making the high Street hazardous.
- I query the wisdom of providing extra seating on the build outs (seven benches are shown) for two reasons: one is the juxtaposition of seats to moving traffic flow which is noisy and polluting, and the other is the likelihood of their occupancy by homeless sleepers at night. Single seats around the base of some of the trees might be more acceptable.
- I cannot support street trees being planted in planters as shown. The previous proposals were for planting directly into the ground and must be reinstated. Trees in planters would not look as good, are far less likely to survive and will need a large amount of maintenance/watering. I suggest that as part of the works there could be additional parking bays created elsewhere on the High Street and in our side streets.

- Trees and seats are all very nice but are they going to encourage people to come to Barnet High Street. What is needed is better (free) parking, and lower business rates to entice traders to come and rent the shops.
- I've not noticed a huge problem with lack of bike parking, though obviously this is useful.

Other comments

- There has been much work done recently to de-clutter the High Street, yet these proposals will have the exact opposite effect.
- With regard to the right turn out of Moxon Street into High Street, I understand that the markings will remain unchanged however any additional improvements to easy right turning traffic would be appreciated.
- Concern with medium/large lorries using Union Street as a short cut to Wood Street.
- I think that there is a strong case for Union Street to be an ACCESS only road to discourage through traffic. At the High Street end of Union Street there is a danger to pedestrians due to the narrow footway - front doors open onto the pavement, wheelie bins are left outside, kerbstones are damaged from lorries mounting the pavement and pedestrians are often forced into the road.
- How would traders' rubbish be dealt with – its storage and collection by vehicle, which would need to stand in the moving traffic flow.
- Would it be advisable to erect as appropriate some bollards on the build outs for security purposes?
- I strongly object to the apparent secrecy around the implementation of plans that have not been put to the Area Committee.
- Perhaps the Council would consider implementing guidelines as to how many estate agents, charity shops, opticians and hairdressers are granted new trading permits in this prime stretch of High Street to go alongside the improvements to its aesthetics.
- Since the ability to turn from Wood Street to the High Street and vice versa, these roads are now more regularly used by traffic coming off and onto the High Street. With the construction work, as local residents we have seen and feel the impact of large lorries accessing and parking in Union Street and the impact this has on the one way traffic.
- Incentives to draw more independent outlets to the High Street area are needed.
- The major problem with the High Street is the poor performance of the shops due to high business rates and insufficient customer footfall. Your plan does nothing to help this issue but will make it worse. Customers will visit nearby shopping areas, in preference to Barnet because they can park their cars. Removing 8 or 10 parking spaces will result in 8 to 10 fewer potential customers throughout the day.
- May I suggest that the 'consultation' would have better been a SURVEY of local people's wishes and needs.
- There was a missed opportunity to create an outdoor café area outside what is currently Guns and Smoke. That would be a good addition to the life of the area.
- I would ask that you consider a 20mph zone in the area to complement the proposals.

- Your website says that as a local resident I should have received details of the scheme and an invitation to respond. I have not and therefore question whether the consultation has been carried out properly.
- Surely our Council Tax would be better spent on turning a lacklustre and frankly embarrassing High Street into a vibrant shopping area. As things stand there seems to be a concerted effort to discourage anyone from driving to Barnet. Hardly any decent shops and ridiculously expensive parking. I would suggest you channel Council Tax payers money into encouraging retailers to want to set up shop. And in turn encouraging the public to want to visit Barnet.
- As a stalls coordinator for the Barnet Christmas Fayre I have a further interest in the scheme. The proposals as they stand will impact negatively on the event, but an uncluttered wider pavement would perhaps allow market stalls to be sited on the pavement, both at the Christmas Fayre and at other times of the year.
- There has been absolutely no local agreement about these plans. The Town Team purport to represent Barnet traders, The Barnet Society and other Barnet residents simply DO NOT have a mandate to claim this. Where are the minutes of the meetings of The Town Team? They have no authority to claim any kind of mandate from local people.
- Much has been made of the reduction in pollution that these proposals will achieve. I believe this will have minimal effect if at all, as it will make no difference to the number of vehicles passing through Barnet High Street and will actually increase the number of delivery vehicles, often HGVs in Union Street and Salisbury Road.
- I object to the proposal on the grounds that this so-called consultation is flawed. The information which you have provided to the public is selective and one-sided and you have not provided the information needed to come to an informed view. You say “removing much of the parking on the western side of the High Street” when the reality is that it incorporates the removal of ALL of the parking on the western side. In addition it would also involve the removal of two parking bays on the eastern side of the High Street PLUS two parking bays in Union Street and two in Salisbury Road. In total this would amount to the loss of 15 parking bays in the heart of the High Street. Whilst you have provided a drawing setting out what is proposed, how are members of the public supposed to be able to understand the drawing? The key issue is the trade-off between parking and pavements.
- The Spires is undergoing change to bring the shopping centre greater custom. These improvements should be matched in the public domain to create a better experience in the High Street to help bring greater footfall to the town in general. We understand that there is some confusion about some of the details around loading bays but feel these issues are very minor compared to the benefits of the scheme. We believe that what Barnet High Street must embrace is change – change to becoming a new kind of destination based on leisure and ‘retail recreation’ to match the shopping done in The Spires.
- There is no need to extend the pavement as the streets are not overflowing with people. There is not even a cycle lane, at least add a cycle lane. There has been at least one cyclist death in the last two years and you want to make the road narrower. The High Street and surrounding roads are gridlocked every morning. Take a proper look at roads and traffic flow to use this funding wisely and not flippantly. What about a bus bay? Buses stopping and blocking flow of traffic rather than parking cars. Or better still no bus stops in the main high street area. What about using funding to create a unit for a department store? The last

'improvement' around the church passage area is now un-kept with empty flower beds – not an improvement. Provide free parking. Other shopping area like Borehamwood and London Colney do and this is where I go despite living in High Barnet.

- Shops and residents cannot afford the exorbitant prices in Barnet. What we need is affordable premises selling everyday goods and foods at affordable prices.
- Despite living virtually opposite the site of proposed loading bay, I did not receive a hand delivered letter.
- Salisbury Road and Union Street are narrow, these roads & the one leading to the back way to Waitrose are dangerous & many people trip up. REPAIR these broken pavements & spend the money on what is a real problem.
- The main issues with High Barnet are:
 - Parking is too expensive
 - High rent & rates – this prevents independent businesses from opening

Union Street Residents Association

USRA has only just heard of a proposal to widen paving on the west side of the High Street which, according to the Barnet Society website, would reduce parking by seven bays and more alarmingly, a suggestion that loading bays would be sited in Union Street and Salisbury Road. See the attached printout. Such a proposal ignores the fact that both Union Street and Salisbury Road are both very narrow at the High Street end, Union Street especially so. It is also the fact that pavements (which are in a dreadful state of repair post the OWCH development,) are very narrow at that end of Union Street and are obstructed by wheelie bins as a consequence of the policy to provide bins to households with no off-street spaces to store them. Furthermore, the sewer collapsed adjacent to Nos 42 - 46 Union Street in 2013 thanks to the kind of heavy lorries likely to be parked in the suggested loading bay. The experience of the two year OWCH development indicates the likely effect on Union Street should a loading bay be sited there. When large vehicles park at the narrow end of the street, other traffic often passes along the footpaths, causing damage and risk to pedestrians.

Therefore members of USRA and residents strongly lodge this objection to the proposal to site a loading bay in Union Street.

Response from Chipping Barnet Town Team

I am writing as Secretary to the Chipping Barnet Town Team, who have played a large part over the last three years of developing this part of the 2013 Town Plan. As a group of stake-holders in the town - the Team includes representatives of the Barnet Society, Barnet Residents Association, SPACES (Sebright, Puller, Alston, and Calvert Roads), Love Barnet, Friends of Barnet Market, Churches Together and the disabled community, and is regularly attended by Theresa Villiers, our local MP.

We read the latest proposal with interest and have the following thoughts:

- In light of hostile responses, in the town, to aspects of the build-out programme, we have sampled traders with respect to their delivery routines – 15 vans/day between Church Passage and Carluccios. None of the traders use large lorries for their deliveries.

- We feel that this negative reaction is in part due to lack of awareness-raising by the Town Team and others. We regret that, as a group that has been closely involved in the development, we

received no advance notice of the release date for the consultation, denying us the opportunity to remind our members of the original reasons for the build-out, namely the planting of trees to enhance the High Street appearance and experience. This was not made clear in the released discussion document, which refers to trees in planters, which we have argued against throughout.

- The main concern appears to be the perceived effect on Union Street and Salisbury. The High Street traders we have talked to are happier about the build-out. Perhaps it might be possible to allow deliveries on the High Street (before 10:00 say).

- there are undoubted benefits of this project which are appreciated by the Town Team, especially in this chance to tie the two ends of the High Street together and to take advantage of the encouraging developments of the Spires, to feed into a revived High Street retail mix. However, the consultation emailed document did not sell the project well.

- So, finding a compromise on loading bays would help. It would allow Town Team and Council Officers to be seen to be listening to side-road residents and would certainly help sell the project.

- Union St is an ongoing problem for loading and unloading, in that it already happens informally. We feel it would not damage the scheme by relinquishing the Union St loading bays and keeping the High St bays instead. A similar situation exists on Salisbury - putting a bay there might help, but dropping that bay as well would be a better idea and a solution to the main issue that has been raised against the project.

Response from Barnet Residents Association

The scheme has been supported by High Barnet Town Team and in case you have not seen it a copy of their statement is at the end of this submission.

You will be aware that a petition has been run in a number of shops opposing the build-outs and has attracted a large number of signatures. We would caution against giving too much weight to this. It has been presented as though the council is withdrawing parking spaces and putting loading bays in residential streets without any good reason. The promoters have told people there will be less trade and loss of jobs, for which they have no evidence (from similar schemes for example), and claim that traders are against the scheme, implying overwhelmingly so, when in reality only a minority are. We have spoken to a dozen traders in the immediate area and in The Spires, of whom half are in favour of the scheme and the rest at worst neutral. It is very difficult to get responses from traders as many shops are just staffed by people who have no authority to express a view, and as we have found in the past, it is difficult to get traders to take positive steps to let their views be known. But of course at its heart this scheme is about boosting the trading performance of our shops, and we urge that you consider very carefully any reaction you have had from traders. We know of just one trader who has been vociferous in opposition. Indeed that is the one outlet along the stretch in question where there might be a significant car-borne 'pop-in' trade, though we believe it is being grossly overstated. We estimate about 15 vans a day deliver to the 23 businesses on the stretch in question, and several of these already park on yellow lines in the two side roads. Hardly the hordes of lorries the petition promoters claim. To have any credibility the petition should be supported by hard evidence, not just unfounded assertions.

There is an absence of reliable information on the usage of the seven parking spaces in question and the potential extra traffic that might be generated in the side streets. We did a snapshot check one morning and in one hour just two drivers using the seven spaces went into premises along that stretch. The majority headed for The Spires and some elsewhere. Significant numbers of blue badge holders were parked for very lengthy periods so clearly they were not just stopping to pop into the adjacent shops. We do however recognise that significant numbers of blue badge holders use these

spaces. Whilst the future of the town centre should not be determined just on the needs or wishes of blue badge holders, we suggest consideration is given to providing more dedicated bays, perhaps on the side opposite.

We would not expect you to take our snapshot assessment as gospel but it does demonstrate a reality far removed from what the opposition claim. In retrospect we think it would have been sensible for you to have conducted a short survey to establish the facts of usage and van movements. If you do consider the petition has credence than we suggest this is essential before going any further.

On loading bays the Town Team does have doubts about putting them in the side roads. In Union Street the designated spot does seem very narrow and we ask you to reassess this. There is also a doubt whether vans turning into Union St will travel as far as the bay as they will be able, as they often do now, park on the yellow lines nearer the High St. There is also some informal parking on Salisbury Rd where there are rear entrances to some of the shops on the opposite side to the proposed bay. So the vans here may still choose not to park in the new bay. Our feeling is that usage here will be low and it would better to leave the two public parking spaces and continue with the informal parking as now. This leads us to the conclusion that on balance leaving the existing loading bay on The High St would not compromise the scheme unduly.

We continue to support maximising the build outs by removing the seven parking bays. We have difficulty understanding the reason for the hatching immediately to the north of Salisbury Rd and ask that you look again at whether this could be built out instead. We also find some attraction in a suggestion that the build outs be 2.4m rather than 2.6m, allowing for a helpful widening of the carriageway. We also ask that the paved areas crossing Salisbury and Union St are raised with a steep ramp each end and stronger colours. The existing crossing on Union St appears to be too much like it is just a continuation of the road and drivers treat it is the way.

We do know that schemes of this kind often generate opposition because invariably something tangible is being removed (parking spaces or a road closure) and replaced with something intangible. So it does need persuasion to get public perception on side, and in retrospect we considered not enough has been done to do this. That such schemes do go a long way to arresting and reversing the decline of town centres is well attested. It is a matter of keeping faith with the scheme in High Barnet where we still consider radical measures are needed to deal with the evident decline over many years. As for the opposition, what are just assertions should be challenged to produce evidence of 'overwhelming' trader opposition and meaningful assessments of the pattern of loading activity and use of the seven parking bays for accessing the shops nearby. Indeed, as we have said above, an independent survey would be the best way to settle this.

	<h2>Chipping Barnet Area Committee</h2> <h3>17 July 2017</h3>
<p style="text-align: right;">Title</p>	<p>Hadley Green and Hadley Highstone, EN5</p>
<p style="text-align: right;">Report of</p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>High Barnet</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 -- Drawing No. C2016_BC/001188-02-100-01 Appendix 2 – Three year summary of accidents Appendix 3 – Speed data</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk</p>

<h2>Summary</h2>
<p>This report details the outcome of the safety review of pedestrian/road safety improvements on Hadley Green and Hadley Highstone and towards the borough boundary with the county of Hertfordshire.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That the Chipping Barnet Area Committee notes the review of the Hadley Green and Hadley Highstone, EN5 pedestrian/road safety improvement as outlined in this report and the appendices to this report containing details of design proposals. 2. That the Chipping Barnet Area Committee agrees to implement the

recommended measures as set out in this report and detailed in paragraph 1.10 and as shown on drawing No. BC/1188-02-100-01
3. That if the Chipping Barnet Area Committee decide not to progress with the measures, no further action will be taken at this location.
4. That the Chipping Barnet Area Committee, gives instruction to the Commissioning Director for Environment to carry out a public consultation on the proposals once funding has been made available.
5. That subject to no objections being received to the public consultation, referred to in recommendation 4, the Chipping Barnet Area Committee instructs the Commissioning Director for Environment to introduce the approved scheme.
6. That the Chipping Barnet Area Committee agree that if any objections are received as a result of the public consultations, referred to in recommendation 4, the Commissioning Director for Environment will consider and determine whether the recommendation should be implemented or not, and if so, with or without modification.
7. That the Chipping Barnet Area Committee agree to allocate the funding for the agreed Option (CIL from this year's CIL Area Committee budget) to design and carry out public consultation and, subject to the outcome of that consultation, introduce the approved scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to address the concerns highlighted for road safety and pedestrians crossing Hadley Green and Hadley Highstone. Hadley Highstone residents feel a strong sense of community and strongly favour walking as a means of utilising local facilities. It was felt that excessive speeds contributed to the difficulty for pedestrians crossing Hadley Highstone.
- 1.2 A petition was reported to the 22 March 2017 Chipping Barnet Residents Forum calling for *'the Council to adopt a 20mph speed limit with pedestrian refuges along Hadley Green and Hadley Highstone in order to establish a safer, healthier environment'*.
- 1.3 The lead petitioner presented the petition of 313 signatures to the Forum, stating that vehicles travel through Hadley Green and Hadley Highstone at speeds in excess of the legal limit and has potential for a conflict with pedestrians. Appendix 2 illustrates the accident data for the most recent 3 year period.
- 1.4 It was also noted that the road markings on Hadley Green Road as it merges with Dury Road could be misleading as traffic may appear to be heading to the junction mouth when in fact it is travelling straight towards Dury Road.
- 1.5 Hadley Green and Highstone is served by the numbers 84 and 626 buses, which have also been observed speeding.

- 1.6 The issue was escalated to the Chipping Barnet Committee on the 17 May 2017. At this meeting The Committee unanimously agreed and it was therefore RESOLVED:
That the Committee agrees the expenditure of £1500 from the CIL Infrastructure budget for the Chipping Barnet Area Committee for a feasibility study and speed and volume counts to be carried out on Hadley Green and Highstone.
- 1.7 A site visit was undertaken with the lead petitioner and resident and the following noted:
- Traffic travelling south on Barnet Road towards Hadley Highstone, appears not to observe the speed limit change from 40mph to 30mph;
 - Signage informing drivers that they were no longer in Hertfordshire but were now in London Borough of Barnet was in poor repair;
 - A vehicles was observed ignoring the 'NO ENTRY' Road markings on Kitts End Road.
 - There is a central reservation used as a crossing point by pedestrians especially outside the Memorial Hall.
 - Road markings at the junction of Hadley Green Road where it meets Dury Road are misleading.
 - Traffic is vigorous and free flowing especially the morning and afternoon peaks.
 - There is a fixed speed camera on Barnet Road south of the borough boundary with Hertfordshire
- 1.8 The Personal Injury Accident Data (PIA) for the latest three year period have been analysed, 7 in total all of which were classified as slight and a summary is contained in Appendix 2. The accidents are not directly attributed to speed.
- 1.9 Appendix 3 details speed survey data on Hadley Highstone for 6 months in the northerly direction and 3 months in the southerly direction.
- 1.10 The initial investigations and the site visit indicated that overall it would benefit pedestrians to:
- Install a 'Gateway' telling drivers they were now in the London Borough of Barnet and that Hadley Highstone welcomed careful drivers.
 - Dragons teeth road markings at the boundary to emphasise the speed limit;
 - Additional 'SLOW' road markings along Barnet Road and Hadley Highstone;
 - Install a pedestrian crossing point outside the Memorial Hall with dropped kerbs and tactile paving and utilising part of the central reservation as a pedestrian refuge also with tactile paving flush with the carriageway;
 - Additional sign and post at Kitts End Road emphasising the 'NO ENTRY' road marking;
 - Formalise the junction road markings on Hadley Green Road where it meets Dury Road

- Proposals are illustrated on drawing BC/001188_02-100-01 Appendix 1.

1.11 Metroline Potters Bar Garage have been contacted concerning speeding buses during the evenings, with TfL customer Services also alerted, the complaint will be logged by TfL and will be escalated to their performance account manager if the speeding issues with safety concerns are not resolved.

2 REASONS FOR RECOMMENDATIONS

2.1 The measures illustrated in Appendix 1 are recommended as speeding and high volumes of traffic on Hadley Green and Hadley Highstone are perceived to pose a problem for pedestrians especially children coming from dance classes at Hadley Memorial Hall.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1.1 The Council agreed at a Cabinet meeting in April 2014 that 20mph limits and zones would only be considered near schools. There are no schools in the vicinity of Hadley Highstone which therefore does not meet the current criteria for 20mph limit and zones.

3.1.2 A petition on behalf of Hadley Commoners Association was submitted to the 5 July 2017 at the Chipping Barnet Residents Forum stating '*I have been a Hadley Common resident for 50 years and consider it a ridiculous, unnecessary and unenforceable proposal just when the rest of London is dispensing with these zones*'. This petition supports the recommendation not to proceed with a 20 mph zone in this location.

3.2 The only other option at this stage is to not proceed with any of the proposed improvements. This will however not address the original concern raised by local residents.

4 POST DECISION IMPLEMENTATION

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

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

contribute to reduced congestion.

5.1.2 The scheme will also impact on the health and wellbeing needs of the local population as identified in Barnet's Joint Strategic Needs Assessment.

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

5.2.1 The cost of implementing the measures including boundary gateway signage and illuminated 'NO ENTRY' sign and post is £12,000 and is requested from the Chipping Barnet Area Committee Budget.

5.2.2 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £351,583. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £230,500 minus items agreed at previous Committee meetings.

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

5.3 **Social Value**

5.3.1 None in the context of this report.

5.4 **Legal and Constitutional References**

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

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

5.5 **Risk Management**

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

5.6 **Equalities and Diversity**

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

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

- foster good relations between people from different groups

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

5.7 **Consultation and Engagement**

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

5.8 **Insight**

5.8.1 None in relation to this report.

6 **BACKGROUND PAPERS**

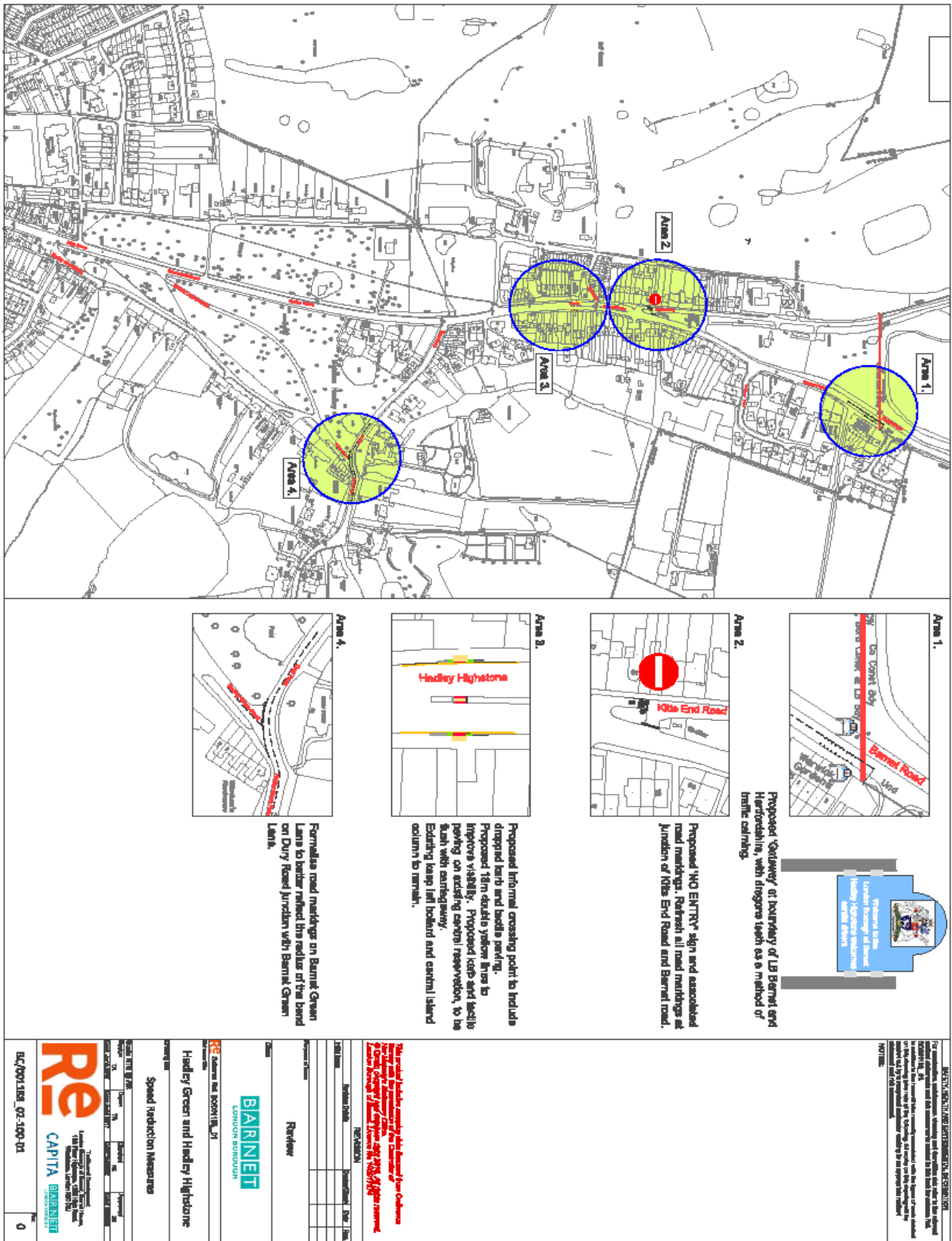
6.1 22 March 2017 Chipping Barnet Residents Forum.

<https://barnet.moderngov.co.uk/documents/s39795/Referrals%20from%20Chipping%20Barnet%20Residents%20Forum%20May%20CBAC%20Report%20for%2017%20MAy%2017.pdf>

6.2 17 May 2017 Chipping Barnet Area Committee

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?Cid=711&Mid=9244&Ver=4>

Appendix 1



Appendix 2

Barnet La most recent 3 years injury accidents. Again no reference to speed having played a part in any of these.

Location (generally from south to north)	Severity	Circumstances
Totteridge Village j/w Barnet La	Slight	Light goods vehicle hit rear of slowing car (on Totteridge Village)
Totteridge Village j/w Barnet La	Slight	Car turning right out of Barnet Lane and car turning left in to Barnet Lane collided
Barnet La 30m north of Totteridge Village	Slight	Car stopped to give way to oncoming lorry. Following Motorcyclist drove into rear
Barnet La – near School	Slight	Southbound car braked to avoid oncoming police vehicle (overtaking). Second southbound car hit rear of first.
Barnet La – near School	Slight	Medium Goods Vehicle overtook horse-drawn vehicle causing horse to spook and horse-drawn vehicle to hit kerb and overturn
Barnet La – approx. 200m north of school	Slight	Southbound car veered onto wrong side of road, colliding with on-coming car
Barnet La near Playing Fields – south of pedestrian crossing	Slight	Northbound motorcycle hit rear of northbound car that was waiting to proceed
Barnet La near junction with Westcombe Drive	Slight	Southbound car crossed carriageway to pass parked car and hit oncoming car
Underhill/Mays La junction with Barnet La	Slight	Car from Barnet La turned right into path of westbound car on Underhill
Barnet La junction with Mays La/Underhill	Slight	Car from Barnet La turned left colliding with cyclist on Mays La
Underhill/Mays La junction with Barnet La	Slight	Car from Mays La turned right into Barnet La across path of oncoming car (on Underhill)

Appendix 3.

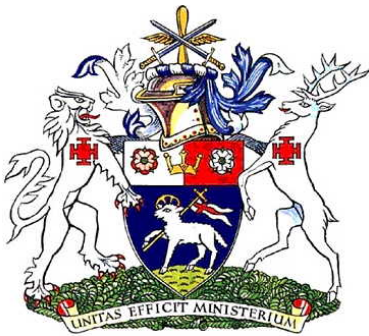
We have 6 months data for Hadley Highstone in the northbound direction

	Average speed (mph)	85 th percentile speed (mph)
11.11.16 to 14.01.17	28.2	33.7
22.01.17 to 27.03.17	28.1	33.7
27.03.17 to 06.05.17	28.7	34.0

We only have 2 months in the southbound direction:

08.03.17 to 11.05.17 - average speed 24.5mph and 85th percentile speed 30mph.

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Chipping Barnet Area Committee

17 July 2017

Title	Barnet Lane junction with Totteridge Lane Speed Reduction Measures
Report of	Commissioning Director for Environment
Wards	Totteridge
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 - Drawing No. C2016_BC/001188-01-100-01 Appendix 2 – Three year summary of accidents
Officer Contact Details	Jamie Blake – Commissioning Director for Environment Jamie.blake@barnet.gov.uk

Summary

This report details the outcome of the safety review of pedestrian/road safety improvements on Barnet Lane in the vicinity of its junction with Totteridge Lane. N20.

Recommendations

1. That the Chipping Barnet Area Committee notes the review of the Barnet Lane / Totteridge Lane, N20 pedestrian/road safety improvement as outlined in this report and the appendices to this report containing details of design proposals.
2. That the Chipping Barnet Area Committee agrees to implement the Officers preferred measures as set out in this report and detailed in Appendix 1.

3. That if the Chipping Barnet Area Committee decide not to progress with the measures, no further action will be taken at this location.
4. That the Chipping Barnet Area Committee, gives instruction to the Commissioning Director for Environment to carry out a public consultation on the approved scheme once funding has been made available.
5. That subject to no objections being received to the public consultation, referred to in recommendation 4, the Chipping Barnet Area Committee instructs the Commissioning Director for Environment to introduce the approved scheme.
6. That the Chipping Barnet Area Committee agree that if any objections are received as a result of the public consultations, referred to in recommendation 4, the Commissioning Director for Environment will consider and determine whether the recommendation should be implemented or not, and if so, with or without modification.
7. That the Chipping Barnet Area Committee agree to allocate the funding for the agreed Option (CIL from this year's CIL Area Committee budget) to design and carry out public consultation and, subject to the outcome of that consultation, introduce the approved scheme.

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to address the concerns highlighted for road safety and pedestrians crossing Barnet Lane junction with Totteridge Lane especially school children walking to The Totteridge Academy.
- 1.2 A petition was reported to the 22 March 2017 Chipping Barnet Residents Forum calling for *'an urgent review of a potentially dangerous situation involving speeding traffic and children going to/from The Totteridge Academy'*.
- 1.3 The lead petitioner, presented the petition of 91 signatures to the Forum, stating that vehicles travelling south on Totteridge Lane then taking the left hand fork onto Barnet Lane, were not approaching the junction with due care and the majority of cars were speeding around the corner and this could have potential for a conflict with pedestrians. Appendix 2 illustrates the accident data for the most recent 3 year period.
- 1.4 The issue was escalated to the Chipping Barnet Committee on the 17 May 2017. At this meeting The Committee unanimously agreed and it was therefore RESOLVED that :
 - a) a speed survey, costing up to £500 be agreed, with a report back to the next meeting (if the results are available by the July Meeting);
 - b) a stop line at the top end of Barnet Lane costings up to £1,500 be agreed;
 - c) The head teacher and Chairman of Governors from the local school was to be contacted to ascertain if they would be willing to consider implementing a School Travel Plan.

- 1.5 A site visit was undertaken with the lead petitioner and Cllr Stock and the following noted:
- Traffic is vigorous and free flowing especially at the morning and afternoon peak periods;
 - High traffic volumes on Barnet Lane and Totteridge Lane;
 - High Volumes of school children getting off the bus (251) at the War Memorial and crossing firstly Totteridge Lane and then Barnet Lane.
 - There is virtually no footway on the western side of Barnet Lane, children cross at the junction to reach the footway.
- 1.6 The Personal Injury Accident Data (PIA) for the latest three year period have been analysed, 11 in total all of which were classified as slight and a summary is contained in Appendix 2. The accidents are not directly attributed to speed.
- 1.7 The initial investigations and the site visit indicated that overall it would benefit pedestrians to:
- Install a 'Stop' sign and associated road markings;
 - Install a Vehicle Activated Sign (VAS) requesting traffic to 'Slow' on approach to the bend;
 - Additional 'SLOW' road markings;
 - Install a 'Children going to or coming from school' sign mounted on a lamp column on the south eastern side of Barnet Lane.
 - Repair the existing VAS sign sited 25m south of Oaklands Road
 - Proposals are illustrated on drawing BC/001188_01-100-01 Appendix 1.
- 1.8 Following the site visit it is not proposed to undertake a speed survey prior to the measures outlined in paragraph 1.8 above being installed. 1.9 A further proposal to make Barnet Lane 20mph may be considered at a later date after discussions with Totteridge Academy and subject to funding being made available.
- 1.9 At the site meeting it was also noted that vehicles turning left or right from Oaklands Road had visibility issues because of the sharp bend, a traffic mirror was suggested to help alleviate the situation. However, the highway authority does not generally install mirrors on the highway, in view of various potential issues that could also affect road safety.

These issues include:

- Distortion of reflected image and difficulty judging position and speed of an approaching vehicle from the mirror image.
- Visibility issues during bad weather, such as rain, frost and snow.
- Maintenance issues – mirrors could be prone to vandalism, and maintenance of their alignment and cleanliness is critical.
- Reliance on the mirror's restricted image may compromise the safety of other road users (pedestrians and cyclists) who do not appear in the mirror.

2 REASONS FOR RECOMMENDATIONS

- 2.1 The measures illustrated in Appendix 1 are recommended as Barnet Lane junction with Totteridge Lane has been flagged by residents as a potential danger to children going to and coming from school.
- 2.2 A mirror on Barnet Lane at the junction of Barnet Lane at the junction Oaklands Road for the reason set out in paragraph 1.9 above.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Consideration was given to implementing a 20mph speed limit, however at the Area Committee meeting on 17 May the Commissioning Director for Environment explained that for a 20mph scheme to even be considered the neighbouring school would have to have a School Travel Plan, which currently The Totteridge Academy do not. The Commissioning Director further stated that a 20mph limit would require the installation of physical traffic calming measures to effectively slow traffic which would need to be agreed with local Ward Councillors and subject to funding being made available. The Head Teacher and the Chairman of Governors from the local school have been contacted to ascertain if they would be willing to consider implementing a School Travel Plan. The Academy responded that they were concerned about speeds on Barnet Lane. Unfortunately, the deadline for School Travel Plans was the 28 June, however, the Safe and Sustainable Travel Team will engage with The Totteridge Academy to produce a School Travel Plan for next year.
- 3.3 The only other option at this stage is to not proceed with any of the proposed improvements. This will however not address the original concern raised by local residents and the school.

4 POST DECISION IMPLEMENTATION

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

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

5.2.1 The cost of implementing the measures including illuminated signage, associated road markings and additional VAS sign is £12,000 and is requested from the Chipping Barnet Area Committee Budget.

5.2.2 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £351,583. This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £230,500 minus items agreed at previous Committee meetings.

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

5.3 **Social Value**

5.3.1 None in the context of this report.

5.4 **Legal and Constitutional References**

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

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

5.5 **Risk Management**

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

5.6 **Equalities and Diversity**

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

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

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

5.7 **Consultation and Engagement**

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

5.8 **Insight**

5.8.1 None in relation to this report.

6 **BACKGROUND PAPERS**

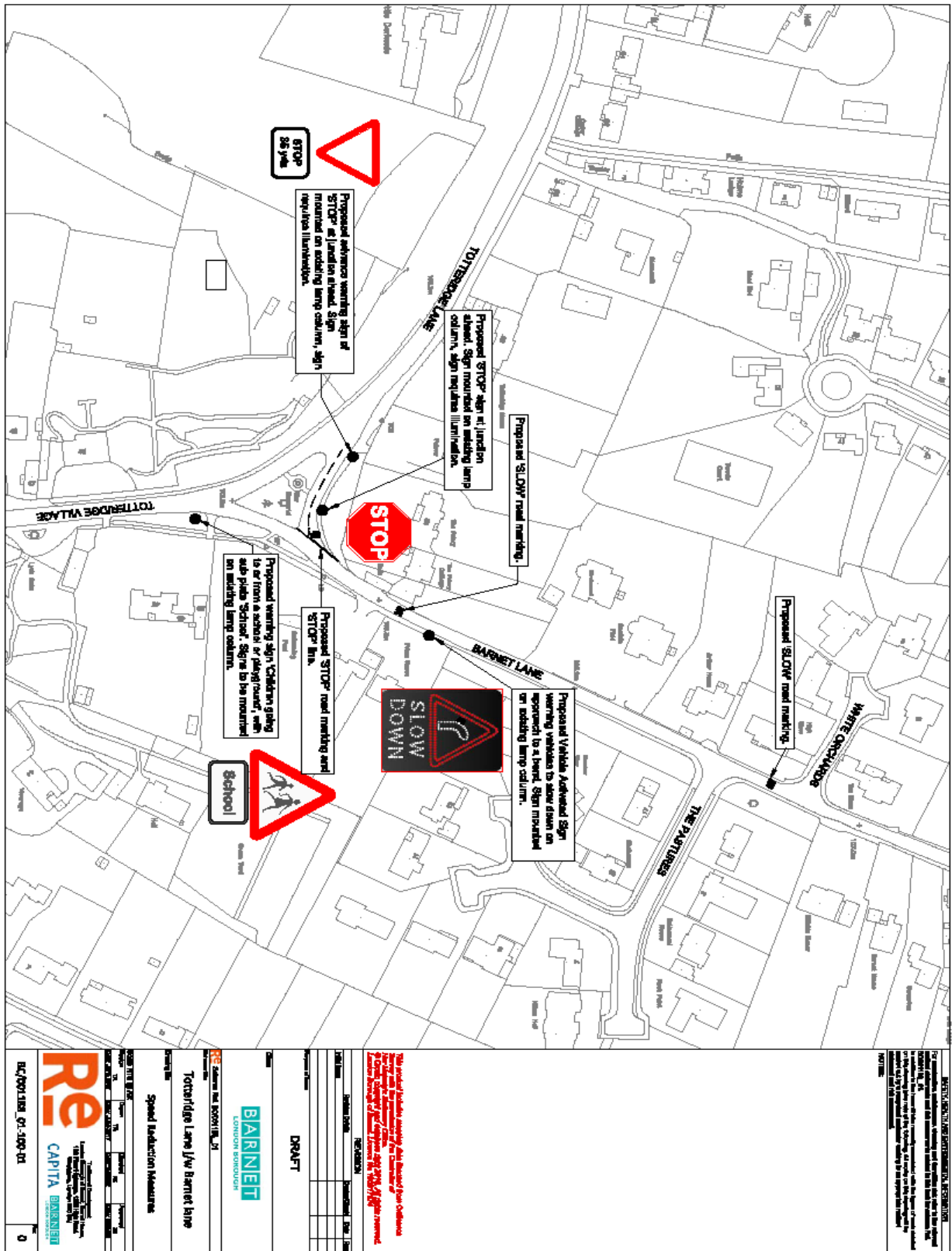
6.1 22 March 2017 Chipping Barnet Residents Forum.

<https://barnet.moderngov.co.uk/documents/s39795/Referrals%20from%20Chipping%20Barnet%20Residents%20Forum%20May%20CBAC%20Report%20for%2017%20MAY%2017.pdf>

6.2 17 May 2017 Chipping Barnet Area Committee

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9244&Ver=4>

Appendix 1



THE INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE. IT IS RELEASED UNDER THE NATIONAL ARCHIVES RELEASE AUTHORITY. DATE OF REVIEW: 08/20/2014. REVIEWED BY: [REDACTED]

Revised Traffic Signage and Marking Plan - Schedule 1

Proposed Traffic Signage and Marking Plan - Schedule 1

Proposed Traffic Signage and Marking Plan - Schedule 1

Proposed Traffic Signage and Marking Plan - Schedule 1

BARINET

CONTRIBUTOR

DRAFT

Totterside Lane /w Barnet Lane

Speed Reduction Measures

ReCAPITA

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Appendix 2

Barnet La most recent 3 years injury accidents. Again no reference to speed having played a part in any of these.

Location (generally from south to north)	Severity	Circumstances
Totteridge Village j/w Barnet La	Slight	Light goods vehicle hit rear of slowing car (on Totteridge Village)
Totteridge Village j/w Barnet La	Slight	Car turning right out of Barnet Lane and car turning left in to Barnet Lane collided
Barnet La 30m north of Totteridge Village	Slight	Car stopped to give way to oncoming lorry. Following Motorcyclist drove into rear
Barnet La – near School	Slight	Southbound car braked to avoid oncoming police vehicle (overtaking). Second southbound car hit rear of first.
Barnet La – near School	Slight	Medium Goods Vehicle overtook horse-drawn vehicle causing horse to spook and horse-drawn vehicle to hit kerb and overturn
Barnet La – approx. 200m north of school	Slight	Southbound car veered onto wrong side of road, colliding with on-coming car
Barnet La near Playing Fields – south of pedestrian crossing	Slight	Northbound motorcycle hit rear of northbound car that was waiting to proceed
Barnet La near junction with Westcombe Drive	Slight	Southbound car crossed carriageway to pass parked car and hit oncoming car
Underhill/Mays La junction with Barnet La	Slight	Car from Barnet La turned right into path of westbound car on Underhill
Barnet La junction with Mays La/Underhill	Slight	Car from Barnet La turned left colliding with cyclist on Mays La
Underhill/Mays La junction with Barnet La	Slight	Car from Mays La turned right into Barnet La across path of oncoming car (on Underhill)

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**London Borough of Barnet
Chipping Barnet Area
Committee Work Programme
2017-2018**

Contact: jan.natynczyk@barnet.gov.uk
GovernanceTeam@Barnet.gov.uk

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Date to be allocated			
Totteridge Lane/Waitrose Entrance, N20	<p>Improve safety at the access to Waitrose on Totteridge Lane.</p> <p>Feasibility undertaken, funding spent but Police have raise objections to the scheme design. Additional funding required to proceed. Ward Councillors to discuss with Police prior to a report back.</p>		Non-key
Accidents Occurring when vehicles turn left out of Southway into Totteridge Lane and out of Hill Crescent into Totteridge Lane - referred from Residents Forum	Consider whether funding is needed to take the matter forward and bring back to Committee for consideration		Key
20mph Speed Limit in Hadley Green and Hadley Highstone	It was agreed at the meeting on 17 May 2017 that a report back be submitted to a future meeting of this Committee.		Non-key



Brunswick Park Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Current Phase	Current Phase End	Scheme Status	Further Information
Whitehouse Way and Lincoln Avenue - Footway Parking	Footway Parking	Feasibility	N/A	To be programmed	Footway Parking





Coppetts Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Current Phase	Current Phase End	Scheme Status	Further Information
Newton Avenue/Pembroke Road Waiting Restriction	Waiting Restrictions	Internal review	31 August 2017	In progress	DPR to consider objections to be finalised in July 2017
Halton Close and Balmoral Close N11 and 8 Surrounding Roads	Footway Parking	Feasibility	N/A	To be programmed	Footway Parking
20mph The Ridgeway, N11	20mph Schemes	Consultation	30 November 2017	In progress	Extension of the 20mph Zone into The Ridgeway, Consultation Autumn 2017. Report Back to November 2017 Area Committee, if required.





East Barnet Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Current Phase	Current Phase End	Scheme Status	Further Information
Victoria Road Phase 2 - Zebra Crossing	Pedestrian Crossing	Design	N/A	On hold	On-hold awaiting Developer to confirm junction/crossover arrangements on Victoria Road prior to crossing being progressed, site meeting been held with Councillor and residents to update.





High Barnet Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Current Phase	Current Phase End	Scheme Status	Further Information
Woodville Road / Potters Road, EN5	Traffic Scheme	Feasibility	30 September 2017	In progress	Statutory Consultation 29 June 2017.
Parking Fitzjohn Avenue Car Park	Car Park Review	Feasibility	31 October 2017	In progress	Implementation in the Autumn 2017.
Barnet Hospital Parking Consultation	CPZ – New – Waiting Restriction	Design	30 November 2017	In Progress	Statutory consultation to commence in September 2017
Hadley Highstone - Speeding	Traffic Scheme	Feasibility	31 July 2017	In progress	Traffic Management Scheme Feasibility Study. Feasibility complete, report back to the 17 July CB Area Committee.





Oakleigh Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Current Phase	Current Phase End	Scheme Status	Further Information
VAS Manor Drive	VAS	Implementation	31 July 2017	In progress	VAS Sign relocation completed, 'Watch Your Speed' sign still to be relocated, end of July 2017
Lyonsdown Avenue/Longmore Avenue - Traffic Review	Traffic Scheme	Feasibility	31 July 2017	In progress	Traffic Management Scheme Feasibility Study. Feasibility complete, report back to the 17 July CB Area Committee.





Totteridge Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Current Phase	Current Phase End	Scheme Status	Further Information
Minor changes to parking layout near North London Hospice (related to Ridgeview Road N20 CPZ)	Parking Bay Amendment	Implementation	31 May 2017	Complete	Parking Bay Amendment. Coming into operation 15th May 2017
Sussex Ring Waiting Restrictions	Waiting Restrictions	Internal review	31 August 2017	In progress	DPR to consider objections to be finalised in July 2017
Totteridge Lane/Waitrose Entrance - Traffic Review	Traffic Scheme	Feasibility	30 November 2017	In progress	Initial feasibility Complete, changes request by Ward Councillors. Re-design on-going will require consultation with the Police - Report to the November 2017 CB Area Committee.
Barnet Lane - Speeding	Traffic Scheme	Feasibility	30 July 2017	In progress	Traffic Management Scheme Feasibility Study. Feasibility complete, report back to the 17 July CB Area Committee.





Underhill Ward

Statutory Consultation with local stakeholders is undertaken during feasibility and design phases for schemes which require a Traffic Management Order. We may choose to undertake informal consultation during these phases to inform design. Ward members will be notified prior to any programmed consultation with stakeholders.

Scheme Name	Scheme Type	Current Phase	Current Phase End	Scheme Status	Further Information
Barnet Hospital Parking Consultation	CPZ – New – Waiting Restriction	Design	30 November 2017	In progress	Statutory consultation to commence in September 2017



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