

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

THURSDAY 3RD OCTOBER, 2019

AT 7.00 PM

VENUE

HENDON TOWN HALL. NW4 4BG

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

Chairman: Councillor Wendy Prentice
Vice Chairman: Councillor Thomas Smith

Alison Cornelius
Roberto Weeden-Sanz

Pauline Coakley Webb
Laurie Williams

Paul Edwards

Substitute Members

Stephen Sowerby
David Longstaff
Jo Cooper

Tim Roberts
Lisa Rutter

Caroline Stock
Barry Rawlings

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is at 10AM on 30 September 2019. 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

Item No	Title of Report	Pages
1.	Minutes of the last Meeting	5 - 12
2.	Absence of Members (if any)	
3.	Declarations of Members Disclosable Pecuniary Interests and Non-pecuniary Interests	
4.	Report of the Monitoring Officer (if any)	
5.	Public Questions (if any)	
6.	Matters referred from the Chipping Barnet Residents Forum including Petitions (if any) None.	
7.	Area Committee Funding - Community Infrastructure Levy update	13 - 22
8.	Members' Items (if any)	
9.	Members' Items - Area Committee Funding Applications (if any)	23 - 54
10.	Proposed Controlled Parking Zone (CPZ) in Meadway area EN5 - outcome of statutory consultation	55 - 78
11.	Cromer Road - Request for 20mph Speed Limit	79 - 106
12.	Forward Work Programme	107 - 108
13.	Any item(s) the Chairman decides are urgent	

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Decisions of the Chipping Barnet Area Committee

2 July 2019

Members Present:-

Councillor Wendy Prentice (Chairman)
Councillor Thomas Smith (Vice-Chairman)

AGENDA ITEM 1

Councillor Alison Cornelius Councillor Laurie Williams
Councillor Roberto Weeden- Councillor Paul Edwards
Sanz
Councillor
Pauline Coakley Webb

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 27 March be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

None.

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

Councillor	Interest
Alison Cornelius	Agenda Item 15, Forward Work Programme in relation to Cromer Road: Councillor Cornelius had met the speaker on this matter at Totteridge Ward Surgery before. Also, that the speaker had 'visited' her front garden.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

A public comment on Councillor Sowerby's CIL item would be dealt with under that item on the agenda. Six questions had also been received on the Work Programme (Cromer Road Item) and would be dealt with when that item was considered.

6. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM (INCLUDING PETITIONS)

The Committee received a petition referred from the Residents Forum entitled 'Keep Children Safe, Alston Road Barnet EN5 – Traffic Calming.

Clare Knowles, the Lead Petitioner, was unable to attend the meeting. Consequently, Chris Nightingale addressed the Committee on her behalf.

Officers reported that a 20mph zone had previously been investigated and the Road Safety Audit had found that such a scheme was not appropriate.

Consequently, Members felt that the petition should be noted, with no further action.

RESOLVED that the petition be noted with no further action.

7. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

This report updated Members on the budget allocations for the Chipping Barnet Area Committee, to enable consideration of application for funding during 2019/20.

RESOLVED

- 1. That the Chipping Barnet Area Committee notes the amount available for allocation during 2019/20, as set out in paragraph 6.2.1 and in Appendix 1**
- 2. That the Chipping Barnet Area Committee notes the amount or re-allocated underspends & Overspends in Section 2.1.**

8. MEMBERS' ITEMS (IF ANY)

None.

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

The Committee considered the following CIL Applications from Members:

Councillor and request	Decision
Prentice – Request for Benches in Brunswick Crescent Playground	RESOLVED that CIL funding up to £6,000 be agreed, to include installation. ACTION: EXECUTIVE DIRECTOR ENVIRONMENT
Byers – Ney Play Area in Victoria Recreation Ground, New Barnet	RESOLVED that 1.CIL funding of £25,000 be agreed; 2.It be confirmed to Members of the Committee, who will be responsible for ongoing maintenance and the length of guarantee for the equipment; 3.Officers need to ensure that schemes will not create a revenue burden.

	ACTION: EXECUTIVE DIRECTOR ENVIRONMENT
Sowerby – Feasibility Study for Introducing a 20mph Zone on Queens Avenue, N20.	<p>Martin Hudson addressed the Committee in support of Councillor Sowerby’s application.</p> <p>RESOLVED that</p> <p>1.CIL funding up to £7,500 be agreed; 2.Officers to agree with Ward Members on the area to be covered by the feasibility study; 3. It be noted that the overall policy on 20mph zones is a matter for Environment Committee.</p> <p>ACTION: EXECUTIVE DIRECTOR ENVIRONMENT</p>
Teare – Double Yellow Lines on the Corners of Brunswick Crescent	RESOLVED that CIL funding of £2,500 be agreed.
Weeden-Sanz – New and Improved Fencing along the Border between New Southgate Recreation Ground and Brunswick Grove	<p>RESOLVED that the application be deferred to ascertain if this is Council property and is an enhancement. Also, if it is Council property, whether or not it would qualify for CIL.This be reported back to the next meeting of the Committee in October 2019.</p> <p>ACTION: EXECUTIVE DIRECTOR ENVIRONMENT</p>
Smith – Repair the Road Markings at the Junction of the High Road (A1000) and Oakleigh Road North	RESOLVED that it be noted that LIP funding had already been made available for this.
Longstaff – Noah’s Ark Children’s Hospice: Access Path to Byng Road Allotments and Perimeter Fencing	<p>RESOLVED that CIL funding of £25,000 be agreed with the proviso that the Hospice will be responsible for ongoing maintenance.</p> <p>ACTION: EXECUTIVE DIRECTOR ENVIRONMENT</p>

10. FORWARD WORK PROGRAMME

The Chairman brought the Work Programme item forward to allow the questions on Cromer Road to be taken:

6 questions had received from Philippa Whitecross in relation to Cromer Road (which was mentioned under the Work Programme – agenda item 15). One supplementary question per question was allowed which the Chairman answered, without further debate, in line with the constitution.

Question no.	Question	Answer
Question 1	Why has this matter been deferred to a future meeting?	The Report was withdrawn for consultation with Ward Councillors.
Question 2	When will that “future meeting” be?	The report will be reported back to the next meeting which is in October 2019.
Question 3	Please provide an update on the issue?	A further feasibility study and Road Safety Audit has been undertaken to determine the most appropriate set of measures.
Question 4	What action has been taken since the meeting of the 27th March?	A further feasibility study and independent Road Safety Audit has been undertaken.
Question 5	What level of expenditure has been incurred on road traffic surveys (or similar) since the 27th March?	Expenditure will be confirmed in the report that comes back to Committee in October. Previous survey information was used and there is a cost of £1,400 for the independent Road Safety Audit.
Question 6	One problem cited by officers with the introduction of a 20mph zone without additional traffic calming measures is that it decreases safety of pedestrians. I have noticed many other local 20mph zones with no additional traffic calming measures (eg. foulds school, Richmond road, Victoria road, QE boys). Please could the inconsistency of approach be explained?	Locations vary in their requirements and features such as one-way systems the width of the road, parked cars and average speeds all have to be taken into account when considering effective measures. The approach officers recommend for Comer Road will be comprehensively addressed in the report that comes back to Committee in October.

Also Members asked for an update on the following items on the Work Programme:

1. Barnet Hospital CPZ – Officers would meet with Ward Councillors to discuss how the review would take place;
2. Normandy Avenue CPZ – Officers reported that consultation would start in September/October 2019.

RESOLVED that the Work Programme be noted.

11. HAMPDEN WAY, N14 SPEED SURVEYS

This report detailed the results of speed surveys carried out at four locations in Hampden Way, N14.

RESOLVED

1. That the Chipping Barnet Area Committee notes the results of the speed surveys that were undertaken in the above road;
2. That the Chipping Barnet Area Committee agrees the recommendation to install two vehicle activated signs at the southern end of Hampden Way at an approximate cost of £10,000 from Chipping Barnet Area Committee CIL funding.

ACTION: EXECUTIVE DIRECTOR ENVIRONMENT

12. LYONSDOWN ROAD, EN5 - SPEED SURVEY

This report detailed the results of a feasibility study carried out in Lyonsdown Road, EN5 investigating measures to reduce the reported speeding in the road and outlined proposals for consideration to address the concerns at this location.

Members felt that just one Vehicle Activated Sign at a cost of £5,000 should be agreed.

Officers also agreed to look at the possibility of installing 'smiley face' VAS in future.

RESOLVED that

1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken in Lyonsdown Road, EN5;
2. That the Chipping Barnet Area committee agrees to install one vehicle activated sign in Lyonsdown Road, EN5 at an approximate cost of £5,000 from Chipping Barnet Area Committee CIL funding.

ACTION: EXECUTIVE DIRECTOR ENVIRONMENT

13. CRESCENT ROAD - SPEED SURVEY

This report detailed the results of a speed survey carried out on Crescent Road, EN4, investigating measures to reduce the reported speeding in the road and outline proposals for consideration to address the concerns at this location.

RESOLVED

1. That the Chipping Barnet Area Committee notes the results of the speed survey that was undertaken in Crescent Road, EN4.
2. That the Chipping Barnet Area Committee approve the provision of two vehicle activated signs and SLOW markings in Crescent Road at an approximate cost of £10,000 from the Chipping Barnet Area

Committee CIL funding.

14. FITZJOHN AVENUE CAR PARK, HIGH BARNET

This report detailed the outcome of the review of Fitzjohn Car Park in High Barnet, EN5 and requests the additional funding required to complete the resurfacing of the car park.

Officers agreed to update Councillor Coakley-Webb on when the work would be completed.

RESOLVED

- 1. That the Chipping Barnet area Committee notes the requirement to resurface the Fitzjohn Avenue Car Park;**
- 2. That the Chipping Barnet Area Committee, agree to allocate the funding of £8,000 CIL from this year's CIL Area Committee budget to replace the damaged drainage channel and for associated design costs in Fitzjohn Car Park, EN5;**
- 3. That the Chipping Barnet Area Committee, agree to allocate the funding of £5,000 from this year's parking reserve budget to resurface Fitzjohn Car Park, EN5.**

ACTION: EXECUTIVE DIRECTOR ENVIRONMENT

15. GEORGE CRESCENT, N10 - PEDESTRIAN IMPROVEMENTS

This report detailed the results of a feasibility study carried out on George Crescent, N10 investigating measures to improve pedestrian safety and outlined a proposal for consideration to address the concerns at this location.

RESOLVED

- 1. That the Chipping Barnet Area Committee note the review of the improvements on as outlined in this report and the appendices to this report;**
- 2. That the Chipping Barnet Area Committee agree that the proposal detailed design, as outlined in Appendix 1 - Drawing No. BC/001608-04-01_FS_100-01 be progressed;**
- 3. That the Chipping Barnet Area Committee authorises the Executive Director, Environment to carry out a consultation on the approved proposals;**
- 4. That subject to no objections being received to the consultation, referred to in recommendation 3, the Chipping Barnet Area Committee authorise the Executive Director, Environment to introduce the approved proposal;**
- 5. That the Chipping Barnet Area Committee agree that if any objections are received as a result of the consultation, referred to in recommendation 3, the Executive Director, Environment will in consultation, with the relevant ward councillors, consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification;**
- 6. That the Chipping Barnet Area Committee agree to allocate the funding of £6,000 for the agreed Option to design and introduce the approved proposals.**

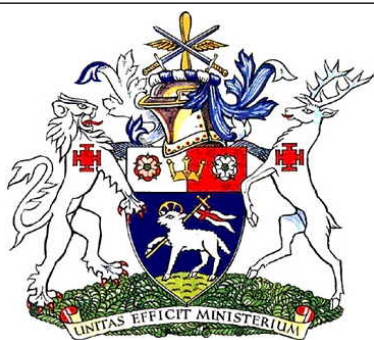
ACTION: EXECUTIVE DIRECTOR ENVIRONMENT

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

None.

The meeting finished at 8.38pm

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Chipping Barnet Area Committee

03rd October 2019

Title	Area Committee Funding - Community Infrastructure Levy update
Report of	Acting Head of Finance – Projects, Finance
Wards	Brunswick Park, Coppetts, East Barnet, High Barnet, Oakleigh, Underhill and Totteridge
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Outstanding Schemes to be completed
Officer Contact Details	Gary Hussein, Acting Head of Finance, Finance 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 2019/20.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the amount available for allocation during 2019/20, as set out in paragraph 6.2.1 and in Appendix 1
2. That the Chipping Barnet Area Committee notes the amount or re-allocated underspends & Overspends in Section 2.1

1. WHY THIS REPORT IS NEEDED

- 1.1 This report indicates the allocation of part of the Community Infrastructure (“CIL”) to the Chipping Barnet Area Committee (Area Committee). This will enable the Area Committee to determine the amounts that can be allocated at this, and future meetings.
- 1.2 On 9th July 2015, the Policy & Resources Committee approved that part of the income from the CIL would be delegated to the Council’s Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated at least 15% of the CIL receipts for their local area. This is to be capped at a total of £100 per dwelling in the constituency area and ring-fenced for spend on infrastructure schemes and anything else that is concerned with addressing the demands that development places on an area. If there is a neighbourhood plan or a neighbourhood order within the constituency area of the Area Committee the allocation will increase to 25% and not capped.
- 1.3 The amounts approved from the CIL reserve were based on estimates from the service department, with a view that should the estimate prove to be understated there would be no further call on the area committee budgets, without an additional approval. Expenditure exceeding 15% of the original estimate will require an explanation to enable the Area Committee to agree any additional funding.
- 1.4 This report includes an analysis of the actual costs of the works and enables members to compare with the estimate. The net underspend on the CIL funded projects are added to the balance available where applicable.
- 1.5 Detail as to the activity to date of this Area Committee and the balance available are attached at Appendix 1 to this report.

2. CIL activity

- 2.1 The latest position shows expenditure to July 2019. The total amount of underspends from 2015 – 2019 are 0.045 m, whilst the total funded overspends on schemes total £0.036 m.
- 2.2 The over & underspends from the prior year schemes that are still open will impact on the total Area Committee available balance, until the schemes are certified as completed.

3. REASONS FOR RECOMMENDATIONS

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

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1 No alternative options were considered

5. POST DECISION IMPLEMENTATION

5.1 Decisions can be made by the Area Committee to allocate funding to organisations from the Area Committee general reserves based on member supported applications and from the Area Committee CIL reserve for requests for infrastructure related surveys and works and anything else that is concerned with addressing the demands that development places on the area.

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

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

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

6.2.1 An annual allocation of £0.150m is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.175 m. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.

6.2.2 Appendix 1 lists all the schemes that are still outstanding as at the time of publication

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 Part II 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(2) of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. I.e. roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreation facilities and open spaces. 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.

From 1st September 2019, Regulations were amended and the Council will be required to publish "annual CIL rate summary" and "annual infrastructure funding statements". These statements will replace existing Regulation 123 lists

and should include a number of matters listed in the new Schedule 2 including details of how much money has been raised through developer contributions and how it has been spent. Statements must be published on the Council's websites at least once a year. The Council will be required to publish its first statement by 31 December 2020.

6.4.3 CIL cannot be used to fund Affordable Housing and other exemptions are set out in Part 6 of the Regulations.

6.4.4 Additionally, 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.

6.4.5 Local Authorities must allocate at least 15% of CIL receipts to spend on priorities that should be agreed with the local community in the area where the development is to take place so as a result of this, 15% of the CIL budget is being allocated to the Hendon Area Committee.

6.4.6 In accordance with Article 7 Committees, Forums, Working Groups and Partnerships of Barnet's Constitution, under Article 7.5 para. 5, the Hendon Area Committee is authorised to allocate a maximum of £25,000 per scheme / project within its area, 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 **Corporate Parenting**

Not applicable in the context of this report

6.8 **Consultation and Engagement**

There are no consultation and engagement issues as a direct result of this report.

6.9 **Insight**

There are no insight 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>

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Area Committee

Chipping Barnet



Chipping Barnet Area Committee
Funding by Ward





Chipping Barnet Balance

	15/16	16/17	17/18	18/19	19/20
Budget Allocation	£150,000.00	£150,000.00	£150,000.00	£150,000.00	£150,000.00
B/F	£0.00	£108,300.00	£230,500.00	£174,800.00	£121,413.65

Ward	Budget Allocation (CIL Reserve) 15/16	Budget Allocation (CIL Reserve) 16/17	Budget Allocation (CIL Reserve) 17/18	Budget Allocation (CIL Reserve) 18/19	Budget Allocation (CIL Reserve) 19/20
Brunswick Park	-£1,700.00	-£2,500.00	-£23,000.00	-£50,762.20	-£18,500.00
Coppetts	-£10,000.00	-£7,300.00	-£4,125.00	-£8,000.00	-£6,000.00
East Barnet	£0.00	£0.00	-£7,825.00	-£25,400.00	-£35,000.00
High Barnet	-£2,500.00	-£3,000.00	-£67,000.00	-£21,500.00	-£25,000.00
Oakleigh	-£8,000.00	-£6,000.00	-£24,125.00	-£51,150.00	-£12,500.00
Totteridge	-£17,000.00	-£6,500.00	-£27,125.00	-£25,333.33	£0.00
Underhill	-£2,500.00	-£2,500.00	-£27,500.00	-£21,240.82	-£8,000.00
Various (Not Highways)	£0.00	£0.00	-£25,000.00	£0.00	£0.00
	-£41,700.00	-£27,800.00	-£205,700.00	-£203,386.35	-£105,000.00

2015/16 Underspends returned to CIL reserve	£19,044.04
2016/17 Underspends returned to CIL reserve	£2,718.38
2017/18 Underspends returned to CIL reserve	£22,276.69
2018/19 Underspends returned to CIL reserve	£681.19
Overspends Funded	-£36,493.56

New Balance	£174,640.41
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Chipping Barnet Schemes In Progress (1/2)

2019/20

Name	Ward	Budget Allocation (CIL Reserve)
Benches in Brunswick Crescent Playground	Brunswick Park	-£6,000.00
Playground Area in Victoria Recreation Ground, New Barnet	East Barnet	-£25,000.00
Queens Avenue - Feasibility	Oakleigh	-£7,500.00
Brunswick Park - Waiting Restrictions	Brunswick Park	-£2,500.00
Noah's Arks Children's Hospice - Access path to Byng Road Allotments and Perimeter Fencing	High Barnet	-£25,000.00
Hampden Way - VAS Implementation	Brunswick Park	-£10,000.00
Lyonsdown Road VAS Implementation	Oakleigh	-£5,000.00
Crescent Road - VAS Implementation	East Barnet	-£10,000.00
Parking Fitzjohn Avenue Car Park - Area Implementation	Underhill	-£8,000.00
George Crescent - Pedestrian Improvements - Implementation	Coppetts	-£6,000.00

2018/19

Name	Ward	Budget Allocation (CIL Reserve)
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	Various	-£6,000.00
Oakleigh Road North and Russell Road - Implementation Banned Turn	Oakleigh	-£18,350.00
Oakleigh Road North and Russell Road - Waiting restriction	Oakleigh	-£6,000.00
JCOSS School W/R Implementation	East Barnet	-£3,000.00
Greenway/Southway - Stop Line	Totteridge	-£10,000.00
Refurb Whetstone	Oakleigh/Totteridge	-£5,000.00
Physic Well – Lighting and Information Board	Underhill	-£16,240.82
Yellow lines - Parking restriction in Chase Way; The corner of Cowper Road and Shamrock Way; Junction of Naylor Road and Totteridge Lane, London N20	Various	-£6,000.00
Habitat Improvement and Information Project at Swan Lane Park, N20	Totteridge	-£8,000.00
Livingstone School - Implementation	East Barnet	-£15,400.00



Chipping Barnet Schemes In Progress (2/2)

2018/19 (cont.)

Name	Ward	Budget Allocation (CIL Reserve)
Normandy Avenue - CPZ Review	Underhill	-£5,000.00
Brunswick Park Road - VAS	Brunswick Park	-£5,000.00
Parking - Brunswick Park Road School Entrance	Brunswick Park	-£4,000.00
Parking- Hill Crescent	Totteridge	
Parking - Saddescombe Way/Walmington Way	Totteridge	-£8,000.00
Yellow Lines Parking - Russel Lane Roundabout, Osidge Lane/Hampden Square, Ashfield Road/Waterfall Road, Connaught Avenue/Church Hill Road, Parkside Gardens	Various	
Cromer/Shafesbury/Bulwer 20mph - Feasibility	High Barnet	-£5,000.00
Parking - Hatley Close and Summit Way	Coppetts	-£3,000.00
Parking - Summit Way	Brunswick Park	
Parking - High Road/Farnham Close	Oakleigh	-£3,000.00
Parking - High Road/Friern Watch Avenue	Oakleigh	
Playground equipment for the New Southgate Recreation Ground	Brunswick Park	-£24,895.53

2017/18

Name	Ward	Budget Allocation (CIL Reserve)
Meadway Close	High Barnet	-£5,000.00
Steel Gate and Installation of Electronic Entry CCTV Cameras	Brunswick Park	-£3,000.00
Barnet Hospital CPZ - Review	Various	-£5,000.00
Barnet Lane Car Park - Improvements	Underhill	-£25,000.00
The Mayor of Barnet's Golden Kilometre Marked Routes - 10 Parks	Various	-£25,000.00
High Street Buildouts - pavement Buildouts	High Barnet	-£15,000.00



	<p style="text-align: right;">Title AGENDA ITEM 9</p> <p style="text-align: center;">Chipping Barnet Area Committee</p> <p style="text-align: center;">Date</p> <p style="text-align: center;">3 October 2019</p>
<p style="text-align: right;">Title</p>	<p>Members Items – Applications for Community Infrastructure Levy (CIL) Funding</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>Various</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix to Councillor Sowerby's item - Oakleigh Community Church</p> <p>Appendix to Councillor Alison Cornelius Item: Older children's play equipment to be installed at Swan Lane Open Space</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Jan Natynczyk, Governance Officer jan.natynczyk@barnet.gov.uk 020 8359 5129</p>

Summary

This report informs the Chipping Barnet Area Committee that several applications for CIL funding have been submitted. The Committee are requested to consider the information highlighted within this report and make a determination on its desired course of action in

accordance with its powers.

Officers Recommendations

1. That the Area Committee consider the requests as highlighted in section 1 of the report.
2. That the Area Committee decide whether it wishes to:
 - (a) agree the request 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	Memorial Plaque for David Howard
Raised by (Councillor)	Cllr Felix Byers
Ward	East Barnet
Area Committee	Chipping Barnet
Member Request	At its meeting on 5 th March 2019, Council was led by Cllr Richard Cornelius and Cllr Laurie Williams in tributes to the late David Howard. Council gave its informal assent to Cllr Cornelius's proposal for a memorial plaque in David's honour at New Barnet Leisure Centre, and this request seeks CIL funding to enable the design, commission and implementation of such a fitting recognition.

	<p>David Howard contributed massively to sensible planning and to the breadth of community cohesion and engagement across East Barnet ward, the Chipping Barnet constituency, and our wider borough. He led the New Barnet Community Association both as a source of assistance and advice for those in need in Barnet and as an unrivalled campaigning force, without whom viable plans for New Barnet Leisure Centre would probably not have been possible. He chaired the Federation of Residents Associations in Barnet, an invaluable forum for resident empowerment and the protection of residents' shared interests. His commitment to any number of causes, including his long-time involvement with St Mary the Virgin, East Barnet, meant he was universally known and appreciated.</p> <p>David's gradual withdrawal from public life and eventual passing were sorely received. But I trust that this Committee will not hesitate to celebrate, in some small way, all that David's efforts achieved for Barnet and the legacy that he has left.</p> <p>I propose that the exact form and placement of the memorial plaque be mutually agreed between East Barnet ward members and the family of David Howard.</p>
Funding Required (£)	TBC

Title	CPZ consultation
Raised by (Councillor)	Pauline Coakley Webb
Ward	Coppetts
Area Committee	Chipping Barnet
Member Request	<p>Previous area committee meetings have received issues and updates arising from the concerns raised by Coppetts SOS resident group regarding parking , late trading , noise, street trading and traveller incursions.</p> <p>Both the police and the community safety team have been investigating these issues.</p> <p>Residents have held meetings and continue to meet and be in correspondence with community safety.</p> <p>The residents have to date seen little improvement in their parking issues and now want to proceed to a consultation on the implementation of a CPZ.</p> <p>At their previous resident meeting the view to go down this route was around 50-50.</p> <p>However, without a council consultation it is impossible to say if this will be met the approval of a majority.</p> <p>The affected roads are</p> <p>Hampden Road</p> <p>Cromwell road</p>

	<p>Haldane Close plus sections of Sydney, Alexandra and Pembroke with officer to advise on the suitable radius for consultation.</p> <p>This request is therefore to fund the consultation for the implementation of a cpz</p>
Funding Required (£)	To be agreed

Title	Double yellow lines in Brookhill Road EN4
Raised by (Councillor)	Cllr Jo Cooper
Ward	East Barnet
Area Committee	Chipping Barnet
Member Request	<p>For double yellow lines in Brookhill Road EN4 to be implemented opposite the Aldi store at the area where full pavement parking is allowed to prevent double parking which blocks the traffic flow.</p> <p>Highways officers have seen the problem.</p>
Funding Required (£)	Funding to be confirmed by Highways officers.

Title	Generation Garden
Raised by (Councillor)	Paul Edwards
Ward	Underhill
Area Committee	Chipping Barnet
Member Request	<p>Generation Garden aims to provide local residents will an intergenerational opportunity to grow their own food, care for plants and work together to create memories and a greener, healthier lifestyle. We aim to work with up to 45 participants over 7 months and use this funding to match fund put application for capital purchases, with the People's Postcode Lottery</p> <p>Supporting the positive steps made locally to reduce diabetes and to help tackle the concern for 1 in 3 children under 11 years old experiencing obesity, GROW will curate and lead a series of workshops over 6 months at our 6 acre urban farm site based at Totteridge Academy. Working with the school directly, we will deliver weekly educational sessions with students, their families and elderly to help improve access to green spaces and cultivate greener and more active thinking.</p> <p>We want the 24 sessions to enrich local residents and students understanding on the food chain, processes and what they are eating, whilst using practical teaching to pass on knowledge for life and knowledge between one another, looking at the changes in food diet, consumption, consumerism and where it comes – recording the changes between the different age groups. We aim for this to directly inform and impact the healthy choices children and adults make when eating and their choice to grow or buy Local produce, which can help reduce their overall carbon footprint.</p> <p>The concern for those families experiencing real deprivation, alongside the elderly (and their associated homes/referral stakeholders) who are experiencing</p>

	<p>isolation or diminishing health, is that there are few green spaces hosting this kind of opportunity, especially one which joins them to people of different ages and backgrounds. Generation Garden therefore provides a space for knowledge transfer, leadership, training and volunteering and a shared experience that bridges the gap between young and old alike.</p> <p>We will see the following changes result from the programme:</p> <ul style="list-style-type: none"> • Improved lifestyle choices in food consumption and consumerism • Greater numbers of people from hard to reach and vulnerable backgrounds accessing green spaces, to grow, learn and come together. • Young and old brought together through combined learning and practical skills. <p>We thank the committee for their time and interest in our wide vision and invite you to attend the site to see our plans for change.</p>
Funding Required (£)	3000

Title	Balmoral Avenue and side roads double yellow lines
Raised by (Councillor)	Reema Patel
Ward	Coppetts
Area Committee	Chipping Barnet
	<p>Friern Village estate, for the roads after the barrier in Balmoral Avenue and the Regal Drive approach by New Southgate station have for many months had the continuing problem of commuter parking on corners and traveller incursions both at Secret Park and the Regal Drive entrance into Balmoral Avenue.</p> <p>The issue of traveller incursions has been dealt with by the police and the community safety team, who both updated residents at a meeting on 13th September.</p> <p>This request, which has been asked for by residents, is to deter commuters from parking on the corners of Balmoral and the side roads by placing double yellow lines on the corners of Balmoral and the following side roads</p>

Funding Required (£)	To be agreed
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Title	Request for two vehicle activated signs on Chase Way
Raised by (Councillor)	Roberto Weeden-Sanz
Ward	Brunswick Park
Area Committee	Chipping Barnet
Member Request	I request funding to introduce two vehicle activated signs on Chase Way, one nearer the top facing Chase Side and one towards the bottom facing 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 which cars are currently speeding up and down 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 and near misses with people crossing the road. Whilst Highways Officers will need to recommend the optimal location for the signs, as mentioned I would recommend one near either end of the road.
Funding Required (£)	TBC

Title	Zebra crossing on Brookhill Road EN4
Raised by (Councillor)	Cllr Laurie Williams
Ward	East Barnet
Area Committee	Chipping Barnet
Member Request	<p>For a zebra crossing to be installed near the junction with Crescent Road on Brookhill Road EN4 - the Aldi store and Brookhill Nursery are both nearby. The planning application for Aldi's required the developer to fund a zebra crossing here.</p> <p>Highways officers have apparently identified the funding as part of the agreement.</p>
Funding Required (£)	Funding to be confirmed by Highways officers.

Title	Request for funding to review Church Hill Road to find space for further parking bays and implement them
Raised by (Councillor)	Julian Teare
Ward	Brunswick Park

Area Committee	Chipping Barnet
Member Request	I request funding to progress the review of Church Hill Road to find space for further footway parking bays along the road, particularly along the stretch near Connaught Avenue, and then implement them. Residents on Church Hill Road feel they are forced to park on Connaught Avenue and other surrounding roads which upsets their neighbours given there is space for several additional parking bays on Church Hill Road which are currently not marked as bays and so cannot be used. This is essential to help ease the parking problems in the area.
Funding Required (£)	TBC

Title	Request for new equipment in children's playground at Friary Park
Raised by (Councillor)	Sachin Rajput
Ward	Coppetts
Area Committee	Chipping Barnet
Member Request	I request funding of £18,800 for new equipment for the play area at Friary Park further to Member dialogue with Green Spaces. The park is a popular venue with local families regularly frequenting the same and has not been 'added to' in that regard for considerable time in any material sense. This funding will cover the cost of a new multi play unit and four 'springy mobiles' as well as the installation of these pieces which will help keep children coming to the park and enhance their experience of the playground.

Funding Required (£)	£18,800
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Title	Bench in Totteridge Lane just east of Lipkin Chemist
Raised by (Councillor)	Richard Cornelius
Ward	Totteridge
Area Committee	Chipping Barnet
Member Request	<p>There used to be a bench in Totteridge Lane just east of Lipkin Chemist, 64 Totteridge Lane, N20 8QG. It was situated on paving stones just behind the footpath leading from the chemist to Totteridge and Whetstone Underground Station.</p> <p>It has been missing for some considerable time and residents would very much like to see a new one at this location.</p>
Funding Required (£)	TBC

Title	Older children's play equipment to be installed at Swan Lane Open Space
Raised by (Councillor)	Alison Cornelius
Ward	Totteridge
Area Committee	Chipping Barnet
Member Request	<p>For some time residents have been asking for some 'older children's play equipment to be installed at Swan Lane Open Space as there is presently only a playground for much younger children and their older siblings have nowhere to</p>

	<p>play.</p> <p>I should like to request money for specific pieces of equipment which should be agreed with Green Spaces to make sure that it is suitable to be installed.</p> <p>Various children have come forward with a wish list for discussion with Green Spaces.</p>
Funding Required (£)	<p>Approximately £25,000:</p> <p style="padding-left: 40px;">Nexus Viper Rope Swing £6880.00</p> <p style="padding-left: 40px;">UniPlay Special Raxon £5601.75 or a substitute item if this is not suitable</p> <p style="padding-left: 40px;">Safety Surface £12500.00</p> <p style="text-align: right; padding-right: 40px;">Total: £24,981.75</p>

Title	'Not Suitable for HGVs' sign at the entrance of Cromer Road, EN5.
Raised by (Councillor)	Councillor Prentice
Ward	High Barnet
Area Committee	Chipping Barnet
Member Request	I would like to request the committee consider a CIL funding request for the installation of a 'Not Suitable for HGVs' sign at the entrance of Cromer Road, EN5.
Funding Required (£)	TBC

Title	Barnet Road, between Field End and Quinta Drive, - install a Zebra crossing
Raised by (Councillor)	Longstaff
Ward	High Barnet
Area Committee	Chipping Barnet
Member Request	Following a discussion and request at the Barnet Residents Association AGM, I request the committee investigate a suitable location on Barnet Road, between Field End and Quinta Drive, and install a Zebra crossing. Traffic usage has increased enormously on this road in the last decade and pedestrians are increasingly vulnerable when crossing the road.
Funding Required (£)	TBC

Title	Outdoor Gym Equipment
Raised by (Councillor)	Caroline Stock
Ward	Totteridge
Area Committee	Chipping Barnet
Member Request	<p>A few years ago residents of the Riverside Park in Woodside Park worked together with Council Officers from Parks and Open Spaces and Totteridge Ward Councillors to develop a new play area for children and young adults. However, there is no adult provision for exercise. There is going to be a new Mayor of Barnet's Golden Kilometre marked route installed shortly and adding an outdoor gym would really make this an activity hub for the whole area.</p> <p>I would like to apply to fund some outdoor gym equipment. I will be guided by the officers as to what is appropriate.</p>

Funding Required (£)	<p>Approximately 25,000(Approximate estimate) by Green Spaces:</p> <table> <tr> <td>Plyometric Boxes</td> <td>£1,500</td> </tr> <tr> <td>Lat Pull Down/Shoulder Press</td> <td>£3,200</td> </tr> <tr> <td>Dips-Leg Raise</td> <td>£1,700</td> </tr> <tr> <td>Cross Trainer</td> <td>£2,400</td> </tr> <tr> <td>Smart Energy Hand Bike</td> <td>£2,700</td> </tr> <tr> <td>Signage</td> <td>£220</td> </tr> <tr> <td>Prelims Estimate</td> <td>£5,000</td> </tr> <tr> <td>Surfacing Estimate</td> <td>£8,000</td> </tr> <tr> <td>TOTAL</td> <td>£24,720</td> </tr> </table>	Plyometric Boxes	£1,500	Lat Pull Down/Shoulder Press	£3,200	Dips-Leg Raise	£1,700	Cross Trainer	£2,400	Smart Energy Hand Bike	£2,700	Signage	£220	Prelims Estimate	£5,000	Surfacing Estimate	£8,000	TOTAL	£24,720
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Title	Oakleigh Community Church
Raised by (Councillor)	Stephen Sowerby
Ward	Oakleigh
Area Committee	Chipping Barnet
Member Request	<p>Oakleigh Community Church, 168-170 Oakleigh Road North, Whetstone London N20 0UG, would like to request Area Committee funding to support the refurbishment project of the church's kitchen and dining area. The current kitchen is extremely old and cannot provide the facilities needed for its extensive community outreach.</p> <p>The Oakleigh Community Church complex is expanding to enable it to provide further much needed outreach to the community for all ages and all families. The Church already reaches out to the community in many different ways (see attached Oakleigh project document).</p>

	<p>The kitchen and dining area will enhance its already busy use enabling the dining area to operate during the Winter months. The new kitchen & dining area will also be available to all groups and projects who use the Church facilities including a new homeless / Domestic abuse project the Church would like to support but is unable to with the current state of facilities. The Community has expanded so much recently that it has had to temporarily move to all Saint's School.</p> <p>Please see attached project description.</p>
Funding Required (£)	<p>£7500.00</p> <p>Breakdown of costs:</p> <p>Kitchen: Commercial Dishwasher: £1006 Commercial Cooker and extractor: £1,489 Fridge: £694 Microwave: £154 Supply and fit Kitchen units & Surface: £3,280 Flooring : £1,680 Supply and fix Tiling: 1,450 Plumbing – including fitting utilities: 1,480 Lighting, wiring, sockets: 950 Carpentry - including new door: £385 Decoration including wall & ceiling paints: £680 Total: £13,248 only</p> <p>3 x Toilet: 570 Disabled toilet & access £750 Urinals: £368 3 sinks: £420 Taps for 3 sinks: £270 3 Extractor fans: £280 Flooring for three toilets: £715 Tiling for three toilets: £628 Soap dispensers: £120 Plumbing: £1,450 Carpentry – including new door £385 Decoration / painting £680 Sub total: £6,636 only.</p>

Title	Rainbow Centre
Raised by (Councillor)	Tim Roberts
Ward	Underhill
Area Committee	Chipping Barnet
Member Request	<p>The request is for money to be used to convert an unused area of the Totteridge Academy school into a community provision. This area would be managed and operated by the Rainbow Centre.</p> <p>With the regeneration of the Dollis Valley Estate the Rainbow Centre will be relocating premises to the school. The new community provision at the school would continue the delivery of services currently housed at the Rainbow Centre namely a food bank, debt advise service, holiday hunger programme, self-defence classes, toddler group, Youth leadership programme, cooking workshops and activity courses for inactive over 50's, as well as a space for meetings and smaller events.</p> <p>The community work which would be delivered there would link closely with the school provision. Services would be offered to children and parents and school pupils would be encouraged to volunteer on programmes thereby increasing community cohesion and providing opportunities for them to gain new skills and experience. The centre has a strong track record of operating services which enhance community cohesion. The services which will be offered there for pupils will also link with the extended schools offer through after school sports sessions including an American Football pilot programme.</p> <ul style="list-style-type: none"> • Cap off gas outlets costs £108.20 per hour x 7 hours = £757.40 • Removal of benches = £300.00 • Modifications to access door = £650.00 • TOTAL =£1707.40

Funding Required (£)	£1707.40

RECOMMENDATIONS

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

- 1.8 Members should note that the committee has the power to discharge CIL-related environmental infrastructure projects and therefore has joint budget responsibility across the Area Committees which can be spent in 2018/19. Furthermore, it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

2. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 2.1 Not applicable; 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.

3. POST DECISION IMPLEMENTATION

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

4. IMPLICATIONS OF DECISION

4.1 Corporate Priorities and Performance

- 4.1.1 The funding enables the Area Committee Budgets to contribute to Barnet's 2024 Corporate Plan objective to promote a pleasant, well maintained borough that we protect and invest in, by keeping the borough moving, including improvements to roads and pavements, getting the best of out of our parks by looking after and investing in our greenspaces and investing in community facilities to support a growing population.

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

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

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

4.3 Social Value

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

4.4 Legal and Constitutional References

4.4.1 Council Constitution, Article 7, Section 7.5 Responsibility for Functions details that the Area Committee is responsible for determining 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 being allocated to the Committee being unspent.

4.4.2 Council Constitution, Article 2 Members of the Council, Section 2.3 states any Member will be permitted to have one matter only (with no sub items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget. Member's 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.

4.5 Risk Management

4.5.1 None in the context of this report.

4.6 Equalities and Diversity

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

4.7 Corporate Parenting

4.7.1 None in the context of this report.

4.8 Consultation and Engagement

4.8.1 None in the context of this report.

5.8 Insight

4.8.2 None in the context of this report.

5. BACKGROUND PAPERS

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

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

- 5.2 Review of Area Committees – operations and delegated budgets (24/06/2015):
<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>

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Councillor Alison Cornelius – Appendix to CIL request

Nexus Viper – Rope Swing

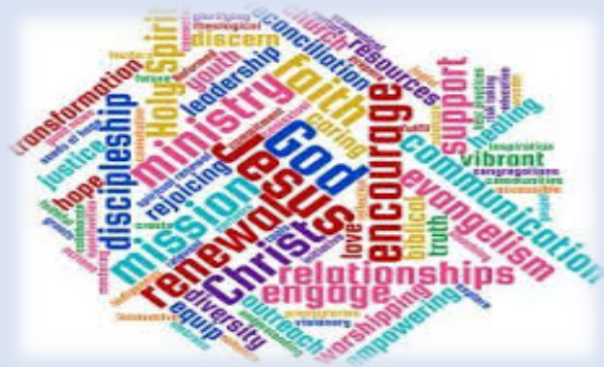


UniPlay Special Raxon



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Oakleigh Community Church Project 2019 – Councillor Sowerby Appendix to CIL Request



Business Plan for Oakleigh Community

Oakleigh Community Church vision is to extend and redesign the existing current building as per the plans, which will enable Oakleigh to:

- ✓ Accommodate the increased capacity of the ever-growing congregation.
- ✓ Provide the church with maximum usage of increased space for the church and its community groups.
- ✓ To provide the wider community an opportunity of Faith and new life in Christ.

Oakleigh Community Church is a community of Christians, who over the years have seen a growing number of families and community groups welcome the church and the facilities it has to offer.

Oakleigh's' needs are to provide a larger expansion and habitable space - for not only our church community as mentioned above but also for our ever-growing residential community accessing Oakleigh. This includes being able to accommodate the increased capacity of our congregation, which at present can no longer fit into the current hall, and Oakleigh has temporarily relocated to the nearby school

Oakleigh's current ministries and activities

Oakleigh currently provides various ministries and activities such as:

- Weekly parent and toddler groups which is currently full to its capacity
- Messy Play run monthly
- Thursday Coffee run
- Holiday Clubs,
- Kids Holiday Lunch clubs,
- Youth Church,
- Kids Church,
- Mini church,
- Alpha courses,
- Small groups,
- Community Barbecues,
- Men's breakfast and social events,
- Women's breakfast and social events.
- Hub groups Prayer & praise / Engine room,
- High road outreach, Door to door ministry,
- Support for Philo Trust Pathway Marios
- Kenya Support Korean Church,
- Christian assemblies in local schools,
- Parenting classes,
- Summer activity mornings,
- Ever increasing numbers for Christmas and Easter services and events, East Barnet festival Outreach

Oakleigh is used by our external community business

Slimming world, Fitness classes, Ukrainian School, Kids dance & drama, Depression Alliance Hub groups, Baby & Mum Exercise Class, Parenting classes for Dads, Parenting and Family Carers Ass, Counselling Sessions.



At Oakleigh, we see that the “new space” would enable us to provided further outreach to our community including our younger adults and the elderly.

The extra hall space will be utilised and enhanced with new equipment therefore creating a relaxed multiuse space suitable for all needs including disability. This will also mean Oakleigh will have its own administration office (at the moment administration is at St Barnabas Church).

This will release the pressure of continual trips across to St Barnabas, which will save time and allow for a better communication by giving a clearer and working environment for the church in one place.

Oakleigh Community Church is currently a very small building which has been added on over the years to accommodate its growth, however now there is no further ability to have any more temporary cabins. ***We believe that Oakleigh is now at a crucial stage where an achievable and solid management plan is needed to be implemented for the future growth of the Church, that can also impact the local and wider community.***

Oakleigh’s capacity to home any further members of the community without significant health and safety issues is no longer possible. The church needs to restructure and update the existing building and outer house that are no longer fit for use. This will include creating a large expansion of space which would hold a capacity of at least 200 congregation members. Under the new plans we will be able to provide a café, a foyer and extra community space which in turn will increase the access and availability of the Oakleigh Church.

As stated already Oakleigh due to the expansion of the congregation has had to take an emergency plan of action and has taken a temporary location to All Saints school. ***This is not feasible for long term needs and is currently placing extra work loads on the church support team***

Oakleigh Community Church History

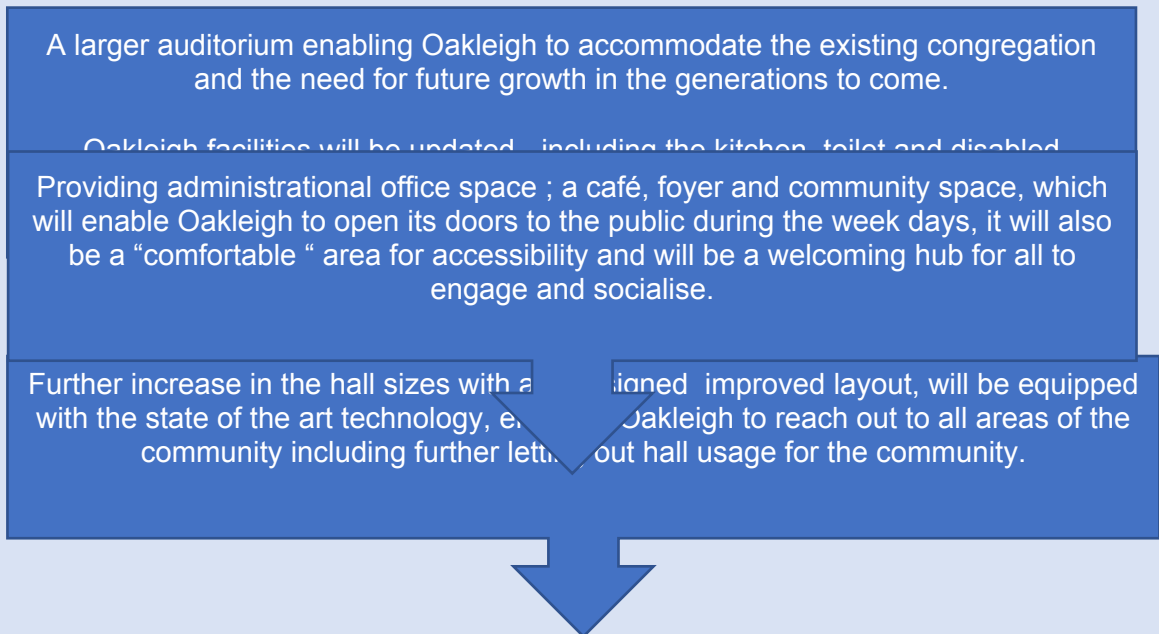
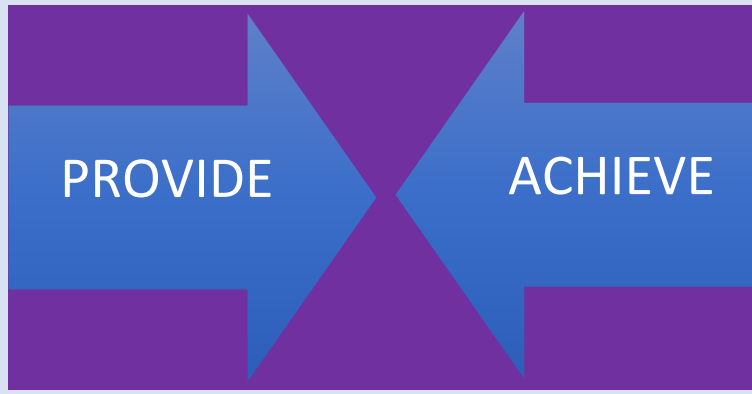


Oakleigh church began 2003 led by Rev Mike Pavlou as a church plant with 16 adults and 2 children.

The church plant grew to over 50 people in just 18 months. Over the next 18 years Oakleigh has been on an amazing journey of faith that has seen a steady further growth of well over 100 people, hence, the first porta cabin was erected in 2003/2004 to house the ever-growing congregation and youth groups. 2018/19 has seen another influx of people attending Oakleigh Community Church, therefore it is imperative that the church needs to release further space by modernising and expanding the current building.

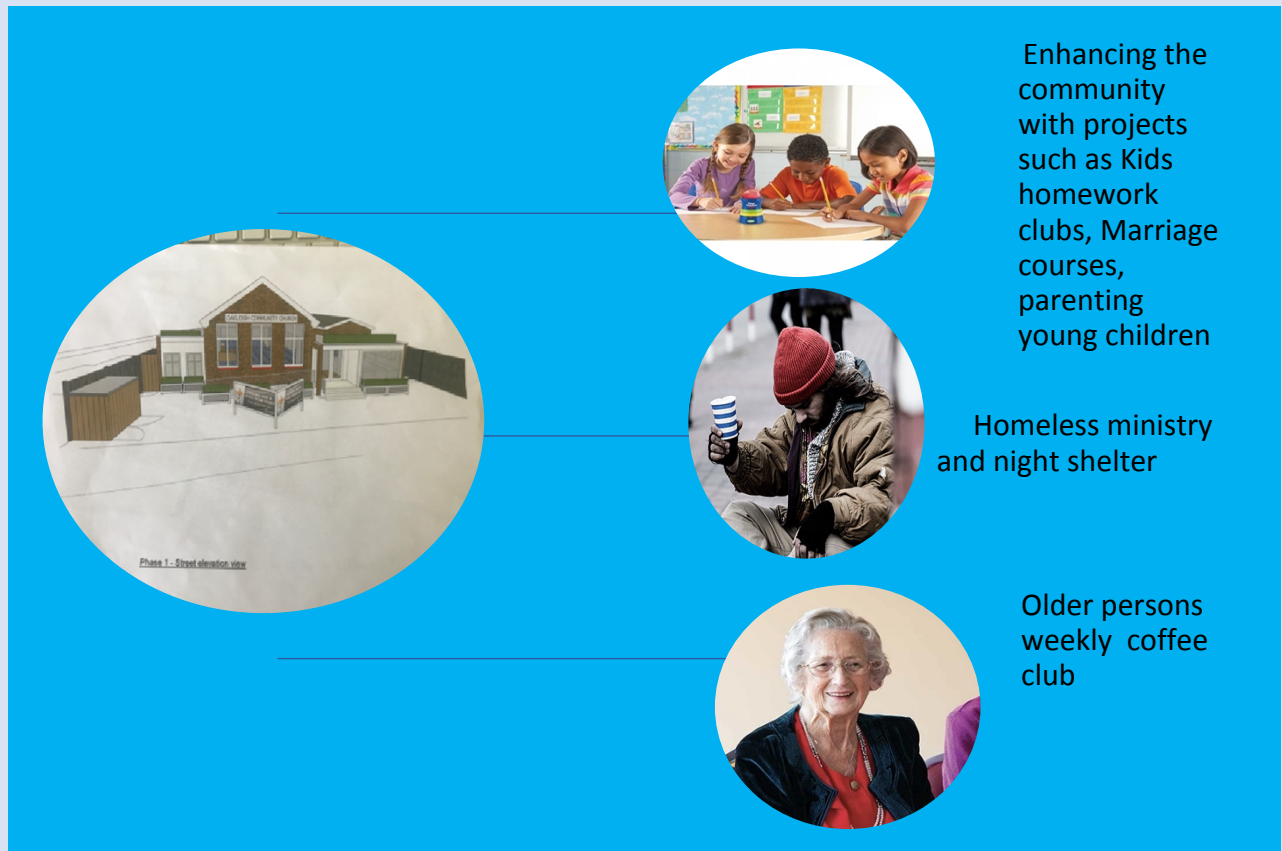
Oakleigh Community Church Project 2019 – Councillor Sowerby Appendix to CIL Request

Oakleigh community church now hold over a 100 adult's children and youth with at least 17 different nationalities and is totally self - funded



Outcomes for the community of Oakleigh

Oakleigh Community Church Project 2019 – Councillor Sowerby Appendix to CIL Request

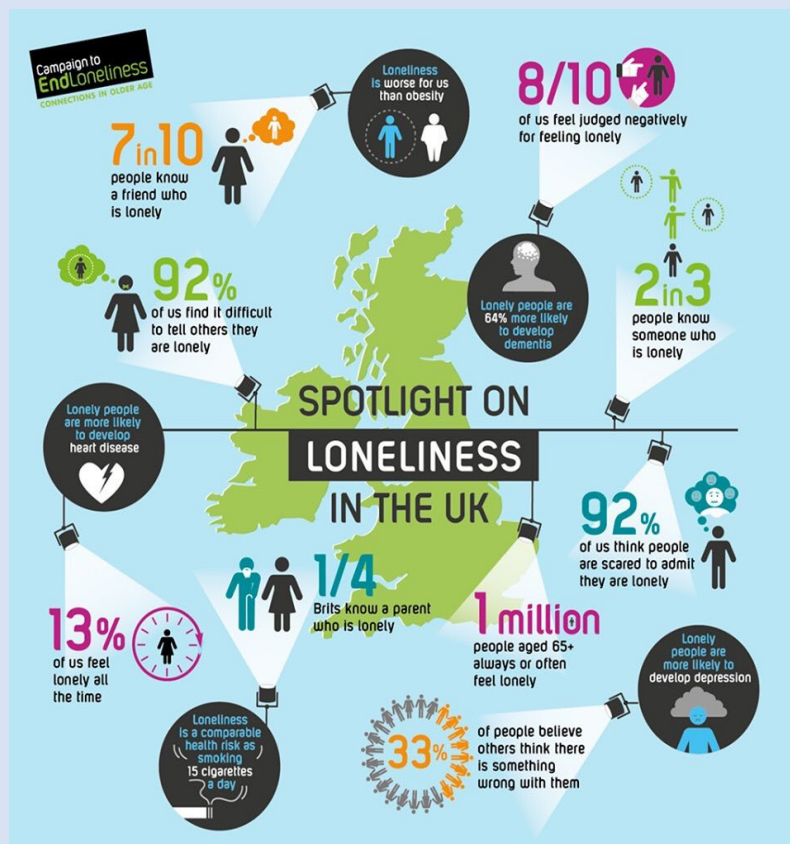


Oakleigh is the tenth largest of Barnet wards 5180.00 residents, with 34 percent being aged between 15-39. Oakleigh sees a wide range of ages in its community, therefore its needs are to deliver services to all of the community - the young and the old.

With this project, we could greatly increase the health and wellbeing of our community.

Educating our young adults around Social addictions providing knowledge and tools on how to live as a Christian in the world today. For instance, there is a growing concern over the misuse of alcohol and drug use - *according to some national statistics there are estimated 589101.00 dependant drinkers and only 20 percent are receiving treatment.*

Oakleigh Community Church Project 2019 – Councillor Sowerby Appendix to CIL Request



Hosting coffee mornings for the elderly will enable us to combat isolation, which can have a serious effect to an elderly's persons health, such as depression and loneliness. Coffee mornings for the elderly can create a social hub, enabling friendships to be nurtured. For those living on their own and are housebound this may be the only chance they get to socialise.

Oakleigh's aim is to create a family safe environment, by providing marriage guidance course's, and parenting young children and teens' course which will enable families to grow and add stability.

We believe providing Alpha courses and regular outreach to the community (outside of the church); encourages the community to learn more about Christianity in a comfortable and non-threatening atmosphere where we believe transparency and honesty are important in understanding faith.

We believe Oakleigh Community Church through the expression of Christ' love and his teachings, will create a solid and lasting foundation for building relationships, not just inside the Church but within the community.

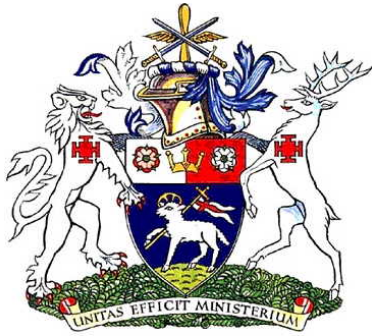
Oakleigh Community Church Project 2019 – Councillor Sowerby Appendix to CIL Request



Accounts [See attachment.](#)

Project Manager: Rev Mike Pavlou

Consultants and Contractor:



Chipping Barnet Area Committee

AGENDA ITEM 10

03 October 2019

Title	Proposed Controlled Parking Zone (CPZ) in Meadway area EN5 – outcome of statutory consultation
Report of	Executive Director, Environment
Wards	High Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - CPZ Respondents Appendix B - Consultation Drawing No.SCR283a Appendix C - Consultation Drawing No.SCR283b Appendix D – Implementation Drawing No.SCR283aV2 Appendix E – Implementation Drawing No.SCR283bV2
Officer Contact Details	Lisa Wright – Traffic and Development Manager highwayscorrespondence@barnet.gov.uk 020 8359 3555

Summary

The investigation into non-resident parking in Meadway Close EN5 and the surrounding area was initially identified as part of the Local Implementation Plan (LIP) work programme, following a prioritisation of requests received from members of the public in previous years.

Whilst the feasibility study in respect of parking in Meadway Close and a wider area was being carried out, the Chipping Barnet Area Committee in July 2017

decided that Officers should carry out a consultation exercise in relation to potential parking solutions in respect of commuter parking in the Meadway and surrounding roads, and to report the results back to this Committee.

The Committee reviewed the feasibility results in March 2019 and subsequently granted approval to proceed to Statutory Consultation. This report asks Members of the committee to note the results of the formal consultation and agree to progress with modification.

Officers Recommendations

- 1. That the Chipping Barnet Area Committee, notes the feedback from the consultation in July 2019, inclusive of unresolved material objections as set out in Appendix A and B to this report.**
- 2. That the Chipping Barnet Area Committee, notes the officer responses as set out in Appendix B to this report.**
- 3. That the Chipping Barnet Area Committee, consider and authorise The Executive Director for Environment to introduce parking restrictions in various locations with modifications as set out in Appendix C and D to this report.**
- 4. That the Chipping Barnet Area Committee note the request and agree to allocate £19,500 from the Chipping Barnet Area CIL budget to carry out the Controlled Parking Zone (CPZ) implementation.**
- 5. That the Chipping Barnet Area Committee authorise The Executive Director for Environment to undertake a further statutory consultation exercise in respect of additional restrictions in Meadway EN5 as set out in paragraphs 2.53 to 2.60.**
- 6. That the Chipping Barnet Area Committee note the request and agree to allocate £2,000 from the Chipping Barnet Area CIL budget to carry out the further consultation exercise in the Meadway EN5.**

1. WHY THIS REPORT IS NEEDED

- 1.1 The Chipping Barnet Area Committee on the 27th March 2019 considered the findings of a feasibility study and noted that the now Executive Director, Environment had already taken a decision in respect of the way forward.
- 1.2 However, contrary to the decision of the now Executive Director, Environment's Chief Officer Decision, the Chipping Barnet Area Committee decided that Officers should report

the feedback obtained through the future statutory consultation back to the Committee for it to make a decision on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 A statutory consultation was undertaken with residents of the Meadway EN5 area whose properties are located inside the extent of the proposed CPZ so the Council could obtain their views on the proposed CPZ.
- 2.2 The consultation commenced on the 4 July and concluded on the 1 August 2019. It was undertaken by means of the proposal being publicised in a local newspaper and in the London Gazette and on notices erected on-street, information being published on the Council's consultation portals (engage.barnet.gov.uk and barnettraffweb.co.uk), letters outlining the proposal to properties directly affected by the proposals, and correspondence sent to formal consultees and Ward Members.
- 2.3 A total of 282 properties situated on roads in the Meadway, Meadway Close, King Edward Road, Kingsmead, Hillary Rise, Burnside Close, Martins Mount and St Mark's Close received the consultation material which consisted of a letter, proposed drawings and a FAQ's document.
- 2.4 The public had multiple ways of submitting their responses to the proposal inclusive of sending a letter via Royal Mail, emailing Parking Consultations, submitting an enquiry to Highways Correspondence or via the barnet traffweb portal.

Address analysis

- 2.5 The consultation generated 46 responses in total covering various issues detailed within Appendix B. An assessment of these responses is provided below.

Analysis of responses

- 2.6 Appendix B provides officer comments in response to specific issues and a summary is provided below.
- 2.7 Burnside Close: In Burnside Close, none (0%) of the 18 households responded.
- 2.8 Hillary Rise: In Hillary Rise, none (0%) of the 14 households responded.
- 2.9 King Edward Road: In King Edward Road 2 (8%) out of 26 households responded. Of those who responded 1 (50%) were in favour and 1 (50%) objected to the proposal.
- 2.10 Kingsmead: In Kingsmead 13 (26%) out of 50 households responded. Of those who responded 6 (46%) were in favour, 2 (15%) did not specify and 5 (38%) objected to the proposal.

- 2.11 Martins Mount: In Martins Mount 1 (17%) out of 6 households responded. Of those who responded 1 (100%) of the respondents were in favour and 0 (0%) objected to the proposal.
- 2.12 Meadway Close: In Meadway Close 3 (11%) out of 28 households responded. Of those who responded 3 (100%) of the respondent were in favour and 0 (0%) objected to the proposal.
- 2.13 Meadway: In Meadway 18 (15%) out of the 117 households responded. Of those who responded 7 (39%) of the respondents were in favour, 7 (39%) did not specify and 4 (22%) objected to the proposal.
- 2.14 St Mark's Close: In St. Mark's Close 1 (4%) out of the 23 households responded. Of those who responded 1 (100%) of the respondents objected to the CPZ proposals.
- 2.15 Resident (unknown location): The Council received 2 responses from individuals residing within the proposed CPZ area but they did not confirm their geographic location. Of those 1 (50%) of objected to the proposal and 1 (50%) did not specify.

Overall percentages

- 2.16 In total 18 (6%) were in favour of a CPZ, 10 (4%) did not specify, 12 (4%) objected and 242 (86%) did not respond.

Feedback from outside of the proposed CPZ area

- 2.17 The Council received 6 responses in total from individuals residing outside of the proposed CPZ area (but within close proximity), inclusive of 1 non-resident (commuter). Locations include Bosworth Road (1 objection), Norfolk Road (did not specify), Potters Road (2 objections), Potters Lane (1 objection) and Non-resident; Commuter (1 objection). Of those 5 (83%) objected and 1 (17%) did not specify.

Issues arising

CPZ Area / Extent

- 2.18 Concerns expressed by individuals residing outside of the CPZ area regarding the easy pedestrian cut-through from Bosworth Road to Burnside Close. It is felt that the introduction of the proposed CPZ would result in commuters parking their vehicles in Bosworth Road, and that additional parking in Bosworth Road and Norfolk Road would impact negatively.
- 2.19 In response to this, Officers understand that with the introduction of any CPZ, there may be potential parking displacement concerns and issues. As a result, it is often desirable to assess and include surrounding roads in a CPZ proposal as opposed to only addressing the "problematic" location in isolation.

- 2.20 In this respect Officers consider that the extent of the proposed CPZ as shown in Drawing Nos.SCR283a and SCR283b would sufficiently deter commuter parking.
- 2.21 However, should the CPZ be introduced and there be parking issues identified in nearby streets, there is an annual programme of parking/traffic related work which is currently agreed each year by the council's Environment Committee, and new requests can be considered for inclusion in future years' work programmes after being assessed and prioritised accordingly.

Controlled Times

- 2.22 In total 9 (20%) of respondents requested a change to the proposed controlled time(s) and this equates to 3% of all households within the area.
- 2.23 It has been suggested that the restricted hours (10am-11am and 2pm-3pm) are excessive and unnecessary. A 1-hour time restriction has been requested.
- 2.24 Additionally, the Council acknowledges alternative suggestions such as 12 midday - 1pm, 11am-1pm, 8am-6pm and an extension in the afternoon including 2pm-3:30pm to reduce congestion around school pick-up times in the Meadway EN5 and a CPZ operational Monday to Sunday.
- 2.25 It should be noted that a parking survey was undertaken to understand more about the current parking trend and demand in the area and Officers utilised the information recorded to inform the initial CPZ proposal.
- 2.26 It is considered that two separate time restrictions between the hours of 10am-11pm and 2pm-3pm will discourage a greater number of non-residents from parking, increasing the overall effectiveness of the scheme. It is also understood that an increasing number of individuals work flexibly. Therefore, parking opportunities for residents will increase and a reduction in both congestion and driver frustration is envisaged as a direct result.
- 2.27 Visitor vouchers, inclusive of virtual permits are valid for the entire day. Therefore, individuals may not be significantly as financially inconvenienced by the two 1-hour restricted periods, as opposed to if there was only one 1-hour period. Additionally, Officers consider that in creating more parking opportunity for residents and their visitors, through the deterrence of full or partial-day commuters would be of overall benefit.
- 2.28 In conclusion, Officers consider that there is overall insufficient support for a change of restrictions, and it is believed that the benefits of the proposed CPZ timings outweigh the number of concerns raised.

Single yellow lines protecting driveway locations

- 2.29 Concerns were expressed regarding the limited number of on-street parking bays provided. This is mainly due to the proposed single yellow lines in front of many residential properties in the area.

- 2.30 Marked bays on-street can reduce the overall number of parking spaces provided (known as capacity). Parking places have only been proposed along lengths considered appropriate for the Council to allow vehicles to be parked. There are a number of vehicle crossovers and in some cases, insufficient kerbside length in between them to provide parking places.
- 2.31 Protecting inappropriate parking locations prevents driveway obstruction (especially by vehicle overhang), increases visibility, allows sufficient space to manoeuvre and improves the free flow of traffic.

Disabled parking provisions and carer permits

- 2.32 A number of disabled individuals reside in the Meadway area. On-street parking is desirable within close proximity of their property and concerns expressed regarding parking opportunities for carers within controlled areas.
- 2.33 A number of permits are available including residential permits, visitor vouchers and carers' permits.
- 2.34 Additionally, "virtual" visitor vouchers will be made available for use in CPZs shortly, to further improve council services.
- 2.35 Carers permits are issued free of charge to residents living within a Controlled Parking Zone (CPZ), who require essential home visits by a doctor, district nurse, similar healthcare professional or voluntary carers. Residents can pass their carers permit to such visitors to enable them to park in a 'Resident Permit Holders Only' or 'Permit Holder Only' parking place during the controlled hours.
- 2.36 Applications for a new carer permit can be made by completing the Carers Permit Application Form. Section B of this application form must be completed and signed by a GP.
- 2.37 The council provides disabled parking places, subject to meeting set criteria. However, a resident with insufficient kerbside space outside their property would not necessarily receive approval for a disabled bay immediately outside the property.

Permit holder "past this point" requests

- 2.38 In total 5 (38%) of respondents requested a change to the proposals in Kingsmead to include a "past this point" layout as opposed to the proposed conventional CPZ "bays and lines" layout. In addition, concerns were raised regarding the lack of parking bays in the neighbouring King Edward Road and the use of a single yellow line waiting restriction where insufficient kerbside space prevents a parking bay.
- 2.39 The Council acknowledges the request for a permit holder only scheme "past this point", mainly to increase the number of on-street parking availability and to enable individuals to continue to be able to park unhindered outside of their properties.

- 2.40 Initial proposals include “past this point” in Burnside Close, Hillary Rise, Meadway Close, Meadway (spur road), Martins Mount and St Mark’s Close. “Past this Point” controls do not rely on the traditional parking bays and signage to denote the restrictions – rather signage is placed at the entrance to the roads that state that parking is only for “Permit Holders Only”. Deciding factors to utilised “past this point” controls include current parking trend, vehicle ownership vs number of potential kerbside spaces, off-street parking provisions and road type, including road hierarchy.
- 2.41 With regards to Kingsmead, it is understood that a new crossover application has been approved, resulting in the removal of a parking bay from the proposed CPZ layout.
- 2.42 Understanding that there is multiple vehicle ownership in the road, and a desire for residents, some of which mobility is impaired to park near their home. A modification to include “past this point” is deemed appropriate in Kingsmead. “Past this point” is further supported by the likely traffic reduction and implementation of double yellow lines at junctions.

Parking bay removal in King Edward Road

- 2.43 Concerns regarding the junction of King Edward Road and Kingsmead and a request to convert a parking bay into a yellow line restriction to further restrict both commuter type and parking of “non-residential” vehicles.
- 2.44 The limited number of properties at the end of King Edward Road is acknowledged, however, it is desirable to maximise kerbside space where possible, noting that the introduction of a CPZ would reduce commuter parking in any case. The junction is protected with a double yellow line restriction and it is considered that the proposed parking place will not have a negative impact, therefore should remain.

Speed Measures

- 2.45 Concerns expressed regarding vehicle speeds in the area and it has been suggested that Meadway requires speed reduction measure to solve this problem as part of this exercise.
- 2.46 The scope of work on this occasion does not include speed measure considerations in Meadway Area, EN5.
- 2.47 For traffic and parking related schemes there is an annual programme of work which is agreed each year by the council’s Environment Committee. This means that any new requests for work are unlikely to be funded in the current financial year (April 19 to March 20) but can be considered for inclusion in future years programmes. Officers will therefore identify this request to be considered for inclusion in next year’s programme. Further work will be done to assess priority later this financial year.
- 2.48 Additionally, residents concerned about speeding may be interested in an initiative that has been rolled out in Barnet by the Police and TfL called Community Roadwatch. This allows local residents to work with Community Support Officers and use speed detection equipment to identify speeding vehicles in the local area. Warning letters will be issued

where appropriate, and the information can help to inform the future activity of local police teams. To take part in Community Roadwatch, or to suggest a residential area of concern residents can contact CommunityRoadwatch@met.police.uk stating their borough. The enquiry will be forwarded to the Police Safer Transport Team for the local area, who will be in touch about the initiative.

Bus stops in the Meadway

- 2.49 Concerns expressed regarding the removal of an existing bus stop outside No.53 and No.55 Meadway. It is utilised frequently and local residents would like it to remain.
- 2.50 This bus stop was excluded in error in Drawing No.SCR283a and Officers can confirm that all bus stops will remain in their current location in Meadway EN5, inclusive of the one situated outside No. 53 and No.55..

Traffic issue in Meadway (spur road)

- 2.51 Drivers unfamiliar to the area access the Meadway spur road to avoid congestion at the top of the hill in the Meadway, EN5.

The Council acknowledges traffic difficulties in the Meadway spur road. As such, a new signpost and no through road sign has been request to be installed at the entrance to the spur road, which when installed will fully resolve this concern.

Highway maintenance, including road markings

- 2.52 There were a number a number of requests for carriageway maintenance. The scope of work does not include maintenance and certain sections of lining may not be included in this scheme. As such, we will log the request via Highways Correspondence to ensure it is prioritised accordingly, by the appropriate officer.

Meadway EN5 parking and moving traffic issues

- 2.53 In total 19 (41%) of respondents requested a change in Meadway, specifically to address moving traffic and congestion issues at the weekend. The following has been suggested;
- a) a weekend restriction on the left-hand side (south) is supported by 7 respondents
 - b) double yellow lines on one side is supported by 4 respondents
 - c) Conversion of the single to a double yellow line is supported by 3 respondents
 - d) CPZ operational 7 days is supported by 2 respondents
 - e) A single yellow line between No.59 and No.85 is supported by 1 respondent
 - f) Double yellow lines near the traffic island is supported by 1 respondent
 - g) Difficulties experienced by vehicles parking on the SYL at weekend, but did not put a suggestion forward, received by 1 respondent
- 2.54 In response, it should be noted that the initial concern about parking in the area was focussed on the Monday to Friday period, when roads in the area are impacted upon by commuters parking due to their proximity to the High Barnet Underground Station.

- 2.55 However, having noted the concerns raised, it appears that there is an additional problem that takes place on weekends. Whilst the CPZ will assist and address many outstanding issues, it will not solve any congestion issues that take place during the weekend.
- 2.56 Accordingly, Officers consider that there may be the need for restrictions to be in place in certain lengths in Meadway EN5 at weekends, hence being beneficial in keeping the improving traffic flow, particularly on a bus route.
- 2.57 It is acknowledged that the introduction of weekend restrictions would reduce the amount of kerbside space which motorists have become accustomed to parking their vehicles along, hence reducing capacity and opportunity, and likely encouraging displacement to other lengths of road.
- 2.58 However, given the concern, it is considered appropriate to consider more stringent waiting restrictions along Meadway, particularly the stretch on the southern side between the Meadway cul-de-sac and the High Street, which currently has a Monday to Friday 8am to 6.30pm restriction. Although it is considered that the lengths should be carefully designed and consultation undertaken with the Ward Councillors before any statutory consultation is undertaken, so to ensure the minimum possible impact on nearby lengths of road.

Proposed Modifications as a result of this consultation

- 2.59 Following review of all feedback received to the statutory consultation, Officers consider that the following modifications should be made to the proposal as shown on Drawing No.SCR283a V2 and SCR283b V2:
- a) Permit holders only “past this point” in Kingsmead
 - b) Include the “existing” bus stop marking outside No.53 and No.55 Meadway
- 2.60 Furthermore, it is considered that additional investigation and engagement with Ward Councillors should take place in respect of revising the restriction of existing yellow lines in Meadway as outlined in paragraph 2.58.

Conclusion and recommendations

- 2.61 Many respondents raised concerns regarding traffic flow in Meadway as opposed to negatively commenting on the CPZ proposal and it is felt that there is a general acceptance, albeit with modification.
- 2.62 It should be noted that the nature of statutory consultations are that they tend to elicit more negative comment than positive, and some residents who may have been in favour of the proposals may not have responded.
- 2.63 Whilst we appreciate the CPZ will not resolve all issues in the Meadway, it should be included in the CPZ to prevent parking displacement and improve bus reliability. Additionally, all existing bus stops appear in the revised drawing in the current location.

2.64 Kingsmead is a cul-de-sac and a reduction in vehicle movement is envisaged as a direct result of the CPZ. Therefore, a modification to include “past this point” is deemed appropriate to increase capacity, with a more relaxed approach.

2.65 It is recommended that Officers conduct additional investigations and engage with Ward Councillors in respect of revising the restriction of existing yellow lines in Meadway.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The only other option would be to take no further action but this would not address the concerns of the local residents.

4. POST DECISION IMPLEMENTATION

4.1 All households initially consulted in July 2019 will be informed of the outcome to the Meadway Area EN5, CPZ proposal by way of a letter. In addition, Officers consider that a separate statutory consultation should be carried out with residents of Meadway and some of the neighbouring roads on a proposal to amend waiting restrictions subject to discussion with Ward Councillors. Should a statutory consultation be carried out 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 Improving parking and traffic conditions in Meadway Area EN5 and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority “A Successful London Suburb” and delivery objectives of a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic.

5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.

5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, improved traffic movements reduce driver frustrations and conflict, making it a pleasant and safer environment.

5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

5.2.1 The cost of carrying out the implementation which initially includes writing to all properties

in the agreed area, finalising the relevant Traffic Management Orders, advertising, and introducing the necessary road markings and signage is estimated to be £19,500, the cost of which is requested from the Chipping Barnet Area CIL budget.

- 5.2.2 In addition, the costs of finalising a design, liaising with Ward Councillors and carrying out a statutory consultation and subsequently amending the parking layout in respect of additional restrictions in Meadway is estimated to be in the region of £2,000, the cost of which is requested from the Chipping Barnet Area CIL budget.
- 5.2.3 The current area committee balance for Chipping Barnet is £0.175m, any scheme to be approved for 2019/20 will come from this balance.
- 5.2.4 On-going costs related to enforcement and CPZ maintenance will be attributable to the Special Parking Account
- 5.2.5 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.
- 5.2.6 Income generated through the purchasing of parking permit, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be attributable to the Special Parking Account.

5.3 **Social Value**

- 5.3.1 The benefits include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for further problems to arise, would be detrimental to local residents.
- 5.3.2 The permit holder parking only bays will allow for a fair distribution of parking spaces for local residents by the removal of commuter parking.
- 5.3.3 Increasing capacity for local residents' and their visitors will create a more pleasant environment with fewer motorists trying to find parking spaces, especially during busy periods and managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.

5.4 **Legal and Constitutional References**

- 5.4.2 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 their duty.
- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.
- 5.3.1 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.3.2 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

5.5 Risk Management

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve parking facilities in the to the benefit of all motorists.

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions may lead to some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads.

5.5.3 In response to this, it is considered that adequate consultation and engagement has been undertaken with members of the public, allowing sufficient opportunity to comment on the Meadway Area EN5, CPZ.

5.6 Equalities and Diversity

5.6.1 Public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.7 Corporate Parenting

5.7.1 None in relation to this report.

5.8 Consultation and Engagement

5.8.1 All households previously consulted will receive an update by means of a letter as described in this report in respect to statutory obligations and local policy, inclusive of the following correspondence methods;

- sending an email to highways.correspondence@barnet.gov.uk
- by writing to the Design Team
- by visiting Engage Barnet

5.8 **Insight**

5.8.1 None in relation to this report

6. **BACKGROUND PAPERS**

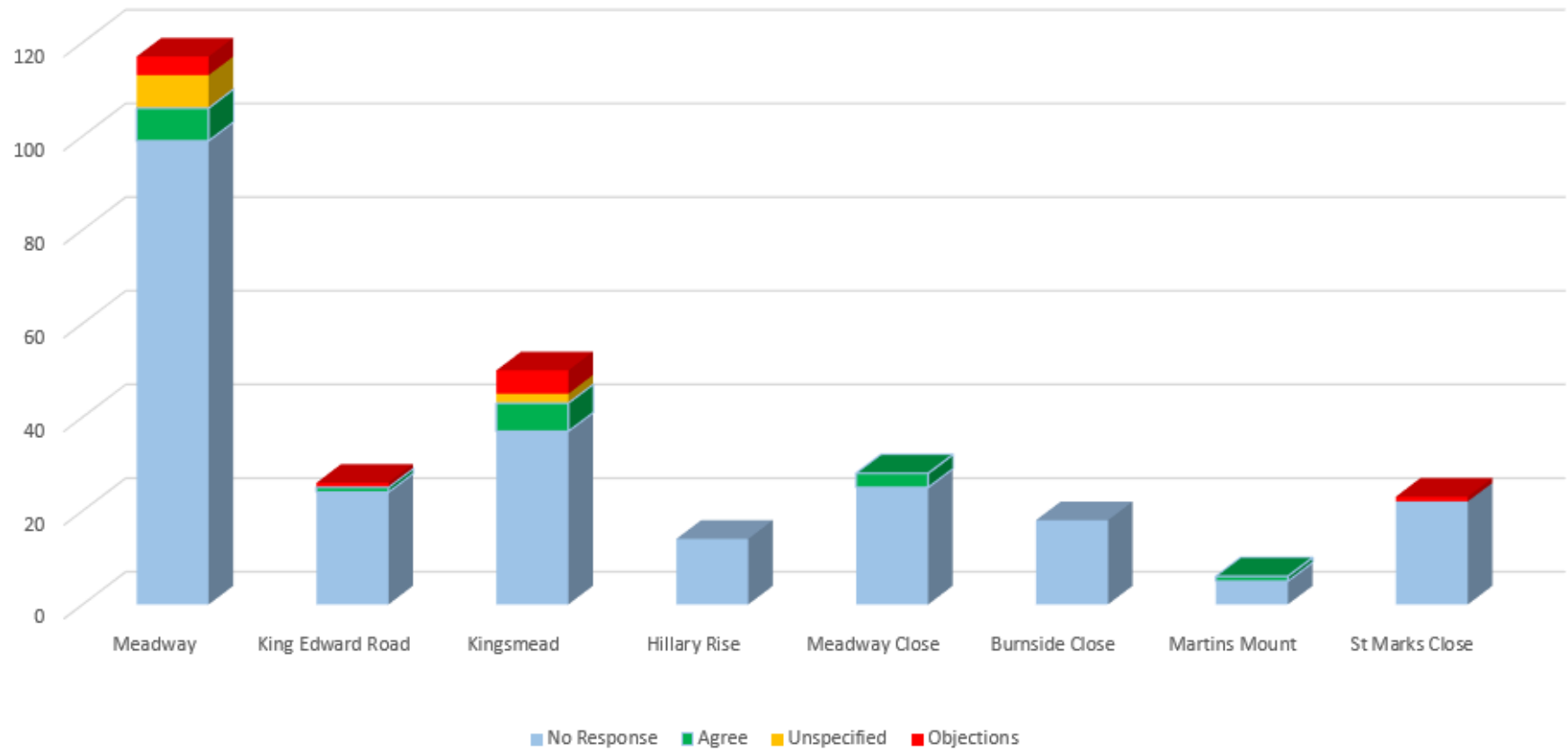
- 6.1 Item 11 of the Chipping Barnet Area Committee March 2019 “Meadway Area, EN5 – Proposed Controlled Parking Zone (CPZ)
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9537&Ver=4>
- 6.2 Item 14 of the Chipping Barnet Area Committee July 2017 “Members Items – Applications for CIL Funding (if any)”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9306&Ver=4>

Appendix A

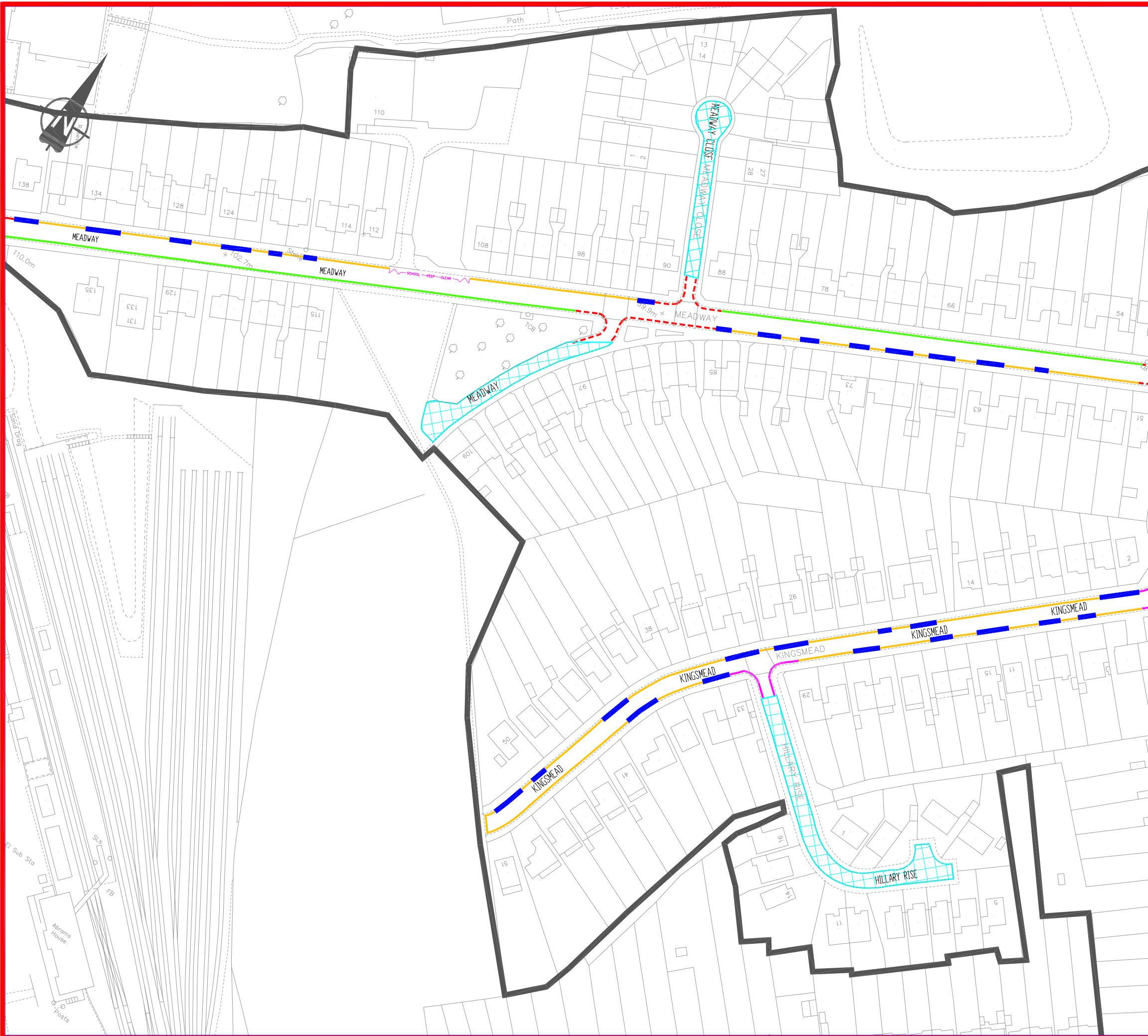
Address Analysis

Meadway Area EN5, Proposed Controlled Parking Zone (SCR283)

CPZ Respondents



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KEY:
PROPOSED RESTRICTIONS:

- Proposed resident permit holders only parking bay
Monday to Fri 10am to 11am & 2pm to 3pm
- Proposed 10am to 11am & 2pm to 3pm Monday to Friday waiting restrictions.
- Proposed "At any time" waiting restrictions.
- Proposed upgrade of the existing 8am - 6.30pm Monday to Friday waiting restrictions to "At any time" (At the junctions of Meadway and Meadway Close; Burnside Close and Meadway and Meadway with its junction with King Edward Road).
- Proposed Controlled Parking Zone boundary
- Proposed "Past this point" permit holders only parking area (PTP)
Meadway, Meadway Close, St Mark's Close, St Martins Mount
Hillary Rise.
10am to 11am & 2pm to 3pm Monday to Friday

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.

EXISTING RESTRICTIONS:

- Existing "At any time" waiting restrictions
- Existing 8am to 6.30pm Monday to Friday waiting restrictions.

Jamie Blake
Executive Director, Environment

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Oakleigh Road South
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Tel. 020 8359 2000

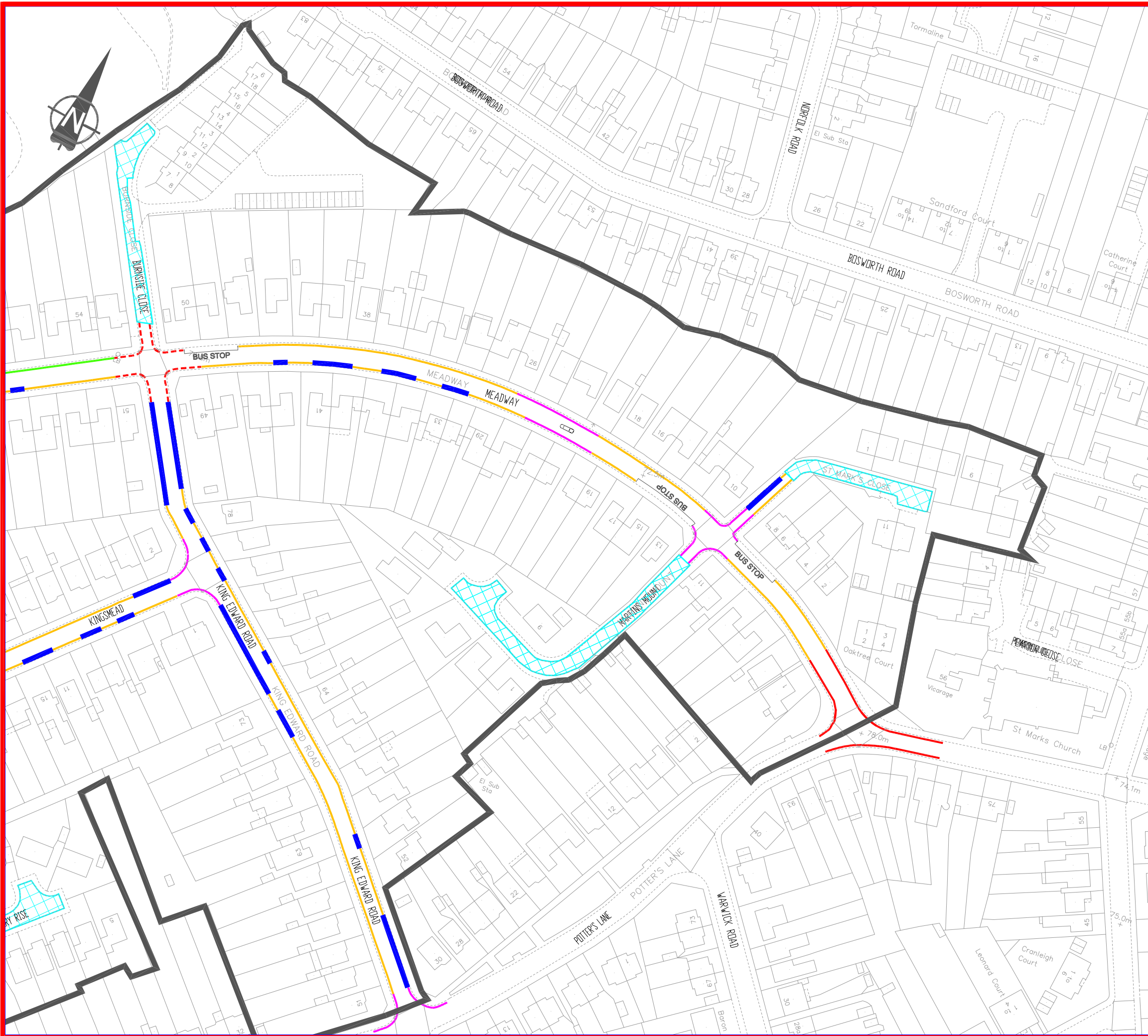
BARNET
LONDON BOROUGH
DESIGN TEAM

SCHEME: PROPOSED NEW CONTROLLED PARKING ZONE EN5

TITLE: PROPOSED NEW PARKING LAYOUT FOR MEADWAY, MEADWAY CLOSE, BURNSIDE CLOSE, MARTINS MOUNT, KING EDWARD ROAD (BETWEEN MEADWAY & POTTERS LANE), KINGSMEAD, HILLARY RISE AND ST MARK'S CLOSE EN5

Scales: N.T.S		Date: 25/06/2019
Initiated: SF	Drawn: AO	Checked: SF/AO/GWA
DRAWING NO: SCR283a Plan 1 of 2		
Acad Ref. SCR283		

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SCHEME: PROPOSED NEW CONTROLLED PARKING ZONE EN5

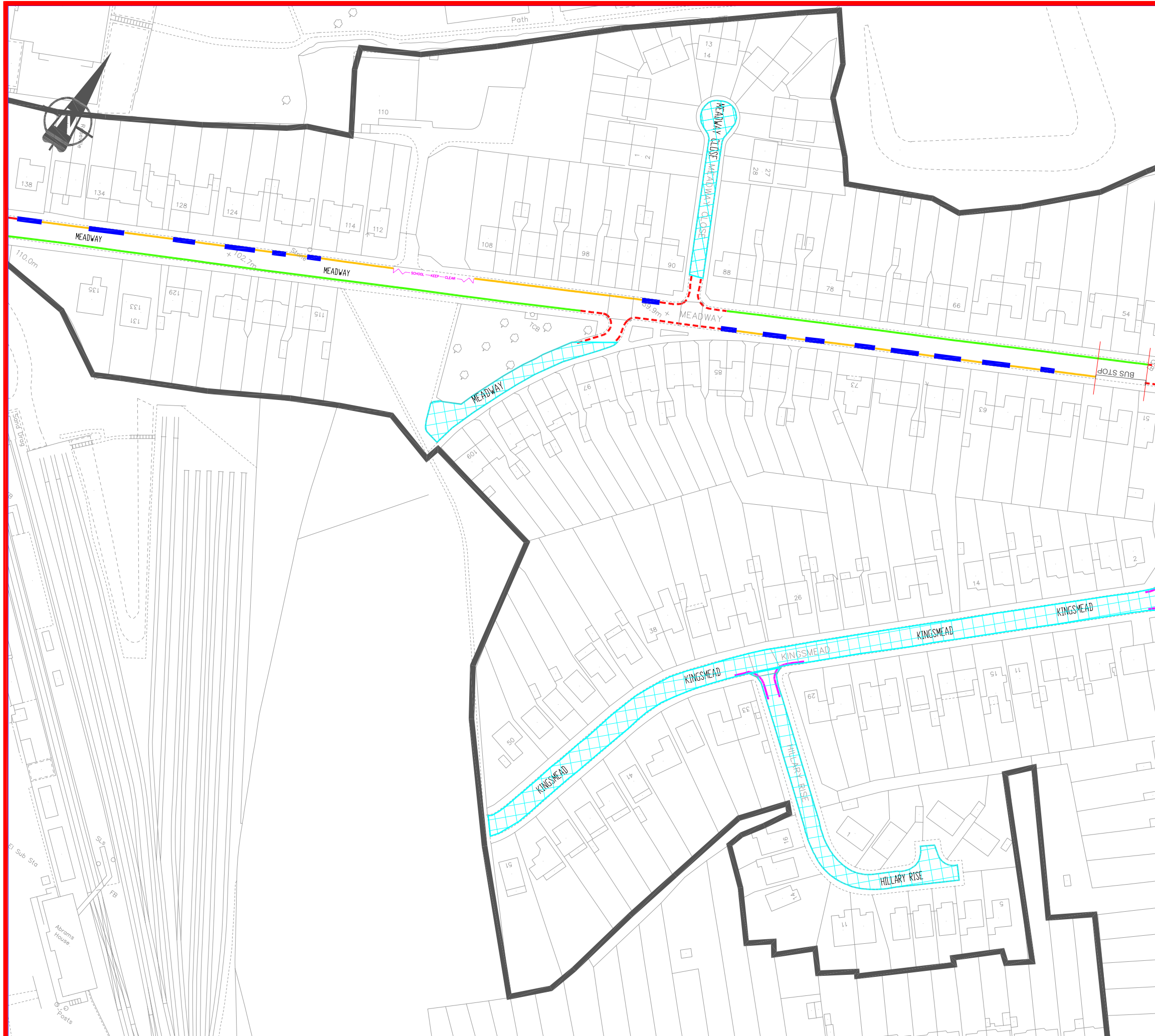
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


Scale:	N.T.S	Date:	25/06/2019
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DRAWING NO: SCR283b
Plan 2 of 2

Acad Ref. SCR283

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- KEY:**
- PROPOSED RESTRICTIONS:**
-  Proposed resident permit holders only parking bay
Monday to Fri 10am to 11am & 2pm to 3pm
 -  Proposed 10am to 11am & 2pm to 3pm Monday to Friday waiting restrictions.
 -  Proposed "At any time" waiting restrictions.
 -  Proposed upgrade of the existing 8am - 6.30pm Monday to Friday waiting restrictions to "At any time" (At the junctions of Meadway and Meadway Close; Burnside Close and Meadway and Meadway with its junction with King Edward Road).
 -  Proposed Controlled Parking Zone boundary
 -  Proposed "Past this point" permit holders only parking area (PTP)
Meadway, Meadway Close, St Mark's Close, St Martins Mount
Hillary Rise.
10am to 11am & 2pm to 3pm Monday to Friday
- 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.
- EXISTING RESTRICTIONS:**
-  Existing "At any time" waiting restrictions
 -  Existing 8am to 6.30pm Monday to Friday waiting restrictions.

Jamie Blake
Executive Director, Environment

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



SCHEME: PROPOSED NEW CONTROLLED PARKING ZONE EN5

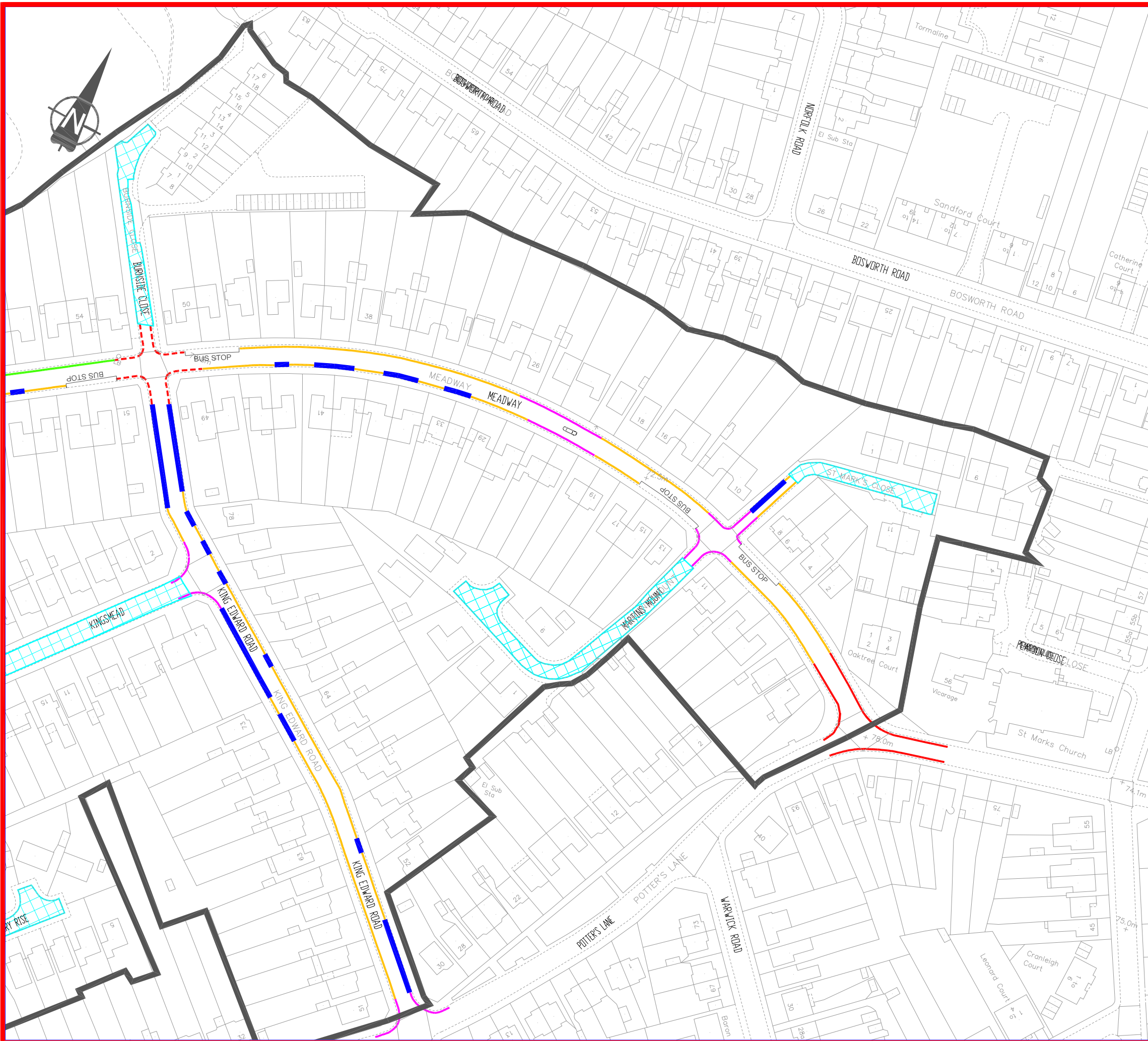
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Scales: N.T.S		Date: 22/09/2019
Initiated: SF	Drawn: AO	Checked: SF/AO/GWA

DRAWING NO: SCR283a V2
Plan 1 of 2

Acad Ref. SCR283

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- KEY:**
- PROPOSED RESTRICTIONS:**
- █ Proposed resident permit holders only parking bay
Monday to Fri 10am to 11am & 2pm to 3pm
 - █ Proposed 10am to 11am & 2pm to 3pm Monday to Friday waiting restrictions.
 - █ Proposed "At any time" waiting restrictions.
 - █ Proposed upgrade of the existing 8am - 6.30pm Monday to Friday waiting restrictions to "At any time" (At the junctions of Meadway and Meadway Close; Burnside Close and Meadway and Meadway with its junction with King Edward Road).
 - █ Proposed Controlled Parking Zone boundary
 - Proposed "Past this point" permit holders only parking area (PTP) Meadway, Meadway Close, St Mark's Close, St Martins Mount Hillary Rise. 10am to 11am & 2pm to 3pm Monday to Friday
- 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.
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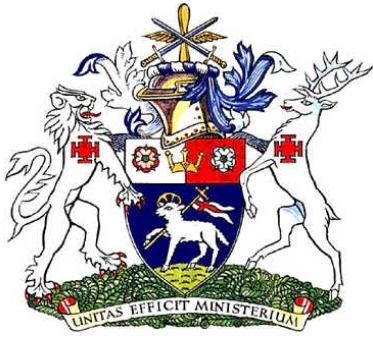
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Scales: N.T.S	Date: 22/09/2019
Initiated: SF	Drawn: AO
	Checked: SF/AO/GWA

DRAWING NO: SCR283b V2
Plan 2 of 2

Acad Ref. SCR283

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Chipping Barnet Area Committee AGENDA ITEM 11

3 October 2019

Title	Cromer Road – Request for 20mph Limit
Report of	Executive Director, Environment
Wards	High Barnet
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - Option drawings Appendix B – Road Safety Audit
Officer Contact Details	Jamie Blake- Executive Director for Environment Jamie.blake@barnet.gov.uk

Summary

The aim of this report is to detail the results of a feasibility study which involves investigating measures to improve road safety on Cromer Road, Shaftesbury Avenue and Bulwer Road, as well as the outcome of an external Road Safety Audit regarding the proposals. It outlines options to address pedestrian and road safety and puts forward the Ward Councillors preferred recommendation.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the review of the safety improvements on Cromer Road, Shaftesbury Avenue and Bulwer Road in the two options set out in this report and as shown on the drawings in Appendix A and on the Road Safety Audit in Appendix B.

2. That the Chipping Barnet Area Committee, noting the Council’s Policy on Traffic Calming, agrees Option 2 as the Ward Councillors preferred solution.
3. That the Chipping Barnet Area Committee instructs the Executive Director, Environment to instruct officers to carry out a statutory consultation on the preferred Option 2 shown on Appendix A, Drawing no. BC/001640-01_FS_100-03.
4. That subject to no objections being received to the statutory consultation, referred to in recommendation 3, the Committee authorise the Executive Director, Environment to implement the preferred Option.
5. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year’s CIL Area Committee budget) of £15,500 to implement the approved Option.

1. WHY THIS REPORT IS NEEDED

- 1.1 On 27 March 2019 Chipping Barnet Committee, considering the petition raised on 6 March Chipping Barnet Residents Forum regarding the traffic calming measures on the Cromer Road one-way system, the Committee resolved to allocate up to a maximum of £5,000 towards a further review of traffic calming measures on Cromer Road, Shaftesbury Avenue and Bulwer Road in conjunction with the installation of a 20mph speed limit. The measures will be subject to an independent Road Safety Audit and the outcome of the feasibility study and costings of the proposed options will be reported back to the July meeting of the Chipping Barnet Area Committee. The proposals will be costed separately for the three individual roads.
- 1.2 In this assessment the following have also been considered:
- Previous investigations and surveys included in “Cromer Road-Request for 20 mph zone” report which was presented on July 2018 Chipping Barnet Area Committee where it was recommended that the proposals were not progressed at the time.
 - Cromer Road School Travel Plan (STP).
 - Road Safety Audit.
- 1.3 In addition, we would like to mention that CCTV cameras to enforce the no-entry at junction with Shaftesbury Avenue and the possibility of combining enforcement of the School Keep Clear are being considered for this area, but this action is out of the scope of this report.
- 1.4 Although consideration has been given to the possibility of implementing proposals on the individual roads and these have costed separately, officers recommend that the three roads Cromer Road/Shaftesbury Avenue/Bulwer Road which are all in vicinity of the Cromer Road Primary School and should be considered a part of one overall scheme.
- 1.5 This report is therefore required to investigate options to address any road safety concerns.
- 1.6 **Accident History**

As part of this feasibility study, the personal injury data was analysed investigating 60 months of accident data to December 2018. This is the latest data available from the police and is provisional and subject to change. According to the data, there were three accidents

in total and the severity all classified as slight. Table 1 shows a summary of the accidents within the study area.

Table 1 – Summary of the Personal Injury Accident Data

Date	Severity	Summary
03/04/2014	Slight	Potter's Road junction with Cromer Road – Driver careless, reckless in hurry, involved pedestrian at zebra crossing.
21/05/17	Slight	Plantagenet Road junction with Bulwer Road
19/12/18	Slight	Bulwer Road junction with Plantagenet Road

1.7 Speed survey

A seven days traffic speed survey was conducted from 30 April to 6 May 2018 on these roads. The figures in table 2, 3 and 4 below indicate for each road the 24 hours mean and 85th percentile (free flow) speeds for each day.

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

Table 2 – Speed Data-Cromer Road

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

Table 3 – Speed Data-Shaftesbury Avenue

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

Table 4 – Speed Data-Bulwer Road

1.8 Proposed layout improvements

1.8.1 Following a site visit and the analysis of the speed survey and accident data, in order to improve and mitigate any future potential road safety issues for both pedestrian and vehicle road users, three options for a 20 mph speed limit have been proposed considering the following standard specifications:

- **20 mph speed ‘Limits’ schemes:** are enforced by signs alone and further traffic calming measures are not needed. However, this would be most appropriate where 85th percentile speeds are already low (24 mph or below).
- **20 mph speed ‘Zone’ schemes:** using terminal (zone exit) signs together with suitable traffic calming measures to provide a ‘self-enforcing’ element. Even though there is a relaxation in the number of traffic calming measures needed, the TRSGD 2016 set outs that at least 1 physical traffic calming feature is required within a 20 mph Zone. Beyond that, traffic authorities may, at their discretion, place any combination of the following at 100 metres (maximum) intervals:
 - additional physical traffic calming features;
 - upright signs;
 - 20 mph roundel markings.

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

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

‘Generally, this Council opposes the use of vertical traffic calming measures, but acknowledges that vertical traffic calming measures can sometimes be appropriate.

Officers should not, though, propose these apart from in exceptional circumstances and with all such decisions reserved for Members, and that Members be consulted with from the earliest opportunity, if required’.

1.8.2 Option 1A: Proposed 20 mph zone.

This Option which is detailed in Appendix A includes the introduction of a 20 mph speed Zone covering the following roads:

- Cromer Road;
- Shaftesbury Avenue;
- Bulwer Road.

As a physical traffic calming measures, three locations for speed cushions have been proposed as follows:

- Cromer Road: Outside No. 19;
- Shaftesbury Avenue: Outside No. 8;
- Bulwer Road: Outside Nos. 22/24.

As recommended in Appendix B-Road Safety Audit paragraph 2.2 the proposed cushions outside no 8 will be relocated, due to an existing cover on the carriageway.

Advantages

- The speed limit signs in 20 mph Zones are regulatory;
- There is a link between the introduction of 20mph Zones and a subsequent reduction in casualties;
- 20mph Zones invites physical activity (walking and cycling), contributing towards a safer environment;
- No loss of parking.

Disadvantages

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

Cost Estimate

Detailed Design	£2,500
Safety audit, surveys etc	£1,500
Consultation & TMO	£4,500
Construction (works cost)	£9,500
Implementation, supervision and post implementation costs	£1,800
TOTAL	£19,800

Table 5 – Cost Estimate for Option 1A

1.8.3 Option 1 B: Proposed 20 mph Zone

This Option covers the same roads and the same measures with the introduction of speed cushions at the entrance of each road as detailed in Appendix A.

This option is originated as an additional recommendation by Auditors but not shown in **Appendix B-Road Safety Audit** as follows:

“Lack of physical speed reducing features at the gateway points in to the 20mph zone. While this would not be raised as a road safety matter within the audit report as 20mph carriageway roundels have been proposed, we would recommend installing a physical speed reducing feature (i.e. cushions) within 20m of each gateway point into the area to capture low vehicle speeds and to emphasise a change in road environment as motorists enter the area.”

Therefore, we would have the same advantages and disadvantages as Option 1A, but with the additional advantage of a more effectiveness in speed reducing.

Cost Estimate

Detailed Design	£2,500
Safety audit, surveys etc	£1,500
Consultation & TMO	£4,500
Construction (works cost)	£14,350
Implementation, supervision and post implementation costs	£1,800
TOTAL	£24,650

Table 6 – Cost Estimate for Option 1B

1.8.4 Option 2: Proposed 20 mph Limit.

This option which is detailed in Appendix A includes the introduction of a 20 mph speed Limit covering the same roads as Option 1A and 1B.

Traffic calming measures are not needed for 20 mph Limit, so this option 2 comprises only 20 and 30 mph terminal signs and repeater 20 mph roundel road markings.

However, as mentioned in paragraph 1.7.1, 20 mph speed Limits schemes would be most appropriate where 85th percentile speeds are already low (24 mph or below) and as per speed survey, we have the following speeds:

- Cromer Road: Average 25.9 mph
- Shaftesbury Avenue: Average 27.7 mph
- Bulwer Road: Average 25 mph

Therefore, this Option is not recommended by Officers as the aim to reach a speed of 20 mph will not be achieved.

Cost Estimate

Detailed Design	£2,000
Safety audit, surveys etc	£1,500
Consultation & TMO	£4,500
Construction (works cost)	£6,000
Implementation, supervision and post implementation costs	£1,500
TOTAL	£15,500

Table 7 – Cost Estimate for Option 2

The Appendix B-Road Safety Audit, item 2.1, raises concerns with this proposal, unless traffic calming features are provided, as is the case in Option 1A and Option 1B above.

1.8.5 **Additional measures**

Due to the three One Way system streets being longer than 100 metres, additional signs for One Way System are required as a reminder. These additional signs and their locations are shown in all the Option drawings. (Note that the cost for these signs have been included in Scheme cost estimates in Tables 5, 6 and 7.

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

1.10 However, Ward Councillors have been consulted on the introduction of vertical measures and were not in favour as part of this scheme and were in favour of the 20mph limit.

1.11 **Conclusions and Recommendations**

In discussion with Ward Councillors Option 2 will be recommended for approval and subject to statutory consultation then to implementation.

2. **REASONS FOR RECOMMENDATIONS**

2.1 The recommendation to progress the introducing of a 20 mph Speed Limit (Recommended Option 2) on studied area is to address the road safety issues that have been highlighted in this report.

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

3.1 The two options 1A and 1B for the 20 mph Zone are both considered feasible. Although, Option 1B is more expensive (£24,650.00) than Option 1A (£19,800.00), Option 1B will be more effective in terms of reducing the speed on these roads.

3.2 The introduction of physical horizontal traffic calming measures as kerb build-outs and vertical measures in the form of speed cushions have been considered and not recommended because of the loss of parking bays and due to the high cost associated as those require the installation of new gullies.

3.3 The only other Option at this stage is not to proceed with the proposed improvements, however, this will not address the original concerns raised by residents.

4. **POST DECISION IMPLEMENTATION**

4.1 Once the recommendation and funding is approved, detailed design would be undertaken and statutory consultation will be carried out. Implementation would follow once any issues have been considered and resolved where possible.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

5.1.3 The Joint Strategic Needs also identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduced demand for health and social care services.

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

5.2.1 The current area committee balance for Chipping Barnet is £0.175m, any scheme to be approved for 2019/20 will come from this balance. This takes in account of the amount of unallocated funds from prior years, as well as allocated for the current financial year together with under and overspends relating to previous financial years.

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

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

5.2.4 For Option 2, a sum of £15,500 is requested from the 2019/20 Chipping Barnet Area Committee (CIL) funding for the undertaking a statutory consultation, detail design and implementation subject to the outcome of the consultation.

5.3 Social Value

5.3.1 None in relation to this report.

5.4 Legal and Constitutional References

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

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

5.4.3

5.5 Risk Management

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

5.6 Equalities and Diversity

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

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

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

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

5.7 Corporate Parenting

5.7.1 No in context of this report

5.8 Consultation and Engagement

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

5.9 Insight

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

6. BACKGROUND PAPERS

6.1 Minutes of the Chipping Barnet Area Committee 27 March 2019- Item 7:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9537&Ver=4>

6.2 Minutes of the Chipping Barnet Area Committee 9 July 2018- Item 13:

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9534&Ver=4>

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REVISION

Revision Details	Design/Check	Date	Rev.
Initial issue	CLM / SHC	10.06.19	0

Purpose of issue

FOR INFORMATION

Client:



RE Scheme Ref. BC/001640-01
 Scheme title

CROMER ROAD
 20 mph zone

Drawing title
 Option 1A - 20 mph ZONE
 General Arrangement

Scale @ A3: AS SHOWN

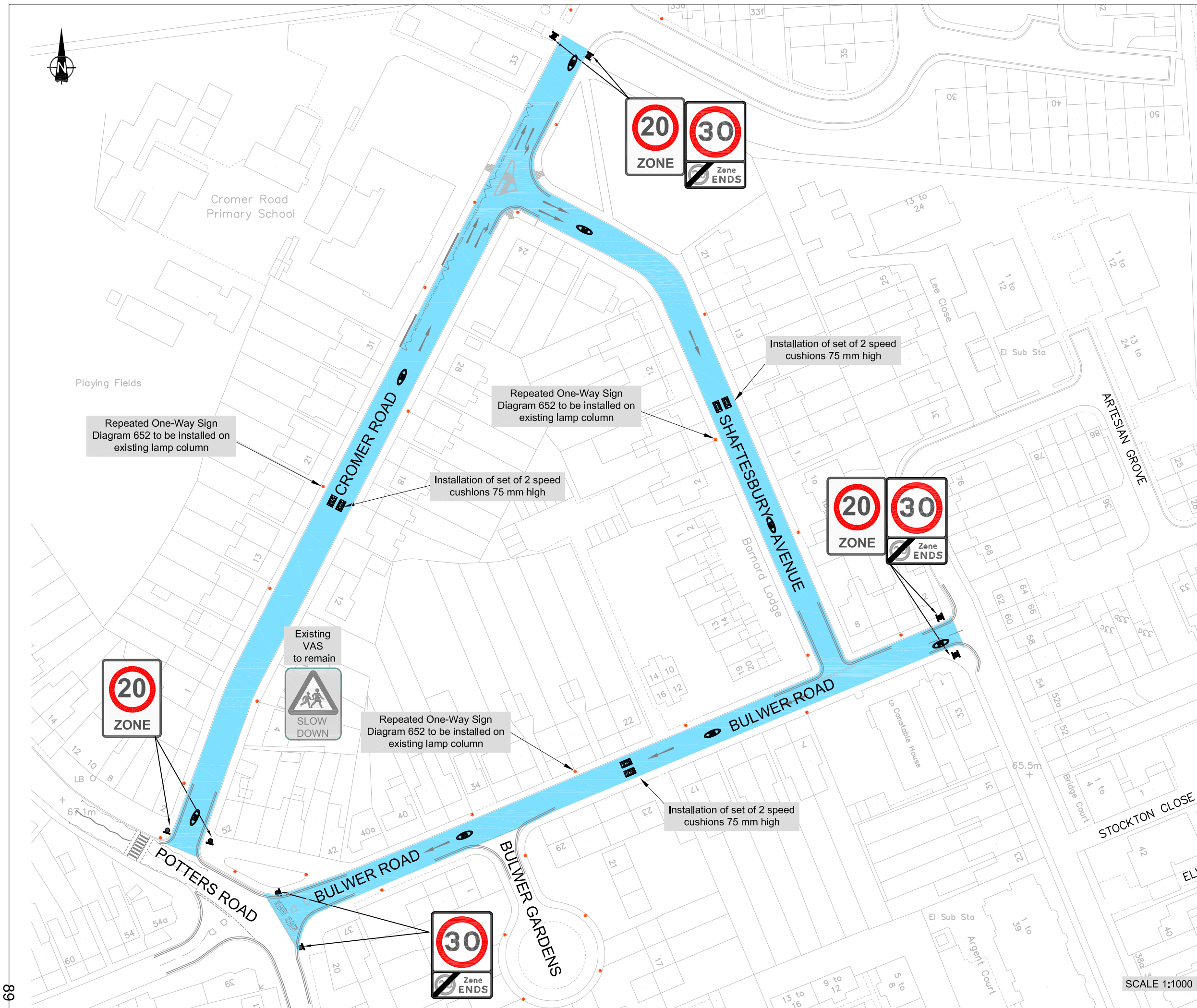
Design	Drawn	Checked	Approved
CLM	CLM	SHC	LW
Date: 10/06/19	Date: 10/06/19	Date: 11/06/19	Date: 12/06/19



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



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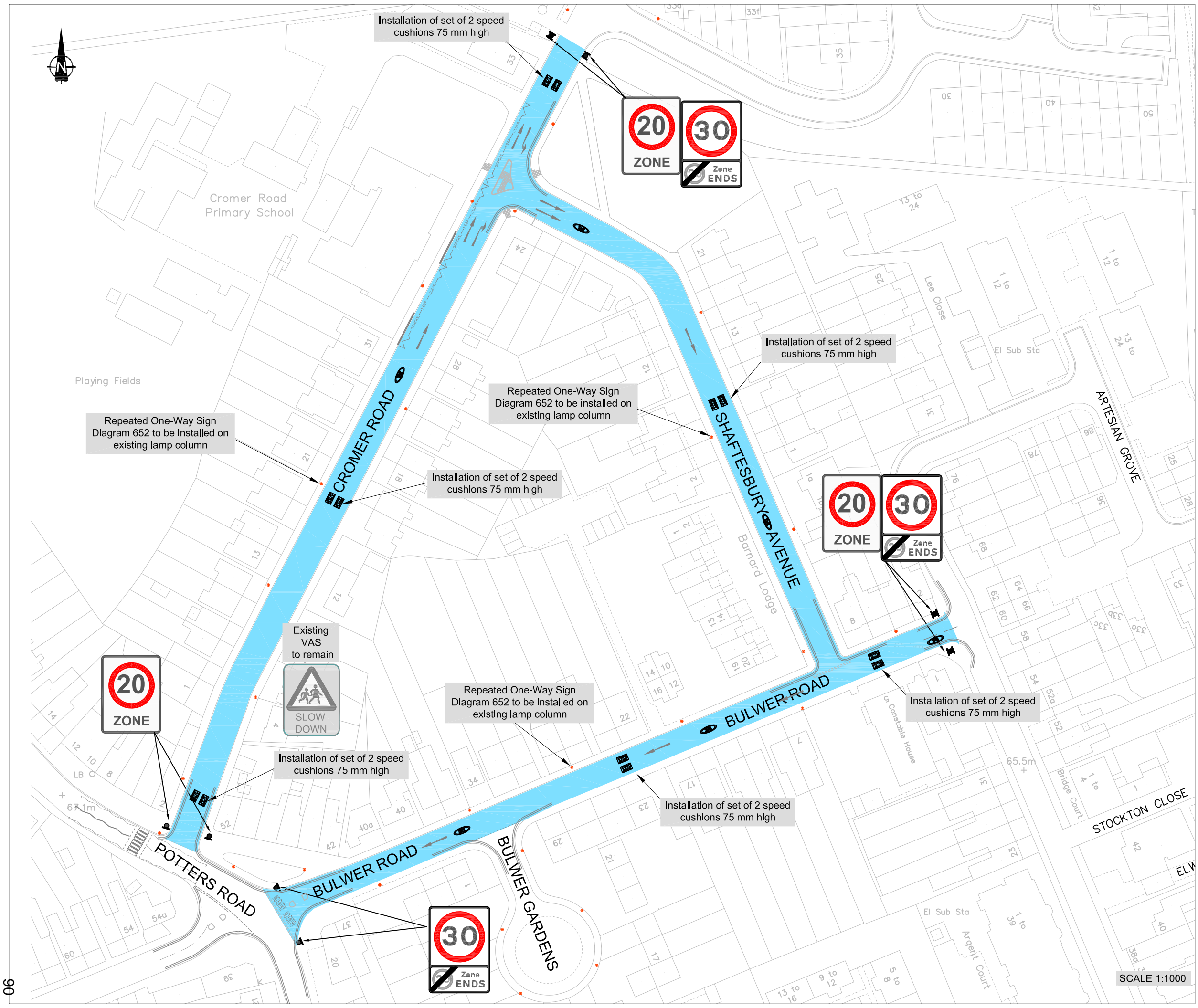

Scheme Ref. BC/001640-01
 Scheme title
**CROMER ROAD
 20 mph zone**

Drawing title
**Option 1B - 20 mph ZONE
 General Arrangement**

Scale @ A3: AS SHOWN			
Design	Drawn	Checked	Approved
CLM	CLM	SHC	LW
Date: 10/06/19	Date: 10/06/19	Date: 11/06/19	Date: 11/06/19

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SCALE 1:1000

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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REVISION			
Revision	Details	Design/Check	Date
Initial	Issue	CLM / SHC	10.06.19

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FOR INFORMATION

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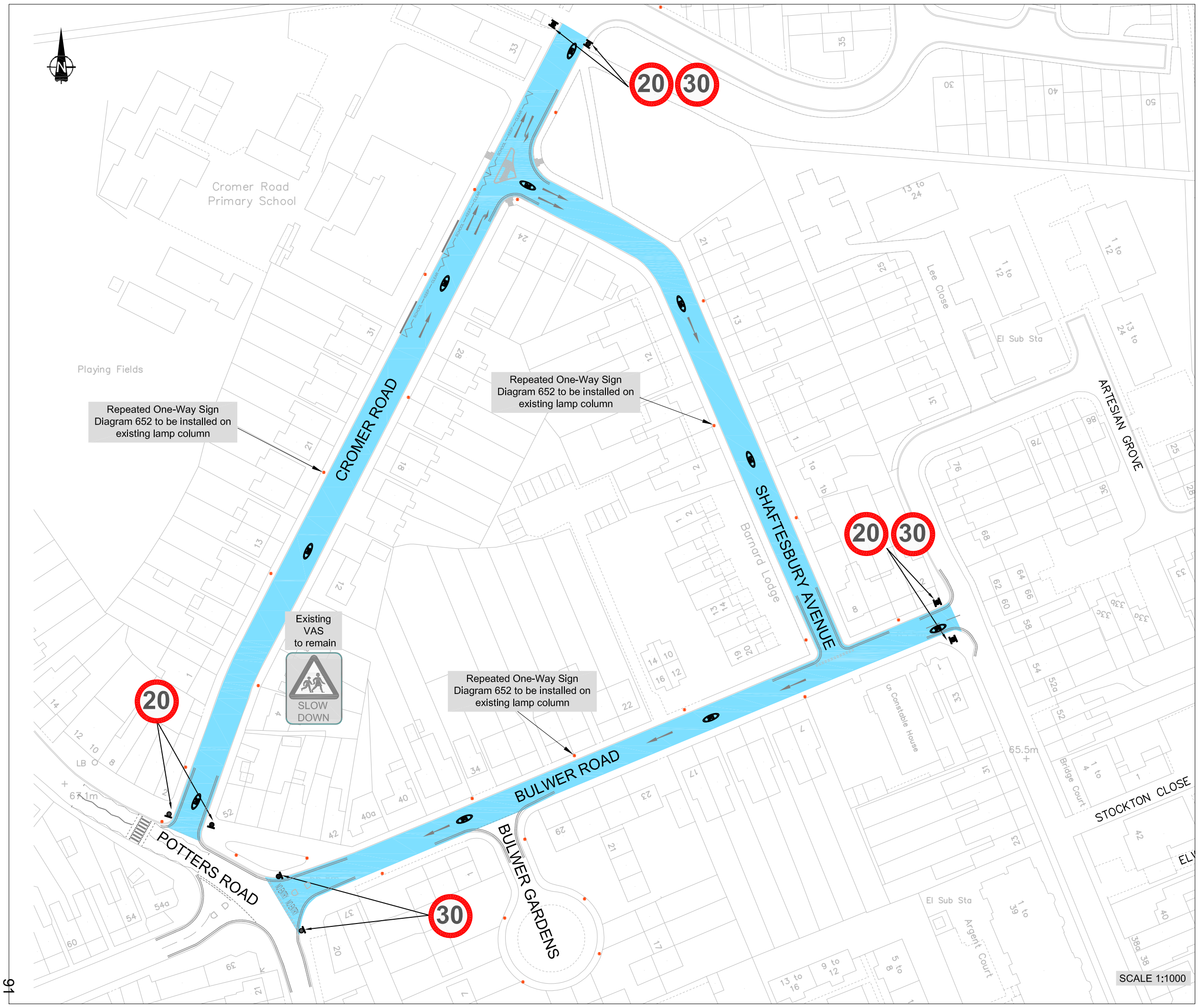

Scheme Ref. BC/001640-01-01
 Scheme title
**CROMER ROAD
 20 mph**

Drawing title
**Option 2- 20 mph LIMIT
 General Arrangement**

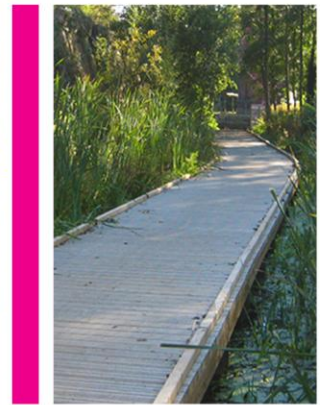
Scale @ A3: AS SHOWN			
Design	Drawn	Checked	Approved
CLM	CLM	SHC	LW
Date: 10/06/19	Date: 10/06/19	Date: 11/06/19	Date: 12/06/19

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Cromer Road, Barnet Local Safety Scheme Stage 1 Road Safety Audit

June 2019

Urban Vision is a Joint Venture Partnership between:

CAPITA

Salford City Council

GallifordTry

Delivering Excellence
in the Built Environment

Quality Management:

Project No: UV/009250-01

Document Reference: 33-19

Revision: P01

Prepared by: *Urban Vision Partnership Limited*

On behalf of: *London Borough of Barnet*

Design Organisation: *Re (Regional Enterprise) Limited*

Overseeing Organisation: *London Borough of Barnet*

Issue Date: June 2019

Cromer Road, Barnet Local Safety Scheme Stage 1 Road Safety Audit

	Name	Signature	Date
Author	Simi Atkinson		10 th June 2019
Checker	Mike Kilby		10 th June 2019
Approver	Andy Devine		10 th June 2019

Issue Record:

Rev	Date	Description/Comments	Prepared by:	Checked by:
D01	10/06/2019	First Draft – issued for checking	Simi Atkinson	Mike Kilby
P01	10/06/2019	Issue to Client	Simi Atkinson	Andy Devine

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1. Introduction

Urban Vision Partnership Limited is instructed by Regional Enterprise Limited on behalf of the London Borough of Barnet to carry out a Stage 1 Road Safety Audit on the proposed 20mph and traffic calming options on Cromer Road, Shaftesbury Road and Bulwer Road in Barnet, London.

1.1 Terms of Reference

The terms of reference for this audit are as described in GG 119 in the Design Manual for Roads and Bridges. The RSA team has reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

It is confirmed that this is a “Stage 1 Road Safety Audit”, i.e. one carried out at the end of outline design.

The RSA Team was approved by Sara Herranz of Regional Enterprise Limited and consisted of:

Team Leader	Andy Devine MCIHT MSoRSA Group Engineer Road Casualty Reduction Group Urban Vision, Salford.
Team Member	Simi Atkinson MCIHT MSoRSA Collision Investigation Officer Road Casualty Reduction Group Urban Vision, Salford.
Team Member	Mike Kilby MCIHT MSoRSA Assistant Collision Investigation Officer Road Casualty Reduction Group Urban Vision, Salford.

The RSA brief & drawings was issued & approved by Sara Herranz of Regional Enterprise Limited. Follow up email-correspondence has been used to clarify any further details requested by the Audit Team.

The Audit comprised of desktop analysis of the drawings & documents provided along with a day time site visit.

A full list of documents and drawings used is provided in Section 4 of this report.

Where relevant within this report traffic signs will be described by their diagram numbers within the Traffic Signs Regulations and General directions 2016 (TSRGD Diagram No).

Within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people with prams or pushchairs. Where a problem is specific to one or more group’s appropriate reference will be made.

1.2 Description

This audit will examine the two options proposed. Option 1 consists of a 20mph zone with speed cushions proposed on Cromer Road (Outside No. 19), Shaftesbury Avenue (Outside No. 8) and Bulwer Road (Outside Nos. 22/24) along with repeater 20mph roundel road markings. Meanwhile Option 2 consists of terminal 20/30 mph traffic signs and repeater 20mph roundel road markings only.

1.3 Traffic Data

The audit team have received Traffic Survey Data for Cromer Road, Shaftesbury Avenue and Bulwer Road. The surveys were carried out between 30 April to 6 May 2018, recording traffic speed data for 24 hours each day.

Cromer Road (Northbound – one way road)

Average 85th percentile speeds = 25.9mph

Average Mean Speeds = 21.2 mph

Shaftesbury Avenue (Southbound – one way road)

Average 85th percentile speeds = 27.7 mph

Average Mean Speeds = 21.8 mph

Bulwer Road (Southbound – one way road)

Average 85th percentile speeds = 25.0 mph

Average Mean Speeds = 20.2 mph

1.4 Collision Data

Within the design statement, reference has been made to 60 months of collision data to April 2017 where there were a total of 3 collisions, all classified as slight severity:

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

1.5 Road Safety Audit

The RSA Team visited the site together on Thursday 6th June 2019, between 09:15 – 10:00am. The weather was sunny and the road surface was dry. Traffic conditions were moderate with no queues; there were low pedestrian movements and no cyclists observed during the site visit.

The audit team have not been made aware of any previous road safety audits undertaken on these scheme proposals.

This report was prepared week commencing 10th June 2019.

1.6 Purpose of Scheme

The proposals have been developed as a local safety scheme in response to issues raised in the Cromer Road Primary School Travel Plan which identified the speed of traffic within the local vicinity as dangerous, and therefore children feel it is dangerous to cross the road outside the school.

1.7 Departures from Standard & Strategic Decisions

The Road Safety Audit team have not been made aware of any departures from standard or strategic design decisions.

1.8 Audit Management

The Audit Report will be submitted to the Client, who is responsible for agreeing with the Audit Team Leader the content of the final version of the report.

Matters which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to the attention of the Client, will be made in the covering email.

It is the Design Organisations responsibility in collaboration with the Overseeing Organisation to produce and finalise a response report within one month of the issue of the RSA report. For an example of a response report template, refer to GG 119 'Appendix F'. The Overseeing Organisation should provide an electronic copy of the completed RSA response report to the RSA team for information.

This audit is valid for 5 years. Should the scheme not progress to the next stage in its development within this period it should be re-audited.

2. Items Raised at this Road Safety Audit

2.1 Problem

Option: 2

Location: Throughout

Summary: *Risk of speed related collisions.*

On review of the speed survey data, the average 85th percentile free flow speeds on each road where it is proposed to introduce a 20mph limit exceeds 24 mph. The audit team have concerns that traffic signs and repeater road markings alone would be ineffective in reducing speeds, particularly given the straight road layouts and one-way system. There is concern the 20mph proposals may provide a false sense of security to vulnerable road users who may attempt to cross more freely, leading to an increased risk of speed related collisions.

Recommendation:

Provide physical speed reducing features at regular intervals to encourage better compliance with the 20mph speed limit.

2.2 Problem

Option: 1

Location: Shaftesbury Avenue (See Photo 1)

Summary: *Risk of loss of control type collisions*

It is proposed to locate a set of speed cushions on Shaftesbury Avenue outside property no. 8. During the site visit, the audit team noted an existing service cover in the carriageway at this location. There is concern that the co-location of the service cover and proposed speed cushion may cause difficulties during construction and become hazardous to motorists where there is a risk of loss of control type collisions.

Recommendation:

Relocate the speed cushions away from the service cover on Shaftesbury Avenue.

2.3 Problem

Option: 1

Location: Throughout (See Photo 2, 3 and 4)

Summary: *Risk of personal injury to passengers.*

It was noted during the site visit that vehicles park along both sides of the one-way roads which forces moving traffic to travel down the centre of the carriageway. The audit team have concerns that motorists, particularly those in buses and emergency vehicles, will be unable to straddle the cushions as parked vehicles will force them to override the 'shoulders' of each cushion resulting in maximum discomfort to passengers, potentially causing injury. Repetitive, heavy loading on the shoulders of the cushions will also cause damage over time, reducing their effectiveness in maintaining low vehicle speeds.

Recommendation:

Ensure motorists are able to straddle the cushions without being forced to override the 'shoulders' due to adjacent parking.

2.4 Problem

Option: 1

Location: Throughout (See Photo 2, 3 and 4)

Summary: *Risk of speed related collisions in future.*

Further to 2.3 above, when there are no vehicles parked adjacent to the cushions, there is potential for motorists to deviate from the centre of the carriageway towards the kerb to fully straddle the cushions where there is a risk of side-swipe type collisions with adjacent cyclists.

Recommendation:

Ensure motorists are able to straddle the cushions without any sudden deviation in their path.

3. Documents and Drawings Provided in the Safety Audit

The Road Safety Audit brief that defined the scope and details of the scheme included the following documents and drawings:

Document Reference	Revision	Title of Document	Date
BC/001640-01-01_FS_100-01	0	Option 1 – 20mph Zone General Arrangement	20/05/2019
BC/001640-01-01_FS_100-02	0	Option 2 – 20mph Limit General Arrangement	20/05/2019
BC/001640-01	-	Design Statement	24/05/2019
TSP13792	-	ATC Site 1 Cromer Road	23/04/2018
TSP13792	-	ATC Site 2 Shaftesbury Avenue	23/04/2018
TSP13792	-	ATC Site 3 Bulwer Road	23/04/2018

4. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER

Andy Devine MCIHT MSoRSA
Group Engineer
Road Casualty Reduction Group
Urban Vision Partnership Ltd.
Salford

Signed: 

Date: 10th June 2019

ROAD SAFETY AUDIT TEAM MEMBER

Simi Atkinson MCIHT MSoRSA
Collision Investigation Officer
Road Casualty Reduction Group
Urban Vision Partnership Ltd.
Salford

Signed: 

Date: 10th June 2019

ROAD SAFETY AUDIT TEAM MEMBER

Mike Kilby MCIHT MSoRSA
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Signed: 

Date: 10th June 2019

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Appendix A Photographs

1 – Problem 2.2



2 – Problem 2.3 and 2.4



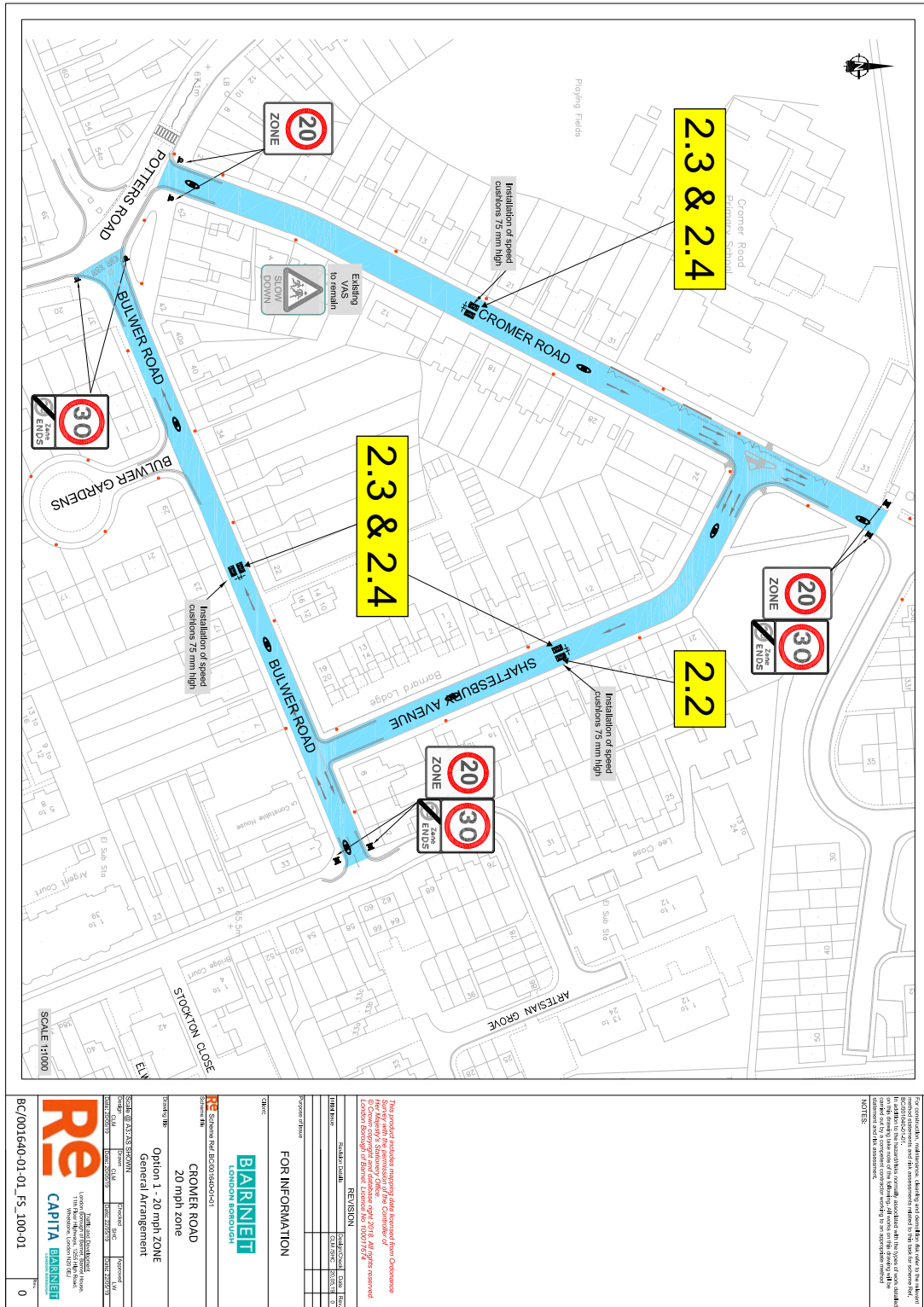
3 – Problem 2.3 and 2.4



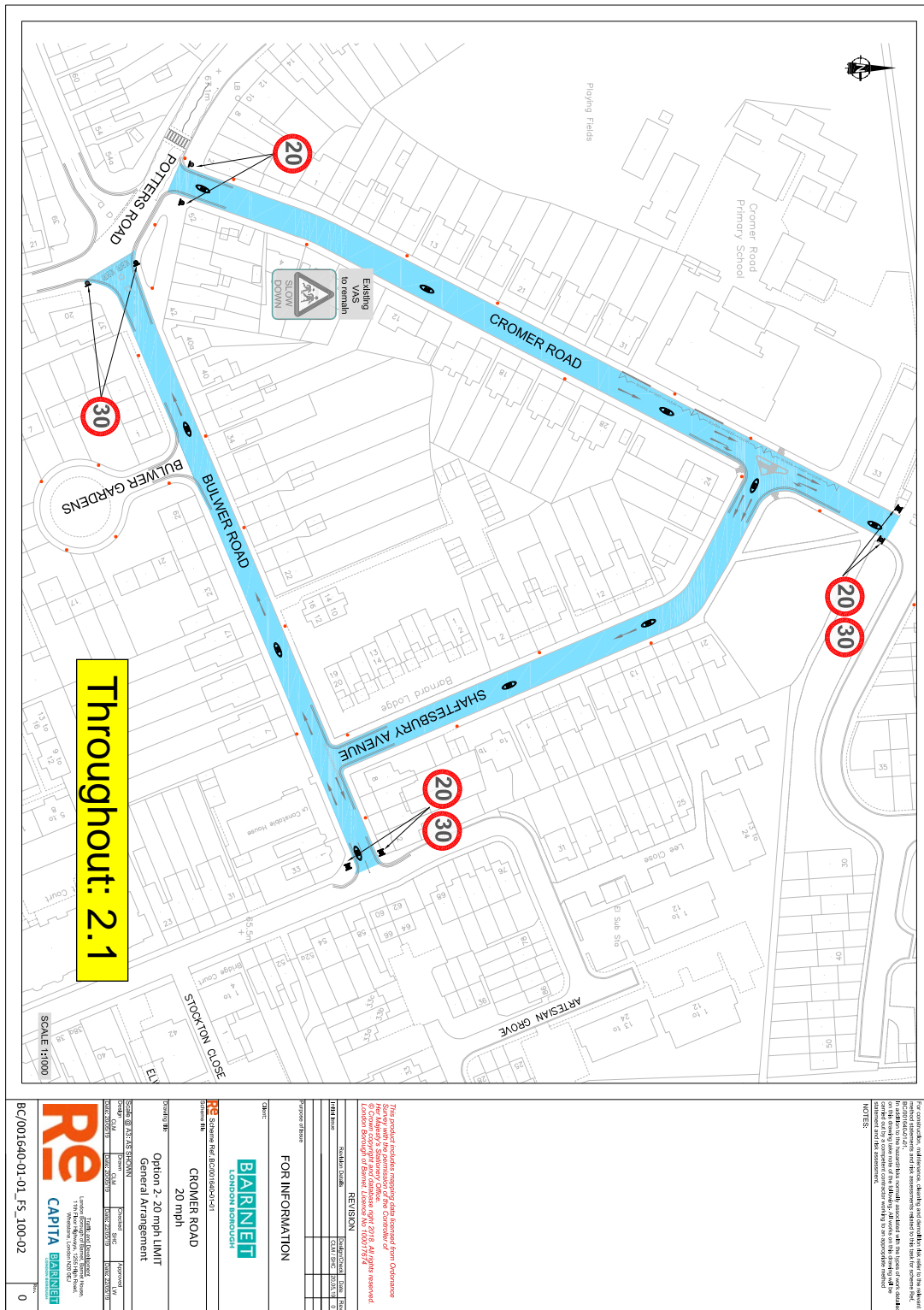
4 – Problem 2.3 and 2.4



Appendix B Reference Plan Option 1



Appendix C Reference Plan Option 2



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**London Borough of Barnet
Chipping Barnet Area
Committee Work Programme
September 2019**

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 Barnet Hospital CPZ	For review at a future meeting of this Committee.	Executive Director Environment	Non-key
Normandy Avenue - CPZ review	Report to be submitted to a future meeting of this Committee.	Executive Director Environment	Non-key
New and Improved Fencing along the Border between New Southgate Recreation Ground and Brunswick Grove	This was a request for CIL funding at the last meeting of the Committee. It was agreed that the application be deferred to ascertain if this is Council Property and is an enhancement. Also, if it is Council property, whether or not it would qualify for CIL. This be reported back to the October Meeting.	Executive Director Environment	Non-key