

MEETING

CHIPPING BARNET AREA COMMITTEE

DATE AND TIME

WEDNESDAY 22ND JANUARY, 2020

AT 7.00 PM

VENUE

HENDON TOWN HALL. NW4 4BG

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

Chairman: Wendy Prentice
Vice-Chairman: Thomas Smith

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

Substitute Members

Stephen Sowerby	Tim Roberts	Caroline Stock
David Longstaff	Lisa Rutter	Barry Rawlings
Jo Cooper		

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 17/1/20 at 10AM. Requests must be submitted to jan.natynczyk@barnet.gov.uk Tel: 0208 359 5129

**You are requested to attend the above meeting for which an agenda is attached.
Andrew Charlwood – Head of Governance**

Governance Services contact: jan.natynczyk@barnet.gov.uk Tel: 0208 359 5129
Media Relations Contact: Gareth Greene 020 8359 7039

ASSURANCE GROUP

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ORDER OF BUSINESS

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11.	Cycleway - Hornsey to North Finchley (Coppetts Ward) Consultation Results	63 - 82
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14.	Any item(s) the Chairman decides are urgent	

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Decisions of the Chipping Barnet Area Committee

3 October 2019

Members Present:-

AGENDA ITEM 1

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

Councillor Alison Cornelius
Councillor
Pauline Coakley Webb

Councillor Laurie Williams
Councillor Paul Edwards

Apologies for Absence

Councillor Roberto Weeden-Sanz

1. MINUTES OF THE LAST MEETING

RESOLVED that the minutes of the meeting held on 2 July 2019 be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

Councillor Weeden-Sanz.

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

Councillor Paul Edwards	Declared a non-pecuniary interest with regard to his request for CIL funding (agenda item 9), as he was a Governor on Totteridge School. He pointed out that the organisation he was making the request for, was independent from the School.
Councillor Alison Cornelius	Councillor Cornelius declared a non-pecuniary interest with regard to Cromer Road (agenda item 11 refers) as she had met the speaker 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 (IF ANY)

A question had been received with regard to the Cromer Road item on the agenda and would be considered in tandem with that item.

6. CROMER ROAD - REQUEST FOR 20MPH SPEED LIMIT

The Committee received the report.

The question detailed below had been received from Philippa Whitecross regarding this item:

Question:

Please could we have update on the existing VAS which seems not to be operational?

Response:

The VAS sign on Cromer Road is operational. An officer had visited the site on 23 September 2019 and was able to download the speed data, which is currently being analysed. A reason that the sign may seem not to be working is that the sign is triggered at the speed limit which is currently 30 mph and as the report indicated the 85% speeds are currently lower than this. If the Committee agree to the proposal to reduce the speed to 20mph the trigger on the sign will be reduced accordingly.

Although it is currently not proposed to move the sign as part of scheme, this could be considered by the Committee and the sign located further along the road.

Philippa Whitecross was given the opportunity to ask a supplementary question.

Comment included with question:

It would also be helpful to know how we get CCTV in place to enforce the one-way and the school zig-zags and the current situation on the "Unsuitable for HGV's" sign as per discussion with Cllr Longstaff.

Response:

Following the previous request for CCTV covering the one-way system, in particular in Shafesbury Avenue, the location is currently under investigation for the provision of an enforcement camera.

The position of the camera is also being looked at to see if it possible to cover the School Keep Clear markings and the one-way operation from one camera position. Officers will report back to Ward Councillors once the results of the investigation have been completed.

The request for the provision of a 'Unsuitable for HGV's' is being considered by the Committee as a Member's item submitted by Councillor Prentice.

Following this, the Committee considered the CIL request from Councillor Prentice, with the outcome noted under the CIL applications for this Committee (agenda item 9).

A vote was taken on the Officer recommendations:

For: 3

Against: 0

Abstained: 0

RESOLVED

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.

7. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM INCLUDING PETITIONS (IF ANY)

None.

8. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

The Committee received the report.

Members requested that Officers email them after this meeting to outline the amount of CIL funding spent at this meeting and for the year so far. Also, the amount remaining.

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.

9. MEMBERS' ITEMS (IF ANY)

None.

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

The Committee received the following applications for CIL funding:

Councillor	Title	Decision
Byers	Memorial Plaque for David Howard	RESOLVED that up to £1,500 CIL funding be agreed, subject to it being noted that there may already be other funding identified for the plaque.
Coakley-Webb	CPZ Consultation (The affected roads are Hampden Road Cromwell road Haldane Close plus sections of Sydney, Alexandra and Pembroke with officer to advise on the suitable radius for consultation)	RESOLVED that up to £5,000 CIL funding be agreed for an informal consultation. A vote was taken on this: For: 5 Against: 1 Abstained: 0
Jo Cooper	Double yellow lines in Brookhill Road EN4	RESOLVED that Officers be requested to ask the developer to fund this. If funding is not forthcoming from the developer, CIL funding of up to £2,000 be agreed to implement Double yellow lines.
Paul Edwards	Generation Garden	RESOLVED that CIL funding up to £3,000 be agreed, subject to confirmation from Planning regarding the land issues raised at the meeting.
Reema Patel	Balmoral Avenue and side roads double yellow lines	RESOLVED that up to £3,000 CIL funding be agreed to implement Double yellow lines and it be noted, on Officer advice, that the lines may need to be extended further.

Weeden-Sanz	Request for two vehicle activated signs on Chase Way	RESOLVED that up to £2,000 CIL funding be agreed for a speed survey and the outcome be reported back to the future meeting of this Committee.
Williams	Zebra crossing on Brookhill Road EN4	RESOLVED that it be noted that this will be funded by Section 278 funding. Officers to keep Councillor Williams updated on progress.
Teare	Request for funding to review Church Hill Road to find space for further parking bays and implement them	RESOLVED that up to £3,500 CIL funding be agreed for a footway parking review. Officers to liaise with Ward Councillors on any proposals.
Rajput	Request for new equipment in children's playground at Friary Park	RESOLVED that the application be deferred whilst Officers establish what equipment is currently available in Friary Park, with a report back to the next meeting of this Committee. Friends of Friary Park to also be consulted.
Richard Cornelius	Bench in Totteridge Lane just east of Lipkin Chemist	RESOLVED that up to £2,000 CIL funding be agreed.
Alison Cornelius	Older children's play equipment to be installed at Swan Lane Open Space	RESOLVED that CIL funding of up to £25,000 be agreed.
Prentice	Not Suitable for HGVs' sign at the entrance of Cromer Road, EN5.	RESOLVED that it be noted that this is already included in the scheme for Cromer Road (Item 7 of the minutes).
Longstaff	Barnet Road, between Field End and Quinta Drive, - install a Zebra crossing	RESOLVED that up to £5,000 CIL funding be agreed for a feasibility study, with a report back to a future meeting.
Stock	Outdoor Gym Equipment	RESOLVED that consideration of this application be deferred until the next meeting of the Committee.
Sowerby	Oakleigh Community	RESOLVED that CIL

	Church	funding of up to £7,500 be agreed.
Roberts	Rainbow Centre	RESOLVED that CIL funding of £1707.40 be agreed.

11. PROPOSED CONTROLLED PARKING ZONE (CPZ) IN MEADWAY AREA EN5 - OUTCOME OF STATUTORY CONSULTATION

The Committee received the report.

A vote was taken on the Officer recommendations to implement the scheme:

For: 0

Against: 4

Abstained: 2

RESOLVED that it be agreed not to implement the parking controls including the Double yellow lines recommended in recommendation 6.

12. FORWARD WORK PROGRAMME

RESOLVED that the Work Programme be noted.

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

None.

The meeting finished at 8.28pm

	<p>AGENDA ITEM 6</p> <p>Chipping Barnet Area Committee</p> <p>22 January 2020</p>
<p style="text-align: right;">Title</p>	<p>Referrals from Chipping Barnet Residents Forum</p>
<p style="text-align: right;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>None</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Naomi Kwasa Naomi.kwasa@barnet.gov.uk 020 8359 6146</p>
<p>Summary</p>	
<p>At the meeting of Chipping Barnet Residents Forum, held on 8 January three petitions were referred to this Committee for consideration.</p>	

<p>Recommendations</p>	
<p>1. That the Chipping Barnet Area Committee consider the petitions referred by the Chipping Barnet Residents Forum.</p>	

1. WHY THIS REPORT IS NEEDED

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

Item	Action
<p>Title: To Install CCTV at Mount Parade, EN4 Lead Petitioner: Thurailingam Pavanakumar Ward: East Barnet Number of signatures: 44</p> <p>Petition: We believe that CCTV will deter the spate of criminal activity that has blighted our area for too long and will provide invaluable assistance to the council and to the police in their fight against individuals who commit fly-tipping, drug, burglary, car-jacking and other offences that we feel are going unaddressed. The derelict Jester pub is a safe haven for many anti-social elements. The closure of Barnet Police Station means that we feel under-policed and unsafe. In lieu of a substantial increase in police presence, Mount Parade and the Bevan Estate needs the increased security and peace of mind offered by a CCTV unit at this crime hotspot.</p>	<p>Referred to the Chipping Barnet Area Committee to consider installing a CCTV camera at Mount Parade.</p>

<p>Title: Traffic Safety Petition: Hadley, Clifford and Woodford Road Lead Petitioner: Dan Hamilton Ward: High Barnet Number of signatures: 134</p> <p>Petition: Following a series of road traffic collisions, incidents of personal injury, numerous instances of daily “near misses” and damage to resident cars; we petition Barnet council to request measures to help reduce and calm traffic on Hadley, Clifford, Woodville, Tudor and Latimer Roads. There are serious concerns about worsening road safety in each of these adjoining roads, and to request urgent action be taken to avoid further personal injury. Rising volumes of traffic coupled with speeding and dangerous driving on all three of these narrow, residential roads is creating a highly hazardous environment. The roads have become very well known locally in Barnet as being particularly dangerous. Rising volumes of traffic coupled with speeding and dangerous driving on all three of these narrow, residential roads is creating a highly hazardous environment. The roads have become very well known locally in Barnet as being particularly dangerous. A series of road traffic collisions, incidents of personal injury, numerous instances of daily “near misses” and damage to resident cars; Our aim is to build a wide awareness of this issue, and to ensure all stakeholders locally pull together to deliver a timely solution.</p>	<p>Referred to the Chipping Barnet Area Committee to consider a feasibility study on traffic calming measures on Hadley, Clifford and Woodford Roads.</p>
<p>Title: Barnet Hospital Controlled Parking Zone Lead Petitioner: Owen Jones Ward: Underhill Number of signatures: 70</p> <p>Petition: Formal request to the London Borough of Barnet for Sutton Crescent and Lingham Way to be excluded from the proposal to allow hospital staff to park in the BH zone.</p> <ol style="list-style-type: none"> 1. Close proximity to the 2 Hospital entrances on Bells Hill. 2. The scheme must ensure that demand is dispersed effectively across the whole zone. Inclusion of our roads work against this. 3. The Council’s own survey suggests very limited number of places would theoretically be available in Sutton Crescent and Lingham Way. Our proximity and ease of access suggests that these would quickly be exceeded. The Residents would once again be unable to park. 4. There are other areas of the BH zone which, by the council’s own survey, would clearly be able to accommodate cars without undue pressure on the residents. 5. The number of properties in Sutton Crescent which have no off-road parking is high. 	<p>Referred to the Area Committee to discuss the ongoing problems with parking around Barnet Hospital and to consider putting in yellow lines the whole way down Bells Hill.</p>

2. REASON FOR REFFERAL

2.1 At the meeting of Chipping Barnet Residents Forums held on 8 January 2020, three petitions were referred to this Committee for consideration, as permitted by the constitution.

3. REASONS FOR RECOMMENDATIONS

3.1 As set out above.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1 N/A

5. POST DECISION IMPLEMENTATION

N/A

6. IMPLICATIONS OF DECISION

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

6.2 Not in the context of this report.

6.3 **Legal and Constitutional References**

6.3.1 Article 3 - Residents and Public Participation, of the Council's Constitution allows the Residents Forum Chairman to determine the outcome of a petition as follows;

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

6.4 **Risk Management**

6.5 Not in the context of this report.

6.6 **Equalities and Diversity**

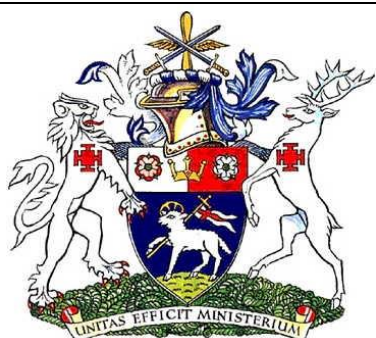
6.7 Not in the context of this report.

6.8 **Consultation and Engagement**

6.9 Not in the context of this report.

7. BACKGROUND PAPERS

7.1 None.



Chipping Barnet Area Committee

22nd January 2020

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

2. CIL activity

- 2.1 The latest position shows expenditure to September 2019. The total amount of underspends from 2015 – 2019 are £0.046m, whilst the total funded overspends on schemes total £0.040m.
- 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.
- 2.3 In December 2019, confirmation from the Planning Department within RE has been received to state that this Area Committee has achieved its full £0.150m allocation, which is capped at 15% of CIL receipts in the constituency area.

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 £0.096m. 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 Chipping Barnet 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 Chipping Barnet 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	-£24,000.00
Coppetts	-£10,000.00	-£7,300.00	-£4,125.00	-£8,000.00	-£14,000.00
East Barnet	£0.00	£0.00	-£7,825.00	-£25,400.00	-£38,500.00
High Barnet	-£2,500.00	-£3,000.00	-£67,000.00	-£21,500.00	-£47,207.40
Oakleigh	-£8,000.00	-£6,000.00	-£24,125.00	-£51,150.00	-£20,000.00
Totteridge	-£17,000.00	-£6,500.00	-£27,125.00	-£25,333.33	-£27,000.00
Underhill	-£2,500.00	-£2,500.00	-£27,500.00	-£21,240.82	-£11,000.00
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	-£181,707.40

2015/16 Underspends returned to CIL reserve	£19,060.33
2016/17 Underspends returned to CIL reserve	£2,718.38
2017/18 Underspends returned to CIL reserve	£23,858.69
2018/19 Underspends returned to CIL reserve	£681.19
Overspends Funded	-£40,013.55

New Balance	£96,011.30
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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
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
Cromer/Shafesbury/Bulwer 20mph - Implementation	High Barnet	-£15,500.00
Memorial Plaque for David Howard	East Barnet	-£1,500.00
CPZ, N10 Area - Implementation	Coppetts	-£5,000.00
Parking - Brookhill DYL	East Barnet	-£2,000.00
Generation Garden	Underhill	-£3,000.00
Parking - Friern Village Estate DYL	Coppetts	-£3,000.00
Chase Way - Speed Survey	Brunswick Park	-£2,000.00
Parking - Church Hill Road Footway Parking	Brunswick Park East Barnet	-£3,500.00
Totteridge Lane - Bench	Totteridge	-£2,000.00
Swan Lane Open Space - Installation of older children's play equipment	Totteridge	-£25,000.00
Barnet Rd, Pedestrian b/w Field End & Quinta Drive Feasibility	High Barnet	-£5,000.00
Oakleigh Community Church	Oakleigh	-£7,500.00
Rainbow Centre	High Barnet	-£1,707.40





Chipping Barnet Schemes In Progress (2/2)

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
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	
Parking- Hill Crescent	Totteridge	-£5,000.00
Parking - Saddescombe Way/Walmington Way	Totteridge	





2018/19 (cont.)

Name	Ward	Budget Allocation (CIL Reserve)
Yellow Lines Parking - Russel Lane Roundabout, Osidge Lane/Hampden Square, Ashfield Road/Waterfall Road, Connaught Avenue/Church Hill Road, Parkside Gardens	Various	-£7,000.00
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)
Steel Gate and Installation of Electronic Entry CCTV Cameras	Brunswick Park	-£3,000.00
Barnet Hospital CPZ - Review	Various	-£5,000.00
High Street Buildouts - pavement Buildouts	High Barnet	-£15,000.00



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	<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;">22 January 2020</p>
<p style="text-align: center;">Title</p>	<p>Members Items – Applications for Community Infrastructure Levy (CIL) Funding</p>
<p style="text-align: center;">Report of</p>	<p>Head of Governance</p>
<p style="text-align: center;">Wards</p>	<p>Various</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Councillor Rutter – Appendix A Councillor Coakley Webb – Appendix B Councillor Longstaff – Appendix C Councillor Edwards – Appendix D</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Jan Natynczyk, Governance Officer jan.natynczyk@barnet.gov.uk 020 8359 5129</p>

<h2 style="margin: 0;">Summary</h2>
<p>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.</p>

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	Junction of Southway and Greenway, London N20
Raised by (Councillor)	Alison Cornelius
Ward	Totteridge
Area Committee	Chipping Barnet
Member Request	I should like to request that double yellow lines are painted all around the junction of Southway and Greenway. Unfortunately, people are persistently parking their cars and vans too close to the junction which makes it impossible to see what is coming without advancing to get a clear view thereby risking an accident.
Funding Required (£)	TBC

Title	<u>Reduce traffic speed and improve road safety along Mount Pleasant, EN4.</u>
Raised by (Councillor)	Cllr Felix Byers
Ward	East Barnet
Area Committee	Chipping Barnet
Member Request	<p>Application for provisions to <u>reduce traffic speed and improve road safety along Mount Pleasant, EN4.</u></p> <p>There is a consistent pattern of dangerous traffic movement on Mount Pleasant; in particular:</p> <ul style="list-style-type: none"> - speeding in both directions on the long curved section between Hamilton Road and Ashurst Road - traffic merging blindly at the junctions with Bevan Road and Norrys Road, where visibility is restricted by parked vehicles - irresponsible use of the residential service road on the south side of Mount Pleasant roundabout as a by-route from Edgeworth Road to Mount Pleasant <p>There have been various incidents associated with dangerous traffic movement on Mount Pleasant over several years, including one recorded by the council as 'serious' during the period 2016-2018. A significant number of residents have provided supplementary evidence of further incidents and near-misses unknown to the council.</p> <p>This request is for a speed survey on Mount Pleasant, EN4 in the first instance – to ascertain the extent and exact locations of the problem – and subsequently for a report to be brought to Chipping Barnet Area Committee recommending options to deter speeding and other traffic problems at this location. Previous proposals by the Traffic & Development team to restrict access to the service</p>

	<p>road from Hamilton Road could also be implemented at this point.</p> <p>This application assumes the position that vehicle-activated signs and SLOW markings previously installed on Mount Pleasant in response to earlier incidents have had insufficient effect.</p>
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	<p>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.</p> <p>Please note this is a deferred application from the last meeting, as the Committee asked for further clarification:</p> <p>RESOLVED that the application be deferred whilst Officers establish what equipment is currently available in Friary Park, with a report back to the next meeting of this Committee. Friends of Friary Park to also be consulted.</p> <p>A briefing note will be submitted to all Members of the Committee, prior to the meeting, to update them on the information requested.</p>

Funding Required (£)	£18,800
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Title	East Barnet Residents Association
Raised by (Councillor)	Councillor Lisa Rutter
Ward	Brunswick Park Ward
Area Committee	Chipping Barnet - 8 th January 2020
Member Request	<p>Application to install 2 Alley Gates between Woodfield Drive and Church Hill Road down to Parkside Gardens. Residents from 30 households have reported suspicious people in the alley looking for homes to burgle. There has also been graffiti, fly tipping and drug related activities which are recorded on CCTV. This could be as a result of other nearby alley gates which have been installed and therefore making these residents more vulnerable.</p> <p>The East Barnet Residents Association has consulted with all 30 residents who have signed and agreed that they would be happy to have the gates installed and are also happy to contribute towards the cost. Three quotes have been obtained and the one which is preferred is the cheapest of the 3 costing £4,500.00.</p> <p>These gates will greatly improve resident's safety and security.</p>
Funding Required (£)	50% of the total cost of the 2 gates £4,500.00

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> <p>Please note this item was deferred at the last meeting of the Committee.</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</td> <td>£5,000</td> </tr> <tr> <td>Estimate</td> <td></td> </tr> <tr> <td>Surfacing</td> <td>£8,000</td> </tr> <tr> <td>Estimate</td> <td></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	£5,000	Estimate		Surfacing	£8,000	Estimate		TOTAL	£24,720
Plyometric Boxes	£1,500																						
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Prelims	£5,000																						
Estimate																							
Surfacing	£8,000																						
Estimate																							
TOTAL	£24,720																						

Title	Request for metal bollards on the grass verges on Hampden Way
Raised by (Councillor)	Roberto Weeden-Sanz
Ward	Brunswick Park
Area Committee	Chipping Barnet
Member Request	I request funding for metal bollards to be placed on the green verges at regular intervals along the length of Hampden Way. The beautiful green verges along this road are no longer maintained and posts which previously existed are not replaced due to the constant damage they face which greatly detracts from the street scene when the grassy verges are turned into muddy holes. In order to stop this, I request funding to install metal bollards along the length of the boundary of these verges with the carriageway as well as where appropriate along the sides of the verge to prevent cars from driving behind the bollards. These bollards should be metal so that they cannot be knocked out easily, ideally like the ones on the roundabout at the entrance to Brunswick Park School of Osidge Lane, although it should be left for officers to discuss with the ward member and decide what the most appropriate type the bollard should be. I request funding for the amount needed to install bollards along the length of the road as this is something which affects almost every single green verge on Hampden Way and residents strongly believe would help improve the state of the road.
Funding Required (£)	TBC

Title	Hollickwood Park
Raised by (Councillor)	Coakley Webb
Ward	Coppetts
Area Committee	Chipping Barnet
Member Request	Yes

Funding Required (£)	£16,590.00
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Hollickwood Park is a well used amenity located in a corner of Coppetts ward on the border with Haringey and bordering the Pinkham way site, close to the North Circular.

There are two major projects needed to enhance the amenity value for which one is detailed below.

The park has a large pond which has been very neglected, such that the duck weed last summer was so deep that the water fowl could walk on the top of it. Wine bottles stick out above the duck weed and the pond needs a major clean up for which we await the quote for fitting a new pond liner.

This pond is also a balancing pond to prevent the North Circular from flooding

An application for the pond work will be submitted to the next area committee

The application for this meeting is shown below and has been worked on in conjunction with Rob Wiltshire and Jamie Cooke who have provided the quotes and advice to confirm that the items requested fall within the remit for CIL funding.

Last summer a group of residents held a fun day in the park and they are the core of what will become a friends of Hollickwood park.

They are eager to participate and will be invigorated to see the improvement listed below come to fruition.

New infrastructure project

☐ Ball court practice area. New hard surface approx **£6000.00** (picture 4866). (a firm quotation to be provided later 2020) (capital)

☐ New path to link ball court practice area to existing path network approx **£4,000.00** (not a priority a firm quotation to be provided later 2020) (capital)

☐ Refurbish existing sign at main entrance to keep in original frame to match style of park furniture. Graphics panel with artwork only to be added to frame. **£1500.00** per unit (capital) **The current sign is so old it still has a phone number for the park ranger as 0812028282!!**

☐ To install graphic panel and remove old panel per unit **£200.00** approx (capital)

☐ To supply a standard cavalier style notice board as we have at Oak Hill Park and Hendon Park (see picture 2922) graphics panel with artwork only **£2,660.00** per unit. (capital)

☐ Cavalier metal frame for holding graphics map **£1,100.00** per unit (capital)

☐ Installation of welcome cavalier sign per unit **£130.00** (capital)

New oxygenating plants £500

Interpretation board £500

Title	Field End 'Pocket' CPZ
Raised by (Councillor)	Longstaff
Ward	High Barnet
Area Committee	Chipping Barnet
Member Request	This is a small residential Close of nine properties that was not included in the Hospital CPZ project. It is now suffering from displaced vehicles parking in and blocking the exit from the close. Included in this application is a petition signed by all the residents, with photographs.
Funding Required (£)	TBC

Title	Proposed CCTV camera on lamp column number 11 on Cromwell road facing toward the Strode Close Junction point
Raised by (Councillor)	Cllr Barry Rawlings
Ward	Coppetts
Area Committee	Chipping Barnet
Member Request	Yes
Funding Required (£)	£2,500.00

Title	CPZ Surrounding Barnet Hospital
Raised by (Councillor)	Edwards
Ward	
Area Committee	Chipping Barnet
Member Request	<p>A CPZ surrounding Barnet Hospital was introduced in the summer of 2018. As a result of the statutory consultation several roads in close proximity to the Hospital most notably all of Bells Hill and the rounds off it (with the exception of Sutton Crescent, Lexington and Lingham Way), have not been included in the CPZ. For almost 18 months these roads have been used as what can only be described as a long stay parking by mostly Hospital staff. Bells Hill and its junction with Newlands Place have been particularly affected, including what can only be described as 'double parking.' (see photograph). Wards councillors have received reports of increased tensions between Hospital Staff and local residents due to parking pressures. It is often impossible for large vehicles, such as refuse or ambulances to pass along the road. Underhill Councillors had a very constructive meeting with officers in the Highways Department in November and it was agreed that the introduction of yellow lines at strategic places along Bells Hill and the junctions with roads off of Bells Hill would significantly improve traffic flow and ease tensions between residents and Hospital staff. I am requesting that the committee approve a level of funding based on the advice of officers in order to install an appropriate level of yellow lines along Bells Hill and the roads off it.</p>
Funding Required (£)	TBC

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>

COUNCILLOR RUTTER -
APPENDIX A.



East Barnet Residents Association

~~CONFIDENTIAL~~

Gates

1 message

~~CONFIDENTIAL~~

22 August 2019 at 16:24

Good Afternoon Rob,

As a budget for what you are looking for:

AUTOMATED LARGE GATE

- Civils and install gate
- Gate (frame and mesh)
- Auto and lock
- Safety
- 4x TX's
- Install and commission

Total ex VAT £8,690

MANUAL LARGE GATE

- Civils
- Gate (frame and mesh)
- Keypad lock
- Install and commission

Total ex VAT £4,308

MANUAL GATE

- Civils and install gate
- Gate bars and finials
- Keypad lock
- Install and commission

Total ex VAT £2,858

Manual large gate	£4,308
Manual small gate	£2,858
Total ex VAT	£7,166
VAT	£1,433
Grand total	£8,599

Regards

Bill Dotesio-Eyers

Strand Systems Ltd

~~25...~~

~~Bl...~~

~~...~~

~~...~~

~~...~~

~~Tel: ...~~

~~Fax: ...~~

Mobile: ~~...~~

Email: ~~...~~@strand-systems.co.uk

Web site: ~~...~~

COUNCILLOR RUTTER -
APPENDIX A
(CONT).



East Barnet Residents Association

~~Rob White - rob@eastbarnet.net~~

RE: Alley Security Gates Quotation Request

1 message

Trade Counter <~~TradeCounter@archwaysm.com~~>

20 August 2019 at 15:50

To: "~~rob@eastbarnet.net~~" <~~rob@eastbarnet.net~~>

Hi Rob,

We thank you for your enquiry, we are pleased to offer the following quotation.
Supply and Fit:

1no 2.74M x 1830mm High Gate with Mechanical Key Pad Lock, Powder Coated @ **£2,850.00 plus VAT.**

1no. 3.35M x 1830 mm High Electric Automated Gate, (including the motors, remote controls, sensors and wiring), Powder Coated @ **£6,450.00 plus VAT.**

Please note: This quote does not include any electrical or building work or scaffolding. This will need to be carried out by others.

Electrical power to the location of the sliding gates to be carried out by others.

Access to Electrical power will be required during the installation.

Lead time is currently 6 weeks from receipt of 50% deposit. Balance required before or on completion.

We hope our offer proves acceptable to you and we look forward to hearing from you further.

If you have any further queries please do not hesitate to contact us.

Thank you.

Regards,

STEF | ADMIN ASSISTANT

Archway® Sheet Metal Works Ltd

~~trade@archwaysm.com~~

~~www.archwaysm.com~~

~~t:020 8222 60~~

Manual large gate	£2,850
Manual small gate	£2,850
Total ex VAT	£5,700
VAT	£1,140
Grand total	£6,840

COUNCILLOR RUTTEN
APPENDIX A (CONT)



East Barnet Residents Association

~~Rob White-Craig@eastham.net~~

Alleyway Gates Quotation

1 message

Michael Michaelides <mmichaelides@bt.com>

28 August 2019 at 11:40

To: ~~Rob White-Craig@eastham.net~~

Dear Rob,

As we discussed yesterday, I am prepared to supply and fit the two gates in your alleyway for a total price of £4,500

The gates will be black powder coated steel with mechanical keypad locks.

Gate 1 near Parkside Gardens is 3.35m wide by 2m high

Gate 2 near Woodfield Drive is 2.74m wide by 2m high

I look forward to receiving your instructions,

Regards,
Michael Michaelides

M&M Metal Works (Euro) Ltd

Woodall Road Unit 15, Redburn Industrial Estate, Enfield EN3 4LE

~~Tel: 020 8351 1111~~

~~Web: www.mm-metal.co.uk~~

Mr Michaelides is a resident in Woodfield Drive, and has installed other alley gates locally. He offered the lowest quotation "for the benefit of the neighbours".

Grand total **£4,500**

COUNCILLOR LONGSTAFF
APP B

Barnet Council

Dear Sirs

We the undersigned residents of Field End Arkley EN5 3EZ, petition the council to introduce CPZ parking regulations for entire length of our road.

The reason for this request is that our road (which is a cul de sac) is regularly being used by visitors to Barnet hospital whom do not want to pay for the hospital car park, as well as mini cab and Uber drivers who use the road whilst waiting for their clients at the hospital. It is also being used by building contractors working in the area, parking trucks and vans all day. As a result of the aforementioned, it has become increasingly difficult for us to exit or enter the road and on occasions we have difficulty getting in and out of our own driveways, especially when vehicles are parked on both sides of the road. There have also been occasions, when emergency vehicles would not have been able to access the houses in the road.

1 Field End NANET WILLIAMS N Williams

2 Field End CHANNAP DHINDSA [Signature] [Signature] JASPREET DHINDSA

3 Field End IRENE KAUFMAN [Signature]

4 Field End B. H. SILVER B.H. Silver

5 Field End LIERAWINE GREEN [Signature]

6 Field End [Signature] / SACHIN SEHGAL

7 Field End [Signature] / IBRAR RAJA

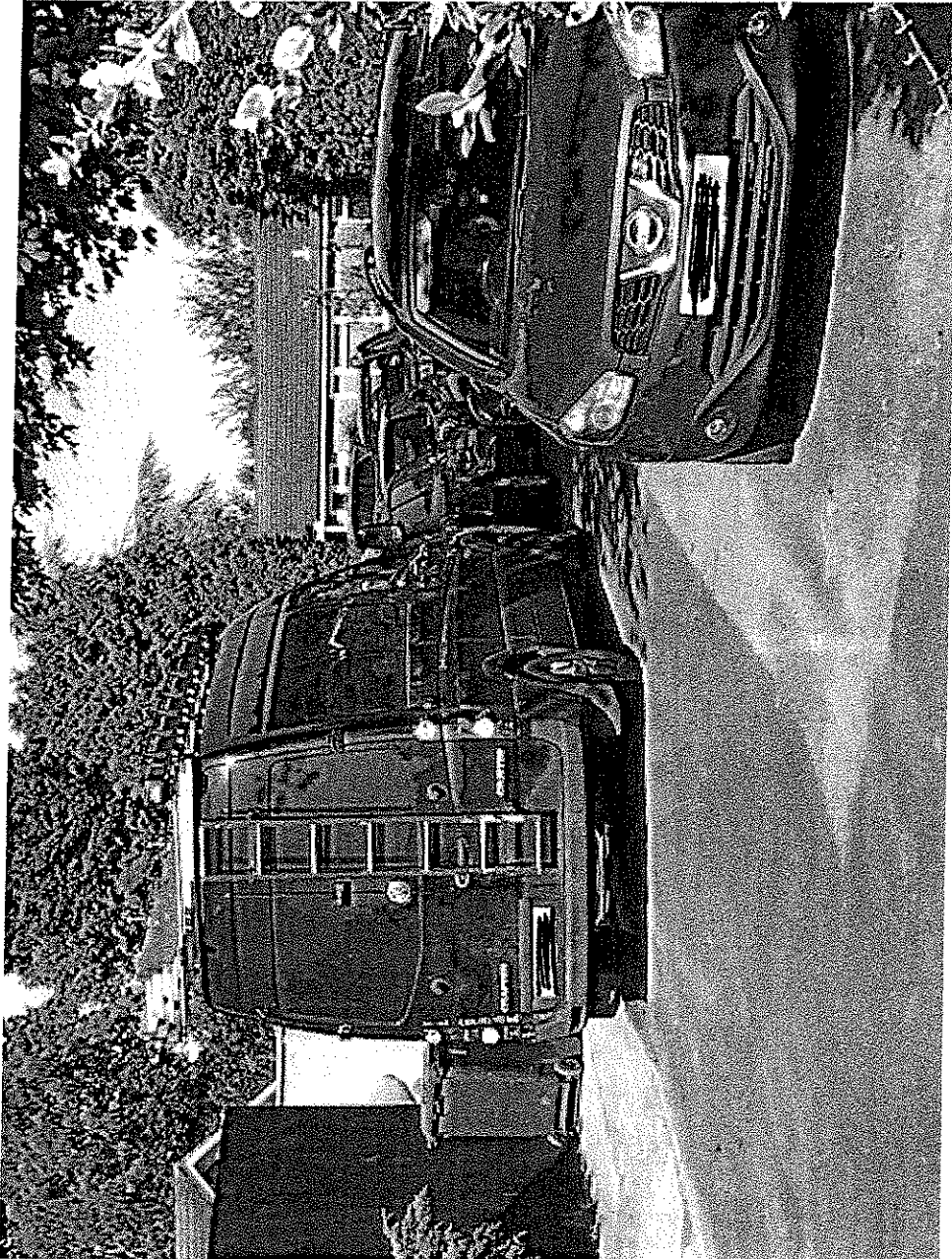
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SARULA / Anarula

9 Field End [Signature] / [Signature]
STEPHANIE BEHR S. Behr

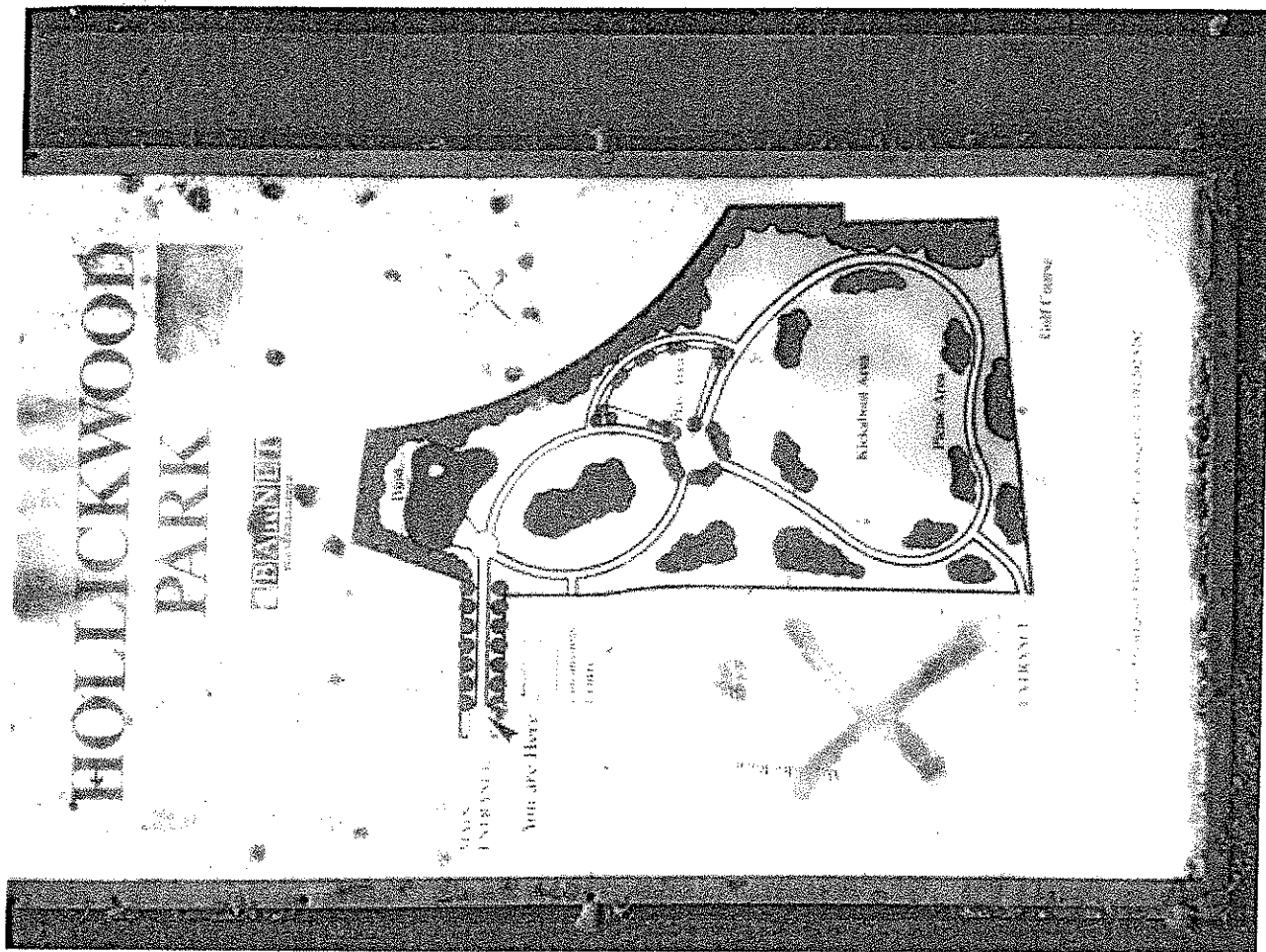
COUNCILLOR LONGSTAFF
APP. B (CONT).

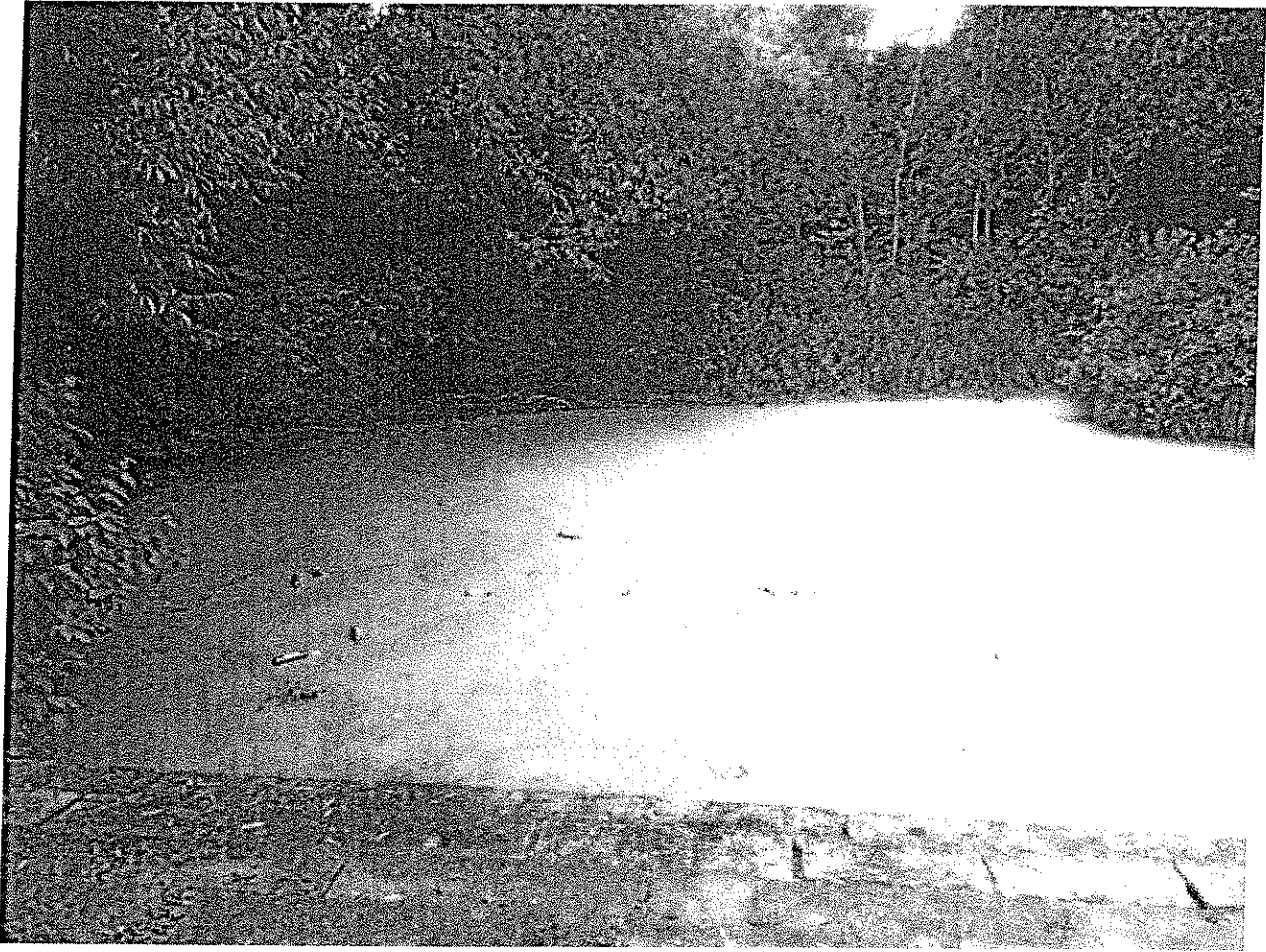


COUNCILLOR LONGSTAFF
(APP B - CONT)

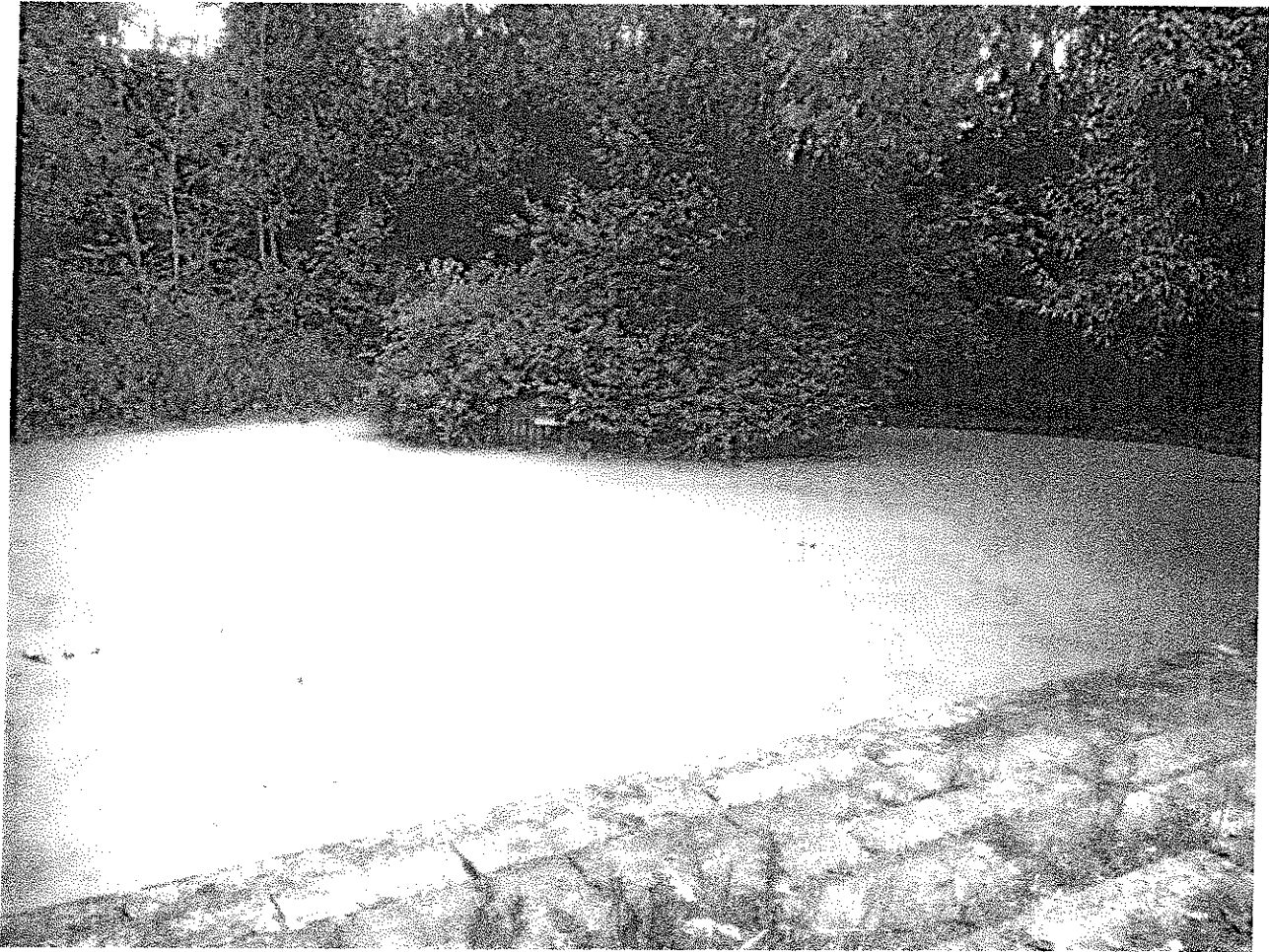


Councillor Coakley Webb
(Appendix C)





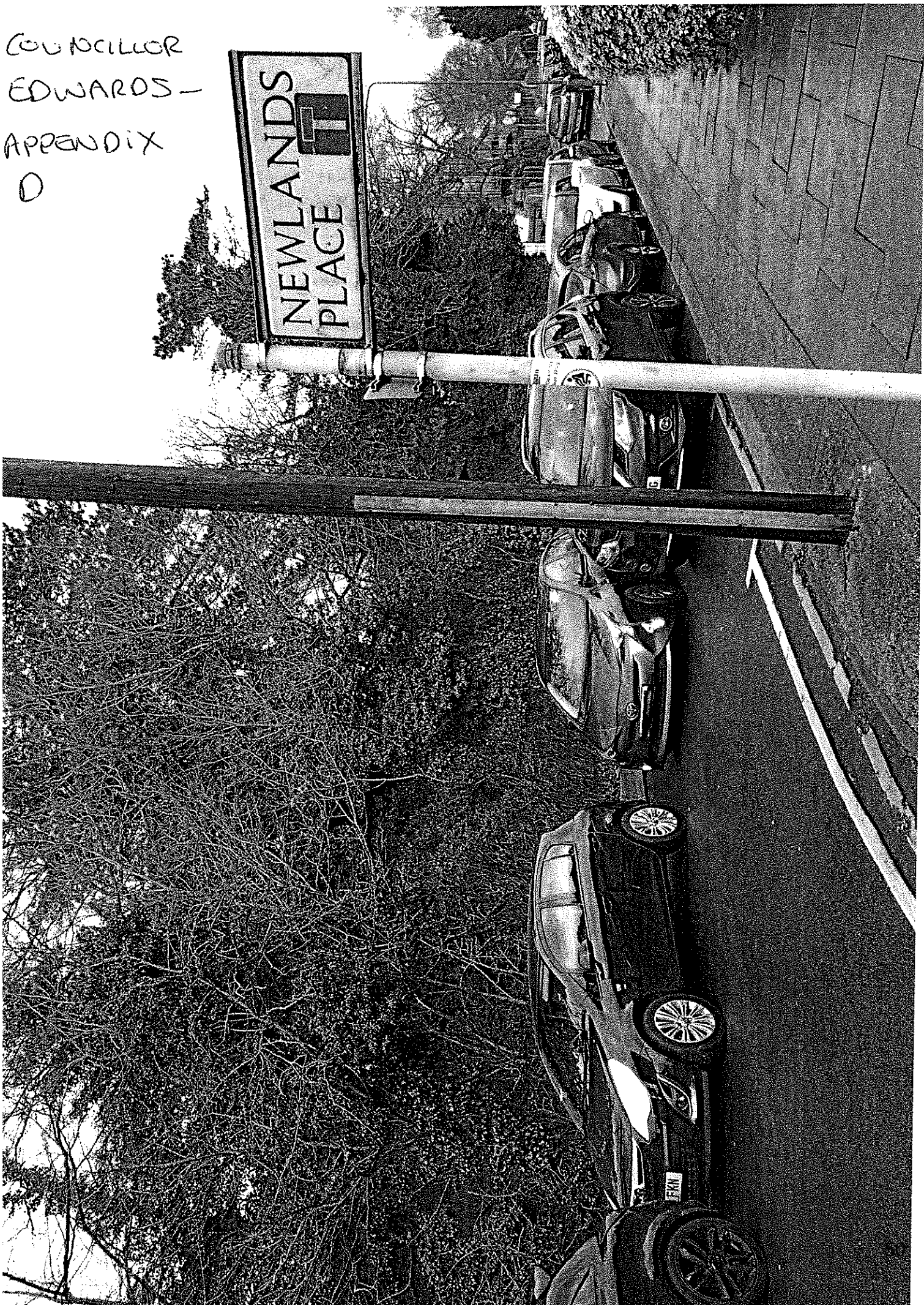
COUNCILLOR OAKLEY WEBB
(APPENDIX C CONT)



Sent from my iPhone

COUNCILLOR COAKLEY WEBB
- APPENDIX C CONT

COUNCILLOR
EDWARDS -
APPENDIX
D





Chipping Barnet Area Committee
22 January 2020

Title	Ashmole Academy School, N14
Report of	Interim Executive Director, Environment
Wards	Brunswick Park
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 - Drawings: BC/001546-05_FS-100-01 – Feasibility Drawing
Officer Contact Details	Geoff Mee – Interim Executive Director, Environment Geoff.Mee@barnet.gov.uk

Summary

This report details a proposal to introduce safety measures in the vicinity of the Ashmole Academy, N14, including two raised zebra crossings on Arlington Road, N14 and a 20mph speed zone in the area.

Officers Recommendations

1. That the Chipping Barnet Area Committee note the review of the improvements on Arlington Road and nearby roads as outlined in this report and the appendices to this report.
2. That the Chipping Barnet Area Committee, noting the Council’s Policy on traffic Calming, agrees the Officer proposal to be progressed to detailed design and implementation, as outlined in Appendix 1 - Drawing No. BC/001546_FS_100-01, including two new raised zebra crossings and a 20mph speed zone area near Ashmole Academy.
3. That the Chipping Barnet Area Committee gives instruction to the Interim Executive Director for Environment to carry out a consultation on the approved proposals.

<p>4. That subject to no objections being received to the consultation, referred to in recommendation 3, the Chipping Barnet Area Committee instruct the Interim Executive Director for Environment to introduce the approved proposal.</p>
<p>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 Interim Executive Director for Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.</p>
<p>6. That the Chipping Barnet Area Committee note that the scheme is funded by S106 related to the new development of Ashmole Academy Primary School to design and carry out consultation and, subject to the outcome of that consultation, introduce the approved scheme; and that funding is not required from the Chipping Barnet Area Committee Budget.</p>

1. WHY THIS REPORT IS NEEDED

- 1.1 Ashmole Academy School is split between two sites comprising a Secondary School with access from Cecil Road and the newly built Primary School with access from Summit Way.
- 1.2 A planning permission was granted on 17 March 2017 for Ashmole Academy, Cecil Road, London, N14 5RJ. The development was for the erection of a non-residential institution (Use Class D1) for use as a 420-place primary school for pupils aged 4-11 years, incorporating building and erection of a two-storey academic building including outdoor play space, car/cycle parking areas and landscaping.
- 1.3 Following the approval and the construction of the Primary School on Summit Way, a Section 106 (S106) agreement was signed requiring the following Highways contributions:
- Provision of a crossing facility at the junction of Arlington Road and Summit Way in the vicinity of the proposed school;
 - Improvements to crossing facilities in the area;
 - Undertaking the feasibility and approval for traffic calming measures;
 - Provision of School Keep Clear Road markings on Summit Way fronting the vehicular access to the proposed School.
- 1.4 School Keep Clear (SKC) markings and Double Yellow Lines (DYL's) have been provided already outside the primary school entrance on Summit Way to guarantee visibility for pedestrians, especially school children. Existing SKC markings are also present along Cecil Road on the access to the Secondary School.
- 1.5 Speeding and lack of crossing facilities have been identified as safety concerns by the School Travel Plans for Ashmole Academy both primary and secondary school.
- 1.6 This report details outcome of the feasibility study and the proposal to introduce the following measures:

- Two raised zebra crossings on Arlington Road, one near its junction with Summit Way to serve the Primary School and one at its junction with Cecil Road to serve the Secondary School;
- A new 20mph speed zone with associated signs, road markings and VAS;
- Repaving of the footway area outside the primary school entrance on Summit Way.

1.7 The safety measures above have been proposed considering the following standard specifications and regulations:

- **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.

1.8 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’.

1.9 Ward Councillors have been consulted on the vertical measure and did not comment on the vertical measures in these two locations to support the 20 mph zone.

2. REASONS FOR RECOMMENDATIONS

Site Observations:

- 2.1 A site visit took place in March 2019 and all potential solutions have been considered and appraised against the issues raised.
- 2.2 A new vehicular access for Ashmole Academy Primary School has been provided on Summit Way but it is in poor condition and it is currently in regular use as a school access for both vehicles and pedestrians.
- 2.3 Roads surrounding the school are residential in character, are subject to a 30mph speed limit and are not part of any bus route.
- 2.4 There were issues noted during the site visit which could have an impact on vehicle and pedestrian safety:
 - The layout around the school is dominated by driveways and unrestricted parking that increases the potential conflicts between pedestrian and vehicles, especially at school times.
 - Although there is a raised table with crossing facilities on Chase Way at the junction with Cecil Road, no crossing facilities are present along Arlington road and Summit Way.

Traffic surveys:

- 2.5 **A Pedestrian survey** was carried out on 13 March 2019 on Arlington Road near its junction with Summit Way to establish the most popular crossing points for pedestrians, especially school children. The survey was carried out for 1 day from 7:00 to 10:00 am and from 14:30 to 18:00 pm on the sites shown on the map below in Fig.1 and results are shown on the table below in Table 1.
- 2.6 Results summarised in Table 1 show that most pedestrian cross the road on Summit Way near its junction with Arlington Road and they cross Arlington Road in the area North-East of its junction with Summit Way.

SITE	Total number of peds	
	am	pm
A-B	24	28
B-A	44	30
C-D	0	0
D-C	0	1
E-F	0	0
F-E	0	0
G-H	13	83
I-J	6	23
j-I	45	10
H-G	92	12
K-L	63	48
L-K	70	63

Table 1 –Pedestrian Survey Results

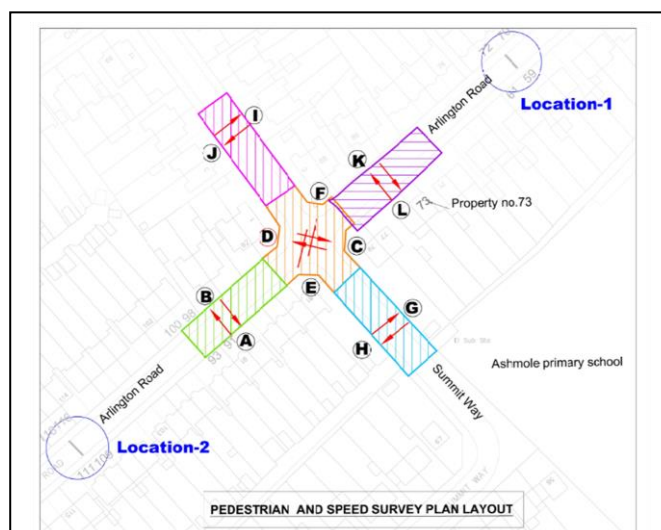


Fig.1 Pedestrian survey location plan (March 2019)

- 2.7 A pedestrian survey near the access road to the secondary school (Cecil Road) was not carried out at the time. However, the proposed location for this pedestrian crossing is based on site observations and it should be noted that the only feasible location would be outside nos. 28-30 as stated below.
- 2.8 **A speed survey** was carried out in May 2019 for 7 days 24-hours on two sites on Arlington Road near its junction with Summit Way as shown on Fig.2 below. Results are shown on Table 2 below.

Table 2 – Speed Survey Results

	Northbound		Southbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed
Location 1	31.8	25.7	31.2	25.5
Location 2	32.3	26.3	31.9	26.1

Note:

85th percentile speed: 85% of traffic travels at or below this speed

Mean speed: The average taken by summing all vehicle speeds and dividing by the number of vehicles.

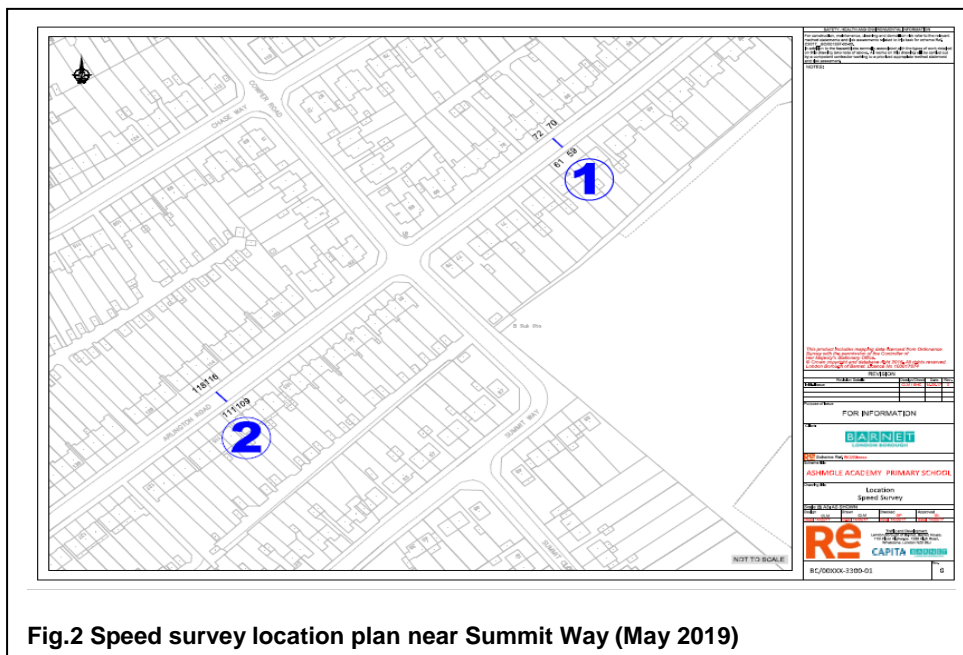


Fig.2 Speed survey location plan near Summit Way (May 2019)

- 2.9 **A speed survey** was carried out in December 2019 for 7 days 24-hours on two sites on Arlington Road near its junction with Cecil Road as shown on Fig.3 below. Results are shown on Table 3 below.

Table 3 – Speed Survey Results

	Northbound		Southbound	
	85 th Percentile Speed	Mean Speed	85 th Percentile Speed	Mean Speed

Location 1	28.5	22.6	26.8	21.4
Location 2	28.0	22.7	27.3	21.7

Note:

85th percentile speed: 85% of traffic travels at or below this speed

Mean speed: The average taken by summing all vehicle speeds and dividing by the number of vehicles.

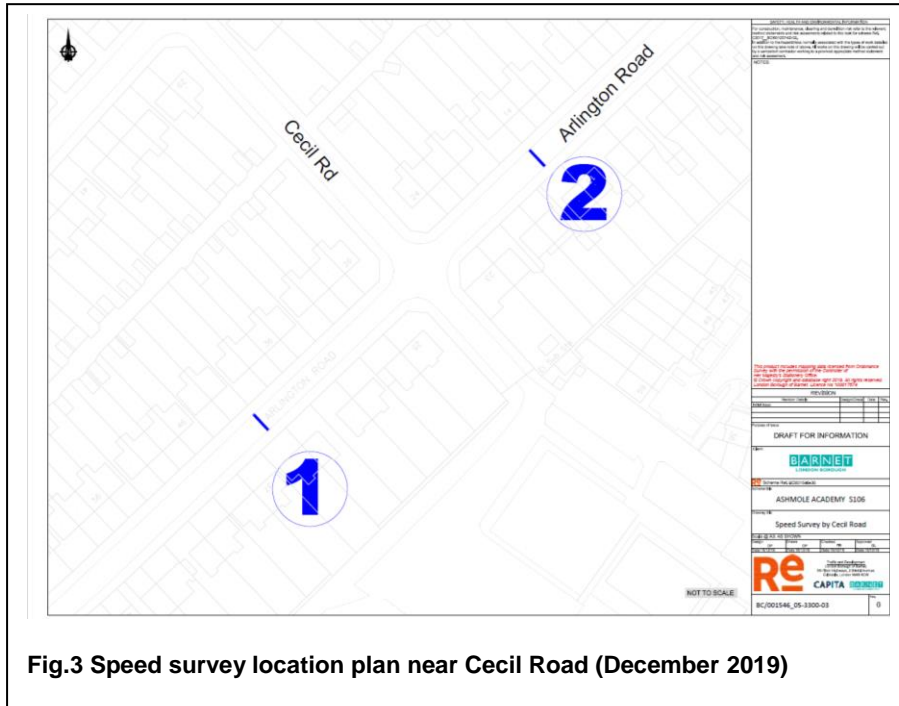


Fig.3 Speed survey location plan near Cecil Road (December 2019)

2.10 **Collisions Data:** The Personal Injury Collision Data was analysed investigating five years until the end of February 2019. This is the latest data that was available from the police and the 2019 data is provisional and subject to change. Four accidents have been reported on Arlington Road at junction with Hampden Way and at the junction with Burleigh Gardens. One of the accident on Burleigh Gardens was slight and involved a school child.

Feasibility and Proposals:

2.11 The proposals aim to reduce speeding and improve road safety in the area for all road users, particularly for pedestrians and school children. They are shown on attached drawing no. BC/001546-05_FS_100-01 and include:

- i. A new raised zebra crossing on Arlington Road outside no. 73, in the vicinity of junction with Summit Way;
- ii. A new raised zebra crossing on Arlington Road outside nos. 28-30, in the vicinity of junction with Cecil Road;
- iii. A new 20mph speed zone on Arlington Road and on adjacent roads near the school. This will include signage, road markings and 2 Vehicle Activated Signs (VAS);
- iv. A new uncontrolled crossing point with tactile paving on Summit Way at its junction with Arlington Road and repaving of footway area outside school gates on Summit Way.

It should be noted that School keep Clear markings and Double Yellow Lines have recently been installed on Summit Way outside the school entrance. These measures were installed as emergency feature following a temporary Traffic Order. They will be subject to consultation together with the above proposals and a permanent Traffic Order will follow after the consultation.

- 2.12 As a result of this investigation the raised zebra crossings are highly recommended, and having considered as exceptional circumstances, Officers believe that these measures would be appropriate at this particular area.
- 2.13 The 20mph speed zone will address the existing speeding in the area and the raised zebra crossings will benefit pedestrians' safety, especially school children walking in the area, as well as enforce the speed limit.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 In addition to the proposals set out above, the only other option at this stage is to install standard zebra crossings together with the 20mph speed limit. However, officers believe that the raised crossings would be more effective in speed reduction and would benefit pedestrians' safety.
- 3.2 An alternative proposal would be installing only the zebra crossing near Summit Way as this is serve younger children aged under 11, attending a primary school. However, since a 20mph has been proposed along the whole length of Arlington Road, both raised crossing will help in enforcing this new speed limit and reducing speed along the whole road.
- 3.3 The only other Option at this stage is not to proceed with the proposed improvements, however, this will not address the concerns raised by the school neither satisfy the S106 agreement.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved, a detailed design would be undertaken. Ward members and residents living in the area would be notified of the intention and comments invited through a statutory consultation. Implementation would follow once any issues have been considered and resolved where possible with a view to implement.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic", "Barnet's children and young people will receive a great start in life", "Barnet will be amongst the safest places in London" and "a responsible approach to regeneration, with thousands of new homes built" by helping

residents to feel confident walking to school, helping to reduce traffic congestion.

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

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

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

5.2.1 The scheme will be funded by Section 106 for the development of Ashmole Academy Primary School and funding is not being requested from the Chipping Barnet Area Committee budget.

5.3 **Social Value**

5.3.1 No in relation to this scheme.

5.4 **Legal and Constitutional References**

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

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

5.5 **Risk Management**

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

5.6 **Equalities and Diversity**

5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.6.2 The safety elements incorporated benefit all road users equally as they would improve safety and traffic flow at those locations.

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

5.7. Corporate Parenting

5.7.1. Not applicable in the context of this report

5.8. Consultation and Engagement

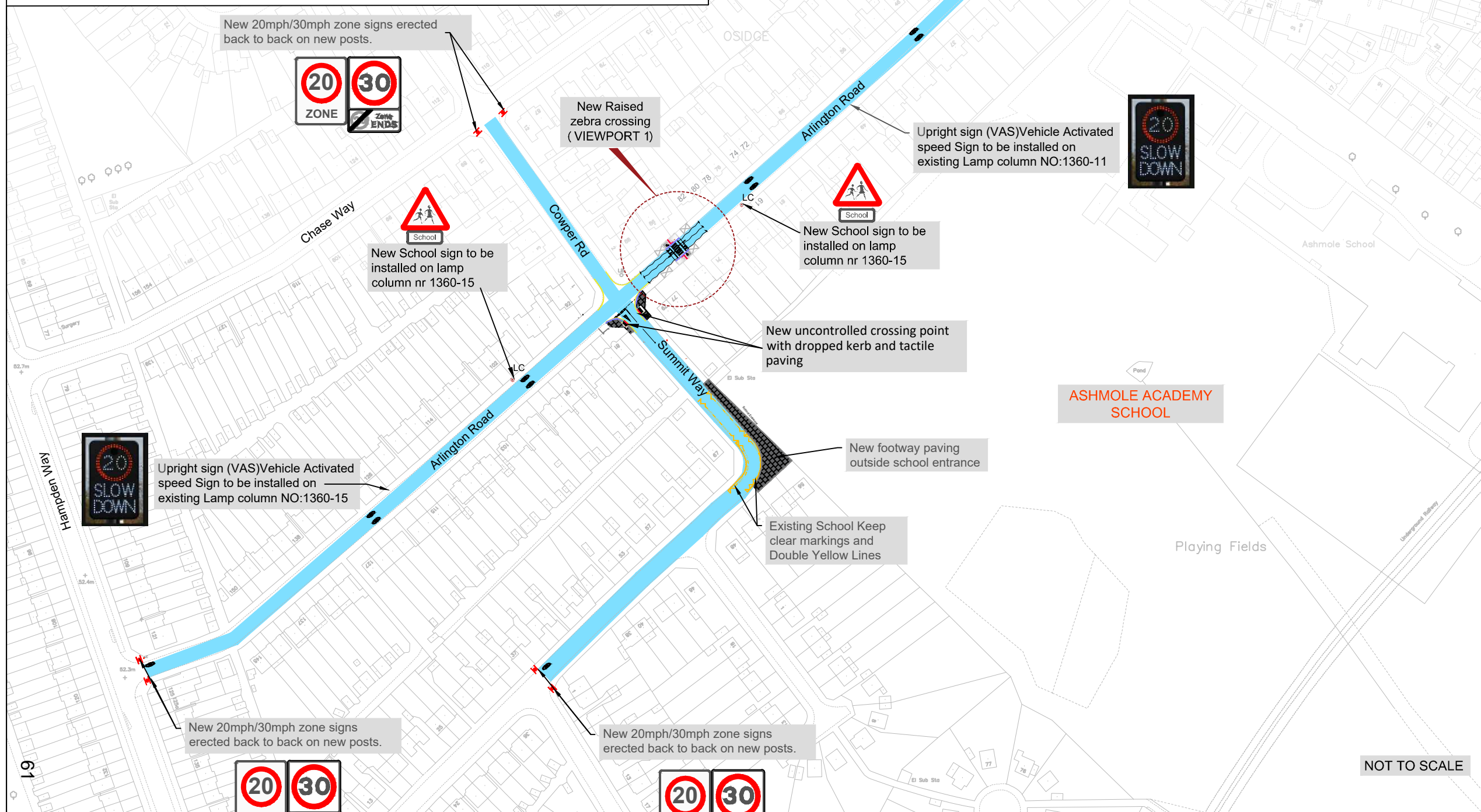
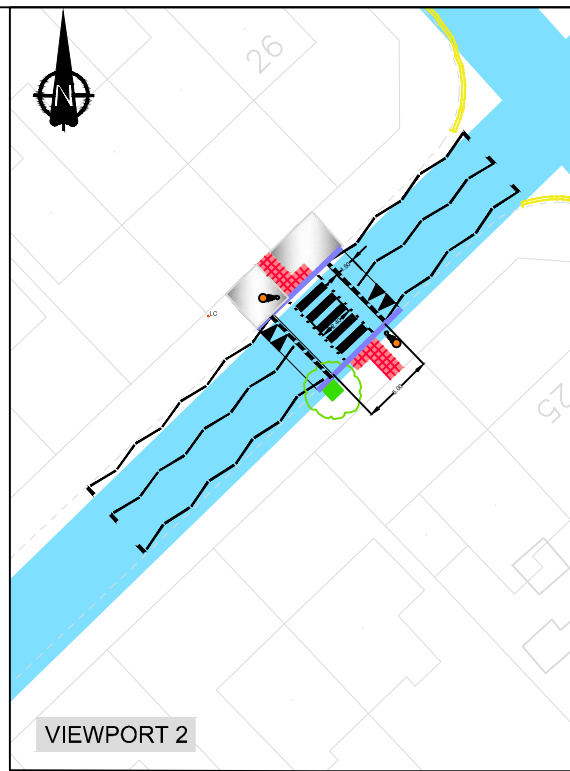
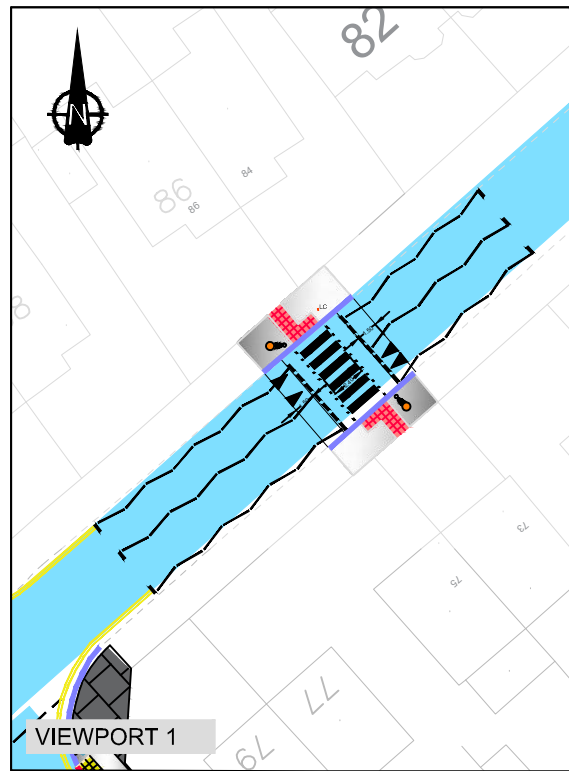
5.8.1. A statutory consultation will be undertaken as set out above.

5.9. Insight

5.9.1. The options developed for the scheme were informed through analysis of injury accident data and on-site observations of the issues.

6. BACKGROUND PAPERS

6.1 The planning permission and S106 Ashmole Academy, Cecil Road, London, N14 5RJ (Reference number 16/5606/FUL)



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001546-05.
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

NOTES:

- LEGEND**
-  New 300 x 200 Granite Kerb
 -  New 300 x 200 Granite Dropped Kerb
 -  400 x 400 Red tactile paving
 -  400 x 400 Buff tactile paving
 -  Footway paving
 -  Proposed Belisha Beacon
 -  20mph Zone

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	SG / DP	03.07.19	0
Extension of 20mph modifies	DP / LW	27.11.19	0

Purpose of issue
FOR INFORMATION



Scheme Ref. BC001546-05
 Scheme title

ASHMOLE ACADEMY S106

Drawing title
FEASIBILITY DRAWING

Scale @ A3: AS SHOWN

Design	Drawn	Checked	Approved
SG	SG	DP	GL
Date: 16/04/19	Date: 16/06/19	Date: 27/07/19	Date: 00/07/19



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Chipping Barnet Area Committee

22 January 2020



Title	Cycleway - Hornsey to North Finchley (Coppetts Ward) Consultation Results
Report of	Interim Executive Director (Environment)
Wards	Coppetts
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Officer Comments on common consultation themes (Coppetts Ward) Appendix B – Concept drawing QHNF-C-GA-04-01-01 showing measures associated with experimental trial (some measures only to be introduced if needed)
Officer Contact Details	Jane Shipman; highwayscorrespondence@barnet.gov.uk 020 8359 3555 Mario Lecordier; mario.lecordier@barnet.gov.uk 020 8359 5258

Summary

This report provides information on the outcome of a consultation on a proposed Cycleway route from Hornsey to North Finchley, which affects Coppetts Ward. (<https://engage.barnet.gov.uk/2287/documents/3566> and Appendix A)

Results of the consultation were mixed, with limited support for some measures. This included a proposed trial in one area of the route, which is intended to provide an opportunity to objectively assess the impact, including some of the concerns raised in the

consultation.

Proposals for the trial have now been modified to address some of the concerns raised through the consultation. This report seeks agreement to proceeding with the trial in one area of the route, so far as it affects the Chipping Barnet Area, subject to the agreement of the Finchley and Golders Green Area Committee to the aspects affecting their area.

It also seeks agreement to proceeding with the detailed design and subsequent implementation of the route, so far as it affects the Chipping Barnet Area. Implementation of the route is subject to Transport for London (“TfL”) funding, a review of the trial of part of the route, obtaining other necessary agreements and statutory consultations (as necessary).

Officers Recommendations

- 1. That the Chipping Barnet Area Committee note the results of a consultation on proposals affecting Coppetts Ward relating to a Cycleway Route from Hornsey to North Finchley.**
- 2. That, subject to the agreement of the Finchley and Golders Green Area Committee, the Chipping Barnet Area Committee agree that a trial of measures using an Experimental Traffic Management Order for six months (“the Trial”) should proceed, so far as it affects their area. The Trial would involve installation of an experimental traffic filter at the junction of Ashurst Road and Buxted Road and associated experimental mitigation measures.**
- 3. That, subject to the agreement of the Finchley and Golders Green Area Committee, the Chipping Barnet Area Committee agree that the results of the Trial should be delegated to the Executive Director (Environment) in consultation with ward members, to determine whether the Experimental Traffic Management Order should be made permanent.**
- 4. That, the Chipping Barnet Area Committee noting the Council’s Policy on Traffic Calming, agree that a detailed design of proposals for the rest of the route within the Chipping Barnet Area be undertaken, based on the concept designs consulted upon.**
- 5. That, subject to the agreement of the Finchley and Golders Green Area Committee in relation to proposals in their Area, statutory consultation be undertaken as necessary on the proposals, with the Executive Director being delegated to consider any objections received. Having Considered the objections, the Executive Director has been delegated authority to implement the Cycleway route, subject to TfL funding.**

1. WHY THIS REPORT IS NEEDED

- 1.1 “Cycleways” formerly known as “Quietways” are a programme led by TfL on behalf of the Mayor of London to deliver a network of high-quality cycle routes throughout London. The routes, linking key destinations are intended to overcome barriers to cycling, targeting people who do not cycle at the moment or who want to use quieter, low-traffic routes and providing an environment for those cyclists who want to travel at a gentler pace.

- 1.2 The programme includes a route from Hornsey (in London Borough of Haringey), to North Finchley, passing through Coppetts Ward in the Chipping Barnet Area of Barnet and Woodhouse Ward in the Finchley and Golders Green Area.
- 1.3 On 26 October 2016 the Chipping Barnet Area Committee and the Finchley and Golders Green Area Committee made parallel decisions to approve a Quietway Delivery Plan for the route, in so far as it applied to their own area, and that concept designs for public consultation are agreed in consultation with ward councillors.
- 1.4 Concept designs <https://engage.barnet.gov.uk/2287/documents/2527> were developed for the part of the route within Barnet, and agreed with ward members for the affected wards prior to undertaking a consultation exercise on these proposals. The consultation ran from 10 June to 10 July 2019.
- 1.5 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’.*
- 1.6 A number of the concept designs incorporate raised entry treatments or raised crossing points to achieve standards appropriate to a Cycleway route.
- 1.7 Goldsmith Road’s existing traffic speeds are high, and the consultation proposal included smooth profile road humps to achieve required standards. On review of the results of the consultation, an alternative measure which incorporates speed tables is now being proposed. Other traffic calming options have also been considered, but could not deliver the necessary speed reduction without having a negative impact on residents or users of the route, and are therefore not proposed.
- 1.8 Analysis of the results of the consultation exercise shows a mixed response to the proposals. Five of the areas where changes to the road layout have been proposed on the Cycleway route received support from the majority of respondents, while four areas raised a significant number of concerns.
- 1.9 The five areas receiving majority support were all within Coppetts Ward:
 - Forest Walk
 - connection between Alexandra Road and Orion Road towards Pegasus Way
 - connection between Orion Road and Secret Park near Friern Barnet Retail Park
 - Secret Park (beside Friern Retail Park)
 - connection between Martock Gardens and Ramsden Road.

- 1.10 The four areas without majority support were:
- connection between Goldsmith Road and Friern Barnet Lane (Coppetts Ward)
 - Friern Barnet Lane between Goldsmith Road and Buxted Road (Coppetts Ward)
 - Junction at Buxted Road and Ashurst Road (Woodhouse Ward)
 - Friern Park (Woodhouse Ward)
- 1.11 Overall the Cycleway proposal was not supported by the majority of the residents consulted. Local people with negative perceptions about the least supported proposals were most likely to disagree with the provision of the Cycleway overall. Issues raised in relation to these have been taken account in modifying the proposals.
- 1.12 The proposal for a 6-month Trial at the junction of Ashurst Road and Buxted Road, to reduce traffic on these roads between Friern Barnet Lane and Woodhouse Road, received the least support. This was also borne out from the public events held in local venues during the consultation period where local residents expressed their concerns about the proposals at this junction. The concerns raised included displacing the traffic onto other local roads, impacts on queueing on the main road network and issues with access to Horsham Avenue from Woodhouse Road, particularly for local residents of Horsham Avenue.
- 1.13 The proposed filter is a diagonal closure of the junction to traffic except cyclists and pedestrians. Other traffic would need to turn at the junction. A number of the concerns raised in relation to the proposed traffic filter, such as the impact on traffic, are matters that the trial is intended to assess, but the consultation also highlighted ways in which the trial arrangements might be improved, and modifications to these in particular have been developed.
- 1.14 The proposal consulted upon left a potential route for general traffic through the area, via the narrow Torrington Grove. As consultees pointed out this could result in displacement of traffic particularly onto this road and Lewes Road, and onto part of Friern Park that forms part of the proposed Cycleway. The trial proposal has therefore been modified to prevent use of Torrington Grove by through traffic (except pedestrians and cyclists).
- 1.15 The proposal consulted upon included restrictions to prevent or limit use of Horsham Avenue as an alternative route by through traffic, but these restrictions would also have an impact on residents. Some views suggested that the proximity of Horsham Avenue to the traffic signals at the junction of Woodhouse Road and Friern Barnet Lane meant that it would not be a sufficiently attractive alternative route to justify the proposed mitigation measures, and consequent impact on residents. Therefore the Trial has been modified so as to not include mitigation measures at Horsham Road at the start of the Trial. However the intention is that background work would be undertaken so that the measures could be introduced during the Trial if initial indications were that they would be needed. The Trial would, in this way, allow these to be assessed if necessary. Appendix B provides an overview of the proposed experimental measures, including both measures intended for introduction at the start of the trial, and those that would only be introduced if needed.
- 1.16 An Experimental Traffic Management Order would be used to introduce the Trial. This provides the opportunity to introduce traffic management measures and allow the effects

to be assessed before deciding whether to make them permanent. Experimental Traffic Management Orders (TMOs) allow for public comments about the measures to be received and considered in the first 6 months of operation. The Experimental Traffic Management Order can only remain in force for a maximum of 18 months, but after a minimum of six months a decision may be made to make it permanent with or without modification.

- 1.17 Common themes from the consultation are identified in the consultation report <https://engage.barnet.gov.uk/2287/documents/3566> . Comments on some general themes are included in that document and comments in relation to other areas are provided in Appendix A. Detailed suggestions have been made in some areas that will be considered as part of the detailed design.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Delivery of high quality cycle routes is part of the means by which Barnet and TfL will help to deliver borough and mayoral objectives to make walking and cycling more attractive options to a wide range of people,
- 2.2 The Trial proposed is intended to allow the impacts of the proposed diagonal traffic filter at the junction of Ashurst Road and Buxted Road to be assessed. The feature is important to reduce the level of traffic on roads on the proposed route to help meet the quality requirements for a route of this type.
- 2.3 Existing traffic volumes and speeds are relatively high on all arms of the junction between Ashurst Road and Buxted Road. The proposed filter would remove traffic conflicts at the junction, delivering safety and environmental benefits for cyclists, other road users and residents. A high proportion of traffic in the area is through traffic which could reasonably use other, more appropriate, routes.
- 2.4 Despite the levels of concern raised through the consultation, the Trial is intended to assess the extent of these concerns, via traffic surveys and consideration of resident and road user experience.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative routing has been suggested in some areas, but alternative routes would either not align with TfL's measures of cycling potential (i.e. where journey patterns and demographics suggest that cycling could replace journeys by other modes), and/or would involve less suitable roads for this type of route, that would require additional changes which would have their own impacts.
- 3.2 Alternative measures to address traffic, especially around the Ashurst Road and Buxted Road junction, through traffic calming have also been suggested. However alternative proposals could, in general, only address the speed of traffic, and the type and scale of changes required at the junction to accommodate the route alignment in these circumstances can be expected to have other adverse impacts.
- 3.3 Traffic calming alone would have limited impact on traffic volume, which at the moment is high for a quiet route such as this, or on the experience for cyclists negotiating the

junction as part of a designated route. The proposed filter remains the preferred option for addressing this.

- 3.4 Proceeding to implement the route without undertaking the Trial , is not considered suitable given the high level of concern in the area, and the need to fully consider potential impacts.
- 3.5 Implementing parts of the route with greater support, in isolation, is not recommended as it is not something that would be funded by TfL as part of the Cycleways programme.
- 3.6 Not proceeding with the route is not recommended as it would affect the borough's ability to deliver borough and mayoral objectives around transport and health.

4. POST DECISION IMPLEMENTATION

- 4.1 Following agreement of the Committee, and subject to the agreement of the Finchley and Golders Green Area Committee, it is intended to introduce the Trial measures, using an experimental Traffic Management Order.
- 4.2 Traffic Surveys will be undertaken periodically during a six month trial period, and residents will have the opportunity to comment on the operation of the scheme, prior to determination by the Executive Director regarding the success or otherwise of the Trial.
- 4.3 Detailed design of other aspects of the route would be undertaken (subject to funding by TfL), to permit implementation of the entire route in the event of a successful trial.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The proposed Cycleway addresses the corporate plan outcomes of:
 - “a pleasant, well maintained borough that we protect and invest in” and
 - “our residents live happy, healthy, independent lives with the most vulnerable protected”.
 - “safe and strong communities where people get along well”by delivering improvements that contribute to more attractive surroundings and increase the opportunities for walking and cycling in a safe environment. This helps to reduce traffic helping to keep the borough moving, and encourage active travel leading to improved health and wellbeing.
- 5.1.2 Improvements that encourage walking and cycling will help to deliver the active travel and recreation opportunities identified in the Health and Wellbeing Strategy.
- 5.1.3 The Joint Strategic Needs Assessment identifies that encouraging travel by foot, bicycle or public transport could drive good lifestyle behaviours and reduce demand for health and social care services.

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

- 5.2.1 Development, design and implementation of the Cycleway route will be funded by

Transport for London through their Healthy Streets funding streams subject to meeting their funding and scheme requirements.

5.2.2 Construction costs for the various proposals in Coppetts Ward are estimated to be about £760,000 and the funding for elements of the proposal, and for associated design and other costs will be agreed with TfL as they proceed, prior to undertaking the work.

5.3 **Social Value**

5.3.1 None in relation to this report

5.4 **Legal and Constitutional References**

5.4.1 Article 7 of The Council's Constitution, 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 Section 159 of the Greater London Authorities Act 1999 allows TfL to provide financial assistance to support provision of 'safe, integrated, efficient and economic transport facilities or services to, from or within Greater London'

5.4.3 The Highways Act 1980 and Traffic Management Acts provide powers for Highway Authorities to improve the road network.

5.4.4 Section 16 of The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their own and other authorities' road networks. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the duty including, action to avoid, eliminate or reduce road congestion.

5.4.5 Section 9 of the Road Traffic Regulation Act 1984, gives the Council the power to put in place an experimental traffic order, which shall not continue in force for longer than 18 months.

5.5 **Risk Management**

5.5.1 There are potential publicity and reputational risks associated with both proceeding and not proceeding with the proposal. The trial, to consider objectively the impacts in relation to the area of most concern, helps to mitigate this. Not proceeding also risks delivery of outcomes and targets around reducing traffic, and improving activity and health.

5.6 **Equalities and Diversity**

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

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

5.6.2 The proposals are not expected to be of disproportionate benefit or dis-benefit to

members of any particular protected group. Regular cyclists are more likely to be male and white than the general population but Quietway proposals are intended to appeal to those who do not cycle currently and cyclists from other groups

5.7 Corporate Parenting

5.7.1 No issues in the context of this report

5.8 Consultation and Engagement

5.8.1 This report deals with the outcomes of a consultation exercise undertaken in June/July 2019.

5.8.2 Previous engagement work was undertaken in 2017 in relation to some of the proposals <https://engage.barnet.gov.uk/healthy-streets-friern-barnet>
https://engage.barnet.gov.uk/we-asked-you-said-we-did/news_feed/tfl-healthy-streets-funding

5.8.3 Statutory Consultation will subsequently be required for elements of some of the proposals.

5.9 Insight

5.9.1 Research by TfL indicates a relatively high cycling potential in the North Finchley area and in other areas linked by the proposed route.

6. BACKGROUND PAPERS

- 6.1 The Chipping Barnet Area Committee agreed on 26 October 2016 item 10:
1. The Quietway Delivery Plan included at appendix 1 so far as it affects Coppetts Ward be approved;
 2. That the Chipping Barnet Area Committee delegate authority to the Commissioning Director for Environment in consultation with Coppetts Ward members to consider and approve the concept designs for public consultation for locations in Coppetts Ward;
- <https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8649&Ver=4>
- 6.2 Consultation report <https://engage.barnet.gov.uk/2287/documents/3566>
- 6.3 Consultation concept design drawings
<https://engage.barnet.gov.uk/2287/documents/2527>

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Appendix A – Officer Comments on common consultation themes (Coppetts Ward)

Theme from written comments	Officer response
1. Forest Walk	
— The proposed changes are welcome improvements	Noted.
<p>— Need to prevent the use of the path by mopeds</p> <p>+ This is already a problem for people wanting to walk and cycle on the path</p> <p>+ Would likely become a greater problem if gate replaced with collapsible bollards</p>	<p>This is an existing concern. Detailed design will try to avoid making the path attractive to moped users but physical restrictions would also affect pedestrians especially those with young children in buggies and wheelchair users, as well as cyclists, so cannot be entirely overcome.</p>
<p>— Proposed path width too narrow for shared use by people walking and cycling</p> <p>+ Wider path needed (for example, 4m rather than 2.5m)</p> <p>+ Clear demarcation of zones for walking and cycling needed</p>	<p>This will be considered further as part of the detailed design, in conjunction with consideration of other constraints.</p> <p>This will be considered as part of the detailed design, in conjunction with consideration of other constraints.</p>
<p>— Forest Walk does not feel safe due to its isolation, especially after dark</p> <p>+ People may be unlikely to walk and cycle here without additional safety measures</p>	<p>Proposed lighting should improve this, and a virtuous circle of increased use should help reduce the feeling of isolation.</p>
<p>— Forest Walk is frequently untidy with litter and requires better maintenance</p>	<p>This is an existing issue, although it is hoped that the improvements will help reduce this.</p>
2. Connection between Alexandra Road and Orion Road towards Pegasus Way	
<p>— The proposed changes are welcome improvements</p>	<p>Noted.</p>
<p>— Concerns about possible inconvenience to drivers of allocating road space to cycle track</p>	<p>The numbers of drivers who turn back at the roundabout to return to the retail park is extremely low. The alternative route via Colney Hatch Lane is considered adequate if this manoeuvre needs to be performed.</p> <p>The proposal narrows Orion Road. The need to ensure that traffic can still pass in the event of a breakdown on this part of the road has already been</p>

Theme from written comments	Officer response
	considered, and will also be taken into account during the detailed design.
— Concerns about safety of people cycling and walking on the route due to its isolation	This is an existing concern. Provision of a route is expected to support increased pedestrian and cycle use, and a virtuous circle of increased use should help reduce the feeling of isolation.
— Concerns about safety of people on the cycle track travelling against traffic	Cyclists travelling in the opposite direction to general traffic would either do so on a shared use footway, or on a track segregated from the general traffic lane. Officers do not consider this to be a concern, nevertheless the detailed design proposals will be subject to an independent road safety audit.
— Additional traffic calming measures might be needed because motor vehicle traffic entering and exiting the retail park sometimes travels at high speeds	The proposal already provides for measures to reduce traffic speed where the route crosses the route of general traffic entering or exiting the retail park.
— Concerns that proposed changes might increase traffic congestion and/or air pollution	Proposals are not expected to significantly increase congestion and/or air pollution. The proposal narrows Orion Road. The need to ensure that traffic can still pass in the event of a breakdown on this part of the road has already been considered, and will also be taken into account during the detailed design. Traffic may also need to give way to higher numbers of pedestrians and cyclists crossing, but increased pedestrian and cycle traffic should help reduce levels of other traffic.
— Concerns that shared use footway is not wide enough to be shared safely by people walking and people cycling	The path aims to provide adequate width in line with appropriate guidance. Nevertheless these issues will be considered further as part of the detailed design, in conjunction with consideration of other constraints.
3. Connection between Orion Road and Secret Park near Friern Barnet Retail Park	
— The proposed changes are important improvements to safety and access	Noted.

Theme from written comments	Officer response
<p>— Concerns about the sharing of space between people walking and people cycling.</p> <p>+ Shared use path should be at least 4m wide and should have clear signage</p> <p>+ People walking and people cycling should be allocated separate spaces.</p>	<p>The route aims to provide adequate width for pedestrians and cyclists in line with relevant guidance.</p> <p>Nevertheless this will be considered further as part of the detailed design, in conjunction with consideration of other constraints.</p>
<p>— Visibility near the zebra crossing is poor</p> <p>+ Vegetation should be cut back to ensure that people driving can see people walking and cycling.</p>	<p>The detailed design will ensure that visibility requirements in the vicinity of the crossing are met.</p>
<p>— Concern that the proposed changes could increase traffic, congestion, or air pollution</p>	<p>Proposals are not expected to significantly increase congestion and/or air pollution.</p> <p>Traffic may also need to give way to higher numbers of pedestrians and cyclists crossing, but increased pedestrian and cycle traffic should help reduce levels of other traffic.</p>
<p>— Concern that the Cycleway will not be safe for people walking or cycling due to its isolation and/or motor vehicle traffic</p> <p>+ Additional traffic calming measures are needed to reduce traffic speeds</p>	<p>Provision of a route is expected to support increased pedestrian and cycle use, and a virtuous circle of increased use should help reduce the feeling of isolation.</p> <p>The proposal already provides for measures to reduce traffic speed where the route crosses the route of general traffic entering or exiting the retail park. At other locations pedestrians and cyclists are separated from motor traffic.</p>
4. Secret Park	
<p>— Concern about the safety of this section of the Cycleway route due to its isolation</p> <p>+ Secret Park can feel unsafe</p>	<p>Provision of a route is expected to support increased pedestrian and cycle use, and a virtuous circle of increased use should help reduce the feeling of isolation.</p>
<p>— Concern about the sharing of space by people walking and people cycling</p> <p>+ Path is currently too narrow</p> <p>+ Path needs clear signage demarcating which side of the path is for use by people cycling and which side by people walking</p>	<p>The route aims to provide adequate width for pedestrians and cyclists in line with relevant guidance.</p> <p>Nevertheless this will be considered further as part of the detailed design, in conjunction with consideration of other constraints.</p>

Theme from written comments	Officer response
— Secret Park requires better maintenance and tidying, as it is currently littered	This is not an issue that the scheme can address, although increased use of the route may help to deter littering.
— Well-lit and well-maintained cycling connection to Southgate Station is needed from this section of the Cycleway.	Provision of spurs from the route will be considered as part of the Cycleways programme, and a spur to New Southgate Station is envisaged.
5. Connection between Martock Gardens and Ramsden Road	
— Concerns that the proposed changes would increase traffic congestion and/or air pollution	None of these changes in this area would be expected to significantly increase congestion and/or air pollution. Provision in this area is largely off carriageway, except upgrading the pedestrian crossing to also accommodate cyclists and making changes to the service road and radius of the junction.
— The proposed changes to this section of the route are not needed	The changes are intended to provide for a high quality route intended to attract cyclists who would not be confident making use of current provision.
— The proposed changes are welcome improvements	Noted
— Concern that this section of the Cycleway would not be safe for people cycling and/or walking due to: + The potential for confusion around the short section of contra-flow cycling + The high volume of traffic on the road	The detailed design will ensure that the arrangements for contra-flow cycling on part of the service road is made clear, and will be subject to an independent safety audit. The high level of traffic on Friern Barnet Road is the reason that the proposed provision for the route is off the main carriageway and provides for crossing at a signal controlled crossing (existing pedestrian crossing upgraded to also accommodate cyclists).
— Rarely see people cycling in this area	The changes are intended to provide for a high quality route intended to attract cyclists who would not be confident making use of current provision.
6. Connection between Goldsmiths Road and Friern Barnet Lane	
— The proposed changes are welcome improvements.	Noted
— Expression of opposition to the proposed speed humps + Some would rather see a 20 mph speed limit than speed humps + Some participants support speed humps and wonder why speed humps	Existing traffic speeds in Goldsmith Road are locally relatively high. A 20mph speed limit alone would not be expected to reduce the sufficiently to meet the expectations for a quiet route.

Theme from written comments	Officer response
are not proposed for other sections of the Cycleway and other roads in the area (for example, Lewes Road and Bramber Road)	<p>However proposals will be revised to provide speed tables rather than humps in Goldsmith Road.</p> <p>Conditions on other roads forming part of the proposed route, in combination with the measures proposed, are expected to deliver traffic speeds suitable to such a route.</p>
— Concern that the proposed changes might lead to increased traffic or congestion	None of the changes proposed in this section of the route would be expected to significantly increase traffic or congestion
— Concern that the Cycleway would not be safe for people walking or cycling due to traffic	The cycleway scheme aims to ensure that on-road sections either already have suitably low levels of traffic and low traffic speeds, or includes proposals to reduce speeds, traffic volumes or both.
— Concerns about parked cars obstructing access to the cycle path	There are issues with access to existing cycle provision in the area. The proposals already aim to address these to some degree, but the detailed design will also take account of comments received about this issue to ensure the route will not be obstructed.
7. Friern Barnet Lane between Goldsmith Road and Buxted Road	
— Concerns that the proposed changes might lead to increased traffic or congestion	None of the changes proposed in this section of the route would be expected to significantly increase traffic or congestion
<p>— The proposed changes are welcome improvements</p> <p>+ The cycle path away from the main flow of traffic is a good idea and would make the route safer to cycle with children.</p>	Noted
<p>— Agreement with routing a cycle path through the existing green space but opposition to the Cycleway route using Buxted Road</p> <p>+ Preference for a cycle path running along Friern Barnet Lane all the way to Torrington Park, then Cycleway route continuing along Torrington Park</p>	<p>Noted</p> <p>The alternative suggested would align less well with TfL's measures of cycling potential (i.e. where journey patterns and demographics suggest that cycling could replace journeys by other modes).</p> <p>The changes are intended to provide for a route that will be attractive to cyclists who would not be confident making use of current provision.</p>

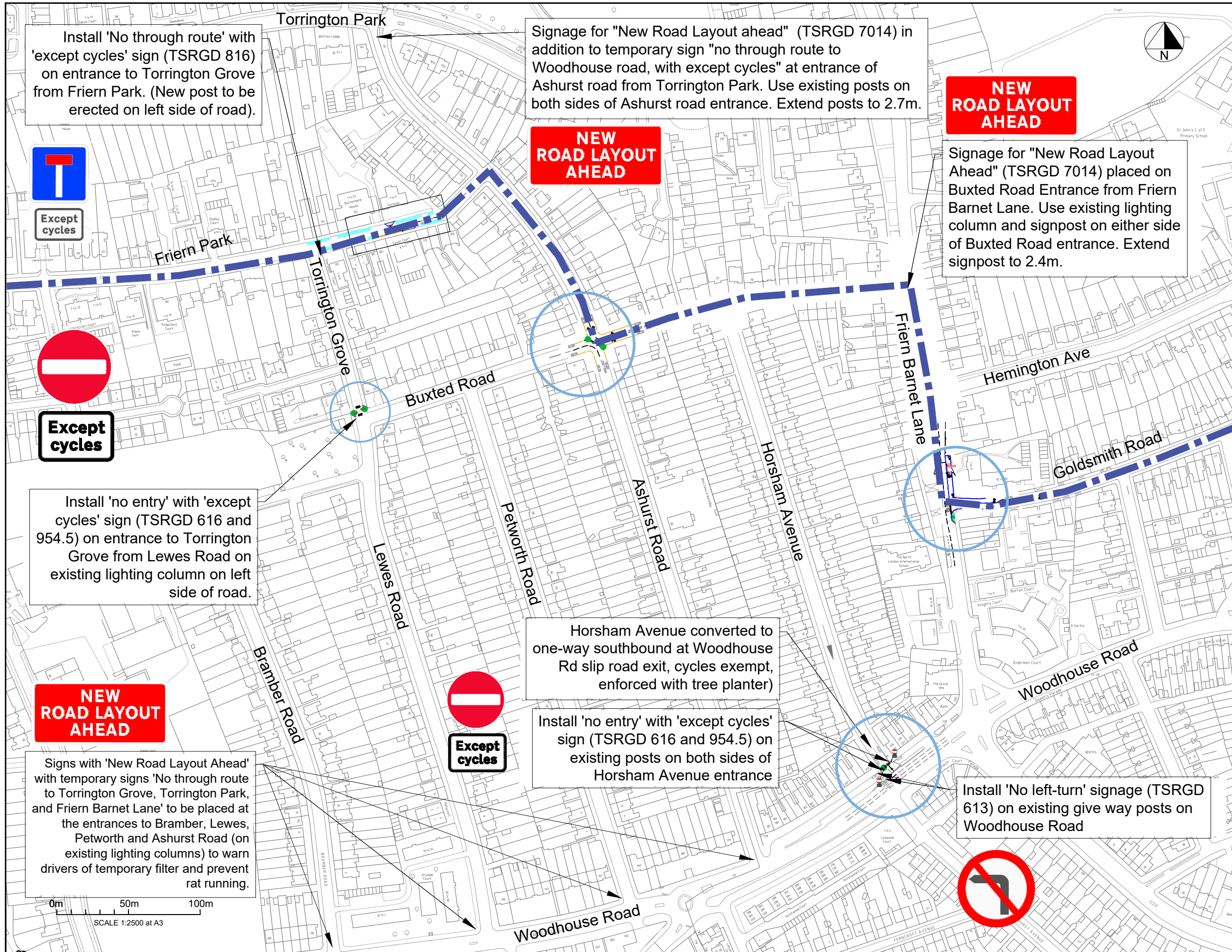
Theme from written comments	Officer response
	Torrington Park is a busy road which would not be suitable for this type of route without extensive changes, which would have other, potentially widespread, impacts.
<p>— Concerns about the Cycleway using the green verge</p> <p>+ Concerns about the safety of the trees along the route</p> <p>+ Concerns about interactions between people using the cycle lane in the green space and people accessing residential properties in cars</p>	<p>The concept design avoids existing mature trees. The detailed design will make provision to protect these, and either avoid or replace other trees if affected.</p> <p>In broad terms this is a similar situation to the interaction between drivers accessing properties and pedestrians. In such circumstances the drivers involved are generally familiar with the arrangements and take appropriate care. The detailed design will take account of this issue however, especially in view of differences in speed between cyclists and pedestrians etc. and the designs will be subject to an independent road safety audit.</p>

Proposals related to Ashurst Road/Buxted Road junction (outside Coppetts Ward, but responses may be relevant

Theme from written comments	Officer response
<p>— Concerns that the proposed changes would lead to increased traffic or congestion</p> <p>+ Need for additional traffic calming measures such as speed bumps or enforcement of 20 mph speed limits on roads that might become rat runs</p> <p>+ Grove Road in particular is used by children walking or cycling to school</p>	<p>The intention is to undertake a trial of proposals for the Ashurst Road/Buxted Road junction. This will allow an objective assessment to be made of the impact of traffic rerouting and congestion.</p> <p>Revisions to the trial arrangements are now intended to prevent traffic re-routing via roads such as Torrington Grove and Lewes Road.</p> <p>Grove Road is currently considered to be sufficiently far away that it would not suffer from significant rerouting, but this will be monitored as part of the trial.</p>
<p>— Traffic on residential roads may be due to poor traffic management on the main roads</p>	<p>Noted.</p>

Theme from written comments	Officer response
+ Improve traffic lights at junction of Woodhouse Road and Friern Barnet Road	Improvements to the signals at Woodhouse Road and Friern Barnet Road are being considered separately.
<p>— Concerns that the proposals would pose an inconvenience to people driving</p> <p>+ Concerns about experiencing longer journey times when driving cars in the area</p> <p>+ Concerns that longer journeys or congestion could lead to increased air pollution</p>	The intention is to undertake a trial of proposals for the Ashurst Road/Buxted Road junction. This will allow an objective assessment to be made of the impact of traffic rerouting and congestion. The current expectation is that increased journey times would not be extreme, even for the most affected cars, although it may nevertheless be perceived as inconvenient.
— The proposed changes are welcome improvements	Noted
— Additional traffic calming measures are needed	<p>The cycleway scheme aims to ensure that on-road sections either already have suitably low levels of traffic and low traffic speeds, or includes proposals to reduce speeds, traffic volumes or both.</p> <p>The proposals consulted upon are expected to deliver this.</p>
— Torrington Park is wider with room for a cycle lane and thus a better Cycleway route	<p>A route via Torrington Park would align less well with TfL's measures of cycling potential (i.e. where journey patterns and demographics suggest that cycling could replace journeys by other modes).</p> <p>Torrington Park is a busy road which would not be suitable for this type of route without extensive changes, which would have other, potentially widespread, impacts.</p>

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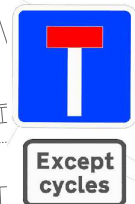


Install 'No through route' with 'except cycles' sign (TSRGD 816) on entrance to Torrington Grove from Friern Park. (New post to be erected on left side of road).

Signage for "New Road Layout ahead" (TSRGD 7014) in addition to temporary sign "no through route to Woodhouse road, with except cycles" at entrance of Ashurst road from Torrington Park. Use existing posts on both sides of Ashurst road entrance. Extend posts to 2.7m.

NEW ROAD LAYOUT AHEAD

Signage for "New Road Layout Ahead" (TSRGD 7014) placed on Buxted Road Entrance from Friern Barnet Lane. Use existing lighting column and signpost on either side of Buxted Road entrance. Extend signpost to 2.4m.



Except cycles

NEW ROAD LAYOUT AHEAD



Except cycles

Install 'no entry' with 'except cycles' sign (TSRGD 616 and 954.5) on entrance to Torrington Grove from Lewes Road on existing lighting column on left side of road.

Horsham Avenue converted to one-way southbound at Woodhouse Rd slip road exit, cycles exempt, enforced with tree planter)

NEW ROAD LAYOUT AHEAD



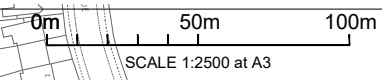
Except cycles

Install 'no entry' with 'except cycles' sign (TSRGD 616 and 954.5) on existing posts on both sides of Horsham Avenue entrance

Install 'No left-turn' signage (TSRGD 613) on existing give way posts on Woodhouse Road



Signs with 'New Road Layout Ahead' with temporary signs 'No through route to Torrington Grove, Torrington Park, and Friern Barnet Lane' to be placed at the entrances to Bramber, Lewes, Petworth and Ashurst Road (on existing lighting columns) to warn drivers of temporary filter and prevent rat running.



Key:

- Cyleway route alignment
- Areas of infrastructure intervention

- Notes:**
- Inclusion of temporary signs (in yellow) informing specific no through routes in addition to "New Road Layout Ahead" to be decided by Barnet council
 - Road signs to be installed perpendicular to road entrances.
 - Wherever possible, existing posts and columns should be used to attach signage, avoiding clutter and extra cost. New posts have been specified where needed.

- General Notes:**
- All dimensions in metres, unless otherwise noted.
 - Do not scale off plan.
 - Dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to Sustrans.
 - Drawing based on topographical survey.
 - Survey commissioned by: Sustrans
 - Survey carried out by: APR Services
 - See drawing No.: 917130_Q3_2D
 - Coordinates based on OS grid.
 - Levels based on OS datum (Newlyn).
 - This drawing is to be read in conjunction with all other relevant drawings and specifications.
 - All work shall be carried out in accordance with LB Haringey statutory authority and health & safety requirements and regulations.
 - The position of services is based on information provided by other parties at the time of design and is for guidance only. It is the responsibility of the Client and Contractor to verify the exact position of any services before commencing works on site.
 - Temporary traffic works must be undertaken in accordance with Chapter 8 parts 1 & 2 of the Traffic Signs Manual, Safety at Street Works and Road Works Code of Practice 2013 and any other relevant H&S legislation.
 - These drawings have been produced under the CDM 2015 Regulations. The client is directed to their duties under Regulation 4 of CDM 2015.
 - The delivery of this drawing in electronic format shall not be construed to provide any authorisation or right of the recipient or any other person to rely upon, alter or otherwise use the information provided. Any use of this information is at the sole risk and liability of the user and Sustrans assumes no liability for unauthorised use or alteration of the information contained herein.
 - To ensure the most up to date drawings are being used the project drawing register should be referred to.
 - For further information on drawing and design revisions, see decision log or contact Sustrans project manager.
 - This drawing has been produced to be read in colour, for the sheet size specified below. Printing or copying in black and white, or on a different sheet size may lead to misinterpretation of the design.

Rev	Description	Drawn	Check	Appr	Date
 JOIN THE MOVEMENT 244-254 Cambridge Heath Rd London E2 9DA 020 7017 2350 www.sustrans.org.uk					

Project: Quietway Hornsey to North Finchley

Title: QHNF Temporary Filter Trial Overview Plan

Drawn: ZH Check: JAG Appr: JAG Date: 11/12/2019 Scale at A3: 1:2500

Status: **Concept**

Drawing No: QHNF-C-GA-04-01-01 Revision:

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	Chipping Barnet Area Committee
Title	22 January 2020 Queens Avenue – Request for 20mph Limit
Report of	Interim Executive Director, Environment
Wards	Oakleigh
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - Option drawings
Officer Contact Details	Geoff Mee- Interim Executive Director for Environment geoff.mee @barnet.gov.uk

Summary

The aim of this report is to detail the results of a feasibility study investigating the introduction of a 20 mph limit in Queens Avenue, N20. It outlines the proposal to address pedestrian and road safety and puts forward the proposal for consideration to address these issues.

Officers Recommendations

1. That the Chipping Barnet Area Committee notes the review of the safety improvements on Queens Avenue, N20 in the proposal set out in this report and as shown on the drawings in Appendix A
2. That the Chipping Barnet Area Committee instructs the Interim Executive Director, Environment to instruct officers to carry out a statutory consultation on the proposal shown on Appendix A, Drawing no. BC/001688-01-FS-100-01.
3. That subject to no objections being received to the statutory consultation, referred to in recommendation 2 the Committee authorise the Executive Director, Environment to implement the proposal.

4. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £8,000 to implement the approved proposal.

1. WHY THIS REPORT IS NEEDED

Background.

- 1.1 At the 2 July 2019 Chipping Barnet Area Committee, a Members Item was raised by Councillor Sowerby for a feasibility study to investigate introducing a 20mph Limit in Queens Avenue, N20 and funding of £7,500 was approved. It was agreed that the investigation area would be confirmed in discussion with Ward Councillors.

Site visit and Findings

- 1.2 On Wednesday 30 October between 8.00 and 9.30 am a site visit was carried out by officers, the weather was dry and with good visibility conditions.
- 1.3 Queens Avenue is a two way residential street with School Keep Clear markings (Mon – Fri 8am – 5pm) and double yellow lines at its junction with Orchard Avenue. In addition, there are 2 CCTV cameras at this junction enforcing the School Keep Clear markings. Orchard Avenue is a private road with the School entrance at the end. There are no other parking controls in this road.
- 1.4 The street is well illuminated and there are 2 School warning signs along Queens Avenue.
- 1.5 An informal “One Way” system was observed, followed by the majority of vehicles, egressing from south of Myddelton Park and exiting by the north side. Some of cars parked in the first southern section and ‘Park and Stride’ with the children to the School entrance. The majority stop adjacent to the School Keep Clear markings and drop the children. A couple of vehicles were observed stopping on the double yellow lines.
- 1.6 In addition, it was observed that there were no significant obstructions or queues forming during the site visit.
- 1.7 It was confirmed with Ward Councillors that the investigation would focus on the Queens Avenue and not the wider area.

Accident History

- 1.8 As part of this feasibility study, the personal injury data was analysed investigating 5 years 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 2 accidents in total and the severity of both collisions classified as slight. Both collisions took place in Myddleton Park with its junction with Queens Avenue. Table 1 shows a summary of the accidents within the study area.

Table 1 – Summary of the Personal Injury Accident Data

Date	Severity	Summary
25/04/2015	Slight	5 years old pedestrian hit by car due to careless, reckless or in a hurry
21/05/17	Slight	Two cars involved in this collision. Failed to look properly

Speed survey

1.9 A seven days traffic speed survey was conducted from 4 November to 11 November 2019 on Queens Avenue. The figures in table 2 and 3 below indicate the 24 hours mean and 85th percentile (free flow) speeds for each road for each day.

Date	Westbound	Eastbound
	85 th Percentile Speed Mph	85 th Percentile Speed Mph
04/11/2019	19.3	19.0
05/11/2019	20.0	20.3
06/11/2019	19.4	19.6
07/11/2019	19.7	20.4
08/11/2019	19.0	19.0
09/11/2019	19.4	21.4
10/11/2019	21.0	20.2
Average	19.5	20.1

Table 2 – Speed Data-Location 1 Queens Avenue

Date	Northbound	Southbound
	85 th Percentile Speed Mph	85 th Percentile Speed Mph
04/11/2019	18.8	19.8
05/11/2019	19.5	20.6
06/11/2019	20.0	20.7
07/11/2019	17.7	19.8
08/11/2019	18.8	20.1
09/11/2019	22.2	21.4
10/11/2019	21.8	20.4
Average	19.6	20.4

Table 3 – Speed Data-Location 2 Queens Avenue

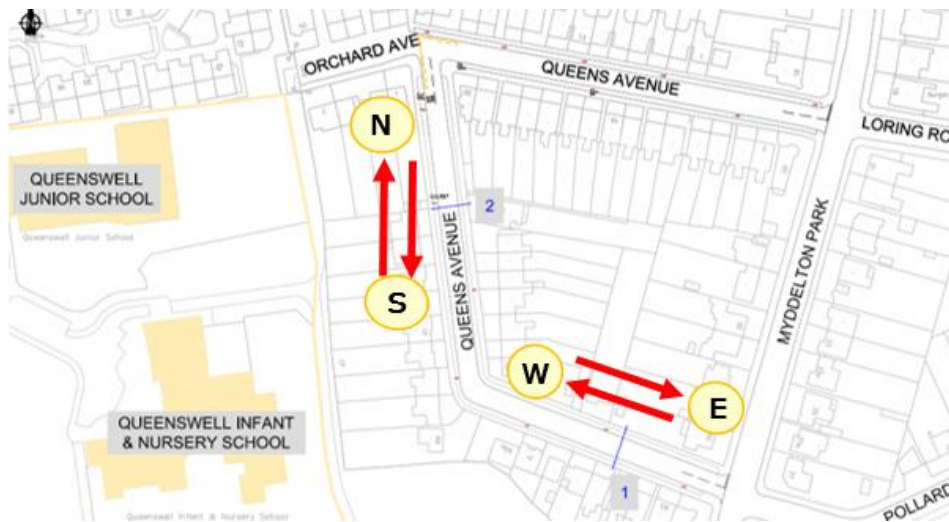


Figure 1. Survey locations and directions

1.10 In addition to the speed information, from the survey results showed a low volume of cars with an average of only 522 vehicles a day, with the following distribution at peak hours:

Peak Hours	% Vehicles Westbound	% Vehicles Eastbound
8.00-9.00 am	35.67%	19.72%
2.30-3.30 pm	21.66%	8.45%

Table 3 – This distribution has been calculated for Location 1

1.11 The survey shows that the majority of vehicle movements are at peak times with over 50% in the westbound direction and a 28% in the east bound, which corroborates with what was observed during the site visit regarding the informal ‘one- way’.

Standards and considerations for 20 mph speed zone and limit schemes

1.12 Following the standard specifications as below:

- **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.

1.13 In conclusion, due to the 85% percentile speed being under 24 mph, no traffic calming measures are required in Queens Avenue and a 20 mph limit can be installed.

Proposed layout improvements

1.14 Having considered all the above, the speeds at this location are already low, even with the informal ‘one-way operation in place. Therefore, installing additional measures is not critical in terms of speed and safety for road users.

1.15 Notwithstanding this, due to the proximity to Queens Junior, Infant and Nursery Schools, it would be beneficial to provide a 20 mph speed limit in this area which meets the Council’s Policy and will; assist in reminding drivers to keep the speed low and improving the safety of all road users, especially pupils attending the school.

1.16 This proposal is detailed in Appendix A-Drawing and includes the introduction of a 20 mph speed limit on Queens Avenue, comprising of only 20 and 30 mph terminal signs and repeater 20 mph roundel road markings., Double yellow lines are also proposed . as additional measures to improve visibility and prevent cars from parking in proximity of both junctions with Myddleton Park Road

Cost Estimate

Detailed Design	£2,000
Safety audit, surveys etc	£1,250
Consultation & TMO	£3,000
Construction (works cost)	£3,750
Implementation, supervision and post implementation costs	£1,500
TOTAL	£11,500

Table 4 – Cost Estimate for proposal

2. REASONS FOR RECOMMENDATIONS

2.1 The recommendation to progress introducing of a 20 mph Speed Limit on studied area is to improve the road safety around the Schools highlighted in this report.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The only other Option at this stage is do nothing. However, this will not introduce an improvement in the area.

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 An annual allocation of £0.150 m is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.096m. 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 the proposal, a sum of £11,500 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 The Road Traffic Regulation Act 1984 places a duty on authorities 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 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
- advance equality of opportunity between people from different groups
- 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.

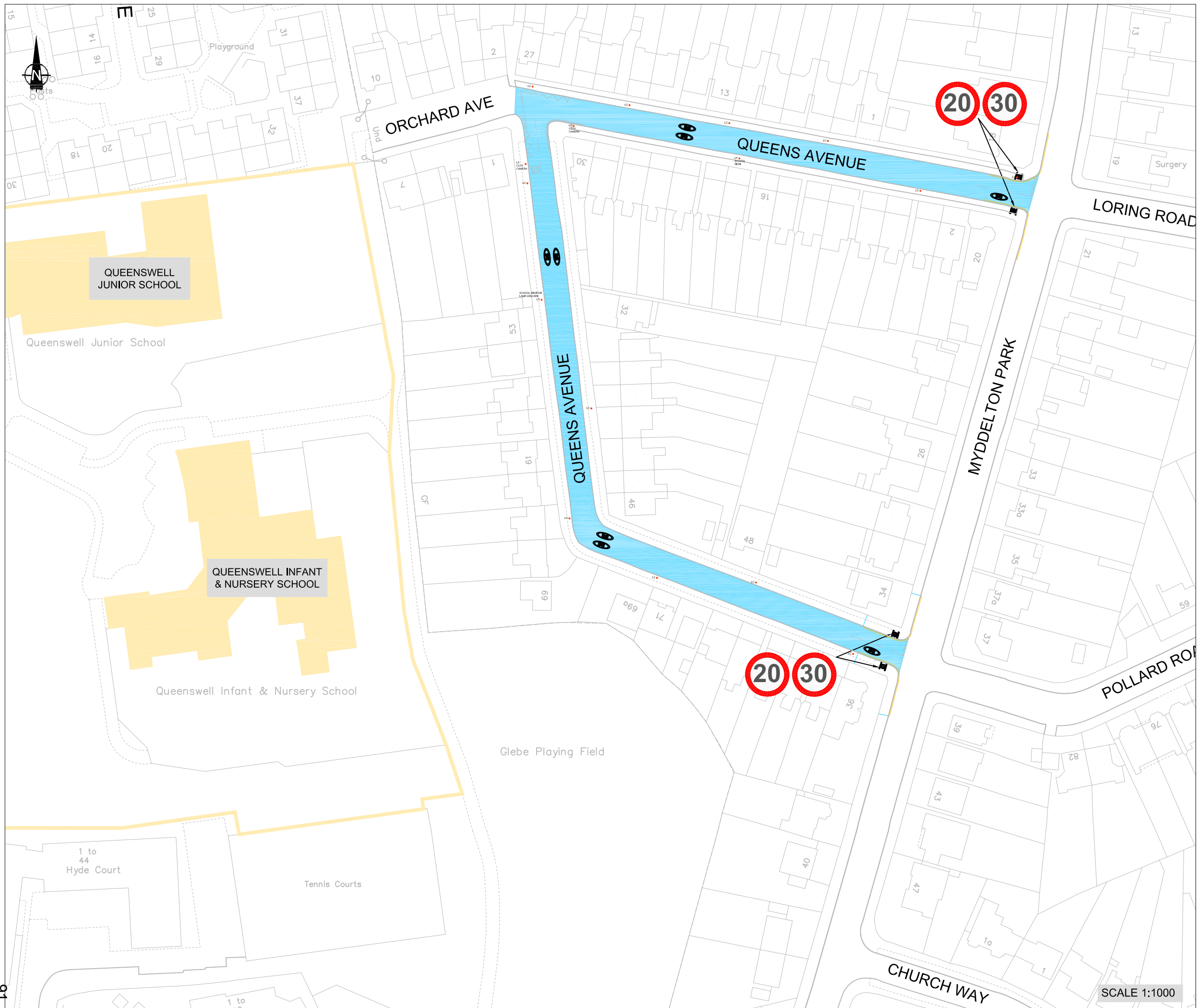
5.9 Insight

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

6. BACKGROUND PAPERS

6.1 Chipping Barnet Area Committee 2 July 2019. Refer to Item 9

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9878&Ver=4>



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001688-01-01.
 In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of the following. All works on this drawing will be carried out by a competent contractor working to an appropriate method statement and risk assessment.

NOTES:

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue	CLM/SHC	02.12.19	0

Purpose of issue
FOR INFORMATION



Scheme Ref. BC/001688-01-01
 Scheme title

Queens Avenue

Drawing title
**Proposal- 20 mph LIMIT
 General Arrangement**

Scale @ A3: AS SHOWN			
Design	Drawn	Checked	Approved
CLM	CLM	SHC	GL
Date: 02/12/19	Date: 02/12/19	Date: 09/12/19	Date: 09/12/19



BC/001688-01-01-FS-100-01

Rev. 0

SCALE 1:1000

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**London Borough of Barnet
Chipping Barnet Area
Committee Work Programme
January 2020**

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
Request for Two Vehicle Activated Signs on Chase Way	It was agreed at the meeting in October 2019 that the outcome of the speed survey be reported back to a future meeting of this Committee.	Executive Director Environment	Non-key
Barnet Road, Between Field End and Quinta Drive - Zebra Crossing	It was agreed at the meeting in October 2019, that the results of the feasibility study be reported back to a future meeting of this Committee.	Executive Director Environment	Non-key