

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

MONDAY 9TH JULY, 2018

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 Alison Cornelius

Councillors

Jess Brayne
Roberto Weeden-Sanz

Pauline Coakley Webb
Laurie Williams

Julian Teare

Substitute Members

Thomas Smith
Lisa Rutter
Jo Cooper

Caroline Stock
Barry Rawlings

David Longstaff
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 4 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: Gareth Greene 020 8359 7039

ASSURANCE GROUP

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ORDER OF BUSINESS

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1.	Minutes of the last Meeting	5 - 14
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4.	Report of the Monitoring Officer (if any)	
5.	Public Questions and Comments (if any)	
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FACILITIES FOR PEOPLE WITH DISABILITIES

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Decisions of the Chipping Barnet Area Committee

19 February 2018

Members Present:-

AGENDA ITEM 1

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

Councillor Bridget Perry
Councillor
Pauline Coakley Webb
Councillor Philip Cohen

Councillor Brayne
Councillor Kathy Levine

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 30 October 2017, be agreed as a correct record.

The Chairman stated that if the request of Councillor Richard Cornelius for double yellow lines at the top of Laurel View was approved later in the meeting, this could be incorporated with the yellow line schemes agreed at the last meeting with an additional cost of £1,000 giving an overall total of £6,000 for all of the schemes.

2. ABSENCE OF MEMBERS (IF ANY)

None.

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

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

Several requests to make a public comment had been received. These would be considered with the appropriate agenda items.

6. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM

The following petitions had been referred from the Residents Forum, for consideration by this Committee:

Item	Action
Title: Dangerous state of pavements in Northumberland Road, from Monks Avenue to High Road, Whetstone	Petition referred to the Chipping Barnet Area Committee to request funding to fix the worst
Lead Petitioner: Sandra Barnett	
Ward: Oakleigh	

<p>Petition: We the undersigned residents of Northumberland Road, New Barnet, Herts, demand that the top section of our road from Monks Avenue to the high Road is brought up to the same standard as the lower section which has recently been relaid.</p> <p>Regarding the dangerous state of the pavements in Northumberland Road, from Monks Avenue to High Road, Whetstone.</p> <p>Following a site survey (19th June 2017) Paul Green the Clerk of works for the London Borough of Barnet, agreed that our pavements were in need of refurbishment and was questioned as to why the work had stopped at the junction with Monks Avenue instead of continuing up to the High Road.</p> <p>The residents of the whole road pay their rates, a proportion of which should ensure that we can walk safely along our pavements.</p> <p>Amongst those signing were at least two disabled people, one of whom has to use a zimmer frame and is sacred to walk to the letterbox, and also this does not include the residents of the care home at number 24.</p> <p>In the event of any accidents, damage or injury as a consequence of the faulty paving, the council will be held responsible and this letter will be made available to be used by any residents, who wish to claim in a court of law.</p> <p>If we fail to get s satisfactory response from Ms. Prescott-Nelson, we will be forced to take this matter further to our MP Theresa Villiers and if necessary the Mayor and his councillors.</p> <p>We, the residents of Northumberland Road, expect the repair work to be carried out imminently and would like to be informed when this is likely to happen.</p> <p>We enclose a scanned petition which has been signed by all residents, with the exception of 10 households, from whom there was no answer.</p> <p>The Committee heard a representation from Sandra Barnett (Lead Petitioner).</p> <p>Following advice from the Strategic Director (Environment) it was:</p> <p>RESOLVED that this item remains on the reserve list, with a view to establishing if there is enough flexibility in the</p>	<p>sections of the pavement.</p>
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<p>budget for implementation, but it be noted that funding cannot be guaranteed.</p> <p>ACTION: STRATEGIC DIRECTOR (ENVIRONMENT)</p>	
<p>Title: Parking on corner of Singleton Scarp and Lullington Garth N12</p> <p>Lead Petitioner: Zoka Shaw</p> <p>Ward: Totteridge</p> <p>Petition: Residents of Singleton Scarp are writing to you with regard to the dangerous situation caused by vehicles parked too close to the corners of Singleton Scarp and Lullington Garth.</p> <p>We attach pictures which show the severity of the problem. Cars are parked like this virtually every day into the evening and it can only be a matter of time before a serious accident is caused.</p> <p>This causes the following dangers:</p> <ol style="list-style-type: none"> 1. Cars turning left out of Singleton Scarp are forced to make such a wide turn that they cross the centre line in Lullington Garth into the path of oncoming traffic. 2. Cars turning left or right out of Singleton Scarp have extremely limited visibility to the right and have to edge far out into the flow of traffic in Lullington Garth before turning. 3. Cars heading down the hill on Lullington Garth and turning left into Singleton Scarp are often unable to execute the turn without reversing back into Lullington Garth, again into the traffic flow. 4. Cars parked on the pavement in Singleton Scarp (often on both sides of the road,) leave very little room for pedestrians. Pedestrians (especially those with prams and small children) are forced to walk in the road around the cars potentially right into the flow of any traffic turning into Singleton Scarp. <p>We have discussed the matter between ourselves at length and concluded that the best way to make the situation safer is for the council to paint double yellow lines on the corner of Singleton Scarp and Lullington Garth extending at least 5 metres from the corners.</p> <p>Please would you let us know if this can be done and if not, why not.</p> <p>The Lead Petitioner was not present at the meeting, but</p>	<p>Petition referred to the Chipping Barnet Area Committee to request funding for double yellow lines.</p>

<p>following discussion, it was:</p> <p>RESOLVED that Double Lines be installed along one side, to be funded as part of the total £6,000 allocated for yellow lines at the last meeting.</p> <p>ACTION: STRATEGIC DIRECTOR ENVIRONMENT</p>	
<p>Title: Alston Road 20MPH Zone</p> <p>Lead Petitioner: Farooq Haque</p> <p>Ward: High Barnet</p> <p>Petition: Extend the 20 MPH zone along Alston Road in order to protect local residents and school children.</p> <p>A representation was heard from Paul Lemon, on behalf of the Lead Petitioner.</p> <p>Councillor Longstaff also made a representation.</p> <p>RESOLVED that a speed survey costing up to £1,000 be approved with a report back to the next meeting of this Committee.</p> <p>ACTION: STRATEGIC DIRECTOR ENVIRONMENT</p>	<p>Petition referred to the Area Committee to look into extending the current 20mph zone to the whole of the Alston Road.</p>

7. PETITIONS (IF ANY)

Petitions had already been considered under agenda item 6 – Matters Referred from the Chipping Barnet Residents Forum.

8. AREA COMMITTEE GRANTS FUNDING

The Committee received the report.

It was agreed that the Strategic Director (Environment) provide Members of the Committee with a briefing note to update Members on the schemes.

It was also requested that another column be added to future reports, outlining expected finish dates.

RESOLVED that

1. **The amount available for allocation during 2017/18, as set out in Appendix 1 be noted;**
2. **The amount of re-allocated underspends & overspends in Section 2.1 be noted.**

3. ACTION: STRATEGIC DIRECTOR ENVIRONMENT

9. BARNET HOSPITAL CPZ

This report summarised the comments, representation and objections received in response to the proposed CPZ and waiting restrictions in the vicinity of Barnet Hospital in order to determine whether the proposals should be introduced or not, and if so, with or without modification.

Representations were heard from David Lewis-Burry, Ruth Lederman, Councillor David Longstaff and Councillor Alison Cornelius.

After hearing the representations it was agreed that Grimsdyke Crescent and King's Road should be formally consulted for inclusion in the CPZ. Mr Blake, representing Highways, agreed that the statutory consultation notice would be sent to residents within the next few weeks with the aim of reporting the results to the July meeting.

A debate then ensued about the appropriateness of Highways giving parking permits to the Hospital to allow its staff to park within the CPZ. It was pointed out by Mr Blake that this permit scheme had already been agreed by Environment Committee and so had no bearing on the matter before the committee which related solely to the implementation of the CPZ.

Councillor Cohen then proposed that the committee should formally object to the introduction of the parking permit scheme and that the objection – if agreed – should be made known (via Mr Blake) to the Environment Committee. The following form of words were proposed by Councillor Cohen, seconded by Councillor Levine:

This committee objects on behalf of local residents to the introduction of a parking permit scheme allowing Hospital staff to park within the confines of the Barnet Hospital CPZ.

A vote was then taken in relation to this objection:

For	4
Against	3
Abstained	0

The Committee then voted unanimously in favour of:

RESOLVED that Chipping Barnet Area Committee notes the outcome of the statutory consultation as detailed within this report and approve the following recommendations:

1. That the Chipping Barnet Area Committee instruct the Strategic Director for Environment to introduce the Barnet Hospital Controlled Parking Zone (CPZ) into Area 1 - Arygle Road and Granville Road – Area 2 - Elmbank Avenue, Garthland Drive, Wellside Close, Wellhouse Lane and Area 3 - Lingholm Way, Lexington Way, Sutton

Crescent, through the making of the relevant Traffic Management Orders, albeit with minor modifications as outlined in drawing numbers SCR191-2a, SCR191-3a and SCR191-4a and detailed below:

- a. That the proposed resident parking bay outside No. 1 Garthland Drive is reduced in length to take into the account the existence of a vehicle crossover – Drawing No.SCR191-3a.
 - b. That an additional parking place should be provided on Granville Road outside No.51 Granville Road – Drawing No.SCR191-2a.
 - c. That the proposed resident parking bays on Sutton Crescent outside No. 41 and No. 43 Sutton Crescent , outside No. 47 and No. 49 Sutton Crescent and outside No. 51 and No. 53 Sutton Crescent are converted to “At any time” waiting restrictions. – Drawing No.SCR191-4a.
 - d. That the proposed “At any time” waiting restrictions at the side of No. 50 Sutton Crescent is to be converted to a resident parking bay to mitigate for the loss of parking bays as outlined in c above –Drawing No.SCR191-4a.
 - e. That an additional parking place should be provided on Sutton Crescent outside No. 55 and No.57 Sutton Crescent. – Drawing No.SCR191-4a.
 - f. That footway parking in Vyse Close is considered as an alternative to the proposed “Past this point” parking layout.
2. That the Chipping Barnet Area Committee, give instructions to the Strategic Director for Environment to implement the waiting restriction at junctions and length of roads as shown on Drawing No.SCR191-6, Drawing No.SCR191-7, Drawing No.SCR191-8,Drawing No.SCR191-9, Drawing No.SCR191-10 and Drawing No. SCR191-11.
 3. That the Chipping Barnet Area Committee, give instructions to the Strategic Director for Environment to install double yellow lines in Galley Lane between the junction with Barnet Road to outside number 43 Galley Lane;
 4. That the Chipping Barnet Area Committee, give instructions to the Strategic Director for Environment to implement the proposed tariff changes to the bays shown on Drawing No.SCR191-12 and SCR191-13.
 5. That the Chipping Barnet Area Committee agree to allocate the funding (CIL from this year’s CIL Area Committee budget) of £5,000 to monitoring parking in the roads surrounding Barnet Hospital following the introduction of the parking controls in the area.
 6. That the Chipping Barnet Area Committee give instructions that the Strategic Director for Environment write to all those previously consulted to update them on the Committee’s decisions and proposed future action.

7. The Chipping Barnet Area Committee instruct the Strategic Director for Environment to carry out formal consultation with regard to adding Grimsdyke Crescent and Kings Road to the scheme with a report back to the next meeting of this Committee. The Strategic Director Environment also be instructed to convey the views of this Committee to the residents affected by this.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

10. MEMBERS' ITEMS (IF ANY)

The Committee received the following item:

Name of Councillor	Members Item
Councillor Phil Cohen	<p>Parking near JCOSS School, New Barnet</p> <p>I would like to refer the issue of parking near JCOSS school in New Barnet to the CB Area Committee. Residents around Westbrook Crescent are not happy with students and parents parking there. The school head is talking about a CPZ but we would not wish the residents to bear the cost of parking problems by having to pay for permits against their will.</p> <p>We would like officers to explore any other solutions.</p>

RESOLVED that Officers be requested to review the school travel plan, with the School Traffic Officer being requested to liaise with the school and Lead Petitioner, with an update report back to a future meeting of this Committee.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

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

The Committee received the following CIL funding applications:

Title	Raised by (Councillor)	Ward	Member Request	Funding required (£)
Junction between Oakleigh Road North and Russell Road	Councillor Stephen Sowerby	Oakleigh	I request appropriate funding from Highways to produce a report on options to prevent congestion at the junction between Oakleigh Road North and Russell Road. RESOLVED that CIL funding of up to £5,000 be agreed.	£5000
Car Park in Barnet Lane	Councillor Jess Brayne	Underhill	RESOLVED that CIL funding of up to £25,000 be agreed, to include lighthing if within budget.	£25,000
The Mayor of Barnet's Golden Kilometre Marked Routes	Councillor Caroline Stock	All within Chipping Barnet	Funding for 10 parks in the Chipping Barnet Area. RESOLVED that CIL funding of up to £25,000 be agreed.	£25,000
Double Yellow Lines at the top of Laurel View and Holden Road, Woodside Park	Councillor Richard Cornelius		Double Yellow Lines at the top of Laurel View and Holden Road, Woodside Park RESOLVED that the request for CIL funding be approved as part of the £6,000 allocation mentioned under the approval of the minutes of this meeting.	£1000
Request for council officers to look into introduction of 20mph limit along Cromer Road and Shaftesbury Road EN5	Councillor Barry Rawlings		Request for council officers to look into introduction of 20mph limit along Cromer Road and Shaftesbury Road EN5 and, given the proximity of the school, liaise with school representatives and local residents in order to come up with a range of options to improve road safety. Councillor David Longstaff made a representation on this item. RESOLVED that £5,000 CIL funding be approved.	£5000
Halos on Belisha Beacons – Totteridge Lane	Councillor Alison Cornelius	Totteridge	I should like to apply to have belisha beacons with halos on, at the existing zebra crossing situated on Totteridge Lane between the bridge over Dollis Brook and Longland Drive. RESOLVED that £2,000 CIL funding be approved.	£2000

12. HIGH STREET, BARNET - PAVEMENT BUILD-OUTS

The Committee received the report, which provided an update on progress following the scheme review and details of the revised scheme which had been developed with agreement from Chipping Barnet Town Team, Ward Councillors and other interested parties.

Representations were heard from Gail Laser (in place of Ken Rowland) and Councillor David Longstaff.

RESOLVED that

- 1. That the Chipping Barnet Area Committee notes the review of the Chipping Barnet Pavement Build-out scheme, as outlined in this report.**
- 2. That the Chipping Barnet Area Committee approves that the revised scheme, as shown on the enclosed drawing, be progressed to detailed design and public consultation.**
- 3. That the Chipping Barnet Area Committee considers the request for CIL funding to the value of £15.000**
- 4. That the Chipping Barnet Area Committee gives instruction to the Strategic Director for Environment to carry out a statutory consultation in relation to the parking changes/loading and unloading elements of the approved scheme in order for the scheme to go ahead.**
- 5. That subject to no objections being received to the statutory consultation referred to in recommendation 4, the Chipping Barnet Area Committee instructs the Strategic Director for Environment to proceed to implementation of the proposal.**
- 6. That the Chipping Barnet Area Committee agrees that if any objections are received as a result of the statutory consultations referred to in recommendation 4, the Strategic Director for Environment will consider and determine whether the agreed proposals should be implemented, and if so, with or without modification, subject to available funding.**

ACTION: STRATEGIC DIRECTOR (ENVIRONMENT)

13. RUSHDENE AVENUE, EAST BARNET - SPEED SURVEY RESULTS

The Committee received the report which detailed the results of a speed survey carried out in Rushdene Avenue, East Barnet following concerns raised as a Members Item about vehicle speeds following a recent accident on Rushdene Avenue.

Councillor Phil Cohen raised a further concern about where Churchill Road meets Rushdene Avenue and suggested that yellow lines should be installed. It was agreed that Officers would meet ward Councillors and concerned residents on site.

RESOLVED that

1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken on Rushdene Avenue, East Barnet.
2. That the Chipping Barnet Area Committee notes the recommendation that no further action is taken at this time in Rushdene Avenue, East Barnet.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

14. THE RIDGEWAY 20MPH SCHEME

This report detailed the outcome of the statutory consultation undertaken on a proposal to introduce an extension to the Holly Park 20mph speed limit into The Ridgeway, Park Way and Gresham Avenue. Councillor Sowerby objected to the inclusion of Gresham Avenue as part of the 20mph scheme as this road was not located near a school which would make the inclusion contrary to Council policy on 20mph limits and neither had this street ever petitioned for a 20mph limit – unlike The Ridgeway.

Members then agreed that Gresham Avenue should not be included in the 20mph scheme.

RESOLVED that, having considered the objections received to the statutory consultation on the proposals outlined in this report, Officers should proceed with implementation of The Ridgeway 20mph scheme as per the original proposal in Drawing Number BC/001106-03, subject to the removal of Gresham Avenue.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

15. FORWARD WORK PROGRAMME

It was noted that the Work Programme for 2018/19 would be presented to the first meeting in the new Municipal Year.

Members attention was drawn to the update on highways schemes and the Strategic Director Environment would respond, after the meeting, to any queries raised by Members about schemes within their wards.

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

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

None.

17. VOTE OF THANKS

Councillor Stock thanked Councillor Sowerby for his conduct of the meeting over the past year.

The meeting finished at 9.17pm

	AGENDA ITEM 7 Chipping Barnet Area Committee 9 July 2018											
	<table border="1"> <tr> <td style="text-align: right;">Title</td> <td>Referrals from Chipping Barnet Residents Forum</td> </tr> <tr> <td style="text-align: right;">Report of</td> <td>Head of Governance</td> </tr> <tr> <td style="text-align: right;">Wards</td> <td>All</td> </tr> <tr> <td style="text-align: right;">Status</td> <td>Public</td> </tr> <tr> <td style="text-align: right;">Enclosures</td> <td>None</td> </tr> <tr> <td style="text-align: right;">Officer Contact Details</td> <td>Naomi Kwasa Naomi.kwasa@barnet.gov.uk 020 8359 4144</td> </tr> </table>	Title	Referrals from Chipping Barnet Residents Forum	Report of	Head of Governance	Wards	All	Status	Public	Enclosures	None	Officer Contact Details
Title	Referrals from Chipping Barnet Residents Forum											
Report of	Head of Governance											
Wards	All											
Status	Public											
Enclosures	None											
Officer Contact Details	Naomi Kwasa Naomi.kwasa@barnet.gov.uk 020 8359 4144											

Summary
At the meeting of Chipping Barnet Residents Forum, held on 20 March 2018, one petition was referred to this Committee for consideration.

Recommendations
1. That the Chipping Barnet Area Committee consider the petition 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>Title: Parking/Access in Strode Close and Surrounding Roads</p> <p>Lead Petitioner: Laura Cope</p> <p>Number of signatures: 78</p> <p>Ward: Coppetts</p> <p>Petition: We the undersigned petition the council to take action to control the number of non-resident vehicles parked in Strode Close, Cromwell Road, Pembroke Road and Hampden Road, whether by introducing CPZ or monitoring and restricting the business operations carried out by TL Motors.</p> <p>With no parking restrictions in the aforementioned streets, the number of vehicles which are being parked by TL Motors has become an increasingly significant issue for us residents. Hundreds of their customers' vehicles are parked up, sometimes left for months on end before being moved, which has made parking near our homes impossible at times. Cars blatantly block emergency vehicle access to the Close by double parking and making access points extremely narrow. Car parks are used as though they are the garage's own land on which to park their customers' vehicles. Recovery vehicles arrive throughout the day and night to drop off customer cars which causes a disturbance due to the noise. Not only is this of great inconvenience to the residents, it is also a major health and safety concern should there be a need for an emergency vehicle to access the area.</p> <p>This is an issue which gets worse by the day as TL Motor's business increases - something they can afford to do due to a free reign of the streets in the area. We need this situation to be reviewed and addressed by Barnet Council as soon as possible for our peace of mind and the sake of our safety.</p>	<p>Petition referred to Chipping Barnet Area Committee for consideration.</p>

2. REASON FOR REFFERAL

- 2.1 At the meeting of Chipping Barnet Residents Forum held on 20 March 2018, one petition was 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 Article 3 - Residents and Public Participation, of the Council's Constitution allows the Residents Forum Chairman to determine the outcome of a petition as follows;

- *Take no action;*
- *Refer the matter to a chief officer to respond to within 20 working days; or*
- *Refer the matter to the relevant Area Committee (if funding is required)*

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.

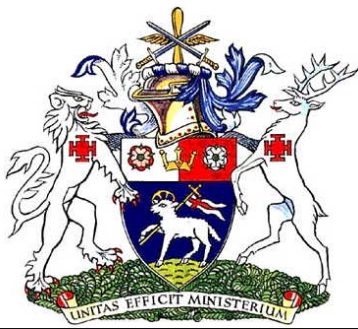
6.8 Consultation and Engagement

6.9 Not in the context of this report.

7. BACKGROUND PAPERS

7.1 None.

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Chipping Barnet Area Committee

9 July 2018

Title	Members Items – Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	Oakleigh, Brunswick Park, East Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Photos provided by Councillor Stephen Sowerby Appendix 2 – Photos provided by Councillor Thomas Smith Appendix 3 – Photos provided by Councillor Wendy Prentice Appendix 4 – Photos provided by Councillor Weeden-Sanz Appendix 5 – Photos provided by Councillor Felix Byers Appendix 6 – Photos provided by Councillor Julian Teare
Officer Contact Details	maria.lugangira@barnet.gov.uk 020 8359 2761

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 decide 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 (£)
Extend the double yellow lines outside the access road to Barrydene, Oakleigh Road North N20 9HG	Councillor Stephen Sowerby	Oakleigh	I would like to request funding to extend the double yellow lines outside the access road to Barrydene, Oakleigh Road North, N20 9HG. Cars parking beyond the double yellow lines going north significantly effect sightlines making exiting Barrdene a dangerous exercise. I suggest that an extension of approximately 10 meters (around two standard car lengths) will be sufficient length. The attached photo shows exactly where the extension needs to be placed.	TBC
Implementation of double yellow lines on the carriageway running south on Netherlands Road	Councillor Thomas Smith	Oakleigh	I request funding to implement double yellow lines on the carriageway running south on Netherlands Road in the run-up to the width restriction. This is to prevent people from parking their vehicles close to the width restriction, thereby obstructing access south to north. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest that 12 meters from the kerbside post would be around the optimal length. Please refer to the attached photo for the exact proposed location for the double yellow lines	TBC
Implantation of double yellow lines on the northern side of the carriageway opposite Onslow Parade	Councillor Wendy Prentice	Brunswick Park	I request funding to implement double yellow lines on the northern side of the carriageway opposite Onslow Parade and where it becomes Osidge Lane. This is to prevent people from parking their vehicles on a busy stretch of road rather than in the parking spaces that already exist. There is currently a problem with cars parking on this part of the carriageway, even blocking driveways, which causes congestion on this road which is regularly used by double decker buses. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest that around 30 metres, from the end of the parking bay	TBC

<p>Implementation of double yellow lines on the north side of the carriageway on Russell Lane where the road</p>	<p>Councillor Roberto Weeden-Sanz</p>	<p>Brunswick Park</p>	<p>I request funding to implement double yellow lines on the north side of the carriageway on Russell Lane where the road narrows approaching Church Hill Road. This is to prevent people from parking their vehicles in front of private driveways and causing congestion on a road which regularly has double decker buses driving down it. It will also prevent visibility problems for residents exiting Fitzwilliam Close who currently struggle to see traffic when turning onto Russell Lane and creates a high risk of an accident occurring. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest that 90 metres from the between the corner of Haslemere Avenue and the tree in front of 155 Russell Lane would be around the optimal length. Please refer to the attached photos for the exact proposed location for the double yellow lines.</p>	<p>TBC</p>
<p>installation of a pedestrian “zebra” crossing with belisha beacons on Cat Hill, EN4 beside the junction with Brookside (‘the site’ – see Picture B and Picture E).</p>	<p>Councillor Felix Byers</p>	<p>East Barnet</p>	<p>For provision to be made for the installation of a pedestrian “zebra” crossing with belisha beacons on Cat Hill, EN4 beside the junction with Brookside (‘the site’ – see Picture B and Picture E).</p> <p>The existing island crossing at the site is heavily used: its situation is a primary walking route to and from local schools including East Barnet School and Danegrove Primary School; it is the most direct walking route into East Barnet Village for residents in the CBC polling district; it is a popular access route for Oak Hill Park via Brookside; and there is a bus stop immediately beside the site (see Picture A).</p> <p>The existing island arrangement is hazardous for both motorists and pedestrians to navigate. There is no instruction to drivers to yield to pedestrians. Traffic approaches at speed from north-east of the site, accelerating down the steep incline from the junction of Cat Hill, Brookhill Road and Park Road. Traffic from the south-west poses a separate danger as vehicles approach the crossing accelerating downhill around a</p>	<p>TBC</p>

			<p>blind corner (see Picture D), and visibility on the west side of the crossing is often obstructed by parked cars (see Picture C). The proximity of parked cars to the central bollards also requires vehicles – including buses, and many moving at considerable speed – to swerve sharply to manoeuvre around the island.</p> <p>There is a strong precedent for assisted crossings in East Barnet Village. There are two existing zebra crossings at either end of the section of East Barnet Road passing through East Barnet Village, and another zebra crossing on Church Hill Road near the junction with Jackson Road, all within c.100 metres of the site. The existing crossings facilitate safe passage for pedestrians travelling into and out of East Barnet Village from the west and south, but there is no equivalent safe route of entry and exit for pedestrians approaching from roads immediately east.</p> <p>Local residents and local traders are concerned about the risk to public safety posed by the existing island crossing at the site. Some traders suspect that the absence of a safe crossing is damaging business. Residents feel nervous to cross the road at this point, but many also admit to taking the risk because there is no logical alternative walking route to access the north side of East Barnet Village if approaching from the east.</p> <p>Having spoken with residents and traders, there is considerable support for this proposal.</p>	
Extend the double yellow lines on the carriageway on Hampden Way at the corner of Arlington Road, N14	Councillor Julian Teare	Brunswick Park	I request funding to extend the double yellow lines on the carriageway on Hampden Way at the corner of Arlington Road, N14, on the north side, the right hand side as one comes down Arlington Road. Currently the double yellow lines on this side are much shorter than on the south side of this turning and visibility is badly obstructed. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest another 5	TBC

			metres from where it currently ends. Please refer to the attached photos for the exact proposed location for the double yellow lines.	
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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 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, states that any Member, within the Area Constituency, 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 1 - Photos provided by Councillor Stephen Sowerby



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Appendix 2 – Photo provided by Councillor Thomas Smith



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Appendix 3 – Photos provided by Councillor Wendy Prentice

Picture 1



Picture 2



Picture 3



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Appendix 4 – Photos provided by Councillor Roberto Weeden-Sanz

Picture 1



Picture 2



Picture 3



Appendix 5 – Photos provided by Councillor Felix Byers

Picture A – Close from South-West



Picture B – Close from North-East



Picture C – View of bend from South



Picture D – View of bend from South-west



Picture E – View from South




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Appendix 6 – Photos provided by Councillor Julian Teare



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	<p>Chipping Barnet Area Committee</p> <p>9 July 2018</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 Chipping Barnet Area Committee, to enable consideration of applications for funding during 2018/19.

Recommendations

1. That the Chipping Barnet Area Committee notes the amount available for allocation during 2018/19, as set out in Appendix 1
2. That the Chipping Barnet Area Committee notes the amount of re-allocated underspends & overspends in Section 2.1

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of part of the Community Infrastructure (“CIL”) 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 part of the income from the CIL would be delegated to the Council’s Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated at least 15% of the CIL receipts for their local area. This is to be capped at a total of £100 per dwelling in the constituency area and ring-fenced for spend on infrastructure schemes and anything else that is concerned with addressing the demands that development places on an area. If there is a neighbourhood plan or a neighbourhood order within the constituency area of the Area Committee the allocation will increase to 25% and not capped.
- 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 Area Committee to agree any additional funding.
- 1.4 This report includes an analysis of the actual costs of the works and enables members to compare with the estimate. The net underspend on the CIL funded projects are added to the balance available where applicable.
- 1.5 Detail as to the activity to date of this Area Committee and the balance available are attached at Appendix 1 to this report.

2. CIL activity

- 2.1 The latest position shows expenditure to March 2018. The total amount of underspends from 2015 – 2017 is £0.024m, whilst the total funded overspends on schemes total £0.012m.

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 and anything else that is concerned with addressing the demands that development places on the area.

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 An annual allocation of £0.150m is made to each Area Committee. Appendix 1 shows the committee balance for 2018/19 to be £0.337m. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years.

6.3 Social Value

6.3.1 Not applicable to this report

6.4 Legal and Constitutional References

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

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

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

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

6.4.5 Council Constitution, Article 7, Committees, Forums, Working Groups and

Partnerships – the terms reference of Area Committees include:

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

6.5 Risk Management

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

6.6 Equalities and Diversity

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

6.7 Consultation and Engagement

There are no consultation and engagement 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>

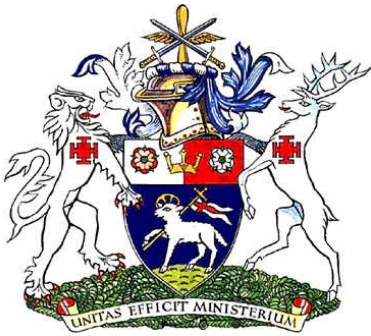
Chipping Barnet	2018/19 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspend to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
Budget allocation	150,000							
Budget C/Fwd	174,800							
2015/16 Underspend returned to CIL reserve	20,094							
2016/17 Underspend returned to CIL reserve	3,578							
2017/18 Underspend returned to CIL reserve	500							
Overspend Funded	(12,135)							
New Balance	336,837							

Chipping Barnet - Outstanding Schemes 2017/18	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
	£							
Woodville Road/Potters Road - Implementation	(25,000)	4,464	25,000	-	No	No		17/05/2017
Play Equipment - Brunswick Park	(20,000)		20,000	-	No	No		17/05/2017
Hadley Green & Hadley Highstone, EN5 - Pedestrian/road safety improvements	(12,000)	1,435	12,000	-	No	No		17/07/2017
Great Bushey Drive and Oak Tree Drive N20 - Commuter Parking	(7,500)	6,865	7,500	-	No	No		17/07/2017
Member waiting restriction request - Four Sites	(4,500)	7,702	8,000	3,500	No	No		17/07/2017
Alleviate Problems of Commuter/All Day Parking on The Meadway and Surrounding Roads in High Barnet	(5,000)	50	5,000	-	No	No		17/07/2017
Steel Gate and Installation of Electronic Entry CCTV Cameras	(3,000)		3,000	-	No	No		17/07/2017
Junction of Lyonsdown Road and Longmore Avenue	(17,000)	1,477	17,000	-	No	No		17/07/2017
Barnet Lane in the vicinity of its junction with Totteridge Lane	(12,000)	693	12,000	-	No	No		17/07/2017
Speed survey - Rushdene Avenue	(2,000)	340	2,000	-	No	No		30/10/2017
Improvement work to Bowling Green - East Valley Bowls Club	(3,000)	3,000	3,000	-	No	Yes		30/10/2017
Yellow Lines - Longland Drive N20, Chandos Avenue, St Johns Ave & Friern Barnet Road and East Crescent at junction with Beaconsfield Road - To now include Laurel Avenue and Parking on corner of Singleton Scarp and Holden Road, Woodside Park	(6,000)	3,757	6,000	-	No	No		30/10/2017
Installation of a bench outside Sainsburys on East Barnet Road	(1,700)	1,262	1,700	-	No	No		30/10/2017
Alston Road 20MPH Zone - Speed Survey	(1,000)	87	1,000	-	No	No		19/02/2018
Vicinity of Barnet Hospital - monitoring parking in the roads surrounding Barnet Hospital following the introduction of the parking controls in the area.	(5,000)	5,000	5,000	-	No	No		19/02/2018
Junction between Oakleigh Road North and Russell Road	(5,000)	899	5,000	-	No	No		19/02/2018
Car Park in Barnet Lane	(25,000)		25,000	-	No	No		19/02/2018
The Mayor of Barnet's Golden Kilometre Marked Routes - 10 Parks	(25,000)		25,000	-	No	No		19/02/2018
Request for council officers to look into introduction of 20mph limit along Cromer Road and Shaftesbury Road EN5	(5,000)	1,031	5,000	-	No	No		19/02/2018
Halos on Belisha Beacons - Totteridge Lane	(2,000)		2,000	-	No	No		19/02/2018
High Street, Barnet - Pavement Build-outs pdf icon	(15,000)		15,000	-	No	No		19/02/2018

Chipping Barnet - Outstanding Schemes 2016/17	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
	£							
Outstanding 2016/17 Schemes								
Newton Avenue Parking situation in Pembroke and Hampden Road. Yellow lines in Newton.	(2,000)	75	1,500	(500)	No	No		06/07/2016
Sussex ring N12 - Yellow lines	(3,000)	4,020	4,000	1,000	No	No		26/10/2016
Longmore Avenue/Lyondown Road	(5,000)	3,522	5,000	-	No	No		08/02/2017
The Ridgeway - 20mph Extension	(5,000)	4,260	5,000	-	No	No		08/02/2017

Chipping Barnet - Outstanding Schemes 2015/16	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
	£							
Outstanding 2015/16 Schemes								
Feasibility Study for Improved Safety at Waitrose at Totteridge Lane	(5,000)	9,033	10,000	5,000	No	No		13/01/2016

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Chipping Barnet Area Committee
9 July 2018

Title	Alston Road, Barnet - Speed Survey Results
Report of	Strategic Director for Environment
Wards	High Barnet
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Jamie Blake - Strategic Director for Environment Jamie.Blake@barnet.gov..uk E-mail – Highways.Correspondence@barnet.gov.uk

Summary

This report details the results of a speed survey carried out in Alston Road, Barnet.

Recommendations

1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken in Alston Road, Barnet.
2. That the Chipping Barnet Area Committee decides that no further action is taken at this time based on the results of the aforesaid speed survey.

1. WHY THIS REPORT IS NEEDED

- 1.1 A petition was received regarding concerns about speeding and a request to extend the existing 20mph speed restriction in adjacent roads to include Alston Road. Representations were heard at the Chipping Barnet Residents Forum in January 2018 and the matter was referred to the Chipping Barnet Area Committee in February 2018.
- 1.2 The Strategic Director for Environment agreed to conduct a speed survey on Alston Road and to report the results back to the next Area Committee meeting.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Alston Road is in High Barnet, situated between St Albans Road to the east and The Avenue to the west and has a speed limit of 30mph. Residents have raised concerns about speeding in Alston Road and put forward a suggestion that a 20mph speed limit would be more appropriate.
- 2.2 The Police have responded previously to concerns about speeding and have run two speed operations in Alston Road in the past and reported that on both occasions no one was recorded as speeding. The Police commented that as cars tend to park on both sides this can give a false perception of speed.
- 2.3 However residents felt that previous speed operations had taken place during busy times of the day and that the results were not representative of the speeds which vehicles may travel during quieter times of the day.
- 2.4 A speed survey was conducted at two sites in Alston Road from 13 May 2018 for one week with speeds recorded in fifteen minute intervals for 24 hours a day in the 7 day period.
- 2.5 The speed survey provides both the average speed and the 85th percentile speed, the two figures generally referred to when reporting speed data. The average speed quoted is the mean speed of all vehicles using the road and the 85th percentile speed is the speed at which 85 per cent of vehicles travel at or below along a road or street (under free flow conditions).
- 2.6 The 85th percentile speed could be characterised as the speed that the majority of motorists consider a sensible maximum for the road conditions. Conditions are usually considered safe if the 85th percentile speed is not in excess of the signed speed limit by 5mph or more. Therefore for a 30mph road the 85th percentile speed would ideally be less than 35mph.
- 2.7 The average speeds and 85th percentile speeds that were recorded on Alston Road during the 7 day survey in each direction are summarised as follows:

Road	Direction	Average speed (mph)	85 th Percentile Speed (mph)
Alston Road (site 1)	Northbound	19.1	24.1
	Southbound	19.2	24.3
Alston Road (site 2)	Northbound	19.3	23.7
	Southbound	18.5	23.4

- 2.8 Although there were concerns that the speeds vary at different times of the day, the survey data does not indicate a significant variation in the mean and 85th percentile speeds throughout the data period. During the week surveyed around 2% of all vehicles were recorded as exceeding the 30mph speed limit and 0.3% exceeded 35mph (the usual enforceable threshold).
- 2.9 The existing 20mph speed restriction in Byng Road and Wentworth Road was extended to include a short stretch of The Avenue and Alston Road when pedestrian improvements and a new zebra crossing were installed in 2017, to highlight the location of the zebra. During the consultation for this scheme requests were received to extend the 20mph restriction further along part or the whole length of Alston Road. However the view of Ward Councillors and officers was that the 20mph limit should be kept close to the new crossing point to help highlight this area in particular.
- 2.10 Our accident database indicates that no personal injury accidents have been recorded in Alston Road in the three year period from 01.08.14 to 31.07.17 (the most recent data currently available).
- 2.11 After considering the speed survey information and the accidents records, it is not proposed to reduce the speed limit in Alston Road at this time.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options are not being considered at this time following speed survey and accident investigation analysis.

4. POST DECISION IMPLEMENTATION

- 4.1 Should the Committee decide to agree with the recommendations in this report, no further action is recommended at this location.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

5.2.1 Area Committee funding of £1000 was agreed at the February committee to carry out a speed survey and data analysis. As no further action is recommended at this time, no additional funding is required.

5.3 Social Value

5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 Article 7 of the Council's Constitution states that Area Committees have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.5 Risk Management

5.5.1 None in relation to this report.

5.6.1 Equalities and Diversity

5.6.1 The Equality Act 2010 outlines at section 149 the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate discrimination, harassment victimisation and any other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are: gender, race, disability, age, gender reassignment, pregnancy and maternity, religion and belief, and sexual orientation.

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. It is not considered that the decision to agree with the recommendations in this report will affect those with protected characteristics under the Equality Act 2010.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

5.8.1 None in relation to this report.

5.9 Insight

5.9.1 None in relation to this report

6. BACKGROUND PAPERS

6.1 Chipping Barnet Area Committee meeting February 2018.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9308&Ver=4>

6.2 Chipping Barnet Residents Forum meeting January 2018.
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=9242&Ver=4>

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	<h2>Chipping Barnet Area Committee</h2> <h3>9 July 2018</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>Strategic 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. BC/001188_02-100-02 Appendix 2 – Three year summary of accidents Appendix 3 – Speed data</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake –Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

Summary

This report details the outcome of the safety review of pedestrian/road safety improvements on Hadley Highstone and Hadley Green Road, close to the junction with Dury Road.

Recommendations

1. That the Chipping Barnet Area Committee notes the review of the Hadley Highstone and Hadley Green Road 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 recommended measures 2A and 2B as set out in this report and detailed in paragraphs 1.9-1.12 and as shown on drawing No. BC/001188-02-100-02.
 3. That the Chipping Barnet Area Committee notes that the cost of Option 2A is estimated at £45,000 which is over the Area Committee limit of £25,000.
 4. That the Chipping Barnet Area Committee notes that the scheme will be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for the funding shortfall, subject to meeting the qualifying criteria of the traffic schemes priority tool.
-
5. That if the Chipping Barnet Area Committee decide not to progress with the measures in Option 2A and/or 2B, no further action will be taken at this location.

1. WHY THIS REPORT IS NEEDED

- 1.1 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'*.
- 1.2 The issue was escalated to the Chipping Barnet Area 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 £1,500 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 Hadley Highstone'.
- 1.3 A report to the July 2017 Chipping Barnet Area Committee outlined the feasibility study that had been undertaken and proposed a scheme to address the issues that the Committee approved.
- 1.4 The scheme included the following measures that were considered to be beneficial to the area:
 - 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:

- 1.5 A statutory consultation on these proposals took place between 18 January 2018 and 9 February 2018. However, the approved proposal proved unpopular with residents and a subsequent meeting with councillors and residents took place at Hadley Highstone and from that discussion a second proposal is now being put forward.
- 1.6 The Personal Injury Accident Data (PIA) for the latest three year period has 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.
- 1.7 Appendix 3 details speed survey data on Hadley Highstone from 20 September 2017 until 1 October 2017 at two locations, 170 metres north of Dury Road and 200 metres South of Dury Road.
- 1.8 The revised measures (Option 2A and Option 2B) are illustrated in Appendix 1 and are recommended to address the speeding and high volumes of traffic on Hadley Green and Hadley Highstone that are perceived to pose a problem for pedestrians.
- 1.9 Option 2A - Constructing a raised table and island crossing point where there was previously only a crossing point will encourage vehicles to slow down both on the northbound approach and the south bound approach.

- 1.10 The proposed cost estimate Option 2A is: £45,000

Detailed Design	£,2500
Safety audit, surveys etc	£2,500
Consultation & Notice of Proposal	£2,000
Construction (works cost)	£35,000
Implementation, supervision and post implementation costs	£3,000
TOTAL	£45,000

- 1.11 Option 2B - It is also proposed to reprofile the existing road markings on Hadley Green Lane/Dury Road to better reflect the radius of the bend on Dury Road junction with Hadley Green Lane.
- 1.12 The proposed cost estimate Option 2B is approximately £500 and can be met by the original funding provided for the scheme and no consultation would be required to implement this lining improvement.
- 1.13 The committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:

‘That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:

‘Generally, this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required’.

- 1.14 Ward councillor have been consulted on the vertical and at the time of publication no response on the vertical measure in this proposal had been received.
- 1.15 Therefore, after investigating the issues and having considered as exceptional circumstances that the speeds are high, we believe that Option 2A would be appropriate at this particular location.

Summary of Proposals

Option	Brief Description	
2A	Raised Table with informal crossing point	<p><u>Advantages</u> Vehicles traveling either north or south on Hadley Highstone are required to decrease speed as they approach the raised table .Vehicles entering or exiting Dury Road will also reduce speed whilst travelling south and then turning left into Dury Road or vehicles exiting Dury Road and turning right on to Hadley Highstone. Having the informal crossing point constructed on top of the table will also create a safer environment for pedestrians waiting to cross Hadley Highstone, knowing that vehicles will be slowing down and therefore be more aware of their presence at the crossing.</p> <p><u>Disadvantages</u> The decrease in vehicular speed may cause slight traffic congestion especially at peak periods. Can lead to complaints of noise and vibration</p>
2B	Reprofiling Give Way road markings on Hadley Green Road junction with Dury Road	<p><u>Advantages</u> The proposal will formalise the method of travel at the bend. Currently the impression given is that vehicles travelling west towards Dury Road appear to be heading left down Hadley Green Road towards Sydney Chapman Way. The proposal will guide vehicles on a more stream lined path onwards from Hadley Green Road through to Dury</p>

		<p>Road.</p> <p><u>Disadvantages</u></p> <p>Road markings will have to be regularly inspected and renewed when faded to maintain the desired direction of travel.</p>
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2 REASONS FOR RECOMMENDATIONS

- 2.1 The recommendations are in response to resident's requests to reduce the speed of vehicles and improve pedestrian safety on Hadley Highstone.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 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. Therefore, a 20mph scheme is not recommended in the location.
- 3.2 The residents of the area were against the proposals in the July 2017 report as detailed in Paragraph 1.4 therefore these proposals were not to be progressed.
- 3.3 The only other option at this stage is to not proceed with any of the proposed improvements. This will however not address the original concern raised by local residents.

4 POST DECISION IMPLEMENTATION

- 4.1 If the reports recommendation is approved, the scheme would be progressed to consultation and implementation stage in the 2018/2019 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 or in a vehicle and as well as contribute to reduced congestion.
- 5.1.2 The proposals also help create an environment that encourages an active lifestyle and reduces obesity by promoting walking and other sustainable modes of travel thus helping to deliver active travel opportunities as identified in the Health and Wellbeing Strategy for children and the population generally.
- 5.1.3 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 is £45,000 and is requested from the Chipping Barnet Area Committee Budget.
- 5.2.2 An annual allocation of £150,000 is made to each Area Committee. The balance for 2018/2019 is £336,837; this takes into account the current year budget as well as under and overspends relating to previous financial years.
- 5.2.3 However, the Chipping Barnet Area Committee should note that Option 2A at £45,000 exceeds the maximum budget for the Area Committee CIL funding of £25,000. The scheme will be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for the funding shortfall, subject to meeting the qualifying criteria of the traffic schemes priority tool.
- 5.2.4 Option 2B for the road marking can be installed using the existing budget for the previous scheme.
- 5.2.5 The work would 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 Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.
- 5.4.2 The Council has the necessary legal powers to introduce traffic orders to put the proposal into effect under the Road Traffic Regulation Act 1994.
- 5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.4 The Councils Constitution, in Article 7, states that the Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments and parks and trees."

5.5 Risk Management

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

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 those with protected characteristics and those without;
- Foster good relations between persons with a relevant protected characteristic and those without.
- The broader 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
- 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.

5.6.1 The proposal in this report are not expected to disproportionately disadvantage individual members of the community.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

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

5.9 Insight

5.9.1 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>

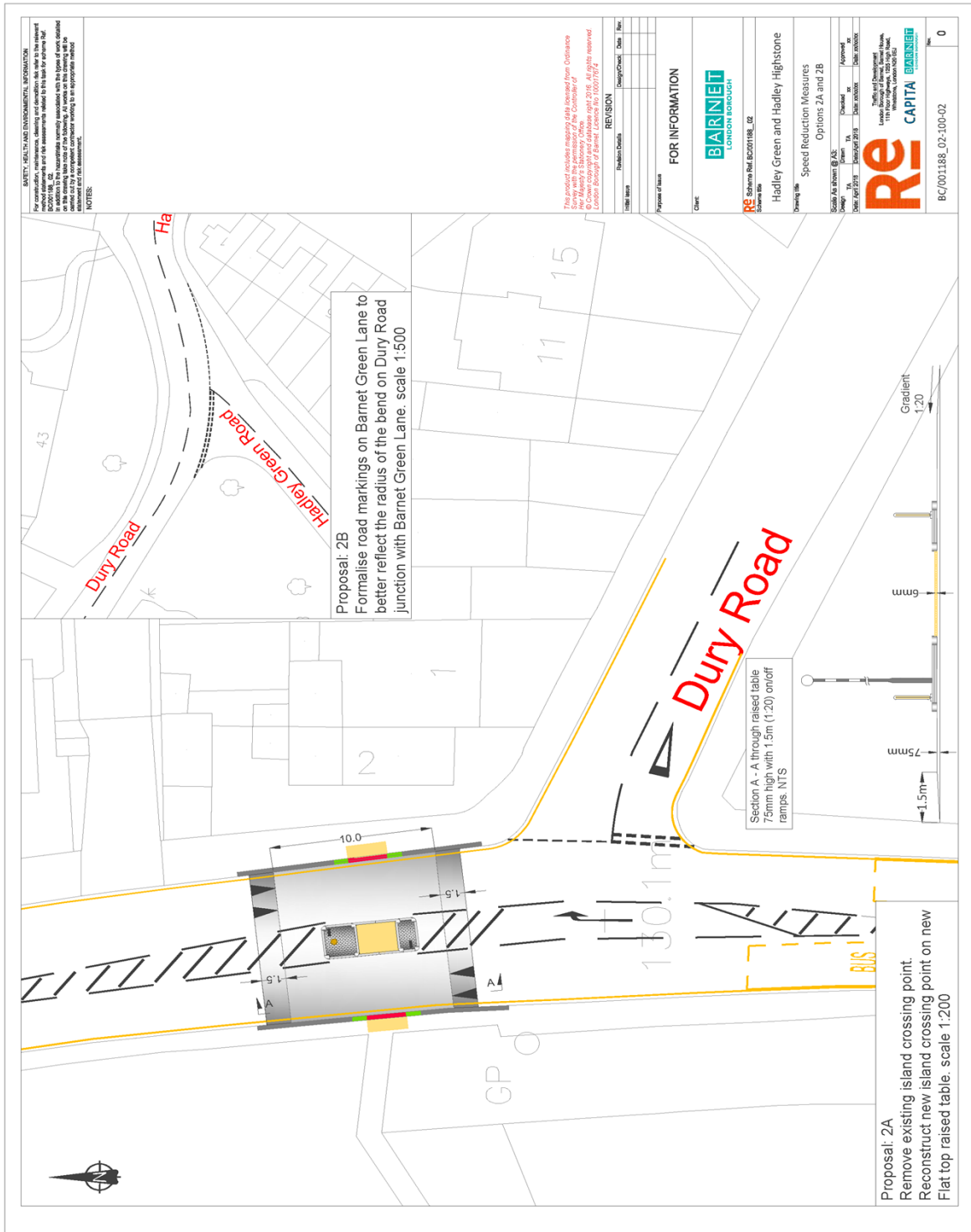
6.2 17 May 2017 Chipping Barnet Area Committee

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

6.3 – 17 July 2017 Chipping Barnet Area Committee

https://barnet.moderngov.co.uk/documents/s41013/Hadley%20Highstone%20Committee%20Report_Final.pdf

Appendix 1



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, operating or demolition site refer to the relevant BCP001 file. CE
 In relation to the hazardous journey associated with the types of work stated above, the contractor shall ensure that the work is carried out in accordance with the relevant HSE guidance and that the contractor complies with the relevant HSE guidance.
 NOTES:

Proposal: 2B
 Formalise road markings on Barnet Green Lane to better reflect the radius of the bend on Dury Road junction with Barnet Green Lane. scale 1:500

Section A - A through raised table
 75mm high with 1.5m (1:20) on/off ramps. NTS

Proposal: 2A
 Remove existing island crossing point.
 Reconstruct new island crossing point on new flat top raised table. scale 1:200

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Rev	Revision Details	Date	By

FOR INFORMATION



Client: **RE** Supreme Ref: BC/001188_02
 Location: Hadley Green and Hadley Highstone
 Drawing title: Speed Reduction Measures Options 2A and 2B

Scale: As shown @ A2
 Checked by: Approved
 Date: 04/01/2018
 Project Ref: Date: 20/08/2018
 Class: 000000

RE CAPITA **BAIRNEIT**
 Technical Development
 11th Floor, 110 Abchurch Lane, The Hub,
 Westgate, London EC4N 3DF

BC/001188_02-100-02
 No: 0

Appendix 2 Hadley Highstone / Hadley Green most recent 3 years injury accidents. No reference to speed having played a part in any of these.

Location (generally from north to south)	Severity	Circumstances
Hadley Highstone near Mill Corner	Slight	Dog ran into carriageway causing motorcyclist to fall
Dury Road at junction with Hadley Green	Slight	Car (in Dury Road) overtook stationary (broken down) vehicle and hit pedestrian stood beside it.
Hadley Green at junction with Dury Road	Slight	Car (from Dury Road) moved off into path of southbound motorcycle
Hadley Green approx. 120m south of Dury Road	Slight	Parked car opened door into path of southbound cyclist
Hadley Green junction with Sydney Chapman Way	Slight	Car turned Right across path of southbound car
Hadley Green junction with Sydney Chapman Way	Slight	As light goods vehicle turned left, cyclist on nearside lost control (no impact)
Hadley Green junction with Sydney Chapman Way	Slight	Northbound shunt – car hit rear of another car

Appendix 3.

Table 2 – Site 2 - 170m North of Dury Road

Date	North Bound		South Bound	
	Mean Speed	85 th Percentile Speed	Mean Speed	85 th Percentile Speed
20/09/17	28.5	32.7	25.3	30.4
21/09/17	28.3	32.5	26.5	30.3
22/09/17	28.9	33.3	26.8	31.2
23/09/17	29.4	33.6	27.3	31.7
24/09/17	28.8	33.3	27.0	31.3
25/09/17	28.4	32.4	26.5	30.4
26/09/17	Road			
27/09/17	Works			
28/09/17	28.3	32.4	27.0	31.1
29/09/17	28.7	32.7	27.0	31.0
30/09/17	29.0	33.3	26.8	31.1
01/10/17	29.5	33.6	27.4	31.7

Table 3 – Site 3 - 200m South of Dury Road

Date	North Bound		South Bound	
	Mean Speed	85 th Percentile Speed	Mean Speed	85 th Percentile Speed
20/09/17	32.4	37.2	31.2	36.0
21/09/17	32.2	37.0	31.4	35.7
22/09/17	32.4	37.0	31.0	35.7
23/09/17	33.2	38.0	31.4	36.5
24/09/17	33.1	38.0	31.4	36.4
25/09/17	32.3	37.1	31.6	36.0
26/09/17	32.6	37.4	31.3	36.0
27/09/17	32.3	36.9	31.4	35.8
28/09/17	32.5	37.0	31.5	36.0
29/09/17	32.2	36.7	31.2	35.5
30/09/17	32.6	37.3	31.9	36.6
01/10/17	33.3	38.1	32.7	37.4

	<h2>Chipping Barnet Area Committee</h2> <h3>9 July 2018</h3>
<p style="text-align: right;">Title</p>	<p>Cromer Road – Request for 20mph Zone</p>
<p style="text-align: right;">Report of</p>	<p>Strategic 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 A - Option drawings</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake- Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<h3>Summary</h3>
<p>The aim of this report is to detail the results of a feasibility study which involves investigating measures to improve road safety on Cromer Road and Shaftesbury Avenue. Bulwer Road has also been included as part of the study due to its proximity. It outlines options to address pedestrian and road safety and puts forward the Officers preferred recommendation.</p>

<h3>Recommendations</h3>
<ol style="list-style-type: none"> 1. That the Chipping Barnet Area Committee notes the review of the safety improvements on Cromer Road, Shaftesbury Avenue and Bulwer Road on the two options as set out in this report and shown on the drawings in Appendix A.
<ol style="list-style-type: none"> 2. That the Chipping Barnet Area Committee agrees to implement recommended Option 1 as shown on the drawing in Appendix A.
<ol style="list-style-type: none"> 3. That the Chipping Barnet Area Committee notes that the cost of Option 1 is estimated at £39,500 which is over the Area Committee limit of £25,000.

4. That the Chipping Barnet Area Committee notes that the scheme will be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for the funding shortfall, subject to meeting the qualifying criteria of the traffic schemes priority tool.
5. That if the Chipping Barnet Area Committee decide not to progress with the measures in this report, no further action will be taken at this location.

1. WHY THIS REPORT IS NEEDED

- 1.1 In April 2014 the Cabinet agreed recommendations of the 20mph zone Task and Finish Group for Schools to be able to 'opt-in' to provision of a 20mph zone.
- 1.2 At the Chipping Barnet Area Committee on 19 February 2018 a request was raised by Councillor Barry Rawlings for Council Officers to investigate a 20mph limit on Cromer Road including Shaftesbury Road.
- 1.3 The Committee allocated £5,000 from the Community Infrastructure Levy funding (CIL) to carry out a feasibility study to improve road safety for the locations named above. As part of the study, Bulwer Road has also been included due to its close proximity.
- 1.4 Cromer Road Primary School is located on Cromer Road close to the junction with Shaftesbury Avenue and as part of this feasibility study the following issues raised in the School Travel Plan have also been considered:
 - Speed of the traffic has been identified as dangerous within the local vicinity.
 - Because of the speed of the traffic, children feel it is dangerous to cross the road outside the school.
- 1.5 This report is therefore required to investigate options to address any road safety concerns.

Initial Observations

- 1.6 An initial site visit took place on 10 May 2018 and all potential solutions have been considered and appraised against the potential issues which were raised by local councillors. There were several issues noted during the site visit which could have an impact on vehicle and pedestrian safety along Cromer Road, Shaftesbury Avenue and Bulwer Road.
- 1.7 To assess the safety issues an analysis of accident and speed survey data were carried out.
- 1.8 As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data to April 2017. This is the latest data available from the police and is provisional and subject to change. According to the data, there were three accidents in total and the severity all classified as slight. Table 1 shows a summary of the accidents within the study area.

Table 1 – Summary of the Personal Injury Accident Data

Date	Severity	Summary
03/05/2012	Slight	Potter's Road junction with Bulwer Road – Driver poor turn or manoeuvre and failed to look properly
08/03/2013	Slight	Bulwer Road junction with Potter's Road – Driver vision affected by rain, fog and road layout (bend in road),
03/04/2014	Slight	Potter's Road junction with Cromer Road – Driver careless, reckless in hurry, involved pedestrian at zebra crossing.

- 1.9 Cromer Road, Shaftesbury Avenue and Bulwer Road provides access onto both Potters Road and Plantagenet Road, all are subject to a 30mph speed limit. Both Potters Road and Plantagenet Road serve bus routes, 184 and 383 The section of roads in this study are a One-Way system and potentially can result in higher traffic speeds as drivers are aware that they will not encounter oncoming traffic.
- 1.10 A seven day traffic speed survey was conducted from 30 April to 6 May 2018 on these roads. The figures in table 2, 3 and 4 below indicate for each road the 24 hour mean and 85th percentile (free flow) speeds for each day.

Date	Northbound One-Way Road	
	85 th Percentile Speed Mph	Mean Speed Mph
30/04/2018	25.3	21.1
01/05/2018	24.8	20.1
02/05/2018	25.7	20.3
03/05/2018	25.7	21.1
04/05/2018	26.9	21.9
05/05/2018	25.7	21.2
06/05/2018	26.7	22.0
Average	25.9	21.2

Table 2 – Speed Data-Cromer Road

Date	Southbound One-Way Road	
	85 th Percentile Speed Mph	Mean Speed Mph
30/04/2018	26.3	20.3
01/05/2018	27.8	21.6
02/05/2018	26.8	20.9
03/05/2018	27.2	21.3
04/05/2018	29.0	23.7
05/05/2018	27.7	21.7
06/05/2018	29.6	24.3
Average	27.7	21.8

Table 3 – Speed Data-Shaftesbury Avenue

Date	Southbound One-Way Road	
	85 th Percentile Speed Mph	Mean Speed Mph
30/04/2018	24.2	20.0
01/05/2018	25.1	20.4
02/05/2018	24.6	19.8
03/05/2018	25.1	20.1
04/05/2018	24.7	19.8
05/05/2018	25.2	20.5
06/05/2018	26.3	21.6
Average	25.0	20.2

Table 4 – Speed Data-Bulwer Road

- 1.11 The existing 85th Percentile Speeds are above 24mph in the studied area, so it is recommended that the signage supplemented by at least one physical traffic calming measures, in order to achieve the aims of a 20mph speed limit.

Proposed Layout Improvements General Details

- 1.12 Following the site visit and the analysis of the speed survey and accident data, in order to improve and mitigate any future potential road safety issues for both pedestrian and vehicle road users, two options for a 20 mph zone have been proposed and summarised in Table 7 below.

- 1.13 A 20 mph zone requires the installation of 20 mph speed zone terminal signs and also the following measures:

- At least one physical traffic calming feature.
- Combination of the following at 100 m (maximum) intervals:
 - Upright 20 speed limit signs (to diagram 670);
 - 20 mph roundel markings (to diagram 1065).

1.14 Option 1: Proposed 20mph zone with humps

- 1.14.1 This option which is detailed in Appendix A-Option 1-BC/001409-04_FS_100-01, includes the introduction of a 20 mph speed zone covering the following roads:

- Cromer Road,
- Shaftesbury Avenue,
- Bulwer Road.

- 1.14.2 Three round top humps have been proposed at the following locations, one in each of the roads:

- Cromer Road: Outside No. 15;
- Shaftesbury Avenue: Outside No. 8;
- Bulwer Road: Outside Nos. 26/28.

- 1.14.3 The committee should consider that vertical traffic calming measures are generally not favoured in the Borough but are appropriate in certain situations. This was confirmed in a report on Traffic Calming to the Environment Committee on 14 July 2016. The Environment Committee, having considered the report on Vertical Traffic Calming measures, resolved:

‘That the Environment Committee noted the current approach to Traffic Calming Measures as set out in this report. That the Environment Committee approved the following Policy Wording:

‘Generally, this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic calming measures can sometimes be appropriate. Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required’.

1.14.4 Ward Councillors have been consulted on the introduction of vertical measures and were not in favour as part of this scheme.

1.14.5 However, after investigating the issues and having considered as exceptional circumstances that the roads are one-way and consequently the speeds are high, Officers believe that these measures would be appropriate at this particular area.

Advantages

- The speed limit signs in 20 mph zones are regulatory;
- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties;
- 20mph zones invites physical activity (walking and cycling), contributing towards a safer environment;
- No loss of parkin;
- No additional drainage requirements for the round top humps.

Disadvantages

- Some journeys will take a slightly longer due to reduced speeds;
- Humps may not be popular with residents;
- Can lead to complaints of noise and vibration.

Cost Estimate

Detailed Design	£4,500
Safety audit, surveys etc	£2,000
Consultation & TMO	£3,800
Construction (works cost)	£26,500
Implementation, supervision and post implementation costs	£2,700
TOTAL	£39,500

Table 5

1.15 Option 2: Proposed 20mph zone and build-outs

1.15.1 This option which is detailed in Appendix A-Option 2-BC/001409-04_FS_100-02, includes the introduction of a 20 mph speed zone covering the same roads as Option 1.

1.15.2 As traffic calming measures, build outs have been proposed at the following locations:

- Cromer Road: Outside No. 13;
- Bulwer Road junction with Bulwer Gardens.

Advantages

- The speed limit signs in 20 mph zones are regulatory,
- There is a link between the introduction of 20mph zones and a subsequent reduction in casualties,
- 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment.

Disadvantages

- Some journeys will take a slightly longer due to reduced speeds.
- Loss of approximately 8 parking spaces;
- New gullies drainage is needed around the kerb buildouts (high cost).

Cost Estimate

Detailed Design	£4,500
Safety audit, surveys etc	£2,000
Consultation & TMO	£3,800
Construction (works cost)	£38,000
Implementation, supervision and post implementation costs	£2,700
TOTAL	£51,000

Table 6

Option	Brief Description	Summary of Potential Advantages/ Disadvantages	Indicative Costs
1	<p>20 mph zone and humps</p> <ul style="list-style-type: none"> - 20 mph speed zone/End of 20 mph zone terminal signs: 6 no. - Repeated 20 mph roundel road markings. - Round top humps: 3 no. 	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - The speed limit signs in 20 mph zones are regulatory, - There is a link between the introduction of 20mph zones and a subsequent reduction in casualties, 20 mph zone proposed is covering the accident study area. - 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment - No loss of parking - No additional drainage requirements for the round top humps. <p>-</p> <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Some journeys will take a slightly longer. - Humps may not be popular with residents. - Can lead to complaints of noise and vibration 	£39,500
2	<p>20 mph zone and kerb build outs</p> <ul style="list-style-type: none"> - 20 mph speed zone/End of 20 mph zone terminal signs: 6 no. - Repeated 20 mph roundel road markings. - Build outs: 2 no. 	<p><u>Advantages</u></p> <ul style="list-style-type: none"> - The speed limit signs in 20 mph zones are regulatory, - There is a link between the introduction of 20mph zones and a subsequent reduction in casualties, - 20mph zones invites to physical activity (walking and cycling), contributing towards a safer environment <p><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Loss of approximately 8 parking spaces. - New gullies drainage are needed around the kerb buildouts (high cost) - Some journeys will take longer. 	£51,000

Table 7 - Summary of proposals

Conclusions and Recommendations

- 1.16 The two options for the 20 mph zone are both considered feasible. However, officers recommend Option 1, because vertical traffic calming measures (humps) have a greater impact reducing vehicle speeds than narrowing road (build outs) proposed in Option 2. Also, Option 1 provides a safer environment at the best value and in terms of compliance, and safety. The total estimate cost for this is £39,500.

2. REASONS FOR RECOMMENDATIONS

The recommendation to progress the introducing of a 20 mph speed zone and traffic calming measures (Recommended Option 1) on studied area is to address the road safety issues that have been highlighted in this report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1. Alternative options have been considered in this report. 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 Once the recommendation and funding is approved, detailed design would be undertaken and statutory consultation will be carried out. 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 proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

- 5.1.2 Improvements that encourage walking or other active travel will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy for children and the population generally.

- 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 An annual allocation of £150,000 is made to each Area Committee. The balance for the Chipping Barnet Area Committee for 2018/2019 is £336,837,

this takes account of the current year together with under and overspends relating to previous financial years.

5.2.2 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high-level cost estimate for all options as shown below in Tables 6 and 7 which will need to be refined by LOHAC upon completion of the detail design:

5.2.3 However, the Chipping Barnet Area Committee should note that Option 2A at £45,000 exceeds the maximum budget for the Area Committee CIL funding of £25,000. The scheme will be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for the funding shortfall, subject to meeting the qualifying criteria of the traffic schemes priority tool.

5.3 **Social Value**

5.3.1 None in relation to this report.

5.4 **Legal and Constitutional References**

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

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 discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- who share a relevant protected characteristic and people who do not share it
- foster good relations between people who share a relevant protected characteristic and those who do not share it.

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. 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 Corporate Parenting

5.7.1 No in context of this report

5.8 Consultation and Engagement

5.8.1 Subject to available funding, a Statutory consultation will be carried out on the proposals and details of the proposals will be outlined on the council's website.

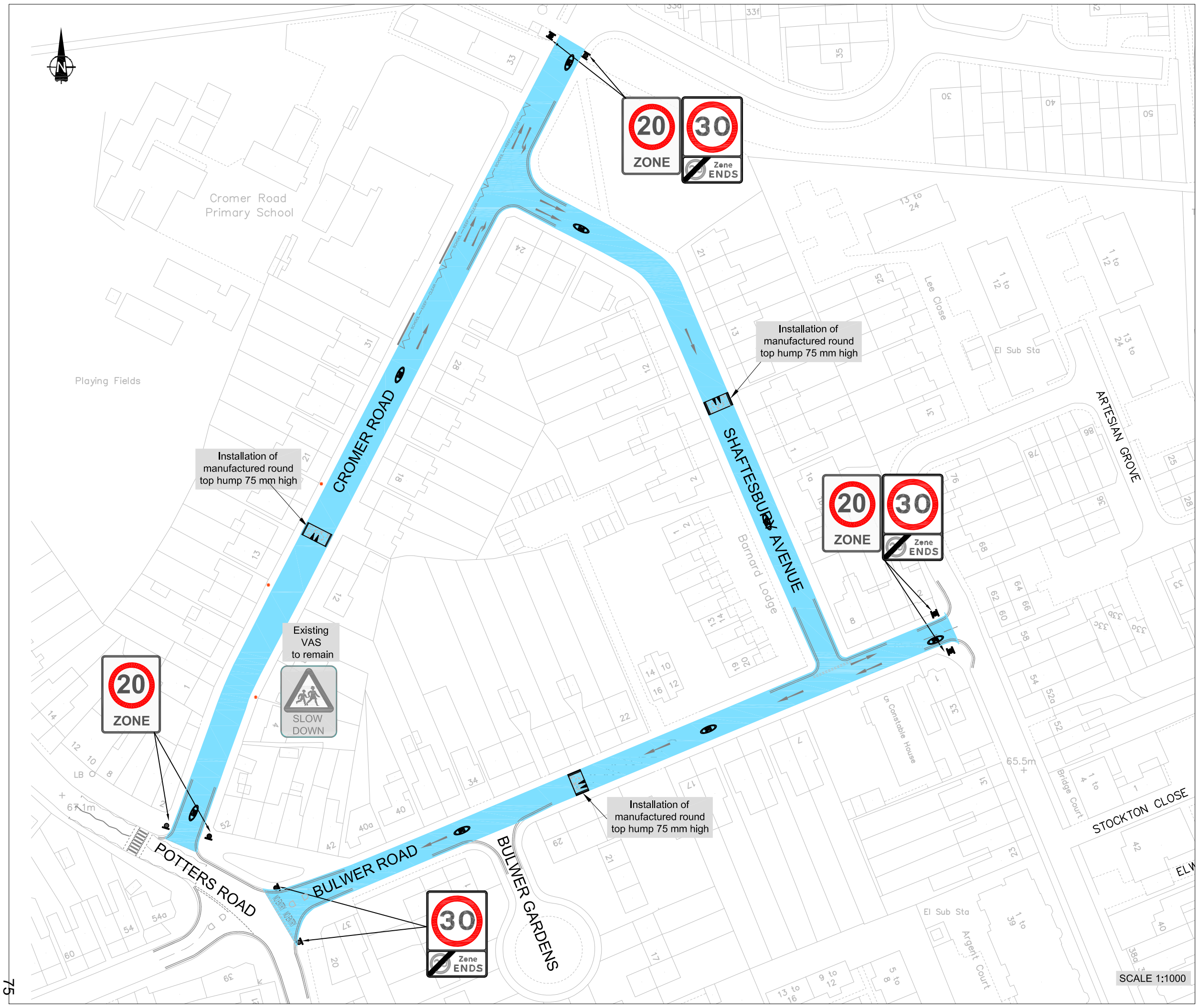
5.9 Insight

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

6. BACKGROUND PAPERS

6.1 Minutes of the Chipping Barnet Area Committee 19th February 2018 – <https://barnet.moderngov.co.uk/documents/g9308/Printed%20minutes%2019th-Feb-2018%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

6.2 Minutes of the Environment Committee on 14 July 2016– Item 15. <http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=695&MId=8634&Ver=4>



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001409-04.
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

LEGEND

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	CLM / FR	11.06.18	0

Purpose of issue
FOR INFORMATION

Client:

Scheme Ref. BC/001409-04
 Scheme title
**CROMER ROAD
 20 mph**

Drawing title
**Appendix A- Option 1
 General Arrangement**

Scale @ A3: AS SHOWN			
Design	Drawn	Checked	Approved
AH/CLM	AH/CLM	FR	LW
Date: 11/06/18	Date: 11/06/18	Date: 13/06/18	Date: 14/06/18

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

BC/001409-04_FS_100-01 0

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/001409-04.
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

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REVISION			
Revision	Details	Design/Check	Date
Initial	Issue	CLM / FR	11.06.18

Purpose of issue

FOR INFORMATION

Client:

BARNET
LONDON BOROUGH

Scheme Ref. BC/001409-04
 Scheme title

CROMER ROAD
20 mph

Drawing title

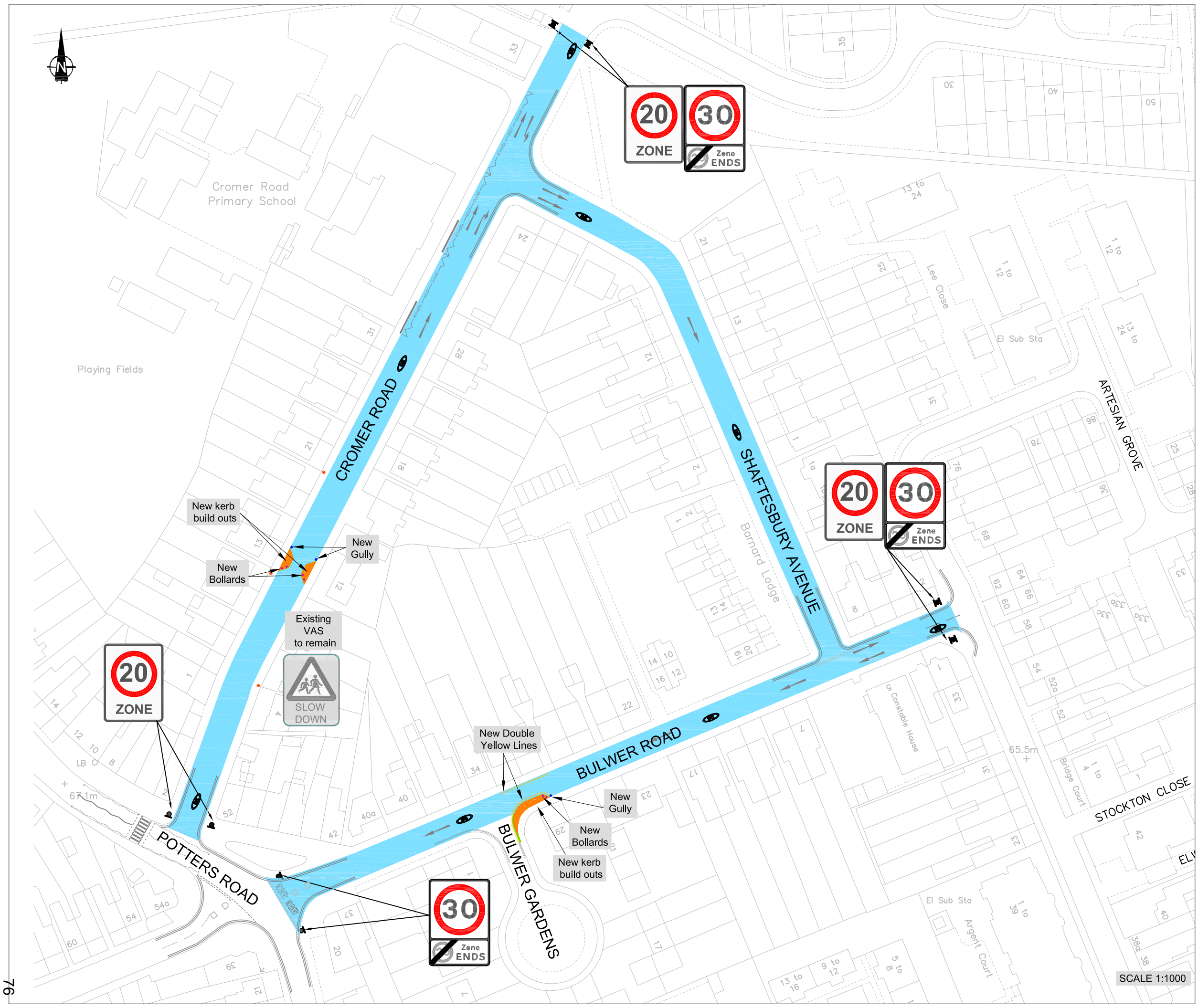
Appendix A- Option 2
General Arrangement

Scale @ A3: AS SHOWN			
Design	Drawn	Checked	Approved
AH/CLM	AH/CLM	FR	LW
Date: 11/06/18	Date: 11/06/18	Date: 13/06/18	Date: 14/06/18

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

CAPITA **BARNET**
LONDON BOROUGH

BC/001409-04_FS_100-02



	<p>Chipping Barnet Area Committee</p> <p>9 July 2018</p>
<p style="text-align: right;">Title</p>	<p>Oakleigh Road North and Russell Road, N20 – Feasibility Study</p>
<p style="text-align: right;">Report of</p>	<p>Strategic 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 A: Accident Data Appendix B: Drawings</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jamie Blake- Strategic Director for Environment Jamie.blake@barnet.gov.uk</p>

<p>Summary</p>
<p>This report details the feasibility study undertaken to address the traffic and safety concerns raised at the Russell Road junction with Oakleigh Road North, N20. It puts forward two options for consideration to address these issues. In addition, other measures have been proposed to improve traffic flow along this section of Oakleigh Road North.</p>

<p>Recommendations</p>
<p>1. That the Chipping Barnet Area Committee notes the review of the traffic improvements on both Russell Road and Oakleigh Road North in the two Options set out in this report and shown on the drawings in Appendix B.</p>
<p>2. That the Chipping Barnet Area Committee authorises the implementation Option 1 and to carry out detailed design and introduce an experimental Traffic Management Order for up to 18 months banning the right turn from Russell Road to Oakleigh Road North (except Cyclists) operating Monday to Friday between 7am and 10 am, subject to available funding.</p>

3. That any unresolved material objections received during the first six months of the Option 1 coming into force are considered by the Strategic Director for Environment in consultation with the relevant Ward Councillors, before a decision is made on whether Option 1 should be made permanent or not, and if so, with or without modification.

4. That the Chipping Barnet Area Committee instructs the Strategic Director for Environment to carry out a statutory consultation on the proposals to introduce waiting restrictions 'Measure 1' in this section of Oakleigh Road North, shown on Appendix B, Drawing no. BC/001409-03_FS_100-03.

(a) Waiting restrictions operating from Monday to Friday 7am to 10am on Russell Road between the following locations:

(i) Russell Road (south side), 19 m approximately from existing double yellow lines.

(b) Waiting restrictions operating from Monday to Friday 7am to 7pm on Oakleigh Road North between the following locations:

(i) Loring Road and Russell Road, approximately 51 metres, northbound side;

(ii) Pollard Road to Loring Road, approximately 77 metres, northbound side;

(iii) Outside no. 239 on Oakleigh Road North, approximately 5 metres, southbound side;

(iv) Raleigh Drive and Oakleigh Crescent, approximately 15 metres, northbound side;

(v) Oakleigh Crescent and Barfield Avenue, approximately 27 metres, southbound side.

(c) Introduction of "At Any Time" waiting restrictions at:

(i) Russell Lane at its junction with Russell Road;

(ii) Extension of "At any Time" waiting restrictions to the existing bus cage Myddleton Park Oakleigh Park (Stop BA) bus stop;

(iii) Oakleigh Road North junctions with Oakleigh Crescent, Loring Road and Hobart Close (measures indicated approximately on drawings);

(iv) Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane) at Oakleigh Road North north-eastbound to Russell Lane;

(v) Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane) at Russell Lane to Oakleigh Road North southbound;

(vi) Oakleigh Road North (northbound) just before Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane).

5. That subject to no objections being received to the statutory consultation, referred to in recommendation 4 (a), (b) and (c), the Committee authorise the Strategic Director for Environment to introduce the proposed waiting restrictions.

6. That the Chipping Barnet Area Committee authorises that if any objections are received as a result of the statutory consultation, referred to in recommendation 4, the Strategic 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.
7. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £18,350 to the actions outlined in recommendation 2 for 'Option 1' above.
8. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £6,000 to the actions outlined in recommendation 4 for 'Measure 1' above.

WHY THIS REPORT IS NEEDED

- 1.1 At the Chipping Barnet Area Committee on 19 February 2018 a Members item was raised by Councillor Stephen Sowerby for Council Officers to report on options to prevent congestion at the junction Oakleigh Road North and Russell Road. It was noted that *'Traffic during rush hour is using Russell Road as a cut through from Russell Lane and turning right onto Oakleigh Road North which is seriously impeding southbound traffic'*.
- 1.2 The Committee approved the allocation of £5,000 from the Community Infrastructure Levy (CIL) funding to carry out a feasibility study to improve traffic and congestion levels for the locations named above.
- 1.3 This report details the results of the investigations and Options to address these issues, and recommends progression to consultation, detail design and implementation.

Initial Observations

- 1.4 On Friday 6 April 2018, Council officers held a site meeting with the Councillor to discuss traffic engineering options for the Oakleigh Road North junction with Russell Road and other matters related to improving the traffic flow along Oakleigh Road North; specifically, with reference to buses stopping and giving way to on-coming buses and larger vehicles. The site observations carried out by officers established that both school parent pick-up/drop-off and the level of local peak time through traffic were the main contributing factors to the congestion of the traffic network and agreed that measures to reduce/discourage vehicles from using Russell Road as a "thoroughfare" should be introduced.
- 1.5 Russell Road provides access to both Russell Lane (B1453) and Oakleigh Road North (A109); all are subject to a 30mph speed limit. Russell Road adjoins a 'cul-de-sac' Russell Gardens and Simmons Way an isolated road that leads to other 'dead end' roads that only access onto Russell Road.

- 1.6 Sacred Heart Roman Catholic Primary School is located on Oakleigh Park South in close proximity to the Oakleigh Road North end of Russell Road.
- 1.7 Russell Lane serves bus routes, 125, 688 and 628 and Oakleigh Road North bus routes 34, 251, 125, 688 and 628.

Accident History

- 1.8 Accident records for the 5-year period 01/06/2012 to 31/05/2017 have been studied in the area. This is the latest data available from the police and is provisional and subject to change.
- 1.9 During the 5 year period, there were eight collisions which caused nine casualties. One of which was considered serious and eight were slight. Accidents have been recorded and are summarised in Appendix A.
- 1.10 There were seven collisions at the junction with Russell Lane, Russell Road and Barfield Avenue. These involved two right turn manoeuvres onto Russell Road and two vehicles existing Russell Road. The other accidents concerned movements of ingress/egress on Barfield Avenue and one loss of control on the main road of Russell Lane.
- 1.11 The accident at the junction of Oakleigh Road North and Russell Road involved a vehicle turning right out of Russell Road.

Traffic survey

- 1.12 A traffic survey was conducted from Friday 11 May to Thursday 17 May 2018 at both junctions, Russell Lane with Russell Road and Russell Road with Oakleigh Road North including the movement from Barfield Road.
- 1.13 Summary of results are shown in the figures below:

Site 1: Russell Lane / Russell Road / Barfield Avenue

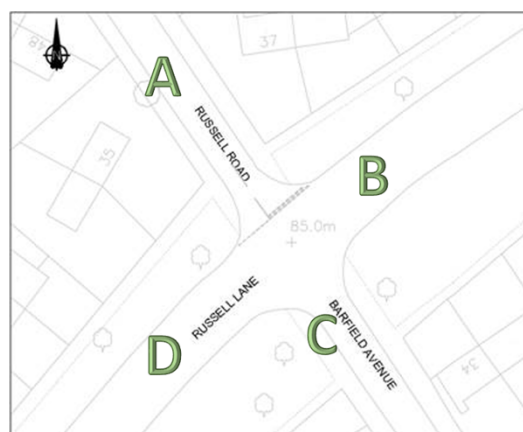


Figure 1

1.14 The total volume of vehicles recorded at the junction during the week is 16,232 and 12,682 vehicles were recorded at weekend.

1.15 During weeks days, 3.4% of those vehicles entered Russell Road in which:

- 75% (2.55% of the total) turn right from B to A (Russell Lane to Russell Road)
- 7% (0.24% of the total) go ahead from C to A (Barfield Avenue to Russell Road)
- 18% (0.6% of the total) turn left from D to A (Russell Lane to Russell Road)

1.16 The percentage of vehicles entering A (Russell Road) from 7am to 7pm is shown below. The period between 7 am and 9 am shows when the highest levels of vehicles are making this movement:

Hours	%
07:00-08:00	11%
08:00-09:00	26%
09:00-10:00	7%
10:00-11:00	5%
11:00-12:00	4%
12:00-13:00	4%
13:00-14:00	4%
14:00-15:00	7%
15:00-16:00	10%
16:00-17:00	8%
17:00-18:00	8%
18:00-19:00	6%

Table 1

Site 2: Russell Road / Oakleigh Road North

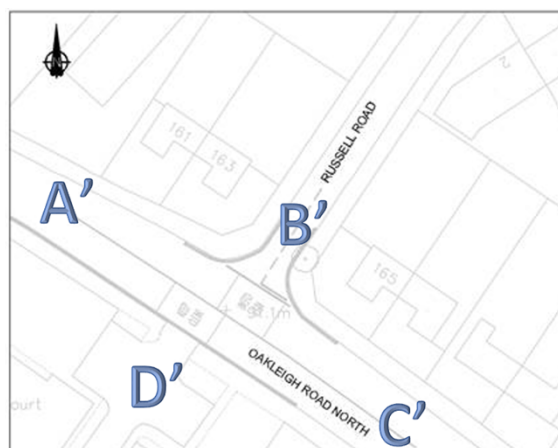


Figure 2

1.17 The total volume of vehicles recorded at the junction is 13,083 in a week day and 10,936 vehicles at weekend.

1.18 At weeks days 4% of those vehicles exiting Russell Road in which:

- 72% (2.88% of the total) turn right from B to A (Russell Road to Oakleigh Road North)
- 1% (0.24% of the total) go ahead from B to D (Russell Road to Kendal Close)
- 27% (0.61% of the total) turn left from B' to C' (Russell Road to Oakleigh Road North)

1.19 Percentage of vehicles exiting B (Russell Road) from 7am to 7pm is shown below. The period between 7 am and 9 am shows when the highest levels of vehicles are making this movement:

Hours	%
07:00-08:00	16%
08:00-09:00	27%
09:00-10:00	9%
10:00-11:00	4%
11:00-12:00	4%
12:00-13:00	5%
13:00-14:00	4%
14:00-15:00	4%
15:00-16:00	9%
16:00-17:00	6%
17:00-18:00	7%
18:00-19:00	5%

Table 2

1.20 Other than those residents who reside on these roads, the traffic volumes are very low in number. Therefore, the majority of vehicles using Russell Road originate from the turning movements via Russell Lane (B1453) avoiding the four-armed roundabout ahead. These vehicles travel along Russell Road and turn right onto Oakleigh Road North (A109) consequently delaying southbound traffic at this section of the Oakleigh Road North (A109). This validates the Members request concerns mentioned above.

Speed survey

1.21 A speed survey on Russell Road was carried out from 23 to 29 April 2018. Figures in table below indicate the 12 hours mean and 85th percentile (free flow) speeds for each day.

Date	Eastbound		Westbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
23/04/2018	26.3	21.8	24.5	20.5
24/04/2018	25.6	21.3	24.1	19.9
25/04/2018	26.5	21.8	24.1	20.4
26/04/2018	27.1	22.3	24.5	20.7
27/04/2018	25.8	21.5	23.8	19.9
28/04/2018	25.1	20.4	24.6	19.5
29/04/2018	25.6	20.9	23.9	19.1
Average	26.2	21.6	24.2	20.2

Table 3-Speed Data

- 1.22 Both directions of travel indicate that the average mean speeds for the study area are significantly below the classified 30mph speed limit. The average 85th percentile advises that 15% of the vehicles are exceeding the average mean speed.

Proposed Improvements

- 1.23 Following the site visits, the analysis of the accident data, traffic volume and speed surveys carried out, two options have been proposed as follow.

Option 1: No Right Turn from Russell Road to Oakleigh Road North

- 1.24 The Option aims to introduce an experimental Traffic Management Order banning the right turn from Russell Road to Oakleigh Road North, except Cyclists and operating Monday to Friday between 7am and 10 am. *Refer to Appendix B, Drawing No BC/001409-03_FS_100-01.*
- 1.25 Contravention of traffic management orders is an offence under the Road Traffic Regulation Act 1984 and any such contravention will be legally enforced. It will therefore address and mitigate any future potential vehicle turning movements and minimize conflicts at this junction.
- 1.26 During the experimental period, cameras will be installed to monitor the proposed movements and operation times during experimental Traffic Management Order.
- 1.27 Additional waiting restrictions are proposed at the junction of Russell Road and Russell Lane and on Russell Road., The details are included in 'Measure 1' as the waiting restrictions are being proposed to be progressed on a permanent basis rather than as an experimental measure.
- 1.28 The advantages of Option 1 are:
- Improve southbound flow on Oakleigh Road North during certain times;
 - Also prevents vehicles that go straight across from Banfield Road into Russell Lane from then turning right into Oakleigh Road North;
 - Waiting restrictions will reduce obstructive parking on Russell Lane at School Dropping off times;

- Limited disturbance of access to residents' properties.

1.29 The disadvantages of Option 1 are:

- Traffic Management Orders required;
- Residents will not be able to turn right out of Russell Road during the restricted times;
- May result in longer queues on Russell Lane on the approach to the roundabout during peak periods;
- Risk of non-compliance without any self-enforcement measures;
- Requires additional Advance Warning signs on Russell Lane and Barfield Avenue.

1.30 The cost estimated for the scheme is shown in Table 4 below:

Detailed Design (including monitoring during experimental TMO)	£2,300
Consultation & TMO	£3,200
Construction (works cost)	£4,700
Cameras monitoring study (10 days' analysis)	£7,500
Implementation, supervision and post implementation costs	£650
TOTAL	£18,350

Table 4

Option 2: No Right Turn from Russell Lane to Russell Road

1.31 This option proposes to introduce an experimental Traffic Management Order banning right turns from Russell Lane to Russell Road, except Cyclists and operating Monday to Friday between 7am and 10 am. *Refer to Appendix B, Drawing No BC/001409-03_FS_100-02.*

1.32 Contravention of traffic management orders is an offence under the Road Traffic Regulation Act 1984 and any such contravention will be legally enforced. It will therefore address and mitigate any future potential vehicle turning movements and minimize conflicts at this junction. Cameras will be installed at Russel Road junction with Russell Lane to monitor its movements and operation times during experimental Traffic Management Order. The Committee should note that these are monitoring cameras during the experimental period and not enforcement cameras

1.33 As with Option 1 additional waiting restrictions are proposed on at the junction of Russell Road and Russell Lane and on Russell Road.

1.34 The advantages of Option 2 are:

- Reduce the numbers of vehicles turning right onto Oakleigh Road North;
- Reduce the number of collisions at this junction;
- Improve southbound flow on Oakleigh Road North during certain peak times.

1.35 The disadvantages of Option 2 are:

- Disturbance for residents accessing to their properties;
- Residents will not be able to turn right into Russell Road during the restricted times;
- Does not prevent vehicles that go straight across from Barfield Road into Russell Lane from then turning right into Oakleigh Road North;
- Traffic Management Orders required;
- Higher cost.
- May result in longer queues on Russell Lane on the approach to the roundabout during peak periods.
- Risk of non-compliance without any self-enforcement measures

1.36 The cost estimated for the scheme is shown in Table 5 below:

Detailed Design (including monitoring during experimental TMO)	£2,300
Consultation & TMO	£3,200
Construction (works cost)	£7,500
Cameras monitoring study (10 days' analysis)	£6,800
Implementation, supervision and post implementation costs	£650
TOTAL	£20,450

Table 5

'Measure 1' – Additional Waiting Restrictions

1.37 In order to alleviate the concerns raised related to congestion and traffic flow along this section of Oakleigh Road North, the following measures have been proposed on Oakleigh Road North northbound and southbound, between Russell Road and Barfield Avenue (*please refer to Appendix B, Drawing No BC/001409-03_FS_100-03, BC/001409-03_FS_100-04 and BC/001409-03_FS_100-05*):

1.37.1 Waiting restriction from Monday to Friday 7am to 10am on Russell Road between the following locations:

- (i) Russell Road (south), 19 m approximately from existing double yellow lines.

1.37.2 Waiting restriction from Monday to Friday 7am to 7pm on Oakleigh Road North between the following locations:

- (i) Loring Road and Russell Road, approximately 51 metres, northbound side;
- (ii) Pollard Road to Loring Road, approximately 77 metres, northbound side.
- (iii) Outside no. 239 on Oakleigh Road North approximately 5 metres, southbound side,
- (iv) Raleigh Drive and Oakleigh Crescent, approximately 15 metres, northbound side.

- (v) Oakleigh Crescent and Barfield Avenue, approximately 27 metres, southbound side.

1.37.3 Introduction of “At Any Time” waiting restrictions at:

- (i) Russell Lane at its junction with Russell Road;
- (ii) Extension of “At any Time” waiting restrictions to existing bus cage Myddleton Park Oakleigh Park (Stop BA) bus stop;
- (iii) Oakleigh Road North junctions with Oakleigh Crescent, Loring Road and Hobart Close (measures indicated approximately on drawings);
- (iv) Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane) at Oakleigh Road North north-eastbound to Russell Lane.
- (v) Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane) at Russell Lane to Oakleigh Road North southbound.
- (vi) Oakleigh Road North (northbound) just before Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane).

1.38 The advantages of the additional waiting restrictions (Measure 1) are:

- The above measures will optimise efficient movements and reduce traffic congestion along this section Oakleigh Road North, will help buses and larger vehicles to safely pass each other from obstructive parked vehicles on both sides of the road and improve local traffic journey times for all modes of transport.
- Assist vehicles to manoeuvre safely without parking obstructing the flow of traffic.

1.39 The disadvantages of the additional waiting restrictions (‘Measure 1’) are:

- Loss of parking on both sides of Oakleigh Road North and the side roads, approximately between 36 and 39 parking spaces will be lost as detailed on Appendix B, Drawing no. BC/001409-03_FS_100-03.
- Traffic Management Orders required.

1.40 The cost estimated for the additional measures is shown in Table 6 below:

Detailed Design (including monitoring during experimental TMO)	£950
Consultation & TMO	£2,800
Construction (works cost)	£1,750
Implementation, supervision and post implementation costs	£500
TOTAL	£6,000

Table 6

2. REASONS FOR RECOMMENDATIONS

2.1 The two Options explained above are considered feasible. However, officers recommend Option 1 for reduced disturbance to local residents on Russell Road and adjacent roads and that it also captures vehicles from Barfield Road into Russell Road from turning right into Oakleigh Road North. As the main issue is currently occurring in the morning peak period it has been proposed that the banned turn will only be in place Monday to Friday between 7am -10am.

- 2.2 Experimental Traffic Management Orders (TMOs) allow for public comments about the measures to be considered in the first 6 months of operation, and allows the Council to monitor the effects of the measures before deciding whether or not to make them permanent.
- 2.3 Experimental Orders have a maximum duration of 18 months and the first 6 months of the experiment constitute the consultation period whereby comments/objections to the proposals are received and considered. Before the 18 months has expired, the Council is obliged to consider all comments received from the public about the scheme before making a decision whether or not to continue the measures permanently, and if so, with or without modification. This will also be done in discussion with local ward councillor.
- 2.4 As part of the Council's statutory duty under the Traffic Management Act 2004 to ensure efficient levels of traffic flow in the borough, and ensuring road safety is maintained on the road network throughout the borough, it is considered that a number of waiting restrictions throughout the borough should be introduced and/or amended which will deter obstruction, improve traffic flow and general road safety for both pedestrians and motorists.
- 2.5 The additional waiting restrictions proposal will improve the flow and traffic and reduce congestion and will be proposed on a permanent rather than an experimental basis and this will be subject to a Statutory Consultation.
- 2.6 The indicative cost for all options have been detailed in previous paragraphs.
- 2.7 In conclusion, we would recommend progressing with 'Option 1' banning the right turn from Russell Road into Oakleigh Road North and 'Measure 1' for the additional waiting restrictions.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Investigation and feasibility design for 2018/19 an Accident Remedial Scheme Oakleigh Road South is currently in the process of a review. Any substantial changes to the road layout may have traffic impact on the adjoining Oakleigh Road North and the surrounding areas.
- 3.2 During our discussions with the Councillor, other solutions to improve the network along Oakleigh Road North suggested were to introduce a series of right turn pockets to allow vehicles protection and assist free-flow of traffic on the main road when traffic is turning. Due to insufficient road widths, these measures cannot be accommodated in additional locations, however, these facilities do currently exist at the adjacent junctions, Oakleigh Park North and Oakleigh Avenue, where there is sufficient road widths.
- 3.3 A review and alteration of the signal timings to co-ordinate and enhance local traffic flows would be an alternative future option, subject to available funding.
- 3.4 The idea of introduction of a yellow box junction at the junction of Russell Road with Oakleigh Road North has been dismissed because to this measure

will help vehicles to exit turning right from Russel Road into Oakleigh Road North as Rule 174 of The Highway code states: *“You must not enter the box until your exit road or lane is clear. However, you may enter the box and wait when you want to turn right, and are only stopped from doing so by oncoming traffic, or by other vehicles waiting to turn right.”* It is considered that the banning of the right turn will reduce this movement sufficiently so that the existing keep clear is the appropriate marking in this location.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation and funding is approved, detailed design would be undertaken, an experimental traffic order would be drafted for the banned right turn. Barnet would then consult with required stakeholders. Subject to no objections from them, the proposal would be made permanent and monitored.
- 4.2 In parallel a statutory consultation will be carried out for proposed waiting restrictions.
- 4.3 In accordance with The Local Authorities’ Traffic Orders Procedure) (England and Wales) Regulations 1996, a statutory consultation would be carried out on the proposals through notices outlining the proposals being published in the local Press and London Gazette newspapers, similar notices being erected on-street and letters being delivered to properties close to the relevant locations.
- 4.4 Subject to no material objections being received the measures would be introduced through the making of the relevant Traffic Management Orders.
- 4.5 Should objections be received, then these would be considered by the Chief Officer, before a decision is made whether or not to introduce the proposed restrictions, and if so, with or without modification.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The scheme will help 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 in their area, helping to reduce, noise, air pollution, traffic congestion and speed.
- 5.1.2 Improvements to the borough road network would reduce congestion, increase air quality (lower carbon emissions) and enhance journey times for all modes of transport. This will encourage walking or other active travel, 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 An annual allocation of £150,000 is made to each Area Committee. The balance for the Chipping Barnet Area Committee for 2018/2019 is £336,837, this takes account of the current year together with under and overspends relating to previous financial years.

5.2.2 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate for all options as shown below in Tables 5, 6 and 7 which will need to be refined by LOHAC upon completion of the detail design:

5.2.3 Procurement of the works should be via the existing London Highways Alliance Contract (LOHAC) and the Council's Street Lighting provider as appropriate.

5.2.4 For Option 1 - A sum of £18,350 is requested from the 2018/19 Chipping Barnet Area Committee (CIL) funding for the implementation of the Banned Right Turn on an experimental basis.

5.2.5 For Measure 1 - A sum of £6,000 is requested from the 2018/19 Chipping Barnet Area Committee (CIL) funding for the undertaking a statutory consultation for the recommended waiting restrictions and their implementation subject to the outcome of the consultation.

5.2.6 The total cost of 'Option 1' and 'Measure 1' combined is £24,350.

5.3 Social Value

5.3.1 As procurement is via existing term or framework arrangements there are no relevant social value considerations related to their work.

5.4 Legal and Constitutional References

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

5.4.2 Area Committees can also determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent.

5.4.3 Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its

road network to secure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the Council's other obligations, policies and objectives. The action the Council may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.

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

5.4.4 Statutory consultation subject to funding 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 discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- Foster good relations between persons who share a relevant protected characteristics and persons who do not share it.

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 Introduction of the measures outlined in the report would benefit pedestrians, non-motorised traffic, local traffic, air quality and noise reduction. It would also assist children travelling to and from school and those escorting them.

5.6.4 The proposals in this report are not expected to disproportionately disadvantage individual members of the community.

5.6.5 It is considered that the Council has met its public sector equalities duty in considering these issues.

5.7 Corporate Parenting

5.7.1 No in context of this report.

5.8 Consultation and Engagement

5.8.1 Subject to available funding, a public consultation will be carried out on the proposals.

5.9 Insight

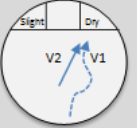
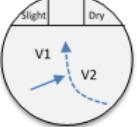

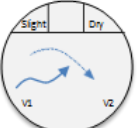
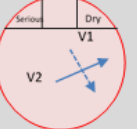

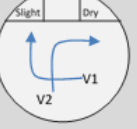
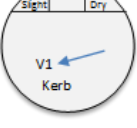
5.9.1 The proposals have been informed through the analysis of personal injury accident data, speed surveys and site observations.

6. BACKGROUND PAPERS

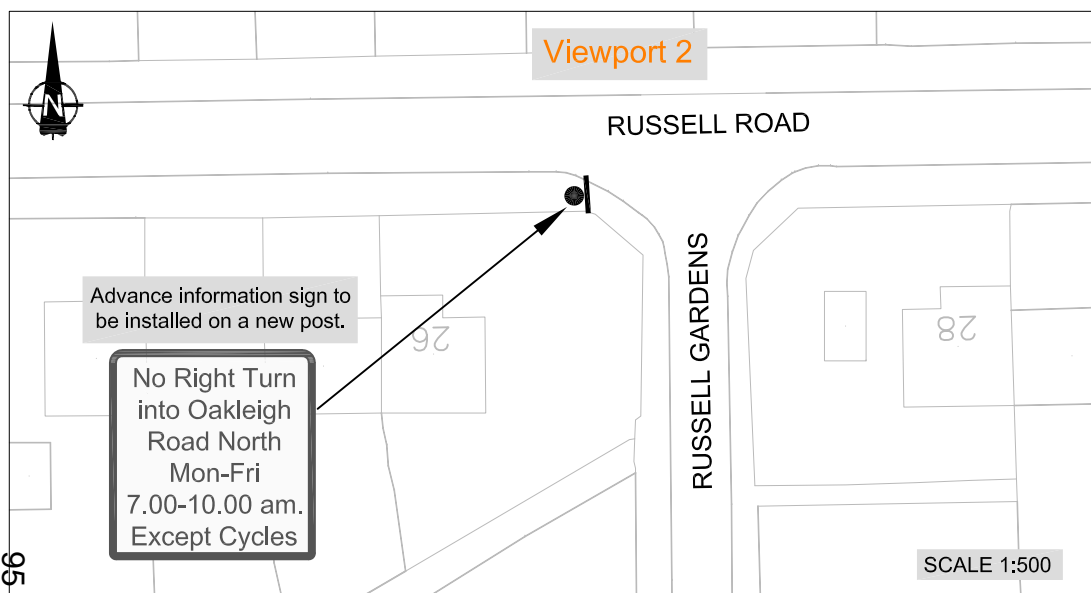
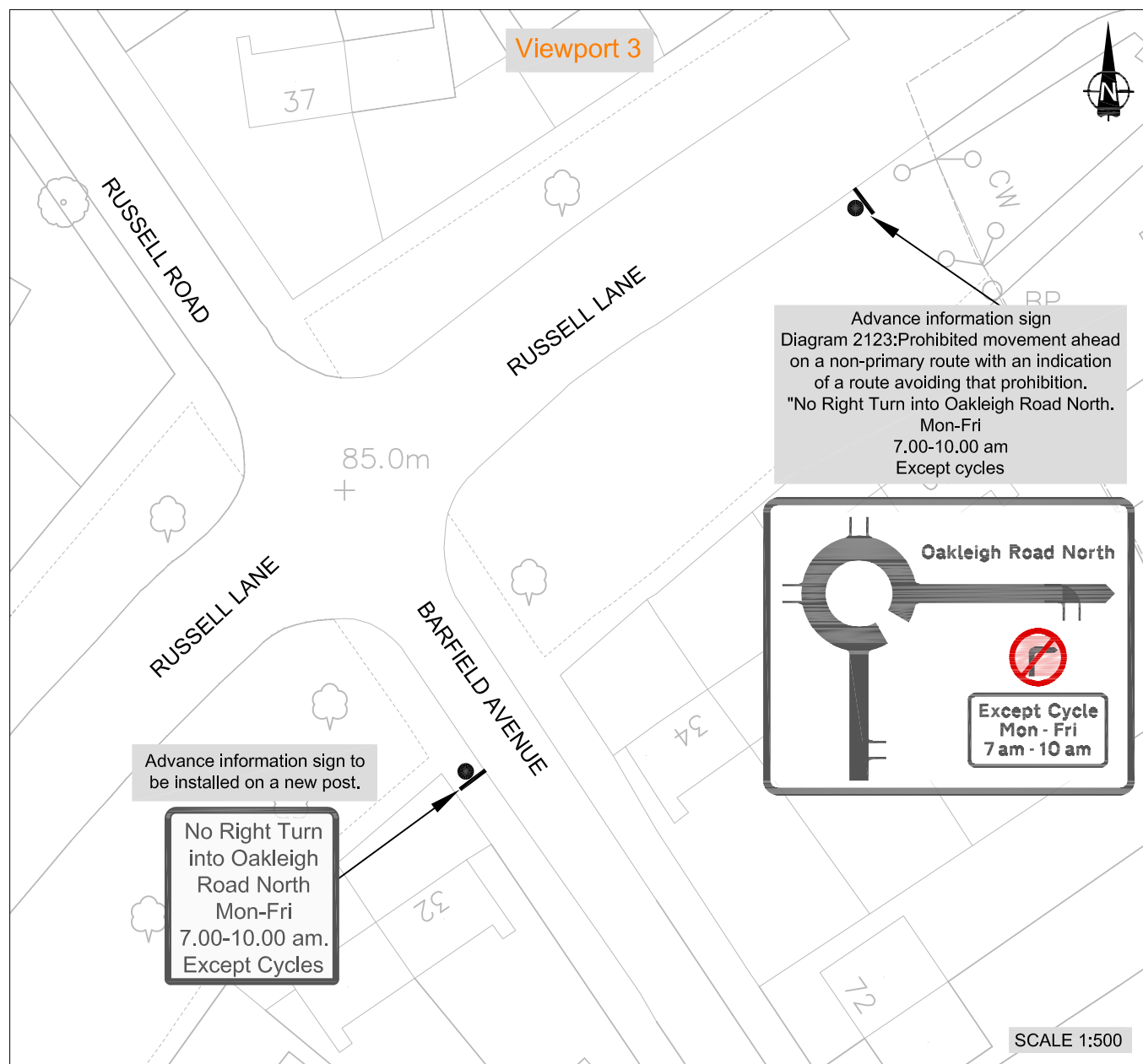
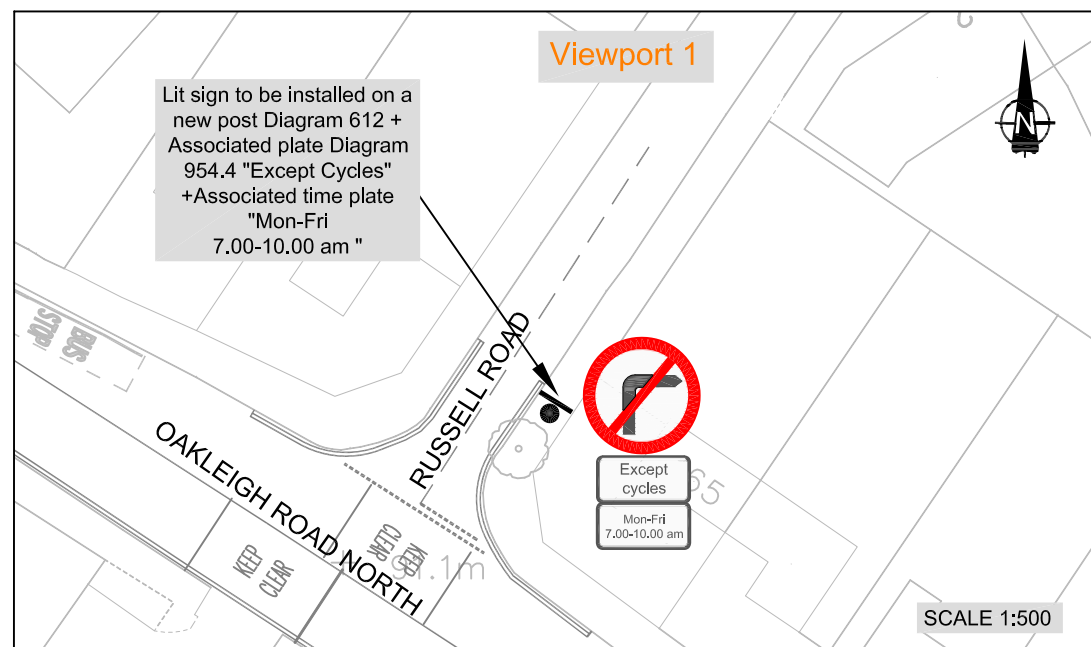
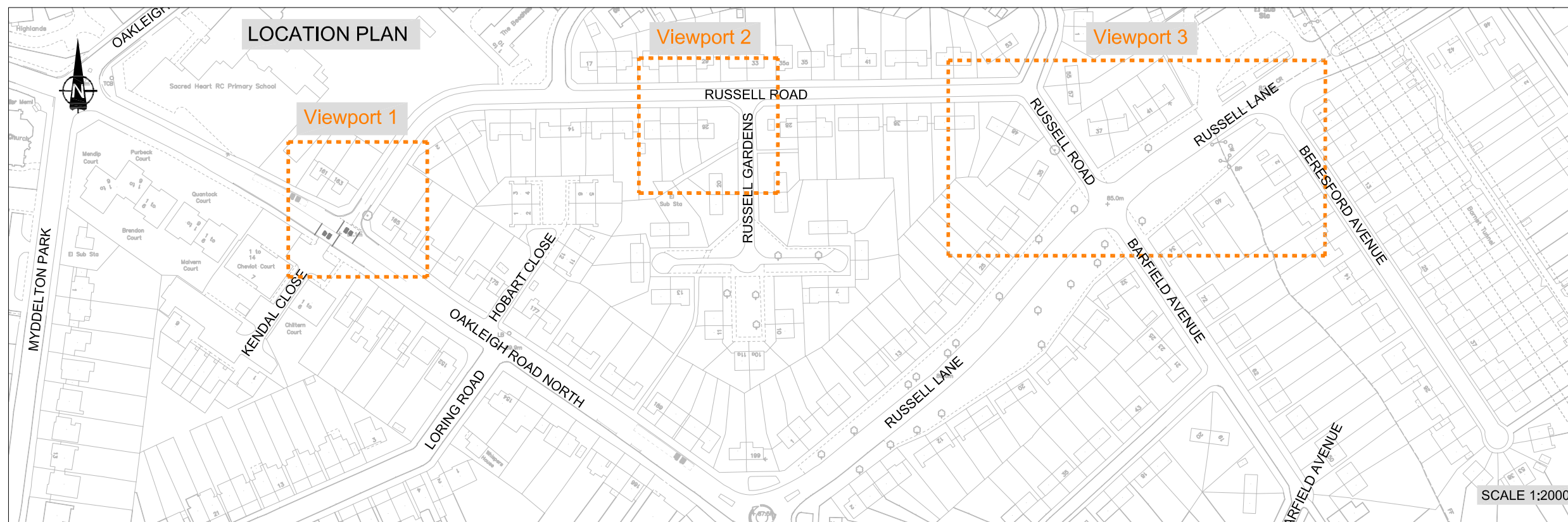
6.1 Chipping Barnet Area Committee 19th February 2018, Item 11:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9308&Ver=4>

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No.	Location	Accident Date	Time	Accident Day	Description	Accident Severity	Light Conditions	Road Surface	Weather	Junction Control	Junction Detail	Casualty Severity	Mode of Travel	Diagram
1	NFL- OAKLEIGH ROAD NORTH 39M NW OF J/W RUSSELL ROAD	08-Jun-12	14:58	FRIDAY	V2 PULLED OUT AND TURNED RIGHT COLLIDING WITH V1 (SOLO) WHO WAS OVERTAKING TRAFFIC	Slight	Daylight	Wet	Fine	Give Way /Uncontrolled	Priv Drive	Slight	Powered Wheeler	
2	RUSSELL LANE J/W BARFIELD AVENUE	28-Sep-12	08:30	FRIDAY	V2 TURNED RIGHT INFRONT OF V1, V2 HIT V1	Slight	Daylight	Dry	Fine	Give Way /Uncontrolled	Crossroads	Slight	Powered Wheeler	
3	RUSSELL LANE J/W BARFIELD AVENUE	29-Nov-12	13:42	THURSDAY	V1 LOST CONTROL, OVERSHOOTING THE JUNCTION AND COLLIDING WITH N/S OF V2.	Slight	Daylight	Dry	Fine	Give Way /Uncontrolled	Crossroads	Slight	Car	
4	RUSSELL LANE J/W BARFIELD AVENUE	02-May-13	16:07	THURSDAY	V2 TURNED RIGHT FROM STAT TRAFFIC THAT V1 WAS OVERTAKING, CAUSING COLLISION.	Slight	Daylight	Dry	Fine	Give Way /Uncontrolled	Crossroads	Slight	Powered Wheeler	
5	RUSSELL LANE, JUNCTION WITH BARFIELD AVENUE	08-Jul-13	12:27	MONDAY	VEH 1 PULLED OUT INTO PATH OF VEH 2 CAUSING COLLISION & CAUSING BUS PASSENGER C2 TO FALL & SUSTAIN INJURY	Serious	Daylight	Dry	Fine	Give Way /Uncontrolled	Crossroads	Slight	Car	
	RUSSELL LANE, JUNCTION WITH BARFIELD AVENUE	08-Jul-13	12:27	MONDAY	VEH 1 PULLED OUT INTO PATH OF VEH 2 CAUSING COLLISION & CAUSING BUS PASSENGER C2 TO FALL & SUSTAIN INJURY	Serious	Daylight	Dry	Fine	Give Way /Uncontrolled	Crossroads	Serious	Bus Or Coach	
6	RUSSELL LANE J/W BARFIELD AVENUE	09-Dec-13	18:39	MONDAY	V1 PULLED OUT AND TURNED RIGHT ACROSS PATH OF V2	Slight	Dark	Dry	Fine	Give Way /Uncontrolled	Crossroads	Slight	Powered Wheeler	
7	RUSSELL LANE J/W BARFIELD AVENUE	30-May-15	14:40	SATURDAY	V1 OVERTOOK A STAT BUS AND TURNED RIGHT, COLLIDING WITH V2 WHO WAS ALSO TURNING RIGHT FROM ANOTHER DIRECTION.	Slight	Daylight	Dry	Fine	Give Way /Uncontrolled	Crossroads	Slight	Car	
8	RUSSELL LANE, 25M NE OF J/W BARFIELD AVENUE	20-Feb-16	10:37	SATURDAY	V1 HAS MOMENTARILY LOOKED IN REAR VIEW MIRROR TO SPEAK WITH DAUGHTER & HIT N/S KERB, LOST CONTROL & HIT A TELEGRAPH POLE	Slight	Daylight	Dry	Unknown	Not Applicable	No Jun In 20m	3 Slight	Car	

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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/001409-03.
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	CLM / SHC	11.06.18	0

Purpose of issue
FOR INFORMATION

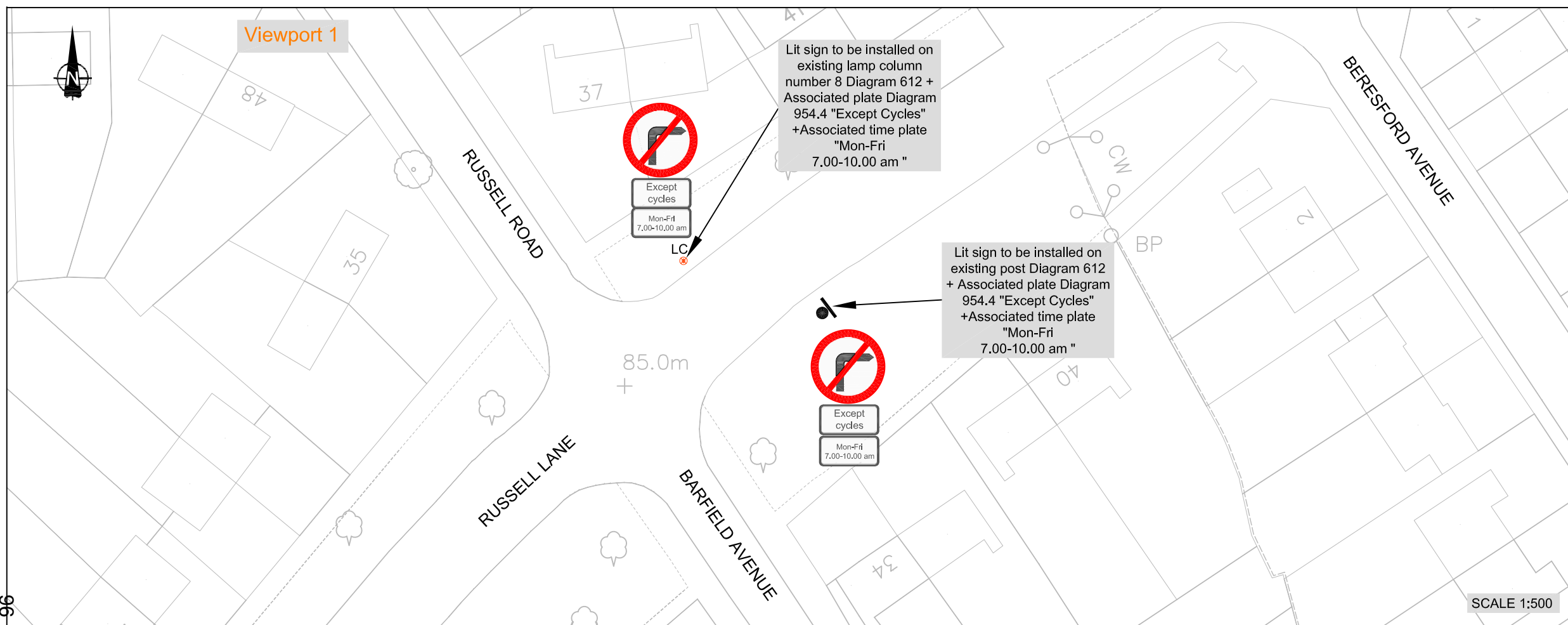
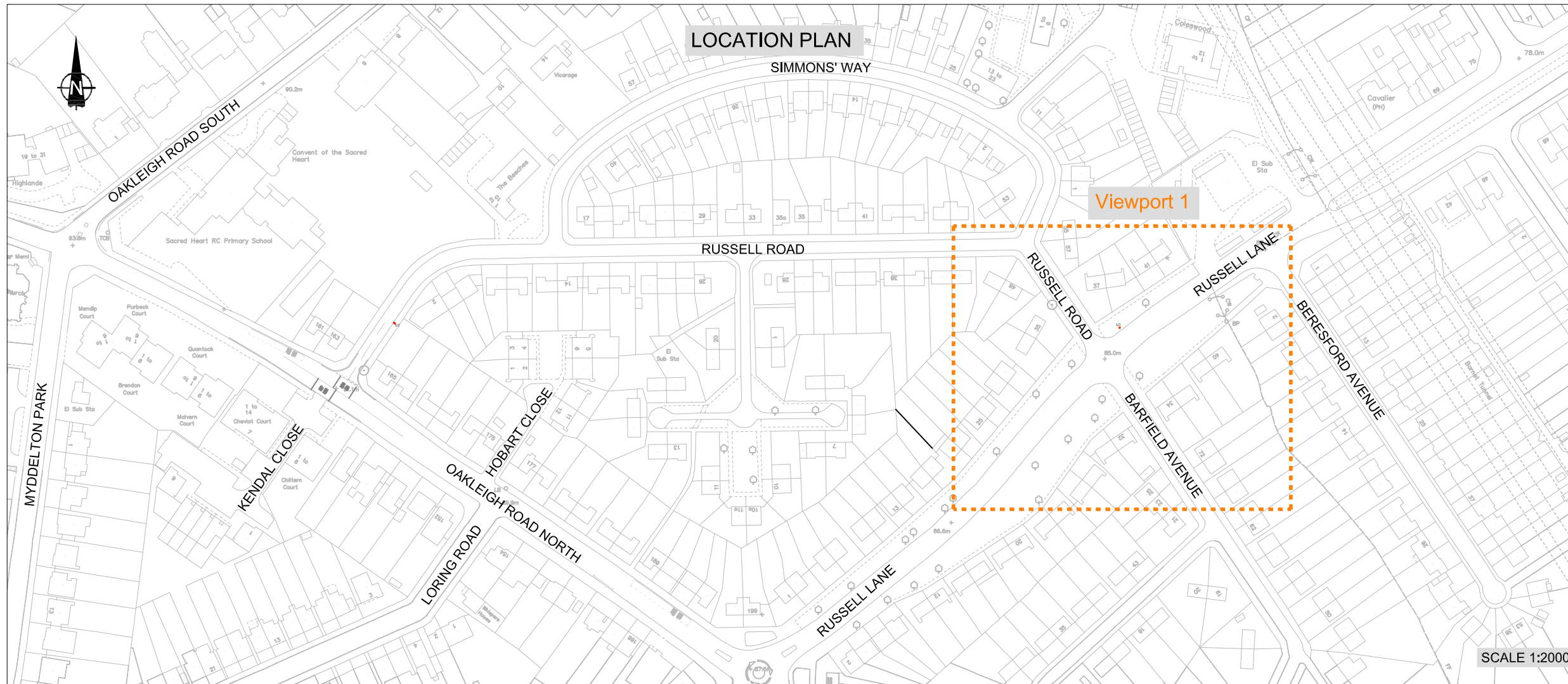


Client:
 Scheme Ref. BC/001409-03
 Scheme title
OAKLEIGH ROAD NORTH/RUSSELL ROAD

Drawing title
**Appendix B- Option 1
 General Arrangement**

Scale @ A3: AS SHOWN				
Design	Drawn	Checked	Approved	
AH/CLM	AH/CLM	SHC	LW	
Date: 11/06/18	Date: 11/06/18	Date: 13/06/18	Date: 14/06/18	





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/001409-03. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	CLM / SHC	11.06.18	0

Purpose of issue
FOR INFORMATION



Scheme Ref. BC/001409-03
Scheme title
OAKLEIGH ROAD NORTH/RUSSELL LANE

Drawing title
**Appendix B- Option 2
General Arrangement**

Scale @ A3: AS SHOWN			
Design	Drawn	Checked	Approved
AH/CLM	AH/CLM	SHC	LW
Date: 11/06/18	Date: 11/06/18	Date: 13/06/18	Date: 14/06/18



For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001409-03. In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

LEGEND

- Existing road markings
- Proposed new yellow road markings

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REVISION

Revision	Details	Design/Check	Date	Rev.
Initial issue		CLM / SHC	11.06.18	0

Purpose of issue

FOR INFORMATION



Scheme Ref. BC/001409-03

Scheme title

OAKLEIGH ROAD NORTH/RUSSELL LANE

Drawing title

Appendix B- Measure 1

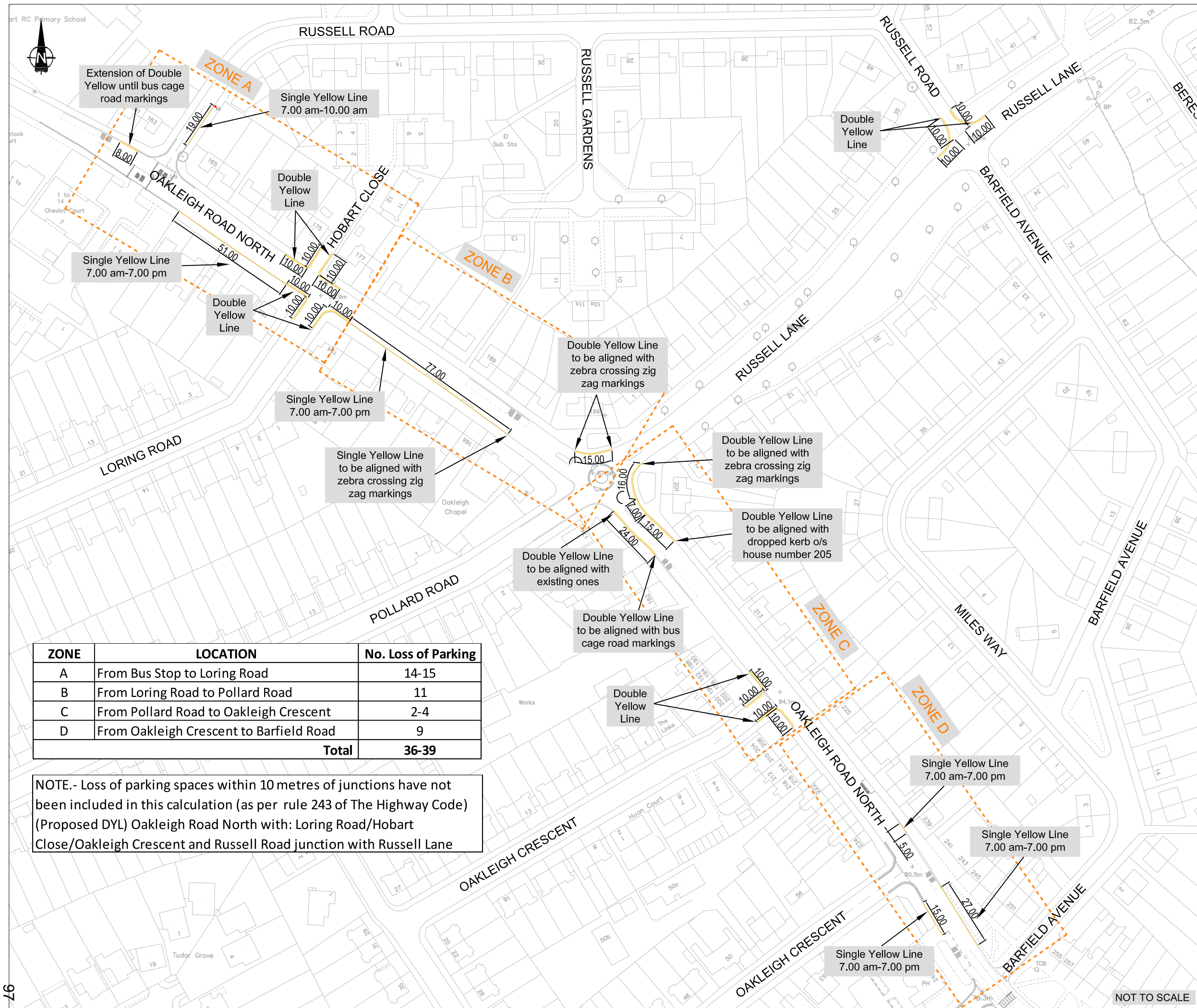
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Design	Drawn	Checked	Approved
AH/CLM	AH/CLM	SHC	LW
Date: 11/06/18	Date: 11/06/18	Date: 13/06/18	Date: 14/06/18



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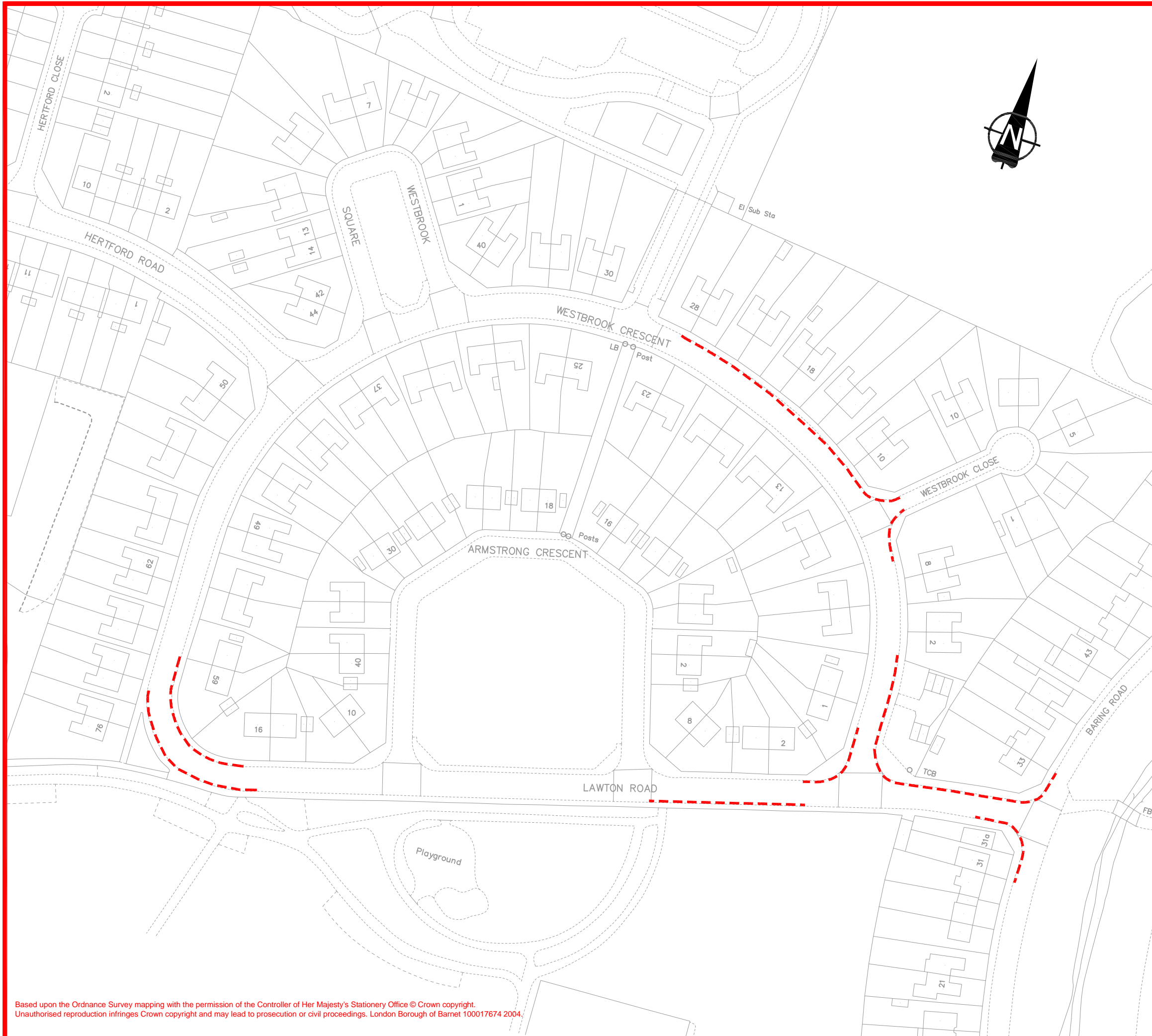


ZONE	LOCATION	No. Loss of Parking
A	From Bus Stop to Loring Road	14-15
B	From Loring Road to Pollard Road	11
C	From Pollard Road to Oakleigh Crescent	2-4
D	From Oakleigh Crescent to Barfield Road	9
Total		36-39

NOTE.- Loss of parking spaces within 10 metres of junctions have not been included in this calculation (as per rule 243 of The Highway Code) (Proposed DYL) Oakleigh Road North with: Loring Road/Hobart Close/Oakleigh Crescent and Russell Road junction with Russell Lane

NOT TO SCALE

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NOTES:

----- Proposed 'At any time' waiting restrictions (Double yellow lines)

Revision and Date	Description	Initial

Jamie Blake
Strategic Director for Environment

London Borough of Barnet
Building 4, North London Business Park
Oakleigh Road South
London N11 1NP
Tel. 020 8359 2000



PARKING DESIGN TEAM

SCHEME:

JCOSS PARKING REVIEW

TITLE:

PROPOSED WAITING RESTRICTIONS

Scales: N.T.S

Date: 18/06/2018

Initiated: GWA

Drawn: AO

Checked: AO

DRAWING NO:


21729_20

Acad Ref. \working drawings

AGENDA ITEM 15

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	<p>Chipping Barnet Area Committee</p> <p>9 July 2018</p>
<p style="text-align: center;">Title</p>	<p>Results of the Statutory Consultation – Proposed CPZ in Great Bushey Drive and Oak Tree Drive, N20</p>
<p style="text-align: center;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: center;">Wards</p>	<p>Totteridge</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A: Proposal Drawing SCR201/001 Appendix B: Summary of Responses Received Appendix C: Recommended Drawing SCR201/001 – Rev B</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Lisa Wright – Traffic and Development Manager Email: highwayscorrespondence@barnet.gov.uk Tel: 020 8359 3555</p>

<h3>Summary</h3>
<p>This report summarises the comments, representations and objections received in response to the statutory consultation relating to the proposed CPZ in Great Bushey Drive and Oak Tree Drive in order to determine whether the proposals should be introduced and if so, with or without modification.</p>

<h3>Officers Recommendations</h3>
<p>1. That the Chipping Barnet Area Committee:</p>

- i) notes the summary of the responses received to the statutory consultation on the proposed CPZ in Great Bushey Drive and Oak Tree Drive and ii) instructs the Strategic Director for Environment to introduce the Controlled Parking Zone (CPZ) in Great Bushey Drive and Oak Tree Drive, N20 as per drawing no SCR201/001 – Rev B, through the making of the relevant Traffic Management Orders, subject to the minor modification detailed below to be funded from the 2018/19 LIP funding allocation:
- a. that the proposed Pay by Phone parking bay in Oak Tree Drive to the side of No. 90 Totteridge Lane, should accommodate resident permit holder parking also.
- ii) instructs the Strategic Director for Environment to write to all those previously consulted to update them on the Committee’s decisions and proposed future action.

1. WHY THIS REPORT IS NEEDED

- 1.1 At the 24th January 2017 Chipping Barnet Residents Forum, a representation from a local resident was considered. The representation stated:

Commuter parking in both Great Bushey Drive & Oak Tree Drive, N20

Is now far worse since the introduction of the ‘TW’ Controlled Parking Zone in Naylor Road, Birley Road and Hayward Road.

We should like the council to consult with the residents of both Great Bushey Drive & Oak Tree Drive with a proposal to extend the ‘TW CPZ’ into both of these streets.

- 1.2 In response, the Totteridge Ward Councillors agreed to carry out an informal consultation in Great Bushey Drive and Oak Tree Drive by way of questionnaires being delivered to properties in those roads asking the residents if they would like a CPZ introduced in their roads. The outcome of this consultation was reported to the Chipping Barnet Area Committee on 17th July 2017.
- 1.3 Accordingly, the Chipping Barnet Area Committee considered the results of the consultation and resolved that Officers should carry out initial design work and formal consultation on a CPZ.

2. REASONS FOR RECOMMENDATIONS

- 2.1 A statutory consultation took place in February 2018 on a proposed CPZ in Great Bushey Drive and Oak Tree Drive.
- 2.2 As part of the statutory consultation process a notice outlining the proposals was published in the local Press newspapers and in the London Gazette.

- 2.3 In addition, similar notices were erected on-street in the affected roads and letters together with an associated plan outlining the proposals were delivered to properties situated in the vicinity.
- 2.4 All the proposals mentioned above were advertised online via the Barnet Council's Barnet Traffweb public consultation website and also via Barnet Council's online public engage portal.
- 2.5 A summary of the representations, comments and objections are included as Appendix B to this report.
- 2.6 96 responses to the consultation were received comprising statements of support, suggestions, comments and objections.
- 2.7 Of the 96 responses, 43 were either objections to the entire proposal or aspects of it. There were 53 responses in support of the proposals.
- 2.8 The most prevalent issues raised by the objectors are as follows:
- That the proposal would have minimal benefit to residents in terms of freeing up kerbside space as the majority of properties have off-street parking facilities. (17 mentions).
 - That the proposal was a money-making exercise or would result in greater expense for residents (16 mentions).
 - That the introduction of the CPZ (signage, lining etc) would impact on the character of the area (15 mentions)
 - That the CPZ would have a negative impact on residents/friends/families/carers/tradespeople (11 mentions).
- 2.9 Of the objections received, the most prevalent relates to the fact that the majority of properties in Great Bushey Drive and Oak Tree Drive have their own off-street parking facilities, and therefore the introduction of any CPZ would not necessarily benefit many households by freeing up kerbside space.
- 2.10 This view is supported by 10 of the responses in support of the proposed CPZ, in that they believed the introduction of the CPZ would improve their egress from their driveway.
- 2.11 There also appears to be concern about the costs of parking permits and/or that the CPZ is a money-making exercise, and that the CPZ would impact on the character of the area due to the necessary signage and lining required.
- 2.12 Other objections included that residents simply do not want non-residents parking in their streets and that there would be displacement into neighbouring roads.
- 2.13 Other comments received related to the design of the CPZ as follows:

- Stretches of Great Bushey Drive and Oak Tree Drive nearer to Totteridge Lane have ample room for a CPZ bay;
- Pay by Phone should be 4 hour maximum stay;
- Does not agree with Pay and Display outside No. 73 Oak Tree Drive;
- Convert bay outside Nos. 2 and 4 Great Bushey Drive to resident permit bay;
- Object to Pay by Phone bay outside No. 34 Oak Tree Drive;
- No to pay and display further into the roads. Ok near Totteridge Lane end;
- Objects to pay and display bay outside 1 Great Bushey Drive;
- Objects to pay and display bay outside 90 Totteridge Lane;
- Objects to the At Any Time restriction outside house/driveway of No. 13 Great Bushey Drive.

- 2.14 It should be noted that a total of 53 responses in support of the proposal were also received, which is more than the number of objections received.
- 2.15 Having considered the comments, objections and suggestions made during the consultation period, Officers views are as follows:
- 2.16 The proposal was designed upon instruction by the Chipping Barnet Area Committee, following representations from a resident for a CPZ to be introduced, and after a follow up consultation carried out by the Totteridge Ward Councillors which established that there was local support for a CPZ.
- 2.17 More positive than negative responses to the proposals were received with residents stating that they were in support of the Council's intentions to introduce CPZ controls.
- 2.18 Officers are satisfied that there is sufficient evidence from the feedback to the statutory consultation that show support and acceptance of the proposal to justify the introduction of a CPZ.
- 2.19 Officers are mindful of the objections received however, and particularly the ones relating to the number of properties with their own off-street parking facilities, and of the potential for displaced parking into neighbouring streets.
- 2.20 One of the comments received specified that there had been 8 vehicles witnessed parked in Great Bushey Drive on a Saturday, and another indicated that the road was virtually empty on the day of a tube strike, indicating that resident demand for kerbside space during the daytime is relatively low.
- 2.21 Furthermore, Officers noted that very few residents stated that they supported the introduction of the CPZ due to it improving their ability to park on-street.
- 2.22 It should be remembered that the initial representation requested a CPZ as the situation in Great Bushey Drive and Oak Tree Drive had deteriorated since the

introduction of the CPZ in Naylor Road, Birley Road and Hayward Road, suggesting that parking was displaced from those roads into the nearest uncontrolled roads.

- 2.23 Should a CPZ be introduced in Great Bushey Drive and Oak Tree Drive, there is a risk that commuter parking would be displaced further into roads such as West Hill Way, Rowben Close, Longland Drive, Hill Crescent, Greenway and potentially other unrestricted roads in the vicinity, whilst leaving Great Bushey Drive and Oak Tree Drive as relatively empty streets for much of the day.
- 2.24 With regards to the objections relating to parking charges/making money etc, the costs advised to the community as part of the consultation are the Council's standard permit charges that applies across all CPZs in the borough, as agreed and amended as part of its annual Fees and Charges considerations.
- 2.25 The Road Traffic Regulation Act 1984 provides that surplus income derived from parking activity should be spent on Highways/Parking related activity.
- 2.26 It is acknowledged that the introduction of a CPZ would impact in a variety of ways, and residents would need to adjust to accommodate their families, visitors, tradespeople and other demands.
- 2.27 As part of a CPZ, residents can purchase visitor vouchers which can be then issued to visitors and tradespeople. For longer term work, builders can apply for a specific permit. People who require ongoing care may be eligible for a specific Carers Permit.
- 2.28 With regards to the lining and signing of a CPZ and the objections relating to its potential impact on the character of an area, signs and lines are a significant part of the CPZ, and their application is dictated by legislation.
- 2.29 Therefore, there would be an impact on the street scene in terms of additional posts, signs and road markings, however Officers will seek to keep the impact to a minimum whilst keeping to the legal requirements to ensure the CPZ is enforced adequately.
- 2.30 It should be noted that the design of the CPZ seeks to maximise the number of spaces provided in these roads, whilst allowing motorists to manoeuvre safely.
- 2.31 A number of specific design-related concerns were raised, and it is considered that, having noted the feedback and concern, that the following changes should be made to the proposal:
- That the proposed Pay by Phone parking bay in Oak Tree Drive to the side of No. 90 Totteridge Lane, should accommodate resident permit holder parking also.
- 2.32 Other requests asked for the pay by phone aspect of the proposed shared-use resident permit/pay by phone bays in various locations to be removed, however

it is considered that this should not necessarily negatively impact on resident permit holders who would still be able to utilise these bays.

- 2.33 With regards to other general comments received, these were considered to not be in sufficient number or content to result in changing the proposal.
- 2.34 In conclusion, having considered the comments, objections and suggestions relating to the proposed CPZ in Great Bushey Drive and Oak Tree Drive, it is considered that the proposals should be approved, albeit with the modifications outlined above and as set out in drawing no. SCR201/001 – Rev B to this report.
- 2.35 The potential implementation of the CPZ, subject to the outcome of the statutory consultation, was included in the Local Implementation Plan (LIP) Parking Reviews programme for 2018/19 as agreed by the Environment Committee in March 2018.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to introduce CPZ within the area. However, given the ongoing support for a CPZ from the local population it is not recommended by Officers

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

- 5.2.1 The estimated costs for the implementation of the CPZ in Great Bushy Drive and Oak Tree Drive is estimated as £21,500, which will be met from the 2018/19 Local Implementation Plan (Parking Reviews) allocation.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.
- 5.4.3 The terms of reference for the Area Committees under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.5 Risk Management

- 5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations and it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment, to the statutory consultation, the feedback of which has been considered within this report.

5.6 Equalities and Diversity

- 5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.
- 5.6.2 The safety elements incorporated into the design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community

5.7 Corporate Parenting

- 5.7.1 Not applicable in the context of this report

5.8 Consultation and Engagement

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

5.9 Insight

5.9.1 None in relation to this report.

6. BACKGROUND PAPERS

6.1 Chipping Barnet Residents Forum. 24th February 2017, Item 3
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=8646&Ver=4>

6.2 Chipping Barnet Area Committee, 17th July 2017 Item 9 Matters referred from the Chipping Barnet Residents Forum
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9306&Ver=4>

	Monday-Friday, 2pm-3pm waiting restrictions
	'At any time' waiting restrictions
	Existing 'At any time' waiting restrictions

	KEY Residents Permit Only Bay (Mon-Fri, 2-3pm)
	Residents Permit / Pay By Phone (max stay 4hrs) Parking Bay (Mon-Fri, 9am-5.30pm)
	Pay By Phone Parking Bay (Mon-Fri, 9am-5.30pm)
	Long term Pay by phone



Up to 30mins	£0.65
Up to 1 hour	£1.30
Up to 2 hours	£2.60
Up to 4 hours	£3.25
Over 4 hours	£4.55
4 hour shared use	
Up to 30mins	£0.65
Up to 1 hour	£1.30
Up to 2 hours	£2.60
Up to 4 hours	£3.25

Rev A - Changes to parking layout

SCHEME:
STATUTORY CONSULTATION
GREAT BUSHEY DRIVE /
OAK TREE DRIVE

TITLE:
PROPOSED CONTROLLED
PARKING ZONE

Scales:	N.T.S.	Date:	JAN 2018
Initiated:	GWA	Drawn:	MJ
		Checked:	GWA
DRAWING NO.:	SCR201/001-Rev A		
Acad Ref:			

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Appendix B

Date received	From/Regarding	objection	support	Impact on Residents /Friends/Family/Carers/Trade people	Lining/Signage/Impact on character	Money making/Expense in parking /Permit Price	Displacement into neighbouring roads	Existing driveways/off-street parking	Uses the road to park in when using the Underground	Residents don't want non-residents parking in their street	Other
28/02/2018	Oak Tree Drive	Y		Y	Y	Y					
27/02/2018	Great Bushey Drive		Y								
27/02/2018	Oak Tree Drive		Y								
27/02/2018	Totteridge Tennis Club	Y									Displacement into private car park and prevent members and visitors from using it Visitors to competition needs to park on street at certain events
23/02/2018	Great Bushey Drive	Y			Y						
22/02/2018		Y					Y				
22/02/2018	Great Bushey Drive		Y								SUGGEST: Surcharge for business vehicles, trucks and vans obtaining resident permits
22/02/2018	Rowben Close	Y					Y				
22/02/2018	Great Bushey Drive	Y		Y	Y			Y			
22/02/2018			Y			Y					
22/02/2018			Y								
22/02/2018	Great Bushey Drive		Y								
22/02/2018	West Hill Way	Y					Y				
22/02/2018	Great Bushey Drive		Y								SUGGEST: Convert bay outside Nos. 2 and 4 Great Bushey Drive to resident permit bay
18/02/2018	Great Bushey Drive		Y								
22/02/2018	Greenway Close	Y		Y					Y		
21/02/2018	Great Bushey Drive		Y								SUGGEST: Convert bay outside Nos. 2 and 4 Great Bushey Drive to resident permit bay
21/02/2018	Oak Tree Drive		Y								
20/02/2018											
19/02/2018	Great Bushey Drive		Y								Would like charge waived if CPZ goes ahead
20/02/2018	Great Bushey Drive	Y		Y	Y			Y		Y	8 vehicles on Great Bushey Drive on a Saturday between No. 9 and Tennis Club No need for restrictions across driveways
20/02/2018	Great Bushey Drive	Y		Y	Y			Y		Y	
20/02/2018	Oak Tree Drive		Y								
20/02/2018	Oak Tree Drive		Y								Stretches of Great Bushey Drive and Oak Tree Drive nearer to Totteridge Lane have ample room for a CPZ bay SUGGEST Multi Story Car Park at Totteridge & Whetstone Station
20/02/2018	Great Bushey Drive		Y								Would like bay to be at least a metre from the dropped kerb (telegraph pole) of No. 23
20/02/2018	Oak Tree Drive	Y				Y					
20/02/2018	Great Bushey Drive	Y				Y					
20/02/2018	Great Bushey Drive	Y				Y					
20/02/2018	Oak Tree Drive	Y		Y	Y	Y		Y			Tennis club car park belongs to the Council and could be used by residents living near it
14/02/2018	Oak Tree Drive	Y		Y	Y	Y		Y			
19/02/2018	Oak Tree Drive		Y		Y						Pay by Phone should be 4 hour maximum stay
09/02/2018	Oak Tree Drive		Y								Difficult to exit driveway
19/02/2018	Oak Tree Drive	Y		Y		Y					
19/02/2018	Oak Tree Drive	Y		Y		Y					Commuters block driveways Parents park on double yellow lines at around 16:30 waiting for their children to get off the bus
19/02/2018	Great Bushey Drive		Y								

19/02/2018	Great Bushey Drive		Y									Commuters block driveways
19/02/2018	Oak Tree Drive		Y									Commuters block driveways
19/02/2018	Great Bushey Drive		Y									
19/02/2018	Oak Tree Drive		Y									
19/02/2018	Great Bushey Drive		Y									
18/02/2018	Oak Tree Drive		Y									
18/02/2018	Great Bushey Drive	Y										
17/02/2018	Oak Tree Drive		Y									CPZ would: improve access to driveway Stop dangerous parking on corners reduce environmental impact of 80 cars circulating to find a parking space
17/02/2018	Great Bushey Drive		Y									
17/02/2018	Great Bushey Drive	Y										No need to have such a long no waiting at any time restriction
17/02/2018	Oak Tree Drive		Y									
17/02/2018	Great Bushey Drive		Y			Y						Not necessary to have restrictions across driveways
17/02/2018	Great Bushey Drive	Y					Y					
16/02/2018	Oak Tree Drive	Y										No local shops for pay and display
16/02/2018	Oak Tree Drive		Y									
15/02/2018	Oak Tree Drive		Y									
15/02/2018	Oak Tree Drive		Y									SUGGEST: Increase restrictions to 3 hours
15/02/2018	Great Bushey Drive		Y									
15/02/2018	Great Bushey Drive	Y					Y			Y		Motorists block driveway
15/02/2018	Great Bushey Drive	Y			Y		Y					
14/02/2018	Great Bushey Drive		Y									
14/02/2018	Oak Tree Drive		Y									
14/02/2018	Oak Tree Drive	Y			Y		Y			Y		
14/02/2018	Oak Tree Drive		Y									
13/02/2018		Y					Y					Discriminatory permit charges for different cars etc Build a car park at the station
13/02/2018	Oak Tree Drive	Y			Y		Y			Y		Road was virtually empty on day of a tube strike indicating that residents don't need to park on-street. Similar on weekends Few residents would need to buy permits
13/02/2018	Oak Tree Drive		Y									Commuters obstruct driveways
13/02/2018	Great Bushey Drive		Y									
13/02/2018	Great Bushey Drive		Y									
13/02/2018	Commuter	Y					Y			Y		Increase capacity of Station car park
12/02/2018	Great Bushey Drive		Y									
12/02/2018	Commuter	Y										
12/02/2018	Oak Tree Drive		Y									Does not agree with Pay and Display outside No. 73 Oak Tree Drive
10/02/2018		Y				Y				Y		

14/02/2018 14/02/2018 10/02/2018	Great Bushey Drive		Y									SUGGEST: Zero Long Term Pay by Phone bays Put Long Term Pay by Phone bays on Totteridge Lane near the Station More Resident/Pay by Phone spaces at: 2 to 12 Great Bushey Drive 3 to 7 Great Bushey Drive 1a to 7 Oak Tree Drive Resident/Pay by Phone should be 90 minute stay
09/02/2018	Oak Tree Drive		Y									SUGGEST: All blue bays are converted to green except on flank walls where they are converted to mauve
09/02/2018	Belmont Close	Y					Y					Build a multi storey car park at all station car parks Impact on Tennis club car park and green
09/02/2018	Commuter	Y						Y				Cost of parking at station car park
09/02/2018	Great Bushey Drive	Y					Y		Y			
08/02/2018	Oak Tree Drive		Y									
08/02/2018	Great Bushey Drive	Y		Y			Y					Impact on local businesses
08/02/2018	Oak Tree Drive		Y									
08/02/2018	Commuter	Y							Y			Important for/Impact on commuters
07/02/2018	Oak Tree Drive		Y									Difficult getting car out of drive
07/02/2018	Oak Tree Drive	Y			Y		Y			Y		
07/02/2018	Oak Tree Drive	Y						Y		Y		At weekends there are very few cars parked in the road
06/02/2018	Great Bushey Drive		Y									Difficult getting car out of drive
06/02/2018	New Barnet	Y					Y		Y			Impact on local businesses
06/02/2018	Great Bushey Drive	Y				Y				Y		
05/02/2018	Oak Tree Drive	Y										Objects to Pay and Display as there are no shops Make Pay by Phone in Totteridge Lane
05/02/2018	Great Bushey Drive		Y									
05/02/2018	Oak Tree Drive	Y			Y							Object to Pay by Phone bay outside No. 34 Oak Tree Drive
05/02/2018	Great Bushey Drive	Y										
05/02/2018	Oak Tree Drive		Y									No to pay and display further into the roads. Ok near Totteridge Lane end
05/02/2018	Great Bushey Drive		Y									Difficulties leaving driveway
04/02/2018	Great Bushey Drive	Y				Y				Y		
04/02/2018	Great Bushey Drive		Y									
03/02/2018	Great Bushey Drive	Y										Objects to pay and display bay outside 1 Great Bushey Drive
03/02/2018	Great Bushey Drive		Y									Use narrow yellow lines and short poles like in Golders Green
03/02/2018	Oak Tree Drive		Y									
02/02/2018	Totteridge Lane	Y										Objects to pay and display bay outside 90 Totteridge Lane
31/01/2018	Great Bushey Drive	Y										
31/01/2018	Great Bushey Drive	Y										Objects to AAT outside house/driveway of No. 13 Great Bushey Drive
25/01/2018	Great Bushey Drive		Y									
		43	53	11	15	16	8	17	1	3		

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-  Monday-Friday, 2pm-3pm waiting restrictions
-  'At any time' waiting restrictions
-  Existing 'At any time' waiting restrictions

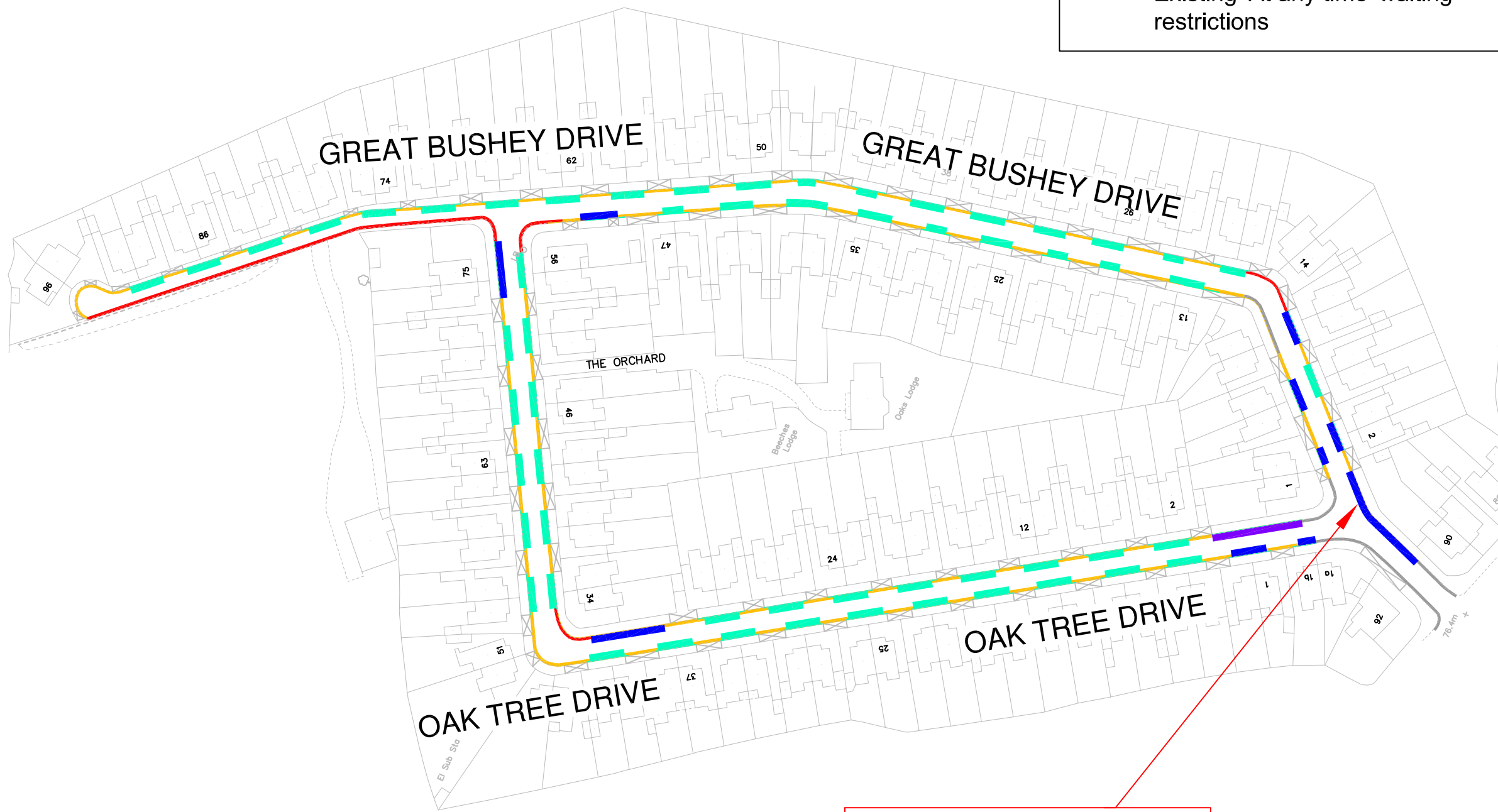
- KEY**
-  Residents Permit Only Bay (Mon-Fri, 2-3pm)
 -  Residents Permit / Pay By Phone (max stay 4hrs) Parking Bay (Mon-Fri, 9am-5.30pm)
 -  Pay By Phone Parking Bay (Mon-Fri, 9am-5.30pm)

Long term Pay by phone

- Up to 30mins £0.65
- Up to 1 hour £1.30
- Up to 2 hours £2.60
- Up to 4 hours £3.25
- Over 4 hours £4.55

4 hour shared use

- Up to 30mins £0.65
- Up to 1 hour £1.30
- Up to 2 hours £2.60
- Up to 4 hours £3.25



Conversion of the proposed Pay By Phone Parking Bay operating to Mon-Fri, 9am-5.30pm to a Residents Permit / Pay By Phone (max stay 4hrs) Parking Bay (Mon-Fri, 9am-5.30pm)

Rev B - Changes to parking layout

SCHEME:
STATUTORY CONSULTATION
GREAT BUSHEY DRIVE /
OAK TREE DRIVE

TITLE:
PROPOSED CONTROLLED
PARKING ZONE

Scales: N.T.S.		Date: MAY 2018
Initiated: GWA	Drawn: MJ/AO	Checked: GWA

DRAWING NO:
SCR201/001-Rev B

Acad Ref.

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**London Borough of Barnet
Chipping Barnet Area
Committee Work Programme -
July 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)
9 July 2018			
Alston Road, Barnet - Speed Survey Results	This report details the results of a speed survey carried out in Alston Road, Barnet.	Strategic Director Environment	Non-key
Hadley Green and Hadley Highstone, EN5	This report details the outcome of the safety review of pedestrian/road safety improvements on Hadley Highstone and Hadley Green Road, close to the junction with Dury Road.	Strategic Director Environment	Non-key
Parking Investigations – Roads near JCOSS School, New Barnet	This report outlines the findings of a site survey carried out in respect of parking activity in roads in close vicinity to JCOSS School.	Strategic Director Environment	Non-key
Results of the Statutory Consultation – Proposed CPZ in Great Bushey Drive and Oak Tree Drive, N20	This report details the comments, representations and objections received in response to the statutory consultation relating to the proposed CPZ in Great Bushey Drive and Oak Tree Drive in order to determine whether the proposals should be introduced and if so, with or without modification.	Strategic Director Environment	Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Cromer Road – Request for 20mph Zone	The report details the results of a feasibility study which involves investigating measures to improve road safety on Cromer Road.. It outlines options to address pedestrian and road safety and puts forward the Officers preferred recommendation.	Strategic Director Environment	Non-key
Oakleigh Road North and Russell Road, N20 – Feasibility Study	This report details the feasibility study undertaken to address the traffic and safety concerns raised at the Russell Road junction with Oakleigh Road North, N20.	Strategic Director Environment	Non-key
Date to be confirmed			
Review of experiential banned turns at Junction of Hight Street with Wood Street, EN5		Strategic Director Environment	Non-key

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