

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

THURSDAY 4TH OCTOBER, 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

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 1 October 2018 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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4.	Report of the Monitoring Officer (if any)	
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FACILITIES FOR PEOPLE WITH DISABILITIES

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Decisions of the Chipping Barnet Area Committee

9 July 2018

AGENDA ITEM 1

Members Present:-

Councillor Stephen Sowerby (Chairman)
Councillor Alison Cornelius (Vice-Chairman)

Councillor Julian Teare
Councillor Weeden-Sanz
Councillor Pauline Coakley Webb

Councillor Brayne
Councillor Laurie Williams

1. MINUTES OF THE LAST MEETING

RESOLVED – that the minutes of the meeting held on 19 February 2018 be agreed as a correct record. The Chairman noted that since the last meeting the Strategic Director for Environment had agreed to add Cavendish Road and Jennings Way to the Barnet Hospital CPZ consultation alongside Grimsdyke Crescent and King's Road.

2. ABSENCE OF MEMBERS (IF ANY)

None.

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

Member	Item	Interest Declared
Councillor Alison Cornelius	16	Non-Pecuniary Interest by virtue of the fact that Councillor Cornelius lives in Rowben Close which is named in the report regarding Agenda Item 16.
Councillor Jess Brayne	7	Non-Pecuniary Interest by virtue of the fact that Councillor Brayne lives in close proximity to the petition area.
Councillor Julian Teare	13	Non-Pecuniary Interest by virtue of the fact that Councillor Teare lives in close proximity to the petition area.
Councillor Roberto Weedon-Sanz	7	Non-Pecuniary Interest by virtue of the fact that Councillor Weedon-Sanz lives near the petition area Hampden Road.

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. PETITIONS (IF ANY)

None.

7. 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
<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</p>	<p>Petition referred to Chipping Barnet Area Committee for consideration.</p>

for our peace of mind and the sake of our safety.	
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The Committee heard representations from Katherine Hayward and Councillor Barry Rawlings.

The Strategic Director for Environment proposed that this issue is treated as anti-social behaviour and is taken to the Community Safeguarding Hub which brings together the various agencies including the police and fire brigade. He confirmed that Planning Enforcement would also need to be involved.

Following the advice from the Strategic Director for Environment **the Committee RESOLVED -**

- 1. That the petition and enforcement issues raised are progressed through the Community Safety Tasking Group, which includes the responsible officers and partner organisations including Planning Enforcement. The Strategic Director confirmed that he would coordinate the Council's response.**
- 2. A meeting would be arranged with Ward Members and the lead petitioner to feed their views into the process and share information with residents.**

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

8. MEMBERS' ITEMS (IF ANY)

None.

9. MEMBERS' ITEMS - COMMUNITY INFRASTRUCTURE LEVY (CIL) FUNDING

The Committee received the following CIL funding applications:

Title	Raised by (Councillor)	Ward	Member Request
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 Barrydene 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.
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

<p>Implantation of double yellow lines on the northern side of the carriageway opposite Onslow Parade</p>	<p>Councillor Wendy Prentice</p>	<p>Brunswick Park</p>	<p>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 outside 16 Onslow Parade up to the tree outside 94 Osidge Lane would be the optimal length. Please refer to the attached photo for the exact proposed location for the double yellow lines.</p>
<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>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 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>
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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 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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The Strategic Director for Environment clarified that any changes to yellow lines or parking restrictions will require statutory consultation.

With regards to the item from Councillor Byers, Councillor Coakely-Webb expressed some reservations on the proposal to put a zebra crossing on such a bend in the road. The Strategic Director for Environment agreed that a zebra crossing would not be appropriate on safety grounds in this proposed location. The Strategic Director asked Highways Officers to meet with Councillors Byers and Coakely-Webb on site to discuss options and if necessary a report will be prepared and brought back for the Committee's consideration.

Councillor Coakely-Webb further requested that Danegrove School and Ward Councillors be consulted on any proposals brought forward.

Highways Officers agreed to meet Councillor Weedon-Sanz onsite to discuss his request for double yellow lines on Onslow Parade/Osidge Lane. Any necessary double yellow lines identified at this location would be paid for by the £6000 CIL funds allocated for double yellow lines.

RESOLVED - That excluding the 90 meters of double yellow lines requested by Councillor Weedon-Sanz the Committee;

1. **Agreed the requests (subject to due diligence checks) set out in the table above.**
2. **Agreed that a total of £6000 of CIL funding be allocated.**

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

10. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

The report provided Members with an update of the budget allocations for the Chipping Barnet Area Committee to enable consideration of applications for funding during 2018/19.

Following consideration of the report **the Committee**

RESOLVED -

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

11. ALSTON ROAD, BARNET - SPEED SURVEY RESULTS

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

Following discussion and consideration of the report **the Committee RESOLVED;**

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

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

12. HADLEY GREEN AND HADLEY HIGHSTONE, EN5

This report detailed 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. The report further presented the Committee with revised measures (Option 2A and Option 2B) that address speeding and high volumes of traffic.

Councillor Teare requested if Officers could investigate with TfL the feasibility of having a speed camera on the southside of the road. The Strategic Director stated that he would instruct Officers to ask TfL to install a speed camera at this location but the chances of them doing so were very low as not enough accidents had been recorded at this location to justify its erection.

Following discussion and consideration of the report the Chairman put recommendations 1 - 4 as set out in the report to the vote. The vote was recorded as follows;

For	0
Against	4
Abstained	3

The Chairman, duly seconded by Councillor Cornelius, proposed an amendment to recommendation 5 to remove Option 2A and retain Option 2B (re-profiling the existing

road markings at the junction of Dury Road with Hadley Green Road at an agreed cost of £500). Upon being put to the vote the amendment was unanimously agreed and become the substantive recommendation 5.

The Committee RESOLVED;

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 does not agree 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. The Chipping Barnet Area Committee agrees that the scheme should not be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for the funding shortfall.
5. That the Chipping Barnet Area Committee agrees Option 2B but should it decide not to progress with the measures in Option 2B, no further action will be taken at this location.

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT.

13. CROMER ROAD - REQUEST FOR 20MPH ZONE

The report set out the details of the results of a feasibility study investigating measures to improve road safety on Cromer Road, Shaftesbury Avenue, and Bulwer Road, EN5.

In answer to Councillor Teare’s comment that all three High Barnet Ward Councillors were against the introduction of vertical calming measures, the Strategic Director for Environment clarified the requirement regarding 20mph zones. Namely that 20mph signs alone do not act as an effective traffic calming measure as (i) they create a false perception of safety and (ii) they are not enforced by the police and so do not act as an effective deterrent.

Following discussion and consideration of the report the Chairman put recommendations 2-4 as set out in the report to the vote. The vote was recorded as follows:

For	3
Against	4
Abstained	0

1. Recommendations 2– 4 not being approve thus fell away. It was further agreed to delegate to the Strategic Director for Environment that he could terminate the scheme immediately in conjunction with the Ward Councillors, if this became necessary prior to the six month point.

The remaining recommendations were put to vote. **The Committee RESOLVED -**

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.
2. That the Chipping Barnet Area Committee decides not to progress with the measures in this report, no further action will be taken at this location.

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

14. OAKLEIGH ROAD NORTH AND RUSSELL ROAD, N20 - FEASIBILITY STUDY

This report sets out details of the feasibility study undertaken to address the traffic and safety concerns at the Russell Road junction with Oakleigh Road North, N20 and the two options for consideration to address these issues.

Representations were heard from Mr Sean Davarina.

With regards to concerns over the 'no right turn' not being adhered to, the Strategic Director for Environment confirmed that should that become a problem enforcement cameras would be put in place.

Concerns were also raised with regards to the experiment being run through the summer/school holidays. The Strategic Director for Environment confirmed that the scheme would run for a minimum of 6 months and up to 18 months if necessary.

The Chairman (whose Ward the scheme fell within) noted that the amount of double yellow lines/restricted parking proposed was significant and would lead to an unacceptable loss of parking for residents. The Chairman, duly seconded by Councillor Cornelius, proposed the following amendment to recommendation 4 **(b)**

That recommendation 4 **(b)** be amended to delete the following:

- (i) Loring Road and Russell Road, approximately 51 metres, northbound side;
- (ii) Pollard Road to Loring Road, approximately 77 metres, northbound side;
- (v) Oakleigh Crescent and Barfield Avenue, approximately 27 metres, southbound side.

Upon being put to the vote the amendment was unanimously agreed and become the substantive recommendation 4. The vote was recorded as follows:

For	7
Against	0
Abstained	0

The Committee RESOLVED –

- 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.**
- 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**
- 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. It was further agreed to delegate to the Strategic Director for Environment that he could terminate the scheme immediately in conjunction with the Ward Councillors, if this became necessary prior to the six month review point.**
- 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), 19m 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:

- (iii) Outside no. 239 on Oakleigh Road North, approximately 5 metres, southbound side;**
- (iv) Raleigh Drive and Oakleigh Crescent, approximately 15 metres, northbound 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.
 5. 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. It was further agreed to delegate to the Strategic Director for Environment that he could terminate the scheme immediately in conjunction with the Ward Councillors, if this became necessary prior to the six month point.
 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.

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT.

15. PARKING INVESTIGATIONS - ROADS NEAR JCOSS SCHOOL, NEW BARNET

This report outlined the results of a site survey carried out in respect of parking activity in roads in close vicinity to JCOSS School.

Representations were heard from Councillor Felix Byers.

Following discussion and consideration of the report **the Committee RESOLVED;**

1. That the Chipping Barnet Area Committee authorise the Strategic Director for Environment to:
 - (a) Carry out a statutory consultation on proposals to introduce waiting restrictions in the vicinity of JCOSS School as follows and as shown on drawing no 21729_920:
 - (i) At the junction of Baring Road and Lawton Road;
 - (ii) North side of Lawton Road between its junctions with Baring Road and Westbrook Crescent (eastern junction);

- (iii) At the junction of Lawton Road and Westbrook Crescent (eastern junction);
- (iv) Lawton Road opposite Nos. 2 to 8;
- (v) Both sides of the bend at the junction of Lawton Road and Westbrook Crescent (western junction);
- (vi) North side of Westbrook Crescent between Nos. 12 and 28;
- (vii) At the junction of Westbrook Crescent and Westbrook Close;
- (viii) Westbrook Crescent opposite Nos. 1 and 3.

(b) That subject to no objections being received to the statutory consultation, referred to in recommendation 1(a), the committee authorise the Strategic Director for Environment to introduce the proposed waiting restrictions.

(c) That the Committee agree that if any objections are received as a result of the statutory consultation, referred to in recommendation 1(a), the Strategic Director for Environment will, in consultation with the local Ward Councillors, consider and determine whether any of the proposed changes should be implemented or not, and if so, with or without modification.

2. That the Chipping Barnet Area Committee instructs the Strategic Director for Environment to carry out a feasibility study in roads in the vicinity of Livingstone Primary School.
3. That the Chipping Barnet Area Committee agree to allocate the funding (CIL from this year's CIL Area Committee budget) of £3,000 to the actions outlined in recommendation 1 above.
4. That the Chipping Barnet Area Committee agree to allocate the funding (CIL from this year's CIL Area Committee budget) of £5,000 to the actions outlined in recommendation 2 above.

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT.

16. RESULTS OF THE STATUTORY CONSULTATION - PROPOSED CPZ IN GREAT BUSHEY DRIVE AND OAK TREE DRIVE, N20

This report provided the Committee with a summary of 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, N20, in order to determine whether the proposals should be introduced and if so, with or without modification.

Representations for the introduction of the CPZ were made by Mr Christopher Harding. Mr Harding asked if there was a right of appeal should the committee reject the introduction of the CPZ and was told by the Strategic Director that there was no appeal process.

The main areas of concern raised were (i) cars being parked across driveways and (ii) the issue of commuter parking, namely cars being left on the street for days or months on end.

Representations against the introduction of the CPZ were made by Mrs Margaret Daniels.

The main reasons against the introduction of the CPZ were that residents have off-street parking as they have private driveways and the additional cost to residents of having to purchase Resident Parking Permits and Visitor Vouchers.

Following consideration and discussion a vote was taken on the recommendations as set out in the report:

For	0
Against	6
Abstained	1

Councillor Alison Cornelius abstained.

The recommendations were therefore not carried forward.

RESOLVED – Committee decided not to progress with the measures set out in the report.

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

17. FORWARD WORK PROGRAMME

The Committee requested if the Work Programme can be updated to include (i) details of items (including non-highways items) that have been agreed and (ii) when reports will be brought back to committee.

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

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

None.

The meeting finished at 8.43 pm

	AGENDA ITEM 6 Chipping Barnet Area Committee 4 October 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 Forums, held on 18 July and 6 September 2018, two petitions and two issues were referred to this Committee for consideration.

Recommendations
1. That the Chipping Barnet Area Committee consider the petitions and issues referred by the Chipping Barnet Residents Forum.

1. WHY THIS REPORT IS NEEDED

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

Item	Action
<p>Title: Residents Parking for Green Road, Rasper Road & Sherwood Street N20</p> <p>Lead Petitioner: Faisal Choudhry</p> <p>Number of signatures: 83</p> <p>Ward: Totteridge</p> <p>Petition: We the undersigned petition the council to introduce Residential Parking for Green Road, Rasper Road and Sherwood Street to alleviate significant parking issues residents of these places have been facing for many years.</p> <p>The situation became drastically worse when Derwent Crescent and adjoining roads became Controlled Parking Zones in recent years.</p> <p>The current state of parking means that parents are not able to use their cars for food shopping for their children as their parking spaces will be occupied as soon as they leave, resulting in them having to park their car many roads away from their homes. Additionally, residents are not able to travel freely with their cars for the same reason of not being able to park their cars upon their return.</p> <p>A number of commuters from nearby areas are parking their cars on these roads and then walking to the station, thereby denying use of the parking spaces usually for the whole day to residents.</p> <p>Additionally the local Audi Garage on the High Road uses the roads as an overflow car park for their own fleet of cars, with some remaining on the road for weeks (presumably pending sale of the car).</p> <p>The lack of a CPZ and adjoining roads enjoying a CPZ means that this problem will not resolve itself, and it only likely to become worse with new housing developments in and around the Whetstone area.</p>	<p>Referred to Chipping Barnet Area Committee for consideration.</p>
<p>Title: Traffic danger spot exist at the intersection of Greenway and Southway.</p> <p>Resident: Mrs Barbara Jacobson</p> <p>Ward: Totteridge</p> <p>Issue: A traffic danger spot exist at the intersection of Greenway and Southway. Vehicles on Southway often do not give way to the traffic on Greenway, which have the right of way. There have been a number of collisions and it is likely there will be more. Erect yield or stop signs on both Southway corners to emphasize the need to sop and give way.</p>	<p>Referred to Chipping Barnet Area Committee for consideration.</p>

<p>Title: Parking Restrictions Chase Way</p> <p>Resident: Mr Andrew Shepherd</p> <p>Ward: Brunswick Park</p> <p>Issue: There are no parking restrictions near 76 Chase Way. This has led to cars frequently being parked on of both sides of the road, causing a traffic bottleneck. The properties at 78, 76 and 74 Chase Way are located on a hill and a bend, therefore visibility is poor when pulling out of these driveways and is dangerous. There has been at least one traffic accident this year by these properties. I can provide police incident references on request. My neighbours and I have signed a petition to have 2 single yellow lines installed at the adjoining properties of 74, 76 and 78 Chase Way. Cars will still be able to park on the opposite side of the road, balancing the need for resident parking, with the need for safety. Approve the installation of 2 single yellow lines at the adjoining properties of 74, 76 and 78 Chase Way.</p>	<p>Referred to Chipping Barnet Area Committee for consideration.</p>
<p>Title: Osidge Lane N14</p> <p>Lead Petitioner: Kate Panteli</p> <p>Number of signatures: 66</p> <p>Ward: Brunswick Park</p> <p>Petition: We, the residents of Osidge Lane (Chase Side to Hamden Square) want to petition for the following:</p> <p>For some considerable time our homes have suffered potential structural damage due to the ongoing condition of the road surface in Osidge Lane. In addition the removal of paving slabs from the pavement have weakened the strength of the road. Therefore we are urging London Borough of Barnet to rectify the road surface to reduce vibration which is having an impact on our homes. Put measure in place to stop vehicles from speeding (speed camera or reduce speed sign).</p>	<p>Referred to Chipping Barnet Area Committee for consideration</p>

2. REASON FOR REFFERAL

- 2.1 At the meeting of Chipping Barnet Residents Forums held on 18 July and 6 September 2018, two petitions and two issues were referred to this Committee for consideration, as permitted by the constitution.

3. REASONS FOR RECOMMENDATIONS

- 3.1 As set out above.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 4.1 N/A

5. POST DECISION IMPLEMENTATION

N/A

6. IMPLICATIONS OF DECISION

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

6.2 Not in the context of this report.

6.3 Legal and Constitutional References

6.3.1 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.

	AGENDA ITEM 7 Chipping Barnet Area Committee 4 October 2018
Title	Area Committee Funding - Community Infrastructure Levy update
Report of	Finance Manager, Commissioning Group
Wards	Brunswick Park, Coppetts, East Barnet, High Barnet, Oakleigh, Underhill and Totteridge
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Allocation of awards, spend and balance available – CIL Reserve
Officer Contact Details	Gary Hussein, Finance Manager, Commissioning Group Contact: Gary.Hussein@barnet.gov.uk

Summary

This report is to update Members of the budget allocations for the 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 Levy (“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 June 2018. The total amount of underspends from 2015 – 2018 is £0.025m, whilst the total funded overspends on schemes total £0.023m

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 and generally support the development of the area.

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 £0.289m. This takes account of the amount un-allocated for the prior years rolled forward, plus any 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 - Outstanding Schemes 2018/19	2018/19 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspends 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							
Yellow Lines - Barrydene, Carriageway running south on Netherlands Road, Carriageway opposite Onslow Parade, Cat Hill, EN4 beside the junction with Brookside & carriageway on Hampden Way at the corner of Arlington Road	(6,000)	-	6,000	-	No	No		09/07/2018
Oakleigh Road North and Russell Road, N20 - 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)	(18,350)	-	18,350	-	No	No		09/07/2018
Oakleigh Road North and Russell Road, N20 - Waiting restrictions	(6,000)	-	6,000	-	No	No		09/07/2018
Parking Investigations - Roads near JCOSS School, New Barnet - Feasibility study in roads in the vicinity of Livingstone Primary School	(5,000)	-	5,000	-	No	No		09/07/2018
Parking Investigations - Roads near JCOSS School, New Barnet - statutory consultation on proposals to introduce waiting restrictions in the vicinity of JCOSS School	(3,000)	-	5,000	2,000	No	No		09/07/2018
	286,450		40,350	2,000				
2015/16 Underspends returned to CIL reserve	20,094							
2016/17 Underspends returned to CIL reserve	3,477							
2017/18 Underspends returned to CIL reserve	1,588							
Overspends Funded	(23,108)							
New Balance	288,501							

Chipping Barnet - Outstanding Schemes 2017/18	2017/18 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspends 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
Hadley Green & Hadley Highstone, EN5 - Pedestrian/road safety improvements	(12,000)	1,637	5,000	(7,000)	Yes	No		17/07/2017
Great Bushey Drive and Oak Tree Drive N20 - Commuter Parking	(7,500)	7,054	7,500	-	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)	2,760	17,000	-	No	No		17/07/2017
Barnet Lane in the vicinity of its junction with Totteridge Lane	(12,000)	1,435	12,000	-	No	No		17/07/2017
Speed survey - Rushdene Avenue	(2,000)	418	2,000	-	No	No		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)	8,221	8,221	2,221	No	No		30/10/2017
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)	7,500	7,500	2,500	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)	6,354	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)	6,000	6,000	1,000	No	No		19/02/2018
High Street, Barnet - Pavement Build-outs pdf icon	(15,000)	638	15,000	-	No	No		19/02/2018

Chipping Barnet - Outstanding Schemes 2016/17	2016/17 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspends 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
Newton Avenue Parking situation in Pembroke and Hampden Road. Yellow lines in Newton.	(2,000)	75	1,500	(500)	No	No		06/07/2016
Longmore Avenue/Lyondown Road	(5,000)	4,193	5,000	-	No	No		08/02/2017
The Ridgeway - 20mph Extension	(5,000)	4,260	5,000	-	No	No		08/02/2017

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	<h2>Chipping Barnet Area Committee</h2> <h3>4 October 2018</h3>
<p>Title</p>	<p>Members' Items - Councillor Pauline Coakley Webb</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Wards</p>	
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>No</p>
<p>Enclosures</p>	<p>None.</p>
<p>Officer Contact Details</p>	<p>Jan Natynczyk, Governance Officer Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129</p>

Summary

The report informs the Chipping Barnet Area Committee of Members Items and requests instructions from the Chipping Barnet Area Committee.

Recommendations

1. That the Chipping Barnet Area Committee instructions in relation to Members items are requested.

1. WHY THIS REPORT IS NEEDED

1.1 The Chipping Barnet Area Committee are requested to provide instructions to Officers of the Council as recommended.

Name of Councillor	Members Item
Councillor Pauline Coakley Webb	I request that the Council works with the local councillors and residents to encourage the establishment of a 'Friends of Hollickwood Park' group to help ensure much needed improvements in Hollickwood Park for the future.

2. REASONS FOR RECOMMENDATIONS

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

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

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

5.2.1 None in the context of this report.

5.3 Social Value

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

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution states that a Member, including appointed substitute Members of a Committee may have one item only on an agenda that he/she serves. Members items must be within the term of reference of the decision making body which will consider the item.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

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

5.7 Consultation and Engagement

5.7.1 None in the context of this report.

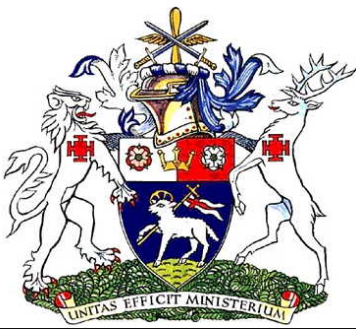
5.8 Insight

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

6. BACKGROUND PAPERS

6.1 Email to the Governance Service.

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Chipping Barnet Area Committee

4 October 2018

Title	Members Items – Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	Various
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Councillor Weeden-Sanz – photographic evidence Appendix 2 – Councillor Stock - photographic evidence and further supporting information Appendix 3 – Councillor Sowerby - photographic evidence and further supporting information Appendix 4 – Councillor Alison Cornelius - photographic evidence and further supporting information
Officer Contact Details	jan.natynczyk@barnet.gov.uk 020 8359 5129

Summary

This report informs the Area Committee of requests for CIL funding submitted by Members of the Committee. The Committee are requested to consider the information highlighted within this report and 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 (£)
Brunswick Park Road – Request for Traffic Survey	Lisa Rutter	Brunswick Park	<p>I have been contacted by several residents regarding traffic problems along Brunswick Park Road just after the cemetery. I have witnessed the problems myself which is chaos. The exact site problem starts from 151 to 131 Brunswick Park Road N11 1EG. These row of houses do not have driveways and therefore have to park their cars on the road. This however blocks one side of the road and as the road is narrow anyway just after the cemetery roundabout, this causes traffic chaos and road rage. A bus a few weeks ago lost control mounting the pavement into the walls of 2 properties. Vehicles and buses are unable to move freely and there is constant car hooting and vehicle tail backs waiting to give ways.</p> <p>I have personally surveyed this stretch of road and residents' initial thoughts were for footway parking along this stretch of road but after speaking to Jamie Blake he has confirmed that the pavement is too narrow. The other suggestion by residents is permanent traffic lights which will resolve the problem as this would allow traffic to take turns without causing</p>	£3,000

<p>Funding to implement double yellow lines on the corner of the lower side of the carriageway where Cowper Road meets Shamrock Way</p>	<p>Councillor Roberto Weeden-Sanz</p>	<p>Brunswick Park</p>	<p>I request funding to implement double yellow lines on the corner of the lower side of the carriageway where Cowper Road meets Shamrock Way. This is to prevent people from parking their vehicles dangerously on the corner which causes problems with visibility for vehicles driving down Cowper Road who wish to turn left and will reduce the possibility of accidents. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest that 4 metres on the bend would be around the optimal length. Please refer to the attached photo for the exact proposed location for the double yellow lines.</p>	<p>TBC</p>
<p>I request funding to introduce two stone bollards on the left hand side corner of the entrance to Gillum Close, similar to the bollards that exist on the opposite side of the road already</p>	<p>Councillor Julian Teare</p>	<p>Brunswick Park</p>	<p>I request funding to introduce two stone bollards on the left hand side corner of the entrance to Gillum Close, similar to the bollards that exist on the opposite side of the road already. This is to prevent people from parking their vehicles at the entrance of the road and blocking vehicles being able to turn into the road. There have been a few occasions when the dust carts have not been able to turn into the road because of vehicles blocking the entrance resulting in issues such as bin collections being missed and it would also cause a problem for ambulances or other emergency vehicles should they wish to turn down the road and a vehicle be parked there. Please refer to the attached photo for the exact proposed location for the two bollards.</p>	<p>TBC</p>

<p>Funding to introduce several vehicle activated signs along Hampden Way.</p>	<p>Councillor Wendy Prentice</p>	<p>Brunswick Park</p>	<p>I request funding to introduce several vehicle activated signs along Hampden Way. This is to prevent people from speeding down the road and reduce the risk of accidents as it is a very busy road with cars turning onto it from several other roads and is also used by lots of children to go to school. There have been multiple occasions where residents' cars parked on the road have been badly damaged or written off completely by cars driving too fast. Whilst Highways Officers will need to recommend the optimal number of signs needed I would suggest 6, two near either end of the road and two in the middle stretch as it is a very long road and cars often tend to increase their speed as they drive along it.</p>	<p>TBC</p>
<p>Refurbishment of the whetstone, High Road, N20</p>	<p>Councillor Caroline Stock</p>	<p>Totteridge</p>	<ul style="list-style-type: none"> - remove the existing bollards - see bottom photo - replace them with a stainless steel sign approx 700mm wide and 450mm high on which a text describing the 'history' of the whetstone and immediate vicinity will be engraved. - the text would be prepared by local historians - reintroduce the horse trough 	<p>£5,000</p>
<p>Physic Well – Lighting and Information Board</p>	<p>Councillor Sowerby</p>	<p>Underhill</p>	<p>The building does not currently have lighting, so it is proposed to install lighting on both the ground floor and subterranean area (the well vault).</p> <p>The funding request is for:</p> <ul style="list-style-type: none"> - A bulkhead lighting fixture in the vault - Concealed LED lighting beneath the handrail of the stairwell - Associated wiring works to enable the above - Smoke detectors - Power installation conduit - Lighting Install Conduit Ground Floor - Lighting Supply 	<p>£16,240.82 not including VAT</p>

<p>Double yellow lines installed at the junction of Naylor Road and Totteridge Lane, London N20.</p>	<p>Councillor Richard Cornelius</p>	<p>Totteridge</p>	<p>To the Chipping Barnet Area Committee:</p> <p>I should like to apply for Area Committee funding to have double yellow lines installed at the junction of Naylor Road and Totteridge Lane, London N20.</p> <p>At the moment, there is a single yellow line in force but only during the daytime Monday to Saturday from 9am to 6.30pm. On Sundays and also on weekday and Saturday evenings, many people park so close to the junction to avail themselves of Totteridge and Whetstone Underground Station, which is diagonally opposite the entrance to the road, that is it really quite dangerous to either turn into or exit the road.</p> <p>I should like to ask that double yellow lines are introduced so that safety is ensured here for both pedestrians and motorists, as motorists should be obeying the Highway Code and not parking within a certain distance of a junction.</p>	<p>TBC</p>
<p>Double yellow lines between the entrance of No 100 Holden Road and Sylvan Court, London N12</p>	<p>Councillor Alison Cornelius</p>	<p>Totteridge</p>	<p>I should like to request double yellow lines between the entrance of No 100 Holden Road and Sylvan Court, London N12 because there is a small piece of kerb between the two properties where a smart car could park at a pinch but any other vehicle would cause a problem for residents of Sylvan Court or 100 Holden Road.</p>	<p>TBC</p>

Disabled Parking Bay In East Barnet Village on East Barnet Road between the Co-op and Barons Gate	Councillor Jo Cooper	East Barnet	I request a Disabled Parking Bay In East Barnet Village on East Barnet Road between the Co-op and Barons Gate to operate within the present parking restrictions for disabled shoppers. Although the Co-op has a car park the access slope is too steep for the disabled to manage.	TBC
Feasibility study to improve the junction for Mays Lane and the High Road	Councillor Paul Edwards	Underhill	I request that the Committee instructs officers to conduct a feasibility study to improve the junction for Mays Lane and the High Road and report back with options.	£2,000 - £3,000

2. REASONS FOR RECOMMENDATIONS

- 2.1 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 2.2 CIL funding can be used to fund a wide range of infrastructure [section 216\(2\) of the Planning Act 2008](#), and [regulation 59](#), as amended) to support the development of a local area. The Act specifically names roads and transport, flood defences, schools and education facilities, medical facilities and recreational facilities; but is not restrictive. Therefore, the definition can extend to allow the levy to fund a very broad range of facilities provided they are 'infrastructure'.
- 2.3 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.
- 2.4 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by

new development. Therefore, if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair failing existing infrastructure, where it is recognised as necessary to support development in the area.

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

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

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

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

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

5.2 Social Value

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

5.3 Legal and Constitutional References

5.3.1 Council Constitution, 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>

APPENDIX 1



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Appendix 2

Request for CIL Funding with regard to Members Items for Area Committee

Title	Refurbishment of the whetstone, High Road, N20
Raised by (Councillor)	Cllr Caroline Stock
Ward	Totteridge
Area Committee	Chipping Barnet
Member Request	
Funding Required (£)	5000

Project Scope:

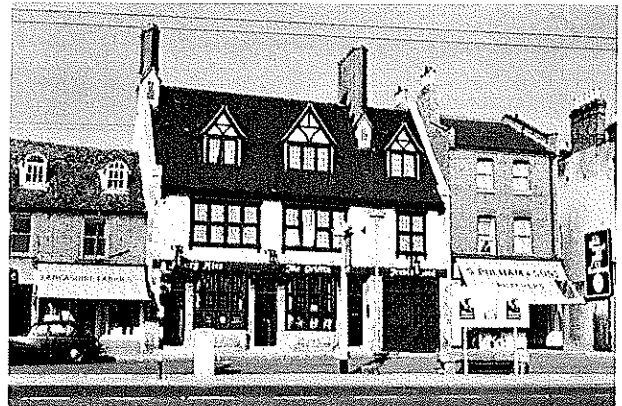
- remove the existing bollards - see bottom photo
- replace them with a stainless steel sign approx 700mm wide and 450mm high on which a text describing the 'history' of the whetstone and immediate vicinity will be engraved.
- the text would be prepared by local historians
- reintroduce the horse trough

The cost would be approx £5000. Made up as follows:

Reclaimed horse trough approx £1000 - a number are available at this cost from reclamation yards

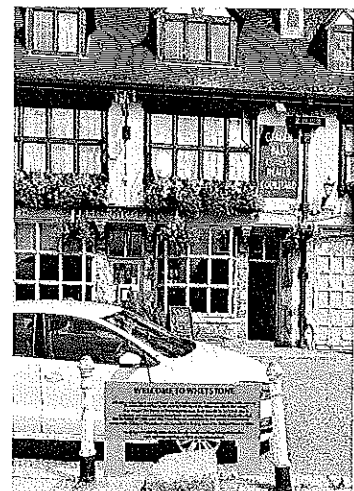
Cost of sign approx sign approx £2500 - quote from Lemboss, specialist sign company which produces many of the signs for the Finchley Society

Removal of existing bollards, making good and Installation of new plaque by LBB £1500



Photos above show the whetstone and original horse trough. The proposal is to replicate this scene and add an historical plaque.

Photo below shows the whetstone as it is today with the plaque (ignore colours) erected behind it. The bollards would be removed. The horse trough would be re-sited alongside.



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Appendix 3

Request for CIL Funding with regard to Members Items for Area Committee

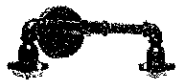
Title	Physic Well – Lighting and Information Board
Raised by (Councillor)	Councillor Stephen Sowerby (Design & Heritage Champion)
Ward	The Physic Well is located in Underhill ward
Area Committee	Chipping Barnet Area Committee
Member Request	<p>Background The Physic Well is a Grade II listed structure within which spring water is collected in a subterranean 17th century vault. This water was used by the public for medicinal purposes in the 17th and 18th century. The mock Tudor building surrounding the Well was erected by Barnet Urban-District Council in 1937. The whole structure including the well vault has experienced no significant refurbishment since its construction causing the building to fall into disrepair and being put on Historic England's risk register. In 2017 a financial partnership with Historic England was agreed to refurbish the well for educational purposes, including schools and community groups, the wider public and to preserve the Borough's heritage. The refurbishment works commenced in April 2018 and include the installation of a drainage system.</p> <p>Unfortunately, the refurbishment costs have overrun and the original allocated budget of approximately £117,000 has not proven sufficient for the Well's lighting and electrical requirements. This is because the extent of the rotted timber frames was not fully captured by the initial condition survey (the rotting was because the building had not had a drainage system installed in 1937). Historic England and Heritage of London Trust do not fund lighting costs and information boards. A CIL funding request is now being made to meet these costs, vital for public accessibility.</p> <p>Funding request: Lighting The building does not currently have lighting, so it is proposed to install lighting on both the ground floor and subterranean area (the well vault).</p> <p>The funding request is for:</p> <ul style="list-style-type: none"> - A bulkhead lighting fixture in the vault - Concealed LED lighting beneath the handrail of the stairwell - Associated wiring works to enable the above - Smoke detectors

- Power installation conduit
- Lighting Install Conduit Ground Floor
- Lighting Supply
- Total: £14,645.82 (not including VAT)

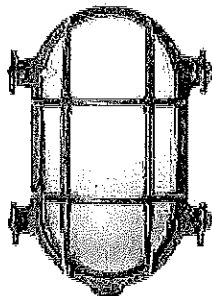
The lighting proposals have been put together by a heritage consultant (a requirement of Historic England), after discussion with the Council's project manager and Councillor Sowerby. The lighting proposals have been designed to enhance visitor experience and are compatible with the historic building.

Images of the proposed lighting are shown below:

Example general light black twin:



Example bulkhead lighting for the vault area:



Funding request: Information Board

It is proposed that Barnet Museum will open the Physic Well to the public. It is proposed to install an information board outside of the Physic Well. The information board will inform the public of this historic building, and will be particularly useful when the building is closed.

A draft mock-up of the information board is shown below -

BARNET PHYSIC WELL

History of the Physic Well

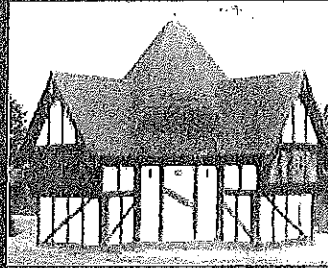
The date that the Barnet mineral spring was first discovered is unrecorded. It is likely that the well was used by local Barnet people living near it on Barnet Common many centuries before it was 'discovered' by the Tudor guidebook writer William Camden in the late sixteenth century and publicised by celebrities like Samuel Pepys in the seventeenth. Country people were always seeking 'good' sources of water for their animals. They also looked to their local wells and springs to provide cures for illnesses since they could not afford doctors' fees. There must have been successful 'cures' in the sixteenth century, because the water was then thought to be very good for colds and fevers.

Visit of Samuel Pepys

According to his famous diary Barnet Physic Well received its most important visitor, Samuel Pepys, on 11 July 1664. He did not journey from London just to visit the Well, but was dining in Barnet and decided to ride the extra half mile over Barnet Common to the well:

"...there I drunk three glasses and went and walked, and came back and drunk two more. The woman would have had me drunk three more; but I could not, my belly being full - but this wrought me very well; and so we rode home... and my waters working at least seven or eight times upon the road, which pleased me well".

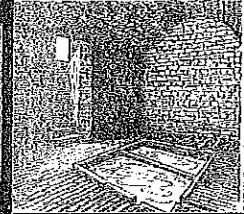
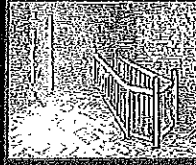
Pepys returned to the Well three years later, on Sunday 11 August 1667 at 7am when he found there 'many people a-drinking, but the morning is a very cold morning. This time he limited himself to three glasses.



Inside the Well

In the seventeenth century, a subterranean brick chamber was built to collect the spring water. The spring water remained popular throughout the eighteenth century. The Well House itself was constructed above the spring water chamber by the Council in 1937, in a mock Tudor style. In 2018, the Well House was restored with support from the London Borough of Barnet, Historic England, and the Heritage of London Trust.

If you would like to see the inside of the Physic Well please contact www.barnetmuseum.co.uk



Historic England



HERITAGE of LONDON TRUST



BARNET MUSEUM

The quote received for a stove enamel sign is shown below. This material is particularly graffiti, scratch and weather-proof. This material has been proposed due to the location of the Physic Well, which is in a quiet residential area and a considerable distance away from a busy high street.

The quote (not including VAT) is:

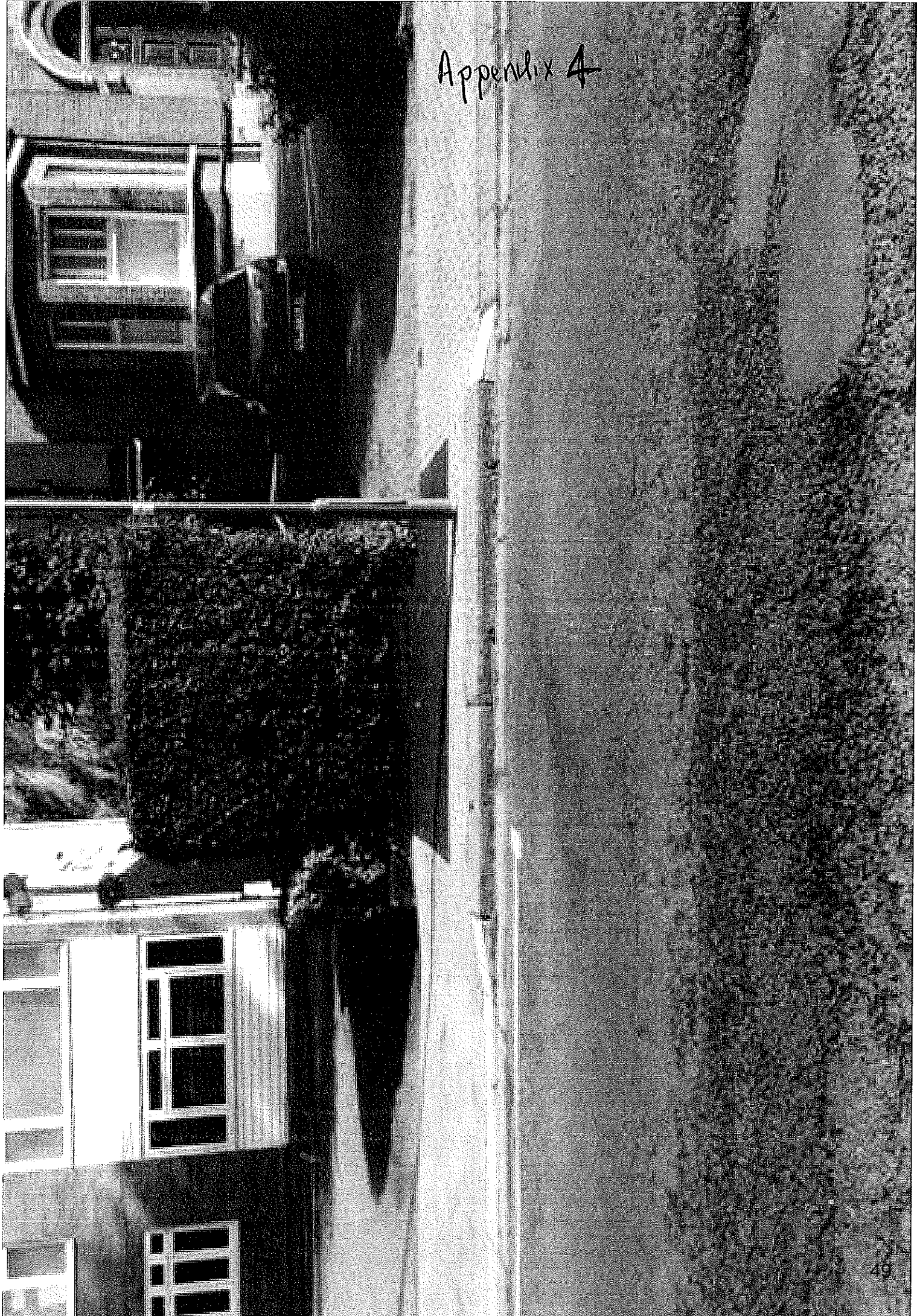
Sign	£1350
Installation	£245
Total	£1595

Funding
Required
(£)

£16,240.82 not including VAT

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Appendix 4



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	<p>Chipping Barnet Area Committee</p> <p>4 October 2018</p>
<p style="text-align: right;">Title</p>	<p>Results of the Statutory Consultation – Proposed extension to the Barnet Hospital CPZ</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>Proposal drawing SCR223a</p>
<p style="text-align: right;">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 extension to the Barnet Hospital Controlled Parking Zone (CPZ) in Grimsdyke Crescent, Kings Road, Cavendish Road and Jennings Way, in order for the Committee to determine whether or not the proposal should be introduced and if so, with or without modification.</p>

<h3>Officers Recommendations</h3>
<p>1. That the Chipping Barnet Area Committee</p> <ul style="list-style-type: none"> i) notes the summary of the responses received to the statutory consultation on the proposed CPZ in Grimsdyke Crescent, Kings Road, Cavendish Road and Jennings Way EN5; and

- ii) **authorise the Strategic Director for Environment to introduce the Controlled Parking Zone (CPZ) in Grimsdyke Crescent, Kings Road, Cavendish Road and Jennings Way EN5 as per drawing no SCR223a, through to the making of the relevant Traffic Management Orders to be funded as follows:**
- **up to £16,500 from the Area Committee funding allocation**
 - **£5,000 from the remainder of the Section 106 contributions relating to the Elmbank development on Barnet Rd, Barnet**
- iii) **authorise the Strategic Director for Environment to inform 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 19 February 2018 Chipping Barnet Area Committee members considered a report outlining the comments, representation and objections received in response to the proposed Barnet Hospital Controlled Parking Zone (CPZ) in the vicinity of Barnet Hospital in order to determine whether the proposal should be introduced or not, and if so, with or without modification.
- 1.2 The Committee agreed that the proposed CPZ should be introduced albeit with minor amendments. In making its decision, the Committee also decided that a formal consultation should be carried out with regard to adding Grimsdyke Crescent and Kings Road to the CPZ with a report back to the next meeting of this Committee.
- 1.3 Following the Committee, the Strategic Director for Environment decided in discussion with one of the High Barnet Ward Councillors, to include Cavendish Road and Jennings Way to the proposals, which was approved by Members at the 9 July 2018 Chipping Barnet Area Committee.

RESOLVED – that the minutes of the meeting held on 19 February 2018 be agreed as a correct record. The Chairman noted that since the last meeting the Strategic Director for Environment had agreed to add Cavendish Road and Jennings Way to the Barnet Hospital CPZ consultation alongside Grimsdyke Crescent and King's Road.

- 1.4 Accordingly, a CPZ was designed for Grimsdyke Crescent, Kings Road Cavendish Road and Jennings Way in preparation for the statutory consultation process.

2. REASONS FOR RECOMMENDATIONS

- 2.1 A statutory consultation took place in May/June 2018 on a proposed CPZ in Grimsdyke Crescent, Kings Road Cavendish Road and Jennings Way EN5, as an extension to the Barnet Hospital CPZ, although the CPZ was due to be introduced in September 2018.

- 2.2 As part of the statutory consultation process for the extended zone a notice outlining the proposals was published in local 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 The proposals were also publicised online via the Barnet Council's barnettraffweb public consultation website and also via Barnet Council's online public engagement portal.
- 2.5 84 responses to the consultation were received comprising of statements of support, suggestions, requests, comments and objections.
- 2.6 Of the 84 responses, 4 included objections to the proposal. There was no specific trend within the objections however comments included the following:
- That hospital workers need to park in local streets (1 mention);
 - That 36 properties in Cavendish Road have driveways and therefore the residents were unlikely to benefit from a CPZ (1 mention);
 - That hospital workers don't park in Cavendish Road (1 mention);
 - That Old Fold View should be included in the proposals (1 mention).
- 2.7 Other comments received related to the design of the CPZ as follows:
- Request to reduce size of proposed resident permit bay outside a property on Grimsdyke Crescent for driveway access reasons;
 - Request for an additional resident permit bay on Old Fold View by the side of a Grimsdyke Crescent property;
 - Requests (2 no.) for disabled bays on Grimsdyke Crescent;
 - Request for Grimsdyke Crescent to be a "Past This Point" area
 - Request to review proposed restrictions potentially encroaching on private land on Cavendish Road;
 - Request for an additional resident permit bay on Cavendish Road;
 - Request for Cavendish Road to be a "Past This Point" area between its junction with Old Fold View and its northern extremity;
 - Request for disabled bay on Kings Road;
 - Resident of Jennings Way has driveway access problems;
 - That double yellow lines should be introduced in Galley Lane to mitigate any displacement;
 - Request for the CPZ hours to be reduced (2 mentions);
- 2.8 It should be noted that a total of 72 responses in support of the proposal were also received, which is much greater than the number of objections received.

- 2.9 Having considered the comments, objections and suggestions made during the consultation period, Officers views are as follows:
- The proposal was designed upon instruction by the Chipping Barnet Area Committee, following representations from residents, primarily in Grimsdyke Crescent and Kings Road, for a CPZ to be introduced, in light of the original Barnet Hospital CPZ proposals.
 - Significantly 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 on these streets
 - Officers are satisfied that there is sufficient evidence from the responses to the statutory consultation that show support and acceptance of the proposal to justify the introduction of a CPZ.
 - Officers are mindful of the objections received, however the content of these objections were considered not be significant in nature to result in changing the proposal.
- 2.10 It is acknowledged that the introduction of a CPZ would reduce the availability of parking in local streets for non-residents, such as hospital workers, during the controlled periods. This may result in displacement, although there are plans to review the CPZ after its introduction as agreed by the Chipping Barnet Area Committee in making the decision to introduce the original CPZ in February 2018. Accordingly, any displacement issues can be addressed as part of the review process.
- 2.11 The only exception is in Galley Lane, where a statutory consultation has already taken place to introduce 'at any time' waiting restrictions, and the feedback to that consultation is currently being considered.
- 2.12 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 at junctions and in and out of driveways. Officers are satisfied that where raised, the issue of manoeuvrability will not be a problem.
- 2.13 Where residents have requested disabled bays, they have been advised of the process and asked to complete an application form.
- 2.14 The request for an additional parking bay in Old Fold View, cannot be accommodated as the road has been omitted from the CPZ proposals as it is a private road.
- 2.15 It is considered that the request for an additional parking bay in Cavendish Road cannot be accommodated for special reasons, in that there is insufficient space along the length requested.

- 2.16 With regards to other general comments received, again these were considered to not be in sufficient number or content to result in changing the proposal.
- 2.17 In conclusion, having considered the comments, objections and suggestions relating to the proposed extension of the Barnet Hospital CPZ into Grimsdyke Crescent, Kings Road Cavendish Road and Jennings Way EN5, it is considered that the proposals should be approved, and introduced as set out in drawing no. SCR223a attached to this report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to introduce the extension to the 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 costs for the implementation of the CPZ in Grimsdyke Crescent, Kings Road Cavendish Road and Jennings Way EN5 is estimated as £20,500 which includes the work to introduce the signage and road markings, as well as the Officer time in implementing the scheme including the making of relevant traffic management orders and engaging with the public.

- 5.2.2 Part of these costs could be met from the S106 Contribution from 'Elmbank Development, Barnet Road' - Planning Permission reference 15/033343/FUL £50,534 – for a review of parking controls may be used to implement the CPZ required to mitigate the parking impacts arising from that proposed development.

- 5.2.3 To date an estimated sum of £45,000 has been spent or allocated to the S106

so there is approximately £5,000 remaining. It is considered that this £5,000 could cover the officer time necessary to progress the introduction of the measures.

- 5.2.4 A sum of £16,500 is requested from the 2018/19 Chipping Barnet Area Committee (CIL) funding to introduce the signage and road markings.
- 5.2.5 Prior to any approval of any further requests from this budget at this Committee, the total funding available is £0.288m This balance consists of an in year CIL allocation of £150,000 combined with a prior year carry forward of £0.175m minus items agreed at previous Committee meetings, and any underspends returned to the Area Committee fund.
- 5.2.6 The measures will require on-going enforcement as well as maintenance costs of the signs and lines which will be met by the Special Parking Account.
- 5.2.7 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account although it should be noted that no specific budget has been allocated for such purposes and therefore any maintenance costs will negatively impact on the Special Parking Account.
- 5.2.8 Permits and Vouchers would need to be purchased from the Council by any person who resides or retail trades within a CPZ who wishes to park in the CPZ to which they reside or retail trade during its hours of operation, as per the costs detailed in the councils set fees and charges.
- 5.2.9 Income derived from residents and business permits, vouchers, and Penalty Charge Notices issued for parking contraventions will all be attributable to the Special Parking Account.

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.

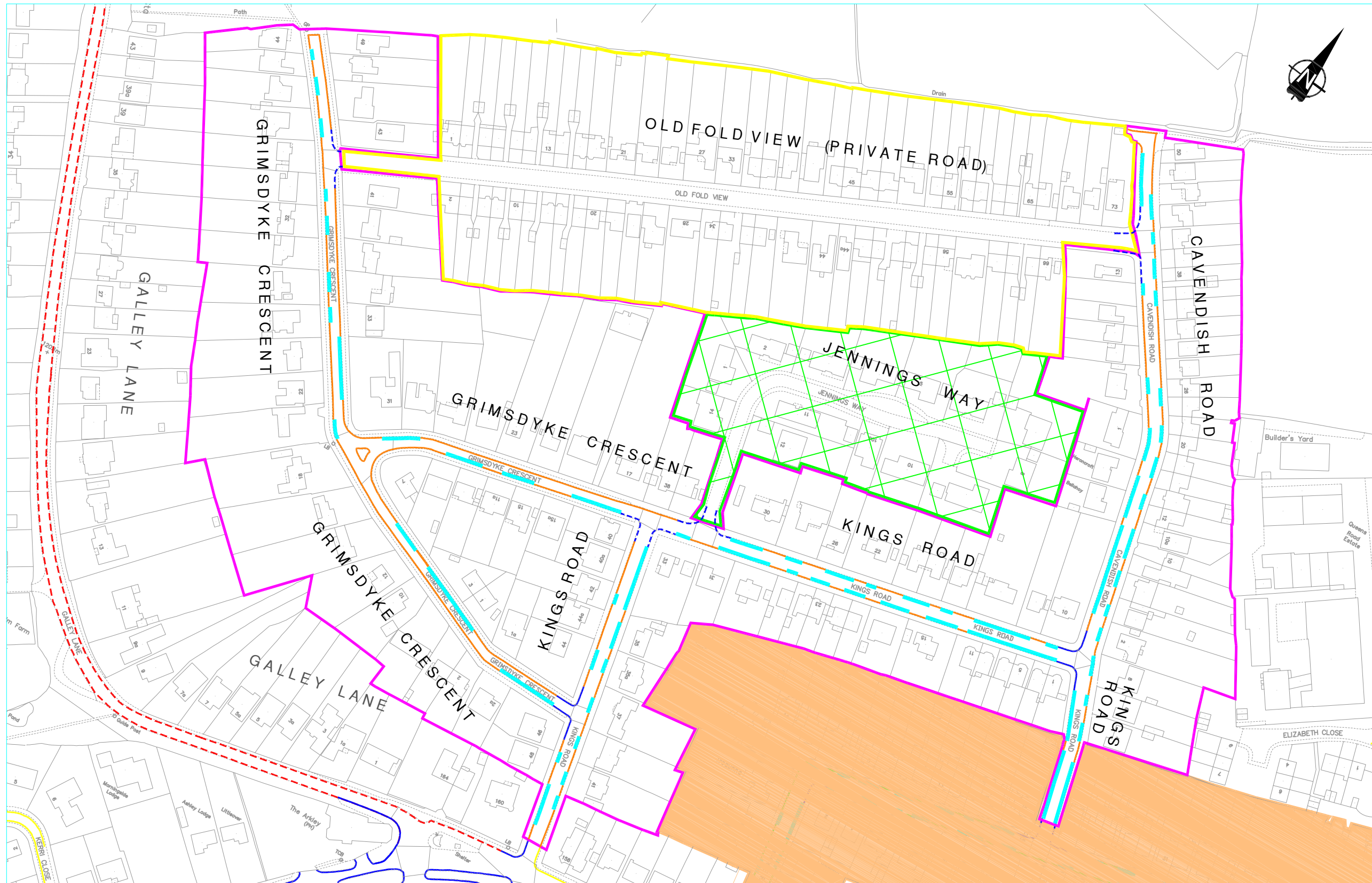
5.9 Insight

5.9.1 None in relation to this report.

6. BACKGROUND PAPERS

- 6.1 Chipping Barnet Area Committee 19 February 2018 Item 9
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9308&Ver=4>

- 6.2 Chipping Barnet area Committee 9 July Item 1 Minutes of last meeting.
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9534&Ver=4>








NOTES:

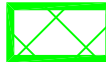



KEY:



PROPOSED RESTRICTIONS:

-  Proposed Barnet Hospital Controlled Parking Zone extension boundary
-  Proposed resident permit holders only parking bay Monday to Saturday 8am to 6.30pm.
-  Proposed 8am to 6.30pm Monday to Saturday waiting restrictions (Single yellow line).
-  Proposed "At any time" waiting restrictions. (Double yellow lines)
-  Proposed "At any time" waiting restrictions. (Double yellow lines) Galley Lane

PROPOSED RESTRICTIONS:

-  Proposed "Past this point" permit holders only parking area (PTP) Jennings Way 8am to 6.30pm Monday to Saturday
- PTP parking areas do not have carriageway markings but do have signs at every entrance point. PTP parking areas operate in exactly the same way as any other road within the CPZ; any vehicle wishing to park on the public highway during the restricted periods will need to display a valid permit/ voucher.
-  Old Fold View - Private Road This road is situated outside the proposed CPZ

EXISTING RESTRICTIONS:

-  Existing Barnet Hospital Controlled Parking Zone 8am to 6.30pm Monday to Saturday
-  New "At any time" waiting restrictions (Double yellow lines) Junction of Kings Road and Grimsdyke Crescent & junction of Cavendish Road and Kings Road and Barnet Road

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



SCHEME:
BARNET HOSPITAL
PARKING AREA REVIEW 2017/2018

TITLE:
PROPOSED
CONTROLLED PARKING ZONE
CAVENDISH ROAD, GRIMSDYKE CRESCENT
AND
JENNINGS WAY, KINGS ROAD EN5

Scale:	Not to Scale	Date:	24/09/18
Initiated:	AO	Drawn:	AO
		Checked:	AO/GWA

DRAWING NO:
SCR223a

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**London Borough of Barnet
Chipping Barnet Area
Committee Work Programme
2018/19**

Contact: jan.natynczyk@barnet.gov.uk Tel: 0208 359 5129
GovernanceTeam@Barnet.gov.uk

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Items for Submission to a Future Meeting			
Review of experiential banned turns at Junction of Hight Street with Wood Street, EN5	To be submitted to appropriate future meeting.	Strategic Director Environment	Non-key

Traffic & Development



Area Committee



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

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Whitehouse Way and Lincoln Avenue - Footway Parking	Footway Parking	Feasibility	Feasibility	N/A	On hold	Footway Parking	On Hold





Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Brunswick Park Road	Accident Reduction Schemes	Feasibility/Design	Design	31/09/2018	In progress	Optioneering	Feasibility in progress. Options to be discussed with Client. Agreed option will be forwarded to detail design. Cllrs and residents have requested additional off street parking to be considered. Consult in September.
56 Derwent Avenue EN4 8LZ	Designated Disabled Bays	Design/Implementation	Implementation	31/08/2018	In progress	Implementation/Removal of disabled bay	Implemented August 2018
26 Falkland Avenue N11 1JS	Disabled Bay Removals	Design/Implementation	Internal review	30/09/2018	In progress		DPR to consider objections to be finalised in September 2018



Traffic & Development



5 Kennard Road N11 3JL	Disabled Bay Removals		Implementation	31/10/2018	In progress		Implementation scheduled October 2018
5 Stanford Road N11 3HY	Designated Disabled Bays		Implementation	31/10/2018	In progress		Implementation scheduled October 2018
75 Brunswick Avenue N11 1HR	Designated Disabled Bays	Consultation	Implementation	31/10/2018	In progress		Implementation scheduled October 2018

Other Schemes



Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Arlington Road	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Avondale Avenue	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Brunswick Grove	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Burlington Rise	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	



Traffic & Development



Cecil Road	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Chase Way	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Dene Road	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Derwent Avenue	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Linden Road	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Marlborough Avenue	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Summit Way	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
The Woodlands	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	





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Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
20mph The Ridgeway, N11	20mph Schemes	Design/ Implementation	Design	30/09/2018	In progress	20mph zone into The Ridgeway, N11	Implementation Sept 2018
Halton Close and Balmoral Close N11 and 8 Surrounding Roads	Footway parking	Feasibility	Feasibility	N/A	On hold	Footway Parking	On Hold
Newton Avenue/Pembroke Road Waiting Restriction	Waiting Restrictions	Design/ Implementation	Internal review	30/09/2018	In progress	Waiting Restrictions	DPR to consider objections to be finalised in August/September 2018



Traffic & Development



Local Implementation Plan



Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
76 Holly Park Road N11 3HB	Designated Disabled Bays	Design/Implementation	Implementation	31/08/2018	In progress		Implemented August 2018
19 Carlton Road N11 3EX	Disabled Bay Removals		Consultation	30/09/2018	In progress		Statutory consultation scheduled September 2018

Other Schemes



Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Colney Hatch Lane - Woodhouse Road to Asher Loftus Way.	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Crescent Road	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Elm Way	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	



Traffic & Development



Area Committee



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Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Victoria Road Phase 2 - Zebra Crossing	Pedestrian Crossing	Design/Implementation	Design	31/12/2018	In progress	Zebra Crossing	Feasibility Summer 2018





Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
26 Hertford Road EN4 9BQ	Designated Disabled Bays	Design/Implementation	Internal Review	31/08/2018	On hold	Implementation/ removal of disabled bay	Applicant requested application be put on hold
21 Bevan Road EN4 9DZ	Designated Disabled Bays	Design /Implementation	Implementation	31/08/2018	In progress		Implemented August 2018
18 Underne Avenue Southgate London N14 7ND	Disabled Bay Removals		Implementation	31/10/2018	In progress		Implementation scheduled October 2018
35 Vernon Crescent East Barnet EN4 8QG	Disabled Bay Removals		Implementation	31/10/2018	In progress		Implementation scheduled October 2018
49 Brookside East Barnet EN4 8TS	Disabled Bay Removals		Consultation	30/09/2018	In progress		Statutory consultation scheduled September 2018
18 Victoria Avenue New Barnet Herts EN4 9PD	Designated Disabled Bays		Consultation	30/09/2018	In progress		Statutory consultation scheduled September 2018





Other Schemes



Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Brookhill Road	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Daneland	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Linthorpe Road	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Mansfield Avenue	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Vernon Crescent	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Victoria Road	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	



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Traffic & Development



Area Committee



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Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Oakleigh Road North/Russell Lane	Feasibility Study	Feasibility	Feasibility	31/10/2018	In progress	Consultation	Statutory Consultation Autumn 2018

Local Implementation Plan



Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
17 Oakleigh Gardens N20 9AB	Disabled Bay Removals		Consultation	30/09/2018	In progress		Statutory consultation scheduled September 2018



Traffic & Development



Other Schemes



Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Wycherley Crescent	Footway Parking Review - 71 locations	Design/ Implementation	Design	N/A	To be programmed	Footway Parking	



Traffic & Development



Area Committee



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Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Great Bushey Drive/Oak Tree Drive	CPZ - New	Design	Internal review	27/10/2018	In progress	CPZ investigations	Write to residents to advise of the decision of Chipping Barnet Area Committee decision.



Traffic & Development



Local Implementation Plan

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Totteridge Lane (Southway and Hill Cr junctions)	Accident Reduction Schemes	design	Implementation	30/09/2018	In progress	Optioneering Scope extended to implementation	statutory consultation starts 30/11/17. Scheme limited to road markings and signage. Contractor to program implementation

Other Schemes

Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Baxendale, N20	Waiting Restrictions	Design/Implementation	Internal review	31/09/2018	In progress		DPR to consider objections to be finalised in August/September 2018





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Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Parking Fitzjohn Avenue Car Park	Car Park Review	Design/Implementation	Implementation	31/09/2018	In progress	Car Park Layout Review	Consultation September 2018





Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Chesterfield Road	Accident Reduction Schemes	Design	Design	30/09/2018	In progress	Continue design,	Design continuing 18/19 Options being developed for consultation
Mays Lane	Accident Reduction Schemes	Feasibility/design	Implementation	01/04/2018	On Hold	Optioneering	Waiting for developers to complete works
Fitzjohn Avenue	CPZ - Additional Resident Bays	Design/Implementation	Feasibility	30/09/2018	In progress	Investigation into provision of additional residents parking bays	DPR outlining result of feasibility study to be finalised August/September 2018
Normandy Avenue	CPZ - Additional Resident Bays	Design/Implementation	Consultation	30/09/2018	In progress	Investigation into provision of additional residents parking bays	Statutory consultation scheduled September 2018
5 St Stephens Road EN5 2TA	Designated Disabled Bays	Design/Implementation	Implementation	31/08/2018	In progress	Implementation/Removal of disabled bay	Implemented August 2018
22 Wellside Close EN5 3DJ	Disabled Bay Removals	Design/Implementation	Implementation	31/08/2018	In progress		Implemented August 2018
99 Sherrards Way Barnet EN5 2BP	Disabled Bay Removals		Consultation	30/09/2018	In progress		Statutory consultation scheduled September 2018





Other Schemes



Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Sellwood Drive	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Hillside Gardens	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Vyse Close	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	On hold	Footway Parking	Being addressed as part of Barnet Hospital CPZ design/implementation
13 - 15 High Street, Barnet,	Permit Review	Design/Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	



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Traffic & Development



Area Committee



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Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Hadley Highstone Speeding	Traffic Scheme	Design/Implementation	Implementation	30/09/2018	In progress	Traffic Management	Changes to road marking on Dury Road /Hadley Green Road change to road marking Sept/Oct 2018.





Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Meadway	CPZ - New	Feasibility/Design	Feasibility	30/09/2018	In progress	Investigation into provision of a new Controlled Parking Zone (CPZ)	Chief Officer Decision report drafted outlining outcome of feasibility study and in process of checking/clearance
Union Street	CPZ - Additional Resident Bays	Design/Implementation	Feasibility	30/09/2018	In progress	Investigation into provision of additional residents parking bays	DPR outlining result of feasibility study to be finalised August/September 2018
Chipping Barnet Library- 3 Stapylton Rd, Barnet EN5 4QT	Designated Disabled Bays	Design/Implementation	Internal Review	30/09/2018	In progress	Implementation/Removal of disabled bay	DPR to consider objections to be finalised in September 2018
18 Norfolk Road EN5 5LU	Designated Disabled Bays	Design/Implementation	Implementation	31/08/2018	In progress		Implemented August 2018
16 Calvert Road EN5 4HJ	Disabled Bay Removals		Implementation	31/10/2018	In progress		Implementation scheduled October 2018
12 Bulwer Gardens EN5 5JF	Disabled Bay Removals		Consultation	30/09/2018	In progress		Statutory consultation scheduled September 2018





Other Schemes



Scheme Name	Scheme Type	Scope of Scheme	Current Phase	Current Phase End Date	Scheme Status	Description	Update
Bulwer Road	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Calvert Road	Footway Parking Review - 71 locations	Design/Implementation	Design	30/09/2018	In progress	Footway Parking	Consultation with resident groups and Councillors undertaken. Awaiting feedback.
Puller Road	Footway Parking Review - 71 locations	Design/Implementation	Design	30/09/2018	In progress	Footway Parking	Consultation with resident groups and Councillors undertaken. Awaiting feedback
Rockways	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
Sebright Road	Footway Parking Review - 71 locations	Design/Implementation	Design	30/09/2018	In progress	Footway Parking	Consultation with resident groups and Councillors undertaken. Awaiting feedback
St Marks Close	Footway Parking Review - 71 locations	Design/Implementation	Design	N/A	To be programmed	Footway Parking	
12 Victors Way, Rear of 58 High Street	Permit Review	Design/Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	



Traffic & Development



14 Wood Street Barnet	Permit Review	Design/ Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	
15 Park Road, Barnet	Permit Review	Design/ Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	
2 Moxon Street	Permit Review	Design/ Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	
31 Union Street, Herts	Permit Review	Design/ Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	
41 Park Road, Barnet	Permit Review	Design/ Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	
7 St Albans Road	Permit Review	Design/ Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	
77A High Street	Permit Review	Design/ Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	
St Martha's Convent, 22 Wood Street	Permit Review	Design/ Implementation	Design		To be programmed	Car Free Development - Permit Exemptions	
Barnet Road/Galley Lane, EN5	Waiting Restrictions	Design/ Implementation	Internal review	30/09/2018	In progress		Statutory consultation commenced May 2018. DPR to consider objections to be completed in August/September 2018

