

MEETING

FINCHLEY & GOLDERS GREEN AREA COMMITTEE

DATE AND TIME

THURSDAY 17TH OCTOBER, 2019

AT 7.00 PM

VENUE

HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ

TO: MEMBERS OF FINCHLEY & GOLDERS GREEN AREA COMMITTEE (Quorum 3)

Chairman: Councillor Jennifer Grocock
Vice Chairman: Councillor Rohit Grover

Dean Cohen
Ross Houston

Anne Hutton
Arjun Mittra

Shimon Ryde

Substitute Members

Melvin Cohen
Kath McGuirk
Peter Zinkin

Geof Cooke
Alison Moore

Eva Greenspan
John Marshall

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 14 October 2019 at 10am. Requests must be submitted to tracy.scollin@barnet.gov.uk 0208 359 2315

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

Andrew Charlwood – Head of Governance

Governance Service contact: Tracy Scollin tracy.scollin@barnet.gov.uk 0208 359 2315

Media Relations Contact: Gareth Greene 020 8359 7039

ASSURANCE GROUP

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ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of last meeting	5 - 12
2.	Absence of Members (If any)	
3.	Declaration of Members' Disclosable Pecuniary interests and Non Pecuniary interests (If any)	
4.	Report of the Monitoring Officer (If any)	
5.	Public Questions (If any)	
6.	Matters referred from the Finchley and Golders Green Area Residents Forum	13 - 18
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8.	Area Committee Funding - Community Infrastructure Levy (CIL) Update	19 - 28
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13.	Leslie Road and Leopold Road CPZ Review	83 - 100
14.	Somerton Road - Width Restriction Appendix C and D to follow separately.	101 - 112
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16.	Forward Work Programme	121 - 124
17.	Any item(s) the Chairman decides are urgent	

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Decisions of the Finchley & Golders Green Area Committee

9 July 2019

Members Present:-

AGENDA ITEM 1

Councillor Jennifer Grocock (Chairman)
Councillor Rohit Grover (Vice-Chairman)

Councillor Dean Cohen
Councillor Ross Houston
Councillor Anne Hutton

Councillor Arjun Mittra
Councillor Shimon Ryde

1. MINUTES OF LAST MEETING

RESOLVED that the minutes of the meeting dated 4 April 2019 be agreed as a correct record.

2. ABSENCE OF MEMBERS (IF ANY)

None.

3. DECLARATION OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON PECUNIARY INTERESTS (IF ANY)

Councillor Rohit Grover declared an interest in relation to item 9 as he lives near the Portsdown Avenue and Templars Avenue.

Councillor Dean Cohen declared an interest in relation to item 9 as the public speaker is personally known to him.

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

Ashley Cohen made a public comment in relation to agenda item 9 - Member's Item (Junction at Portsdown Ave and Templars Ave – Golders Green)

Emily Candler made a public comment in relation to agenda item 14 - Church Lane/High Road - Feasibility Study Green)

Esther Sinclair made a public comment in relation to agenda Item 16 – Rosemont Avenue – Feasibility Study

Details of the written questions and responses were provided with the agenda papers for the meeting. Oral responses were given to the supplementary questions at the meeting.

6. MATTERS REFERRED FROM THE FINCHLEY AND GOLDERS GREEN AREA RESIDENTS FORUM (IF ANY)

The Chairman introduced the item which related to an item referred up from the 6 June Finchley and Golder's Green Residents Forum regarding the Countdown system at High Road/ Fortis Green.

Mr Peter Hale addressed the committee in relation to introducing a Countdown system at High Road/Fortis Green.

Following comments and questions from Members, agreed for officers to arrange to meet with TfL and review options for a countdown on the area and bring back to a future meeting. Officer were also asked to take into account accident reports data in the area.

The Chairman confirmed that the item which related to Victoria Park was a Planning matter that had been already determined by the planning inspectorate and as such was not within the remit of the committee. The item had been withdrawn and the resident notified.

The Committee therefore RESOLVED:

- 1. That officers should arrange to meet with TfL at the site to review options for a countdown, taking into account accident reports in the area and bring back the results to a future meeting.**
- 2. To note that the item on Victoria Park was outside the remit of this Committee and had been withdrawn.**

7. PETITIONS (IF ANY)

None,

8. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

The Chairman introduced the report, which updated Members on the budget allocations for the Finchley and Golders Green Area Committee.

A Member questioned if a neighbourhood plan or a neighbourhood order was within the area, the constituency would receive an extra 25% allocation on top of the £150000. Mr. Cooke confirmed that he had been advised that there would not be any extra allocation.

The Committee unanimously RESOLVED:

- 1. To note the amount available for allocation during 2019/20, as set out in paragraph 6.2.1 and in Appendix 1 2.**
- 2. To note the amount or reallocated underspends & Overspends in Section 2.1**

9. MEMBERS' ITEMS

Item 1 – Member's Items in the name of Councillor Dean Cohen - Junction at Portsdown Ave and Templars Ave – Golders Green

Following discussion, the Committee **RESOLVED:**

To approve funding of £3,000 to undertake a consultation and implement the double yellow lines, refresh the give way signs and slow down markings at the junction.

Item 2 – Member’s Item in the name of Councillor Arjun Mitra – 20 mph at East End Road – East Finchley.

Following discussion, the Committee **RESOLVED:**
To refer the item to Environment Committee for consideration.

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

Item 1 – Member’s Items in the name of Councillor Anne Clarke, that was introduced by Michelle Ferguson on improvements requested for Greenfield Gardens NW2

Following discussion, the Committee **RESOLVED:**

To allocate £3500 to undertake a

- a) consultation on converting the business bays into residents and dual-purpose parking bays and implement the scheme if there are no objections.**
- b) To review the best place to install a bicycle hangar and if there was TfL Funding available for the hangar and bring back to a future committee.**

Item 2 – Member’s Item in the name of Councillor Rohit Grover – Northway Gardens.

The committee agreed that before making a decision it was essential to undertake a survey of the footbridge and ascertain the extent of the work required to make it safe. The committee also wanted officer to confirm whether it was possible to get some trees planted via alternative funding.

Following discussion, the Committee **RESOLVED:**

To defer the request until the next meeting when a structural survey had been undertaken on the bridge and alternative funding for the tree had been sought.

11. GLENHURST ROAD - ONE-WAY

The Chairman introduced the report, which reported the results of a feasibility study investigating alternative measures to reduce the reported traffic problems on Glenhurst Road, N12 including the introduction of a one-way system in a northbound direction from the junction with Friern Park to the junction with Torrington Park.

During consideration of the item, officers confirmed that funding for the works had already been previously allocated and as such recommendation 5 should read as follows “That the Finchley and Golders Green Committee note that the funding of (£15,400) had been previously approved to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the proposal.”

This was unanimously agreed to this amendment.

Following the consideration of the item, the Chairman moved to the vote and the committee voted as follows:

For : 6
Against : 1
Abstain : 0

The Committee therefore **RESOLVED:**

1. To note the review of the oneway system as outlined in the report and the appendices to the report and depicted on drawings BC/001348-02-100-01 & BC/001348-02-100-02 attached as an Appendix.
2. That having considered both options, the committee approve the officer preferred Option 2, to be progressed to detailed design, as outlined in drawing BC/001348-02-100-02.
3. To instruct the Executive Director of Environment to carry out a statutory consultation.
4. To agree if any objections are received as a result of the statutory consultation, referred to in recommendation 2, the Executive Director of Environment will consider and determine whether the agreed proposal should be implemented or not, and if so, with or without modification.
5. To note that the funding of (£15,400) had been previously approved to design and carry out statutory consultation and, subject to the outcome of that consultation, introduce the proposal.

12. WEST HEATH DRIVE - SPEED SURVEY

The Chairman introduced the report, which reported the results of a speed survey carried out in West Heath Drive, NW11

Following the consideration of the item, the Committee unanimously **RESOLVED:**

1. To note the results of the speed survey that was undertaken in West Heath Drive, NW11.
2. To note the recommendation that no further action is taken at this time although officers will continue to monitor vehicle speeds in West Heath Drive.

13. HAMPSTEAD WAY - SPEED SURVEY

The Chairman introduced the report, which reported the results of a speed survey carried out in Hampstead Way, NW11 and outlines the proposals for consideration to address the concerns at this location.

Following the consideration of the item, the Committee unanimously **RESOLVED.**

1. To note the results of the speed survey and collision data analysis that was undertaken in Hampstead Way, NW11.
2. That having considered the options, the Committee approve the Officer's preferred Option of installation of VAS (Vehicle Activated Signs) signs, SLOW

markings and the re-painting of the centre line as outlined in drawing BC001609-03-01_FS_100-01.

3. To agree to allocate the funding of £11,550 for the agreed Option (from this year's CIL Area Committee budget) to design and introduce the approved Option.

14. CHURCH LANE/HIGH ROAD - FEASIBILITY STUDY

The Chairman introduced the item which detailed the outcome of Transport for London (TfL) finding on the signal timings of the existing pelican crossing and outlined the next step to improve safety around the signalised crossing by Martin Primary School. The report also outlines other initiatives to be progressed with Martin Primary School and the next steps for a feasibility study for the request for the junction of A1000 with Church Lane to be signalised.

During discussion of the item, Councillor Ryde moved a motion, that was duly seconded, to amend recommendation 4 that if any objections are received, as a result of the consultation referred to in recommendation 2, the results should be reported to the Committee.

This was unanimously agreed.

Councillor Mitra then moved motion that was seconded by Councillor Hutton for a new recommendation 7 to refer the additional measure which would be considered beneficial such as carriageway resurfacing and high friction treatment at the approaches to the crossing, with an estimated cost between £40,000 to £65,000 depending on extend of works agreed to progress as set out in para 2.17 to 2.19 of the report to Environment Committee.

The committee voted as follows

For	: 3
Against	: 0
Abstain	: 4

The Chairman then moved to vote on the item and votes were recorded as follows

For	:4
Against	:0
Abstain	:3

The Committee therefore **RESOLVED:**

1. To note the comments and outcomes of Transport for London (TfL) on existing traffic signal at A1000 High Road by Martin Primary School.
2. To agree the interim measures to improve the safety of the site which are estimated at £24,000 and carry out detailed design and consultation.
3. To delegate authority to the Executive Director of Environment to carry out a Consultation on the improvements in recommendation 2.

4. That if any objections are received because of the consultation, referred to in recommendation 2, these will be reported to the Committee for consideration.
5. To note the initial investigation into the signalisation of Church Lane junction with A1000, and the requirement for Transport Feasibility Study of the junction and the subsequent TfL Model Auditing Process (MAP) may be required subject to the outcome of the Transport Feasibility Study.
6. To note that Road Safety Education Officer will engage with School Travel Advisor of Martin Primary to offer several proposals as set up in Paragraphs 2.20 to 2.25 of the report.
7. To refer the additional measure which would be considered beneficial such as carriageway resurfacing and high friction treatment at the approaches to the crossing, with an estimated cost between £40,000 to £65,000 depending on extent of works agreed to progress, as set out in para 2.17 to 2.19 of the report, to Environment Committee

15. ROSEMONT AVENUE - FEASIBILITY STUDY

The Chairman introduced the item which detailed the results of the feasibility study undertaken to address concerns raised by residents regarding traffic flow and safety in Rosemont Avenue, N12.

During discussion of the item, Councillor Cohen moved a motion, that was seconded by Councillor Houston, to amend recommendation 5 that if any objections are received, as a result of the consultation referred to in recommendation 3, the results should be reported to the Committee.

This was unanimously agreed.

Following the consideration of the item, the Committee unanimously **RESOLVED:**

1. To note the results of the traffic survey data and collision statistics in this report.
2. To approve the Officer Preferred Option of a 'point no entry' system on Rosemont Avenue at the junction with (A1000) High Road as outlined in Drawing No. BC/001609-05-01 attached as Appendix B.
3. To authorise the Executive Director for Environment to consult residents and stakeholders on the preferred scheme.
4. That subject to no objections being received to the consultation referred to in recommendation 3, the Executive Director of Environment be authorised to introduce the preferred scheme.
5. To resolve that if any objections are received as a result of the consultation referred to in recommendation 3, these should be reported to the Committee.
6. To approve the allocation of funding of £16,000 from this year's CIL Area Committee budget to design and introduce the preferred scheme.

16. NORTH FINCHLEY - LEGIBLE LONDON

The Chairman introduced the item, which detailed the results of a feasibility study carried out in North Finchley to introduce new way finder signs as per Transport for London (TfL) Legible London Standard.

During the discussion, Councillor Ryde moved a motion that was seconded by Councillor Houston to defer the item until the April 2020 meeting.

This was unanimously agreed.

Mr Cooke also agree that he would review if the Regeneration Service were able to the new signs as part of their work in Finchley and report at that meeting.

The Committee therefore **RESOLVED to defer the item until the April 2020 meeting.**

17. FORWARD WORK PROGRAMME

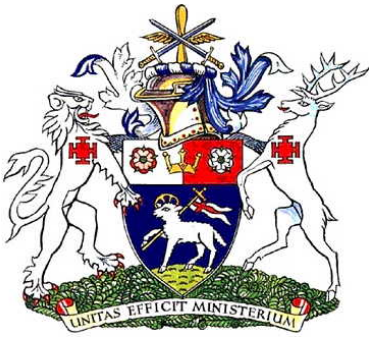
The committee noted forward plan.

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

None.

The meeting finished at 9.25 pm

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Finchley and Golders Green Area Committee

17 October 2019

Title	Referrals from Finchley & Golders Green Residents Forum
Report of	Head of Governance
Wards	Woodhouse, Oakleigh
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Tracy Scollin Tracy.scollin@barnet.gov.uk Tel: 020 8359 2315

Summary

At the meeting of Finchley and Golders Green Residents Forum, 5 September 2019, two issues were referred to this Committee for consideration.

Officers Recommendations

1. That the Area Committee considers the issues referred by the Finchley and Golders Green Residents Forum.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Council's Constitution permits the referral of petitions and issues to Area Committees. The following petitions and issues have been referred by the Chairman, Finchley and Golders Green Residents' Forum, to the Area Committee:

1.	<p>Submitted by: Jordan Neville Received: 6 August 2019</p> <p>Residents on Castle Road (North Finchley) are concerned by the speed of motorists driving down the road, in many cases travelling at over 50 MPH. This is happening more frequently and I genuinely believe it is only a matter of time before a fatality occurs. Many residents have young children and are worried about their safety.</p> <p>We wish to request that the Council takes the following action: Speed bumps on Castle Road. Perhaps two at selected positions would quickly and cheaply solve the problem.</p> <p>Response from the Residents Forum:</p> <p>Officers are working on developing an assessment and prioritisation process in relation to the many requests to introduce traffic calming measures that the Council receives, which would entail periodic progression of the highest priority locations, subject to the level of available funding.</p> <p>This would be referred up to the next meeting of the Finchley & Golders Green Area Committee for consideration.</p>
2.	<p>Submitted by: Duncan Parsons Received: 13 August</p> <p>Resident Parking, Eversleigh Rd, Finchley Central</p> <p>Resident parking is already a major issue for many people in our area. Currently, there is no parking restriction on our road (Eversleigh Road) or neighbouring roads meaning we struggle to park near our house every day. The issue comes in part, as a result of commuters parking and then walking to Finchley Central (not to mention the littering), another major issue is work vans where we have businesses (resident or otherwise) parking their fleet of vehicles on the road. For context, one particular gardening company has over 5 vans often on the road (their employees drive in and park in the space as they take the van for the day), another lightning protection firm has around 4 vans. Equally, there is currently a large vehicle transporter which has been there for</p>

minimum 4 weeks without moving.

In mine and many other residents opinion, this problem could be significantly reduced by certain parking measures that are already in force in neighbouring areas.

The response I received from the Barnet Council initial on-line concerns system is below and I believe when reading between the lines it says the council is not planning to investigate this but they will keep a record of my concern. I do not believe this to be very constructive nor very reactionary and certainly won't help the various young and elderly residents who are currently being affected by the situation:

'As it stands your road is primarily uncontrolled, and although there may be various demands for kerbside space from residents and other users of the area, motorists are able park anywhere within reason.

In order to deter non-residents from parking in residential streets all day, whilst reserving kerbside space for residents, in many areas of the borough the Council has introduced Controlled Parking Zones (CPZs).

Unfortunately, the council currently has no plans to investigate the possible introduction of a CPZ in your road/area as the investigation/consultation of such a scheme is not on our current programme of work.

However, your request will be held on file for assessment and prioritisation, which will take place later this year, where all unresolved CPZ requests will be assessed to determine whether or not a more detailed investigation will be included in future years' work programmes.'

I then re-raised via Mike Freer more recently and have dropped the response from the Regional Enterprise Members Case Officer below:

Your constituent's concerns about commuter-type parking taking place in Eversleigh Road has been noted. Please note that the usual process is that each request that the Council receives would be assessed and then prioritised and then progressed through Local Implementation Plan (LIP) funding. However it should be noted that for the 2019/20 period, and possibly future years, there is no LIP funding available to undertake such work.

Officers will consider as the year progresses whether there is any available funding to progress such items. This request is on the list for future assessment. However if your constituent feels that this location requires immediate attention, then there is the option of your constituent arranging for the matter to be raised at the Finchley & Golders Green Residents Forum, which could in turn refer the matter up to the Finchley & Golders Green Area Committee, where funding to progress scheme investigation could be granted, if the Committee considers it appropriate to do so.

Again, it's not very clear but it sounds like there is no budget. I appreciate things cost money in terms of administration, signage and resource to enforce but I'm sure a CPZ approach would generate revenue from penalties/resident permits that would cover any costs and it would have a really positive impact on the local residents.

Response from the Residents Forum:

	<p>Officers are working on developing an assessment and prioritisation process in relation to the many requests to introduce parking controls that the Council receives, which would entail periodic progression of the highest priority locations, subject to the level of available funding. This request will be put on the list for future assessment.</p> <p>However, if the Forum consider that this location requires immediate attention, then there is the option of the issue being referred to the Finchley and Golders Green Area Committee, where funding to progress items could be granted.</p> <p>The response was noted at the Forum and it was decided that due to issues faced by the residents of Eversleigh Road this would be referred up to the Area Committee for consideration.</p>
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2. REASONS FOR RECOMMENDATIONS

- 2.1 The above has been referred by the Chairman Finchley and Golders Green Residents' Forum to the Area Committee.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A

4. POST DECISION IMPLEMENTATION

- 4.1 N/A

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 None in the context of this report.

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

- 5.2.1 None in the context of this report.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 **Legal and Constitutional References**

- 5.4.1 The Council's Constitution – Article 3, Residents and the Council states that Residents Forums may: *“decide that the issue be referred to the next meeting of an Area Committee for consideration, subject to the issue being within the terms of reference of an Area Committee”*

5.5 **Risk Management**

- 5.5.1 None in the context of this report.

5.6 **Equalities and Diversity**

- 5.6.1 None in the context of this report.

5.7 **Corporate Parenting**

- 5.7.1 None in the context of this report.

5.8 **Consultation and Engagement**

- 5.8.1 None in the context of this report.

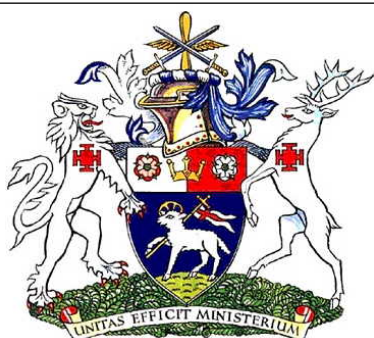
5.8 **Insight**

- 5.8.1 None in the context of this report.

6. **BACKGROUND PAPERS**

- 6.1 None.

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Finchley and Golders Green Area Committee

17th October 2019

Title	Area Committee Funding - Community Infrastructure Levy update
Report of	Acting Head of Finance – Projects, Finance
Wards	Childs Hill, East Finchley, Finchley Church End, Garden Suburb, Golders Green, West Finchley, Woodhouse
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – Outstanding Schemes to be completed
Officer Contact Details	Gary Hussein, Acting Head of Finance, Finance Contact: Gary.Hussein@barnet.gov.uk

Summary

This report is to update Members of the budget allocations for the Finchley and Golders Green Area Committee, to enable consideration of applications for funding during 2019/20.

Officers Recommendations

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

2. CIL activity

- 2.1 The latest position shows expenditure to July 2019. The total amount of underspends from 2015 – 2019 are £0.146m, whilst the total funded overspends on schemes total £0.045m.
- 2.2 The over & underspends from the prior year schemes that are still open will impact on the total Area Committee available balance, until the schemes are certified as completed.

3. REASONS FOR RECOMMENDATIONS

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

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1 No alternative options were considered

5. POST DECISION IMPLEMENTATION

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

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

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

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

6.2.1 An annual allocation of £0.150m is made to each Area Committee. The total available shows the committee balance for 2019/20 to be £0.054m. 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 Finchley and Golders Green 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 Finchley and Golders Green 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>

Area Committee

Finchley & Golders Green

Finchley & Golders Green Area Committee
Funding by Ward





Finchley & Golders Green 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	-£24,500.00	£15,060.00	-£95,685.00	-£137,785.39
Adjustment for CIL receipts 2015/16		-£19,940.00			

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
Childs Hill	-£17,000.00	-£16,000.00	-£24,400.00	-£43,900.39	-£3,500.00
East Finchley	-£20,000.00	£0.00	-£20,150.00	-£41,100.00	-£24,000.00
Finchley Church End	-£37,500.00	-£7,500.00	-£57,430.00	£0.00	£0.00
Garden Suburb	-£20,000.00	-£21,500.00	-£22,565.00	-£61,100.00	-£11,550.00
Golders Green	-£15,000.00	£0.00	£0.00	-£5,000.00	-£3,000.00
West Finchley	-£49,500.00	-£16,000.00	-£59,500.00	-£10,500.00	-£16,000.00
Woodhouse	-£15,500.00	-£29,500.00	-£76,700.00	-£30,500.00	£0.00
	-£174,500.00	-£90,500.00	-£260,745.00	-£192,100.39	-£58,050.00

2015/16 Underspends returned to CIL reserve	£66,823.03
2016/17 Underspends returned to CIL reserve	£14,803.35
2017/18 Underspends returned to CIL reserve	£55,141.77
2018/19 Underspends returned to CIL reserve	£9,274.57
Overspends Funded	-£45,471.41

New Balance	£54,735.92
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Finchley & Golders Green Schemes In Progress (1/3)

2019/20

Name	Ward	Budget Allocation (CIL Reserve)
Portsdown Avenue / Templars Avenue - Request for DYLS	Golders Green	-£3,000.00
Greenfield Gardens - Bay Change and Cycle Storage	Childs Hill	-£3,500.00
Church Lane/High Road, N2 - Implementation	East Finchley	-£24,000.00
Hampstead Way (Wellgarth/Wildwood) VAS Implementation	Garden Suburb	-£11,550.00
Rosemont Avenue -Implementation	West Finchley	-£16,000.00

2018/19

Name	Ward	Budget Allocation (CIL Reserve)
Churchfield Ave	Woodhouse	-£3,000.00
Central Square Minyan - Lighting	Garden Suburb	-£5,000.00
Tarling Road Open Space - Forest School	East Finchley	-£5,000.00
Hampstead Way - Pedestrian Improvements Hampstead Way - Parking Bay	Garden Suburb	-£25,000.00
Glenhurst Road - Implementation	Woodhouse	-£19,000.00
Crewys Road CPZ Review	Childs Hill	-£3,000.00
Tarling Road Community Hub	East Finchley	-£12,000.00
Park View Road - CPZ Review	West Finchley	-£3,000.00
Hampstead Way - Gates	Garden Suburb	-£1,600.00
Somerton Road - Implementation	Childs Hill	-£11,000.00
Churchfield Ave - Consultation and Implementation	Woodhouse	-£6,000.00
West Heath Drive Speed Survey	Childs Hill	-£2,000.00
Addison Way - Width Restriction	Garden Suburb	-£3,000.00





Finchley & Golders Green Schemes In Progress (2/3)

2018/19 (cont.)

Name	Ward	Budget Allocation (CIL Reserve)
Rosemont Avenue - Feasibility Study	West Finchley	-£5,000.00
Bench - Bus Stop Litchfield Way	Garden Suburb	-£1,500.00
Hampstead Way - Speed Survey	Garden Suburb	-£2,000.00
Parking - Kenwood Close	Childs Hill	-£2,500.00
Elmcroft Avenue - CPZ Review - informal	Childs Hill	-£3,000.00
Woodlands Close - Bollards	Golders Green	-£5,000.00
Church Lane/High Road, N2 - Feasibility	East Finchley	-£5,000.00
The Vale (Rodborough) - Speeding - VAS	Childs Hill	-£10,000.00
Temple Fortune Lane - VAS	Garden Suburb	-£10,000.00
CPZ extention into Erskine Hill, North Square, Temple Fortune Hill; Introduction of resident parking on Central Square outside St. Jude's Vicarge	Garden Suburb	-£11,000.00
Carry out a consultation to re-design the East Finchley 'M' CPZ; Conversion of parking places in Durham Road N2; Investtigation of potential additional parking places	East Finchley	-£7,000.00

2017/18

Name	Ward	Budget Allocation (CIL Reserve)
The Diggers -construction of compost bins	Childs Hill	-£5,600.00
Leslie Road/Leopold Road - Implementation	East Finchley	-£12,650.00
CPZ Erskin Hill North Square	Garden Suburb	-£7,500.00
East Finchley CPZ	East Finchley	-£2,500.00
Parking Hodford Road Parking Hervey Close	Childs Hill/West Finchley	-£2,000.00





Finchley & Golders Green Schemes In Progress (3/3)

2016/17

Name	Ward	Budget Allocation (CIL Reserve)
Parking Frairy Road/Valley Road	Woodhouse	-£4,000.00
Buxted Ashurst - Feasibility	Woodhouse	-£5,000.00

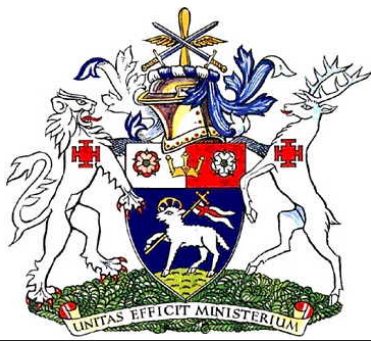
2015/16

Name	Ward	Budget Allocation (CIL Reserve)
Parking Friary Road/Frairy Way	Woodhouse	-£5,000.00
Parking CPZ Cherry Tree Wood	East Finchley	-£10,000.00
Parking Temple Fortune (Oakfield Road)	Garden Suburb/Golders Green	-£10,000.00



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AGENDA ITEM 9



Finchley & Golders Green Area Committee

17 October 2019

Title	Members' Items
Report of	Head of Governance
Wards	Childs Hill
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Tracy Scollin, Governance Officer Tracy.scollin@barnet.gov.uk Tel: 020 8359 2315

Summary

The report informs the Finchley & Golders Green Area Committee of Members' Items and requests instructions from the Committee.

Recommendations

1. That the Finchley & Golders Green Area Committee's instructions are requested to the items submitted by Members of the Committee highlighted at Section 1.1

1. WHY THIS REPORT IS NEEDED

- 1.1 The following Members Items have been received and the Committee is asked to consider the following matter:

Cllr Shimon Ryde	Improvements to Childs Hill Walk For the Committee to consider funding £2934 for improvements on Childs Hill Walk, a pedestrian footpath between Cricklewood Lane and Church Walk. This is a community project part funded by Argent (LBB's partner for the Brent Cross South Development). The funds are required for landscaping, specifically: Remove all shrubs and roots in alleyway from church grounds to Cricklewood Lane. Lane, to below ground level. <input type="checkbox"/> Rotovate area with mechanical cultivator. <input type="checkbox"/> Introduce 20 x cubic metres of high quality compost and dig in with cultivator. <input type="checkbox"/> Edge entire walkway with a timber border using treated timber joists with timber pegs to hold in position. <input type="checkbox"/> Mulch area with 8 x cubic metres of ornamental bark-chippings. <input type="checkbox"/> Remove all waste from site via on site skips (Allowance of 3 x 6 yard skips)
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2. REASONS FOR RECOMMENDATIONS

- 2.1 No recommendations have been made. The Committee is therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

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

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

Property, Sustainability)

5.2.1 None in the context of this report.

5.3 Social Value

5.3.1 Members' Items provide a process for Members to request officer reports for discussion within a committee setting at a future meeting.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, Article 2, Members of the Council, Section 2.3 states A Member (including Members appointed as substitutes by Council) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a Committee or Sub-Committee on which s/he serves. The matter must be relevant to the terms of reference of the Committee. This rule does not apply to the Licensing, Planning and Urgency Committees. The referral of a motion from Full Council to a Committee will not count as a Member's item for the purpose of this rule.

5.5 Risk Management

5.5.1 None in the context of this report.

5.6 Equalities and Diversity

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

5.7 Consultation and Engagement

5.7.1 None in the context of this report.

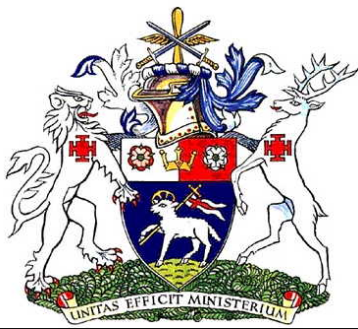
5.8 Insight

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

6. BACKGROUND PAPERS

6.1 None.

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Finchley and Golders Green Area Committee

17 October 2019

Title	Members' Item – Application for Community Infrastructure Levy (CIL) Funding
Report of	Head of Governance
Wards	Finchley Church End
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Tracy.scollin@barnet.gov.uk Tel: 020 8359 2315

Summary

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

Recommendations

1. That the Area Committee consider the requests as highlighted in section 1 of the report.
2. That the Area Committee decide whether it wishes to:
 - (a) agree the requests 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 The following requests for funding from the Committee's allocated CIL budget have been raised:

Title	Traffic calming measures, Arden Road, N3
Raised by (Councillor)	Cllr Eva Greenspan
Ward	Finchley Church End
Area Committee	Finchley & Golders Green Area Committee
Member Request	Residents of Arden Road have noticed speeding and dangerous driving over several years, and would like 'slow' signs to be installed in line with neighbouring roads. Residents are concerned that there is a risk of a tragic accident, particularly with many elderly people and children living in the area.
Funding Required (£)	Officers to confirm

2. REASONS FOR RECOMMENDATIONS

- 2.1 As identified above Members of the Council have requested that the Committee consider requests for CIL funding. In line with guidance for Members' route to support applications for CIL funding, the Committee is asked to determine the desired course of action.
- 2.2 CIL funding can be used to fund a wide range of infrastructure (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'.
- 2.3 Further examples are: play areas, parks and green spaces, cultural and sports facilities, district heating schemes, police stations and community safety facilities. The flexibility in how the funds can be applied is designed to give local areas the opportunity to choose the infrastructure they need to deliver their Local Plan.
- 2.4 Guidance states that the levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development. Therefore if funds are intended to be used to address existing deficiencies, it is recommended that funds are used to either increase the capacity of existing infrastructure or to repair

failing existing infrastructure, where it is recognised as necessary to support development in the area.

- 2.5 Guidance states that local authorities must allocate at least 15% of levy receipts to spend on priorities that should be agreed with the local community in areas where development is taking place. Therefore a decision was made to honour the provision of a 15% contribution to each of the Council's Area Committee. This is capped at £150k per committee per year.
- 2.6 Applications relating to requests should be made to this Area Committee via Members' Items as outlined in the Council's Constitution. In line with guidance, applications submitted by Members should receive an initial assessment by an appropriate Officer, and should be accompanied by a recommendation (i.e. that the Committee should support or refuse the application).
- 2.7 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.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

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

- 5.1.1 The Committee has an allocated budget 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.
- 5.1.2 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.

5.2 Social Value

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

5.3 Legal and Constitutional References

- 5.3.1 Council Constitution, Article 7 contains the responsibilities of the Area Committees, which includes to: "Determine the allocation of Community Infrastructure Levy funding

within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent.”

5.4 Risk Management

5.4.1 None in the context of this report.

5.5 Equalities and Diversity

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

5.6 Consultation and Engagement

5.6.1 None in the context of this report.

5.7. Corporate Parenting

5.7.1. Not applicable in the context of this report

5.8. Insight

5.8.1. None in context of this report.

6. BACKGROUND PAPERS

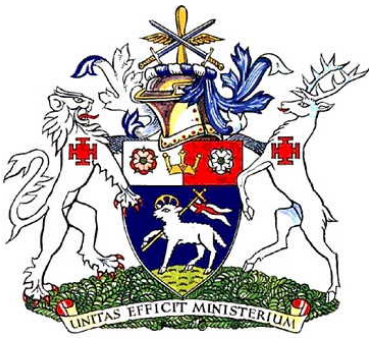
6.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets: <http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>

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

Finchley and Golders Green

Area Committee

17 October 2019



Title	Addison Way, NW11 – Width Restriction Feasibility Study
Report of	Executive Director, Environment
Wards	Garden Suburb
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Jamie Blake – Executive Director, Environment Email – Highways.Correspondence@barnet.gov.uk

Summary

This report details the outcome of an investigation regarding improvements to the width restriction at Addison Way to prevent on-going damage.

Officers Recommendations

1. That the Finchley and Golders Green Area Committee notes the review of the width restriction on Addison Way, NW11 outlined in this report.
2. That the Finchley and Golders Green Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £13,200 to implement Option B.

1. WHY THIS REPORT IS NEEDED

- 1.1 During the Finchley and Golders Green Area Resident Forum on 15 June 2018, Gary Shaw on behalf of Hampstead Garden Suburb Resident Association raised the issue of volume and speed of traffic on Addison Way.
- 1.2 Residents in the vicinity of Addison Way NW11 were concerned about the volume and speed of traffic using that road as a link between the A1 at Falloden Way and Finchley Road. Residents would like the damaged width restrictors at eastern end of Addison Way to be replaced with ones of more robust design and to consider also whether priority should be given to eastbound traffic at the width restrictor or at the other points along the road to discourage the use of Addison Way as a relief route.
- 1.3 Councillors and officers from Re met Mr Shaw and members of the residents' association earlier in the year and discussed the type of proposals suggested by residents.
- 1.4 Following discussion, the Committee determined to allocate £3,000 of CIL funding towards investigating improvements which could include the of changes to curbs. Officers were requested to contact Ward Councillors once they had made necessary enquiries. The Committee instructed that if further funding was needed to implement any proposed options, that Officers bring the matter back to a future meeting for the Committee to consider.
- 1.5 This report investigates options to address the issue regarding the width restriction raised by residents.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Following the Committee instruction, officers have visited the sites and investigate the options to improve the width restriction.
- 2.2 Addison Way is a 20mph speed limit road located in Garden Suburb Ward. There is a width restriction located between property number 68 and 70. The existing width restriction has been measured. The distance between the green posts is 8' or 2.43m and the distance between the kerbs is 6' 6" or 1.98m. Some larger vehicles drove onto the kerbs to get through the width restriction.
- 2.3 Options were considered to analyse the advantages and disadvantages of each option.
- 2.4 Three options have been considered to address the issue raised by residents, which are summarised in Table 1.

Table 1 – Design Options

Option	Summary
Option A - Trief Kerb island	Change existing kerbs to Trief Kerbs including replacing the existing width restriction with a new island and built outs. Trief kerb is a type of high containment kerb system designed to contain and redirect vehicles safety back onto

	carriageway where if vehicles were to stray unchecked, may cause injury to pedestrians, damage to local structures or damage to the vehicles and drivers themselves. In this instance, Trief Kerb is intended to prevent larger vehicles using Addison Way as short cut due to its high containment and prevent vehicles overrun compare to low kerb height.
Option B - Provide more solid post type	Repair existing kerbs, move existing vertical post distance closer to 6' 6" or change to more solid vertical post type and move post distances closer to 6' 6".
Option C - Retain same width restriction features	Repair like for like and retain the same width restriction features.

2.6 The advantages and disadvantages are summarised in Table 2.

Table 2 – Summary of Advantages and Disadvantages

Option	Advantages/Disadvantages
Option A Trief Kerb island	<p style="text-align: center;"><u>Advantages</u></p> <ul style="list-style-type: none"> - The Trief Kerb may prevent larger vehicles such as vans and discourage some drivers using Addison Way as short cut and slow down. - Reduce on-going damaged to the Width Restriction. <p style="text-align: center;"><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Might be tight for some model of Sport Utility Vehicles (SUV). - Concerned some residents with larger vehicles for example with 4 wheels drive might damage or scratch the vehicle sides. - Alteration would require an additional funding from the Area Committee depending on kerb product and vertical bar material.
Option B Provide more solid post type and move posts closer close to edge of kerbs	<p style="text-align: center;"><u>Advantages</u></p> <ul style="list-style-type: none"> - The alternation may discourage and will prevent larger vehicles such as vans using Addison Way as short cut and slow down. - Reduce on-going damage to the width restriction.

	<p style="text-align: center;"><u>Disadvantages</u></p> <ul style="list-style-type: none"> - Might be tight for some model of Sport Utility Vehicles (SUV). - Concerned some residents with larger vehicles for example with some model of 4 wheels drive might damage or scratch the vehicle sides. - Alteration would require a higher budget.
<p style="text-align: center;">Option C Retain same width restriction features</p>	<p style="text-align: center;"><u>Advantages</u></p> <ul style="list-style-type: none"> - Existing just repair like for like if damaged. - Less alternation and construction work compared to other options. <p style="text-align: center;"><u>Disadvantages</u></p> <ul style="list-style-type: none"> - It will not deter improve the current situation. - Regular maintenance is a on-going cost to the Council

2.7 As part of the consideration Ward Councillors have been consulted and they favour Options A or B. They are not in favour of the Option C which doesn't alter the existing situation and is highly likely to likely to result in on-going maintenance costs.

2.8 All options have been analysed by Officers who recommend either Option A or B with Option B be the Officers preferred option for approval by the Area Committee.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 Alternative option is no to proceed with any of the proposed improvements as per option C. However, this will not address the original concern raised by residents and Resident Association regarding the width restriction issues raised regarding Addison Way.

4 POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved and subject to funding, detailed design will be undertaken. Ward members, organisations and residents living near the site will be informed. Implementation would follow once any issues have been considered and resolved where possible subject to funding being made available.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The scheme will help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”. “Barnet’s children and young people will receive a great start in life”, “Barnet will be amongst the safest place 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 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 £150k is made to each Area Committee. The Finchley and Golders Green Area Committee balance for 2019/20 is £0.054m. This takes account the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2019/20 due to lack of CIL awards in 2019/20 in the ward.
- 5.2.2 London Highways Alliance (LOHAC) schedule of rates have been used to carry out a preliminary high level cost estimate as shown in Table 3 and Table 4 below, which will need to be refined by LOHAC upon completion of the feasibility design.

Table 3 – Cost Estimate Option A

Activity	Estimated Cost
Detailed Design (includes survey, safety audit etc)	£4,000
Built Cost	£9,500
Sub Total	£13,500
Implementation & post implementation fee @ 10%	£1,350
GRAND TOTAL	£14,850

Table 4 – Cost Estimate Option B

Activity	Estimated Cost
Detailed Design (includes survey, safety audit etc)	£4,000
Built Cost	£8,000
Sub Total	£12,000
Implementation & post implementation fee @ 10%	£1,200
GRAND TOTAL	£13,200

5.3 Social Value

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

5.4 Legal and Constitutional References

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

5.4.2 Section 16 of 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 Risk management may be required for work resulting from this report. Management would be required throughout the detailed design, implementation and construction work.

5.6 Equalities and Diversity

5.6.1 Section 149 of 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 persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between people from different groups.
- The broader purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and the delivery of services.

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 Garden Suburb Ward Councillors, Hampstead Garden Suburb Resident Association and residents living near the site will be notified for the implementation of the improvement works further to Area Committee's decision. A statutory consultation will not be required for improvement of the existing width restriction.

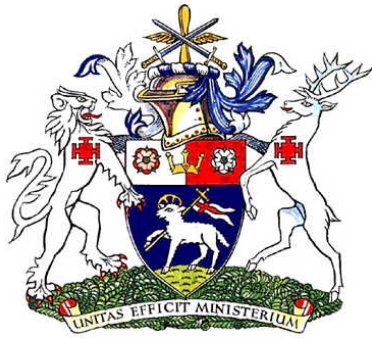
5.9 Insight

5.9.1 The options developed for the scheme were informed through concern raised by Hampstead Garden Suburb Resident Association and on site observations of the issues.

6 BACKGROUND PAPERS

6.1 Finchley and Golders Green Area Committee 4 Feb 2019.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=712&MIId=9527>



**Finchley and Golders Green Area
Committee**

AGENDA ITEM 12

17 October 2019

Title
**Proposed extension and amendments
to Church End Controlled Parking
Zone (CPZ) – outcome of statutory
consultation**

Report of Executive Director, Environment

Wards Finchley Church End

Status Public

Urgent No

Key No

Enclosures

Appendix A – Proposal Drawing Nos. SCR253SP, SCR253-1, SCR253-2, SCR253-3, SCR253-4, SCR253-5 and SCR253-6

Appendix B – Recommended implementation drawing nos. SCR253SPa, SCR253-2a, SCR253-3a, SCR253-4a, SCR253-5a and SCR253-6a

Officer Contact Details

Gavin Woolery-Allen, Senior Engineer, Traffic and Development Section

highwayscorrespondence@barnet.gov.uk

Summary

This report details the outcome of the statutory consultation undertaken in respect of proposed extensions to the Church End Controlled Parking Zone (CPZ) to include additional roads or lengths of road, and proposed amendments to the CPZ's hours of

operations in certain roads and lengths of road.

Officers Recommendations

- 1. That having considered the feedback to the statutory consultation undertaken in respect of the proposed extensions of the Church End 'CE' Controlled Parking Zone (CPZ), the Committee instructs the Executive Director, Environment to introduce the extensions to the Church End 'CE' CPZ into Templars Crescent N3, Cavendish Avenue N3, Stanhope Avenue N3, St Mary's Avenue N3 and Lyndhurst Gardens N3 as originally proposed and as shown on drawing nos. SCR253Spa, SCR253-2a, SCR253-3a, SCR253-4a, SCR253-5a and SCR253-6a, through the making of the relevant Traffic Management Orders.**
- 2. That having considered the feedback to the statutory consultation undertaken in respect of the proposed amendment of the operational periods of the Church End 'CE' Controlled Parking Zone (CPZ), the Committee instructs the Executive Director, Environment to abandon the proposal in respect of Lichfield Grove, Station Road, Station Close and Sylvan Avenue, and to introduce the amendments to the operational period of the Church End 'CE' CPZ in Dollis Park (between Regents Park Road and Church Crescent) as originally proposed and as shown on drawing nos. SCR253SPa and SCR253-4a, through the making of the relevant Traffic Management Orders.**
- 3. That the Committee note that the actions outlined in 1 and 2 above, will be funded from the Section 106 (of the Town and Country Planning Act 1990) agreement dated 30th March 2012, relating to the approved scheme at Winston House, 2 Dollis Park, London, N3 1HF & 4 Dollis Park, London N3 1HG & 349-363 Regents Park Road, London, N3 1DH (planning permission reference F/00497/11).**

1. WHY THIS REPORT IS NEEDED

- 1.1 At the February 2018 Finchley and Golders Green Area Committee, the Committee considered a report outlining the findings of an informal consultation carried out with properties within and outside the boundary of the Church End Controlled Parking Zone (CPZ).
- 1.2 Having considered the results of the consultation, the Committee approved a statutory consultation exercise to take place in respect of extensions to the CPZ to include various roads or lengths of road, and for amendments to be made to the hours of operation of the CPZ in certain roads or lengths of road.
- 1.3 This report outlines the responses received to the statutory consultations and makes recommendations in respect of the way forward, for the Finchley and Golders Green Area Committee to consider.

2. REASONS FOR RECOMMENDATIONS

2.1 On 15th February 2018 the Finchley and Golders Green Area Committee considered a report outlining the results of an informal consultation undertaken between November 2017 and January 2018 in and around the Church End CPZ, designed to establish whether residents and businesses within the CPZ were satisfied with the CPZ or whether they wished for changes to be made, and whether those living and operating outside the CPZ would like to be included in a CPZ.

2.2 Having considered the report, the Committee decided:

To authorise the Executive Director, Environment and his officers to carry out a statutory consultation on proposals to introduce extended CPZ hours and waiting restrictions, operation Monday to Saturday from 10am to 4pm in:

*Dollis Park (between Regent's Park Road and Church Crescent);
Lichfield Grove (from Regent's Park Road to Sylvan Avenue),
Station Close;
Station Road; and
Sylvan Avenue; and*

To note the results of the consultation in roads outside of the Church End CPZ and petitions received and resolve to authorise the now Executive Director, Environment and his officers to design and carry out statutory consultation on proposals to introduce CPZ parking and waiting restrictions, operation Monday to Friday from 2-3pm, as extensions to the existing Church End CPZ in:

St Mary's Avenue and Templars Crescent

The northern section of Lyndhurst Gardens (between Dollis Park and the entrances to both Finchley Manor Lawn Tennis and Squash Rackets Club and Christ's College Playing Field.

Cavendish Avenue and Stanhope Avenue (between East End Road and Mountfield Road)

2.3 Accordingly a statutory consultation was prepared for the increase in operational periods of the CPZ in certain roads and extending the boundary of the Church End "CE" CPZ to include additional roads, as stated above as shown on drawing nos. SCR253SP, SCR253-1, SCR253-2, SCR253-3, SCR253-4, SCR253-5 and SCR253-6.

2.4 A total of 232 responses to the statutory consultation was received, although for the purposes of analysis, the proposals have been split into four separate areas, as follows:

Area A: Proposed CPZ extension – Templars Crescent, Cavendish Avenue and Stanhope Avenue

Area B: Proposed CPZ extension – St Mary's Avenue

Area C: Proposed CPZ extension – Lyndhurst Gardens

Area D: Proposed CPZ increase in operation – Dollis Park, Lichfield Grove, Station Road, Station Close and Sylvan Avenue

Issues arising from the statutory consultation

2.5 The headline data and main issues arising from the consultation are summarised below.

Area A: Proposed CPZ extension – Templars Crescent, Cavendish Avenue and Stanhope Avenue

2.6 63 responses were received in response to the proposed CPZ extension to Templars Crescent, Cavendish Avenue and Stanhope Avenue.

2.7 Of the 63 responses, 45 were objections to the proposal and 18 were in support of the proposals – primarily from residents of the three roads where the CPZ was proposed to be introduced.

2.8 Of the objections, 27 were concerned about displacement into neighbouring roads, with the majority (21) of these citing concerns about the impact on Mountfield Road, Windermere Avenue and Holmwood Gardens.

2.9 10 respondents mentioned that they would support the extension of the CPZ into Mountfield Road and/or Holmwood Gardens and/or Upper Cavendish Road.

Area B: Proposed CPZ extension – St Mary's Avenue

2.10 14 responses were received in response to the proposed CPZ extension to St Mary's Avenue.

2.11 Of the responses received, there were no objections, and 11 were in support of the proposal.

2.12 5 responses, from St Mary's Avenue were all in favour of the proposal, as were 6 responses from neighbouring Cyprus Gardens residents.

2.13 It should be noted that the 6 responses from Cyprus Gardens residents, plus an additional 3 from the same road, outlined a concern about potential displacement that a CPZ in St Mary's Avenue may cause, and all 9 stated that they wished for Cyprus Gardens to be included in the CPZ.

Area C: Proposed CPZ extension – Lyndhurst Gardens

2.14 20 responses were received to the proposed CPZ extension in Lyndhurst Gardens.

2.15 Of these, 12 were objections and there were 7 responses in support including a petition signed by 25 signatories.

- 2.16 Of the responses received 6 outlined concern about the potential displacement that a CPZ in part of Lyndhurst Gardens may cause, particularly in respect of the part of Lyndhurst Gardens which would remain unrestricted.

Area D: Proposed CPZ increase in operation – Dollis Park, Lichfield Grove, Station Road, Station Close and Sylvan Avenue

- 2.17 86 responses were received to the proposed increase in operation of the CPZ in Dollis Park (part), Lichfield Grove, Station Close and Sylvan Avenue.
- 2.18 Of the responses received 75 were objections to the proposals and 8 were in support.
- 2.19 Of the objections received, 36 were concerned about displacement, with Church Crescent, Hervey Close, Clifton Avenue and the lower half of Dollis Park cited as being possibly impacted.
- 2.20 23 responses were concerned about the impact on their household in respect of themselves, visitors and tradespeople.
- 2.21 22 responses cited that the proposal would result in increased costs and/or feeling that this was a money-making exercise.
- 2.22 14 responses cited the potential impact on businesses, as the proposal would deter visitors to local businesses and shops.
- 2.23 8 responses cited the impact on the surgery in Lichfield Grove – including a petition signed by [44] people.

Overall proposal – Comments received

- 2.24 39 responses were received in relation to the proposal as a whole, or in relation to more than one of the above proposal areas.
- 2.25 Of these, 36 were objections, with 25 from local organisations/charities (mainly 2 no.) citing the potential impact on workers and volunteers if currently uncontrolled roads were to be restricted in the future.

Officer comments

- 2.26 Officer comments to the objections, comments and concerns raised during the statutory consultation are as follows:

Displacement of motorists into neighbouring roads/requests for further extensions of the CPZ into additional streets – Areas A, B and C

- 2.27 Officers are mindful of the issues raised from the residents of the roads who responded to the consultation, who outlined their concern about the potential displacement that could occur as a result of any CPZ introduction.

- 2.28 This concern is indirectly reaffirmed through the number of employees of the area who objected to the proposed CPZ extensions due to the fact that they would make parking their vehicles more difficult as part of their journey into work
- 2.29 Officers consider that the concern from local employees also demonstrate that the roads where the CPZ extensions were proposed, are currently subject to non-resident parking, hence the reason for the demand in CPZ restrictions to be introduced by local residents.
- 2.30 It is noted that, in the case of some of the roads where there is concern about displaced parking, parking may already be congested, although it is accepted that additional displaced parking could result from the introduction of CPZs in Areas A, B and C, hence increasing the demand and competition for kerbside space.
- 2.31 It is considered however, that the concerns raised do not take away from the local desire for a CPZ to be introduced in Templars Crescent, Cavendish Avenue and Stanhope Avenue (Area A), St Mary's Avenue (Area B) and the northern sections of Lyndhurst Gardens (Area C).
- 2.32 Certainly, with all the proposals to extend the CPZ, there were responses received in support of the proposals, reaffirming the local desire for CPZ to be introduced, noting that the nature of statutory consultations tend to elicit more negative responses than positive.
- 2.33 With regards to any request for the CPZ to be extended into additional streets, such as Mountfield Road, Holmwood Gardens, Windermere Avenue (Area A), Cyprus Gardens (Area B) and the southern section of Lyndhurst Gardens (Area C), it is considered that the requests should be considered and assessed separately along with all other similar requests that the Council receives, with a view to determining the requests that should be included for further investigation in future years' work programmes. This would also allow the impact of any CPZ introduction in Templars Crescent, Cavendish Avenue and Stanhope Avenue (Area A), St Mary's Avenue (Area B) and Lyndhurst Gardens (Area C) to be assessed.
- 2.34 Furthermore, it should also be noted that the Council are in preliminary discussions with Transport for London (TfL) in respect of the redevelopment of Finchley Central Station, and the Council would be mindful of the current and potential future parking issues in the area when considering any planning applications, and determining whether any Section 106 (of the Town and Country Planning Act 1990) contributions would be appropriate.

Cost of permits and vouchers/Money making scheme/Impact on local residents and their visitors/families – Areas A, B, C and D

- 2.35 With regards to the objections relating to parking charges/making money etc, the costs advised to the community as part of the consultation are the Council's standard permit charges that apply across all CPZs in the borough, as agreed and amended as part of its annual Fees and Charges considerations.
- 2.36 The Road Traffic Regulation Act 1984 provides that surplus income derived from parking activity should be spent on Highways/Parking related activity.

- 2.37 It is acknowledged that the introduction of a CPZ would impact in a variety of ways, and residents would need to adjust to accommodate their families, visitors, tradespeople and other demands.
- 2.38 As part of a CPZ, residents can purchase visitor vouchers which can be then issued to visitors and tradespeople. For longer term work, builders and contractors can apply for a specific permit. People who require ongoing care may be eligible for a specific Carers Permit.

Area D: Proposed CPZ increase in operation – Dollis Park, Lichfield Grove, Station Road, Station Close and Sylvan Avenue

- 2.39 The number of responses received indicates the level of interest and concern about the proposal to increase the operational periods of the Church End 'CE' CPZ in certain roads.
- 2.40 A significant number of the responses was in relation to the potential impact that increasing the period of the CPZs of operation could have on local neighbouring roads.
- 2.41 Dollis Park, Lichfield Grove, Station Road, Station Close and Sylvan Avenue are situated in close proximity of the Church End/Finchley Central Town Centre and some of the respondents acknowledge that these roads are used for parking by those wishing to visit local businesses and amenities, outside of the current CPZ hour of restriction.
- 2.42 The concern is therefore that roads such as Church Crescent, Hervey Close, Clifton Avenue and the lower half of Dollis Park will be impacted upon through motorists being displaced into the nearest available lesser-controlled roads, although there is a feeling that some motorists would be dissuaded from visiting local businesses, shops and other amenities altogether.
- 2.43 The petition in respect of highlighting the concern about the proposals impacting on patients' access to the surgery in Lichfield Grove, has also been noted.
- 2.44 Officers consider that there appears to be a general view from those living within the lengths of road where the changes are being proposed, and those living elsewhere, that if the changes were to be implemented as proposed it would upset the balance of the area, due to the negative impacts in displacing parking and making it more difficult for motorists to visit the town centre, with the subsequent impact on the businesses and shops and amenities.
- 2.45 With this in mind, Officers consider that the proposal to amend the CPZ restrictions in Lichfield Grove, Station Road, Station Close and Sylvan Avenue should be abandoned at this time.
- 2.46 This would address most of the concern about this proposal in respect of the impact of households, whether financial or practical, visitors to properties and the impact on local businesses and local amenities such as the doctors' surgery in Lichfield Grove.

- 2.47 However, it is considered that, given the geographical layout of the road network, the proposal for the section of Dollis Park between its junctions with Regents Park Road and Church Crescent should still be introduced.
- 2.48 This length of highway is immediately adjacent to Regents Park Road and appears to be very attractive for motorists wishing to visit the town centre. Certainly, in the length concerned, there were more respondents (of those who submitted their full address) in favour of the change than against it.
- 2.49 This change may result in displaced parking into immediately neighbouring streets, however, given the recommended abandonment of the proposals for Lichfield Grove, Station Road, Station Close and Sylvan Avenue, it is considered that the displacement will be minimal.
- 2.50 With regards to other general comments received, it is considered that these are not in sufficient numbers to amend the proposals further.

Conclusion

- 2.51 In conclusion, having considered the comments, objections and suggestions relating to the proposed CPZ extensions to the Church End CPZ and the proposed increase in operational periods in certain roads or length of road in the Church End CPZ, it is considered that the extension proposals for Templars Crescent, Cavendish Avenue, Stanhope Avenue, St Mary's Avenue and the northern section of Lyndhurst Gardens should be approved and implemented, as shown on drawing nos. SCR253SP_a, SCR253-2_a, SCR253-3_a, SCR253-4_a, SCR253-5_a and SCR253-6_a.
- 2.52 Furthermore, it is considered that given the concern about the proposals to amend the CPZ days/hours of operation in Dollis Park, Lichfield Grove, Station Road, Station Close and Sylvan Avenue, that the proposal in so much that it applies to Lichfield Grove, Station Road, Station Close and Sylvan Avenue should be abandoned, and should only be introduced in Dollis Park as proposed. as shown on drawing nos. SCR253SP_a and SCR253-4_a.
- 2.53 It is acknowledged that the extension of the CPZ will impact on those non-residents that have become accustomed to parking in those roads, and may increase competition for kerbside space in neighbouring and nearby unrestricted roads, hence impacting on the residents of those roads. However, it is considered that the long-standing issues arising in the roads where the CPZs are proposed should be addressed now.
- 2.54 The Council is expecting a future planning application from TfL relating to the Finchley Central Station site and, as a result of the consultation exercise carried out, Officers now have a better awareness of the parking issues in the area, and will seek to ensure any current and potential future parking issues in the area are addressed when considering any future planning applications.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Alternative options are not being considered in light of the responses to the statutory consultation carried out.

4. POST DECISION IMPLEMENTATION

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

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic.
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.
- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.
- 5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

- 5.2.1 The cost of carrying out the implementation of the recommended measures which initially includes writing to all properties in the agreed area, finalising the relevant Traffic Management Orders, advertising, and introducing the necessary road markings and signage is estimated to be £25,000, the cost of which can be met from the Section 106 (of the Town and Country Planning Act 1990), relating to the Winston House, 2 Dollis Park, London, N3 1HF & 4 Dollis Park, London N3 1HG & 349-363 Regents Park Road, London, N3 1DH development (reference F/00497/11)
- 5.2.2 On-going costs related to enforcement and CPZ maintenance will be attributable to the Special Parking Account
- 5.2.3 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account although it should be noted that no specific budget has been allocated for such purposes and therefore any maintenance costs will negatively impact on the Special Parking Account.
- 5.2.4 Income generated through the purchasing of parking permit, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be attributable to the Special Parking Account.

5.3 **Social Value**

5.3.1 None in the context of this report

5.4 **Legal and Constitutional References**

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

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.

5.4.3 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.4.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. The Council's Constitution, Article 7 – Committees, Forums, Workshops and Partnerships, outlines the terms of reference of the Area Committee which includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.5 **Risk Management**

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

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

5.5.3 In response to this, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation involving our proposals.

5.6 **Equalities and Diversity**

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

5.6.2 Having due regard means the need to (a) remove or minimise disadvantage suffered by

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

5.6.3 It is considered that the recommended introduction of the specified extensions and abandonment of other extensions of the Church End “CE” CPZ will not disproportionately disadvantage individuals.

5.7 Corporate Parenting

5.7.1 None in relation to this report

5.8 Consultation and Engagement

5.8.1 Consultation has undertaken as described in this report.

5.8.2 All households previously consulted will receive an update by way of a letter.

5.9 Insight

5.9.1 None in relation to this report

6. BACKGROUND PAPERS

6.1 Finchley and Golders Green Area Committee, 15th February 2018 – Agenda Item 30 “Church End Controlled Parking Zone (CPZ) - Parking Consultation Results”
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9274&Ver=4>

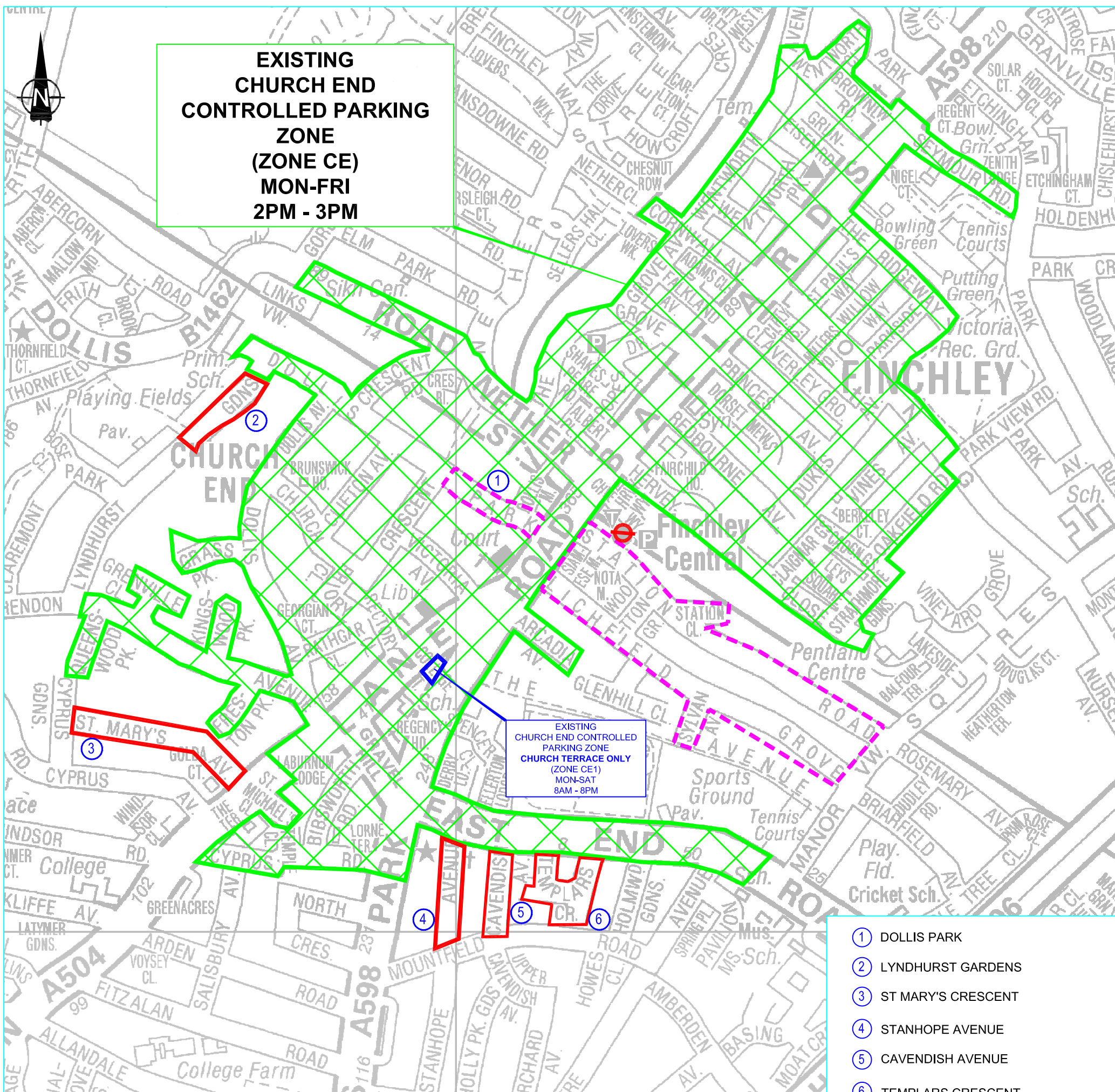
6.2 Finchley and Golders Green Residents Forum – 23 January 2018 - Petition – “Include Stanhope Avenue and Cavendish Avenue in the next extension of Finchley Church End CPZ”
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=8759&Ver=4>

6.3 Finchley and Golders Green Residents Forum – 5 July 2017 Petition – “CPZ Lyndhurst Gardens”
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=9377&Ver=4>





6.4 Finchley and Golders Green Residents Forum – 22 March 2017 Petition – “CPZ on St Marys Avenue N3”
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=8748&Ver=4>

6.5 Finchley and Golders Green Area Committee – 16 February 2017 – Agenda Item 8 “Petitions (if any)”
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9126&Ver=4>


- 6.6 Finchley and Golders Green Residents Forum - 24 January 2017 "Parking petition from the residents of Station Road and Station Close"
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=8747&Ver=4>



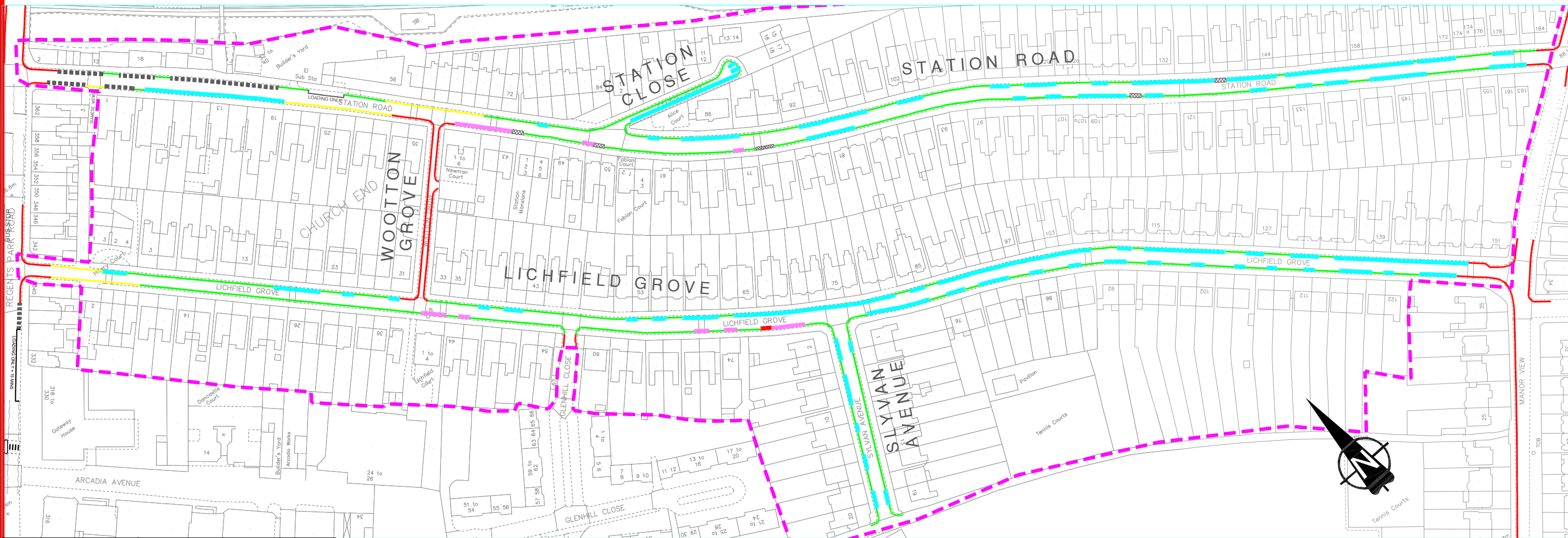
KEY *FOR DETAILED DESIGNS OF THE PARKING PROPOSALS, PLEASE VISIT BARNET ENGAGE PORTAL ONLINE AT [ENGAGE.BARNET.GOV.UK](http://engage.barnet.gov.uk)

- PROPOSED**
-  PROPOSED CHANGES TO THE EXISTING CHURCH END CONTROLLED PARKING ZONE HOURS OF OPERATION IN DOLLIS PARK (BETWEEN CHURCH CRESCENT AND REGENTS PARK ROAD), STATION ROAD, STATION CLOSE, SYLVAN AVENUE AND LICHFIELD GROVE FROM 2PM - 3PM MONDAY - FRIDAY TO 10AM - 4PM MONDAY - SATURDAY.*
 -  PROPOSED INCLUSION OF LYN DHURST GARDENS (BETWEEN DOLLIS PARK AND ENTRANCE TO FINCHLEY MANOR LAWN TENNIS CLUB), CAVENDISH AVENUE AND STANHOPE AVENUE (BETWEEN EAST END ROAD AND MOUNTFIELD ROAD), TEMPLARS CRESCENT AND ST MARY'S AVENUE WITHIN THE EXISTING CHURCH END CONTROLLED PARKING ZONE OPERATING BETWEEN THE HOURS OF 2PM TO 3PM MONDAY TO FRIDAY.*
- EXISTING**
-  EXISTING CHURCH END CONTROLLED PARKING ZONE (ZONE CE) CURRENTLY OPERATING 2PM - 3PM MONDAY TO FRIDAY
 -  EXISTING CHURCH END CONTROLLED PARKING ZONE (ZONE CE1) (COLLEGE TERRACE ONLY) CURRENTLY OPERATING 8AM - 8PM MONDAY TO SATURDAY

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Initiated by cs	SCHEME: CHURCH END CONTROLLED PARKING ZONE STATUTORY CONSULTATION PARKING REVIEW 2018	Jamie Blake Strategic Director for Environment	
Drawn by AO			
Checked by GWA	TITLE: PROPOSED AMENDMENTS AND PROPOSED EXTENSION TO THE EXISTING CHURCH END CONTROLLED PARKING ZONE	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	DRAWING No.
Date 25/09/2018	Scales N.T.S.		SCR253-SP
			57
			Acad. Ref. HIGHWAYS DESIGN6. PARKING SCHEMES

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Jamie Blake
Strategic Director for Environment

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



SCHEME:

STATUTORY CONSULTATION
PROPOSED CHANGES TO THE EXISTING HOURS OF
OPERATION IN STATION ROAD, STATION CLOSE,
LICHFIELD GROVE, SYLVAN AVENUE N3

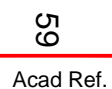
TITLE:

CHURCH END CONTROLLED PARKING ZONE (CPZ)
PARKING REVIEW 2018

Scales: N.T.S	Date: 22/10/2018
Initiated: CS/AO	Drawn: AO
	Checked: GWA

DRAWING NO:

SCR253-1



Acad Ref.

KEY:

PROPOSED RESTRICTIONS:



Existing Church End CPZ boundary
currently operating between the hours of
Mon - Fri 2pm - 3pm upgraded to
Mon - Sat 10am to 4pm



Existing resident permit holders only parking bay
currently operating 2pm to 3pm Mon to Fri
upgraded to 10am to 4pm Mon to Sat

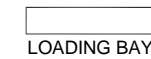


Existing shared use resident and business permit
holders only parking bay currently operating 2pm to
3pm Mon to Fri upgraded to 10am to 4pm Mon to Sat



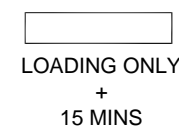
Existing 2pm to 3pm Mon to Fri waiting restrictions
upgraded to 10am to 4pm Mon to Sat waiting
restrictions

EXISTING RESTRICTIONS:



LOADING BAY

Existing Good vehicle loading only parking bay
8am to 6.30pm Mon to Sat
Max stay 1 hour (No return 2 hours)



LOADING ONLY
+
15 MINS

Existing shared use and limited stay bay
Loading only - 6am to 8am & 8pm to 10pm Mon to Sat
Limited stay 15 mins Free parking - 8am to 8pm Mon to Sat
REGENTS PARK ROAD



Existing Paybyphone payment parking bay
Max stay 1 hour 30 mins
8am to 6.30pm Mon to Sat



Existing Doctors permit holder only parking bay



Existing Disabled permit holders only
parking bay



Existing 8am to 6.30pm Mon to Sat
waiting restrictions

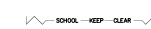


Existing 'at any time' double yellow line
waiting restrictions



Existing 8am to 6.30pm Mon to Sat
loading restrictions

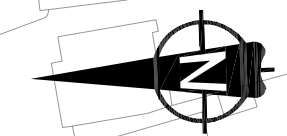
OTHERS:



Existing No Stopping School keep
clear restrictions

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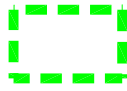






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KEY:

PROPOSED RESTRICTIONS:

-  Proposed Church End Controlled Parking zone extension boundary
Mon - Fri 2pm - 3pm
-  Proposed resident permit holders only parking bay
2pm to 3pm Mon to Fri
-  Proposed shared use resident and business permit holders only parking bay
2pm to 3pm Mon to Fri
-  Proposed 2pm to 3pm Mon to Fri waiting restrictions
-  Existing 7am to 7pm Mon to Sat waiting restrictions upgraded to 'At any time' waiting restrictions (Junction of East End Road and Stanhope Avenue)
-  Existing 2pm to 3pm Mon to Fri waiting restrictions upgraded to 'At any time' waiting restrictions (Junction of East End Road and Cavendish Avenue)
-  Proposed 'at any time' double yellow line waiting restrictions

EXISTING RESTRICTIONS:

-  Existing Paybyphone payment parking bay
Max stay 1 hour 30 mins
8am to 6.30pm Mon to Sat
 -  Existing shared use resident and business permit holders only parking bay
2pm to 3pm Mon to Fri
 -  Existing Disabled permit holders only parking bay
 -  Existing 2pm to 3pm Mon to Fri waiting restrictions
 -  Existing 7am to 7pm Mon to Sat waiting restrictions
- OTHERS:**
-  Existing Bus Stop

SCHEME:

STATUTORY CONSULTATION
PROPOSED CONTROLLED PARKING ZONE (CPZ)
STANHOPE AVENUE AND CAVENDISH AVENUE N3
(BETWEEN EAST END ROAD AND MOUNTFIELD ROAD)

TITLE:

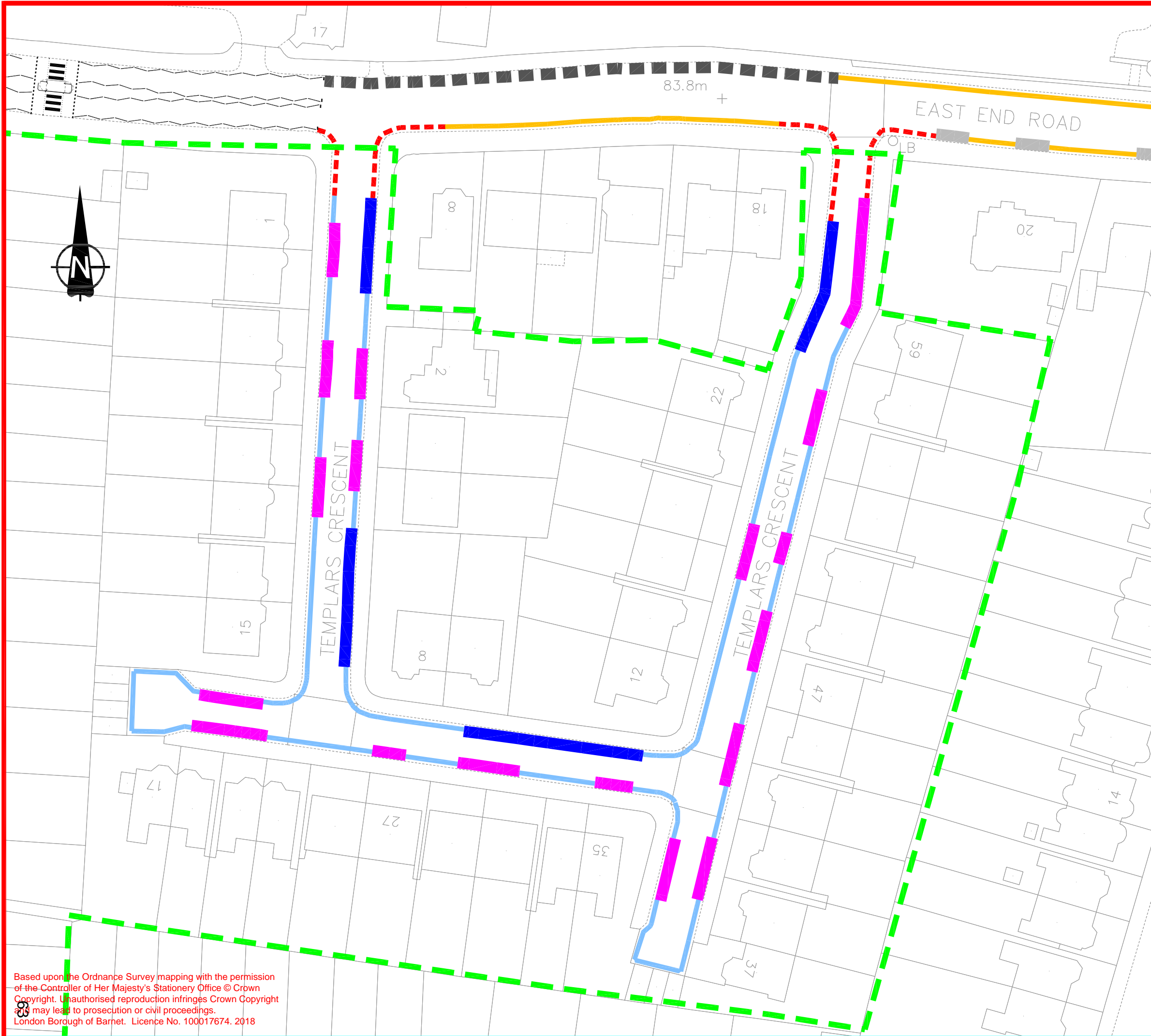
CHURCH END CONTROLLED PARKING ZONE (CPZ)
PARKING REVIEW 2018

Scale: N.T.S	Date: 22/10/2018
Initiated: CS/AO	Drawn: AO
	Checked: GWA

DRAWING NO:
SCR253-2

Acad Ref.

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- KEY:**
- PROPOSED RESTRICTIONS:**
- Proposed Church End Controlled Parking zone (CPZ) extension boundary Mon - Fri 2pm - 3pm
 - Proposed resident permit holders only parking bay 2pm to 3pm Mon to Fri
 - Proposed shared use resident and business permit holders only parking bay 2pm to 3pm Mon to Fri
 - Proposed 2pm to 3pm Mon to Fri waiting restrictions
 - Existing 2pm to 3pm Mon to Fri waiting restrictions upgraded to 'At any time' (double yellow line) waiting restrictions
- EXISTING RESTRICTIONS:**
- Existing Paybyphone payment parking bay Max stay 1 hour 30 mins 8am to 6.30pm Mon to Sat
 - Existing shared use resident and business permit holders only parking bay 2pm to 3pm Mon to Fri
 - Existing 2pm to 3pm Mon to Fri waiting restrictions

Jamie Blake
Strategic Director for Environment

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Oakleigh Road South
London N11 1NP
Tel. 020 8359 2000



SCHEME: STATUTORY CONSULTATION
PROPOSED CONTROLLED PARKING ZONE
TEMPLARS CRESCENT N3

TITLE:
CHURCH END CONTROLLED PARKING ZONE (CPZ)
PARKING REVIEW 2018

Scales: N.T.S		Date: 22/10/2018
Initiated: AO	Drawn: AO	Checked: GWA

DRAWING NO:
SCR253-3

Acad Ref.





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KEY:







PROPOSED RESTRICTIONS:

-  Existing Church End CPZ boundary currently operating between the hours of Mon - Fri 2pm - 3pm upgraded to Mon - Sat 10am to 4pm
-  Existing resident permit holders only parking bay currently operating 2pm to 3pm Mon to Fri upgraded to 10am to 4pm Mon to Sat
-  Existing shared use resident and business permit holders only parking bay currently operating 2pm to 3pm Mon to Fri upgraded to 10am to 4pm Mon to Sat
-  Existing 2pm to 3pm Mon to Fri waiting restrictions upgraded to 10am to 4pm Mon to Sat waiting restrictions

EXISTING RESTRICTIONS:

-  Existing resident permit holders only parking bay 2pm to 3pm Mon to Fri
-  Existing shared use resident and business permit holders only parking bay 2pm to 3pm Mon to Fri
-  Existing Paybyphone payment parking bay Max stay 1 hour 30 mins 8am to 6.30pm Mon to Sat
-  Existing Paybyphone payment parking bay 8am to 6.30pm Mon to Sat Max stay 1 hour (Please note that 6am to 8am & 8pm to 10pm Mon to Sat waiting restrictions operate at other times at this location) REGENTS PARK ROAD

EXISTING RESTRICTIONS:

-  Existing shared use resident permit holders and Paybyphone payment parking bay 8am to 6.30pm Mon to Sat
-  Existing 8am to 6.30pm Mon to Sat waiting restrictions
-  Existing 'At any time' double yellow line waiting restrictions
-  Existing 2pm to 3pm Mon to Fri waiting restrictions
-  Existing 8am to 6.30pm Mon to Sat loading restrictions
-  Existing Bus Stop

Initiated by CS/AO

Drawn by AO

Checked by G.W.A

Date 22/10/2018

SCHEME:

STATUTORY CONSULTATION
PROPOSED CHANGES TO THE EXISTING HOURS OF OPERATION IN DOLLIS PARK
BETWEEN CHURCH CRESCENT AND REGENTS PARK ROAD N3

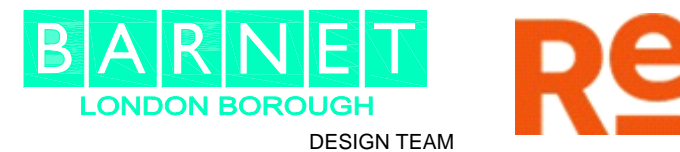
TITLE:

CHURCH END CONTROLLED PARKING ZONE (CPZ)
PARKING REVIEW 2018

Scales N.T.S

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DRAWING No.

SCR253-4






Acad Ref.

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KEY:

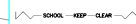
PROPOSED RESTRICTIONS:


-  Proposed Church End CPZ extension boundary Mon - Fri 2pm - 3pm
-  Proposed resident permit holders only parking bay 2pm to 3pm Mon to Fri
-  Proposed 2pm to 3pm Mon to Fri waiting restrictions
-  Existing 2pm to 3pm Mon to Fri waiting restrictions upgraded to 'At any time' waiting restrictions
-  Proposed 'At any time' double yellow line waiting restrictions

EXISTING RESTRICTIONS

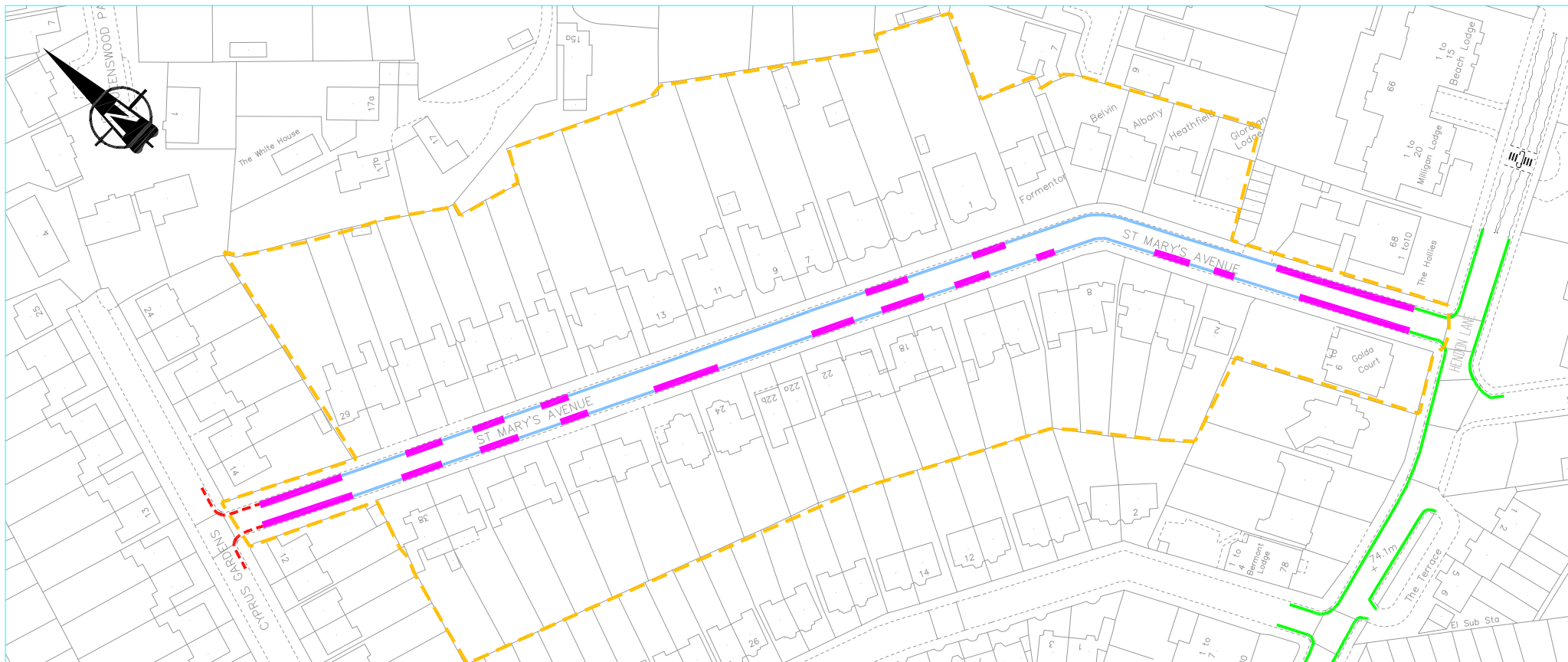
-  Existing shared use resident and business permit holders only parking bay 2pm to 3pm Mon to Fri
-  Existing 2pm to 3pm Mon to Fri waiting restrictions

OTHERS:

-  Existing No Stopping School keep clear restrictions 8am to 6pm Mon to Fri

Initiated by CS/AO	SCHEME: STATUTORY CONSULTATION PROPOSED CONTROLLED PARKING ZONE (CPZ) LYNDHURST GARDENS N3 (BETWEEN DOLLIS PARK AND FINCHLEY MANOR LAWN TENNIS AND SQUASH RACKETS CLUB AND CHRIST'S COLLEGE PLAYING FIELDS)	Jamie Blake Strategic Director for Environment	 DESIGN TEAM
Drawn by AO			DRAWING No.
Checked by GWA	TITLE: CHURCH END CONTROLLED PARKING ZONE (CPZ) PARKING REVIEW 2018	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	SCR253-5
Date 22/10/2018	Scales N.T.S		Acad. Ref. 67

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KEY:

PROPOSED RESTRICTIONS:

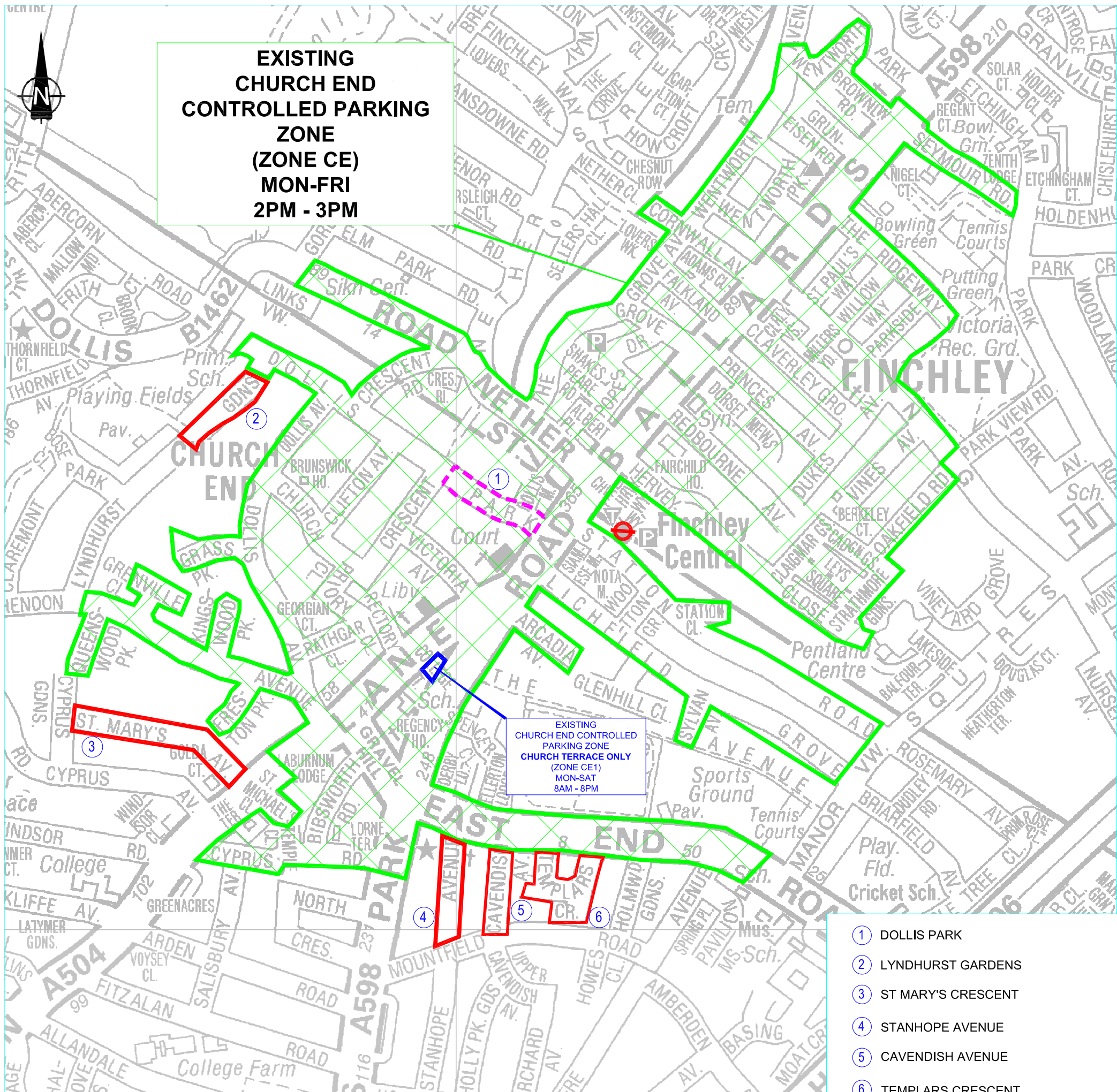
- Proposed Church End CPZ extension boundary 2pm - 3pm Mon - Fri
- Proposed resident permit holders only parking bay 2pm to 3pm Mon to Fri
- Proposed 2pm to 3pm Mon to Fri waiting restrictions
- Proposed 'At any time' double yellow line waiting restrictions

EXISTING RESTRICTIONS




- Existing 7am to 7pm Mon to Sat waiting restrictions

Initiated by CS	<p>SCHEME:</p> <p style="text-align: center;">STATUTORY CONSULTATION PROPOSED CONTROLLED PARKING ZONE ST MARY'S AVENUE N3</p>	<p>Jamie Blake Strategic Director for Environment</p>		
Drawn by AO	<p>TITLE:</p> <p style="text-align: center;">CHURCH END CONTROLLED PARKING ZONE (CPZ) PARKING REVIEW 2018</p>	<p>London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000</p>	DRAWING No.	
Checked by G.W.A			SCR253-6	
Date 22/10/2018			Scales N.T.S	Acad Ref.


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KEY
PROPOSED *FOR DETAILED DESIGNS OF THE PARKING PROPOSALS, PLEASE VISIT BARNET ENGAGE PORTAL ONLINE AT [ENGAGE.BARNET.GOV.UK](http://engage.barnet.gov.uk)

-  PROPOSED INCLUSION OF LYNDHURST GARDENS (BETWEEN DOLLIS PARK AND ENTRANCE TO FINCHLEY MANOR LAWN TENNIS CLUB), CAVENDISH AVENUE AND STANHOPE AVENUE (BETWEEN EAST END ROAD AND MOUNTFIELD ROAD), TEMPLARS CRESCENT AND ST MARY'S AVENUE WITHIN THE EXISTING CHURCH END CONTROLLED PARKING ZONE OPERATING BETWEEN THE HOURS OF 2PM TO 3PM MONDAY TO FRIDAY.*
-  EXISTING CHURCH END CONTROLLED PARKING ZONE (ZONE CE) CURRENTLY OPERATING 2PM - 3PM MONDAY TO FRIDAY
-  EXISTING CHURCH END CONTROLLED PARKING ZONE (ZONE CE1) (COLLEGE TERRACE ONLY) CURRENTLY OPERATING 8AM - 8PM MONDAY TO SATURDAY

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Initiated by cs	SCHEME: CHURCH END CONTROLLED PARKING ZONE STATUTORY CONSULTATION PARKING REVIEW 2018	Jamie Blake Executive Director, Environment	
Drawn by AO			
Checked by GWA	TITLE: PROPOSED AMENDMENTS AND PROPOSED EXTENSION TO THE EXISTING CHURCH END CONTROLLED PARKING ZONE	London Borough of Barnet 2 Bristol Avenue Colindale London NW9 4EW Tel. 020 8359 2000	DRAWING No. SCR253-SP-1
Date 25/09/2019	Scales N.T.S.		71 Acad. Ref. HIGHWAYS DESIGN 6. PARKING SCHEMES

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Tel. 020 8359 2000



SCHEME:

STATUTORY CONSULTATION
PROPOSED CONTROLLED PARKING ZONE (CPZ)
STANHOPE AVENUE AND CAVENDISH AVENUE N3
(BETWEEN EAST END ROAD AND MOUNTFIELD ROAD)

TITLE:

CHURCH END CONTROLLED PARKING ZONE (CPZ)
PARKING REVIEW 2018

Scales:
N.T.S

Date:
22/09/2019

Initiated:
CS/AO

Drawn:
AO

Checked:
GWA








DRAWING NO:

SCR253-2a







Acad Ref.

KEY:

PROPOSED RESTRICTIONS:

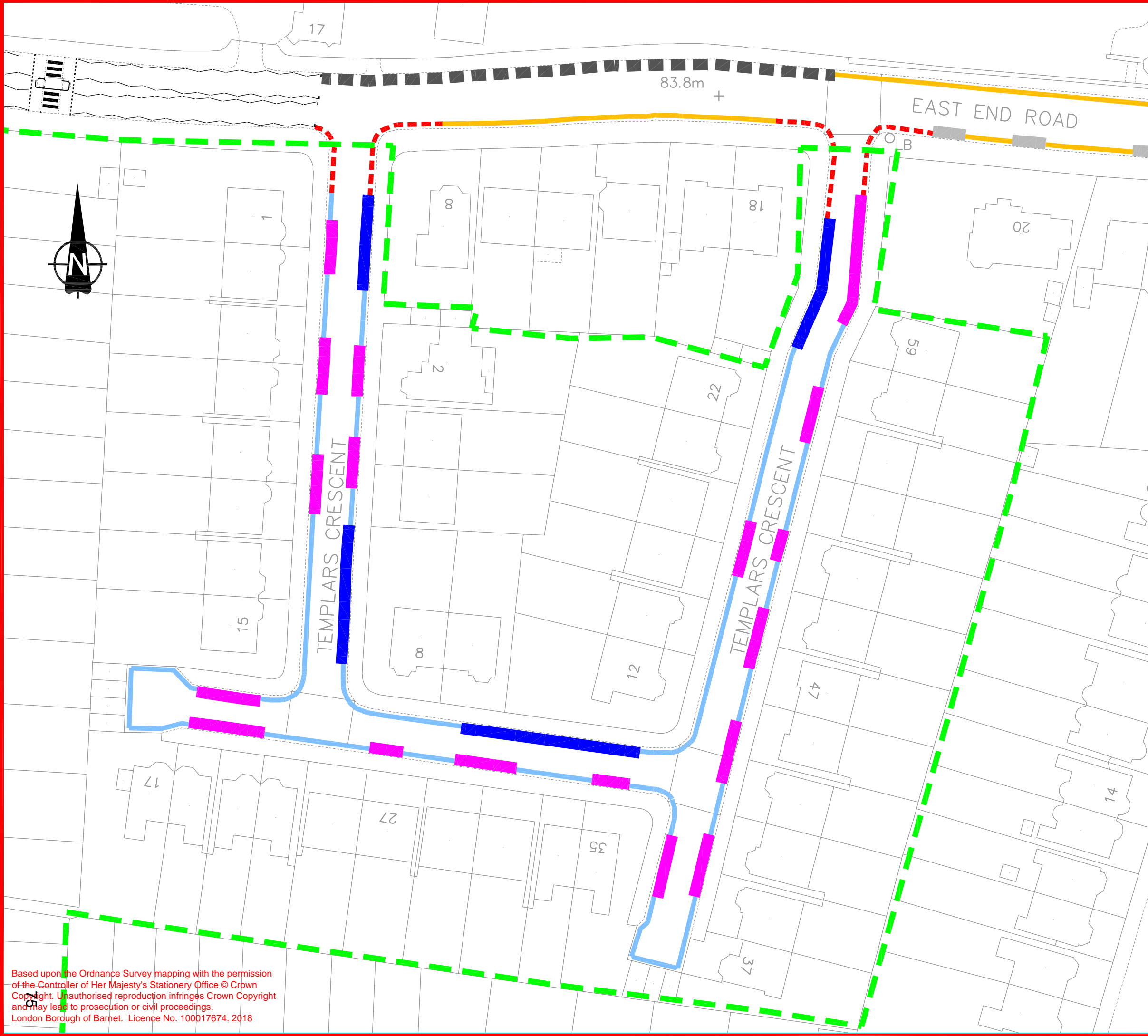
-  Proposed Church End Controlled Parking zone extension boundary
Mon - Fri 2pm - 3pm
-  Proposed resident permit holders only parking bay
2pm to 3pm Mon to Fri
-  Proposed shared use resident and business permit holders only parking bay
2pm to 3pm Mon to Fri
-  Proposed 2pm to 3pm Mon to Fri waiting restrictions
-  Existing 7am to 7pm Mon to Sat waiting restrictions upgraded to 'At any time' waiting restrictions (Junction of East End Road and Stanhope Avenue)
-  Existing 2pm to 3pm Mon to Fri waiting restrictions upgraded to 'At any time' waiting restrictions (Junction of East End Road and Cavendish Avenue)
-  Proposed 'at any time' double yellow line waiting restrictions

EXISTING RESTRICTIONS:

-  Existing Paybyphone payment parking bay
Max stay 1 hour 30 mins
8am to 6.30pm Mon to Sat
 -  Existing shared use resident and business permit holders only parking bay
2pm to 3pm Mon to Fri
 -  Existing Disabled permit holders only parking bay
 -  Existing 2pm to 3pm Mon to Fri waiting restrictions
 -  Existing 7am to 7pm Mon to Sat waiting restrictions
- OTHERS:**
-  Existing Bus Stop

OTHERS:

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- KEY:**
- PROPOSED RESTRICTIONS:**
- Proposed Church End Controlled Parking zone (CPZ) extension boundary Mon - Fri 2pm - 3pm
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 - Existing 2pm to 3pm Mon to Fri waiting restrictions

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Executive Director, Environment

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Oakleigh Road South
London N11 1NP
Tel. 020 8359 2000



SCHEME: STATUTORY CONSULTATION
PROPOSED CONTROLLED PARKING ZONE
TEMPLARS CRESCENT N3

TITLE:
CHURCH END CONTROLLED PARKING ZONE (CPZ)
PARKING REVIEW 2018

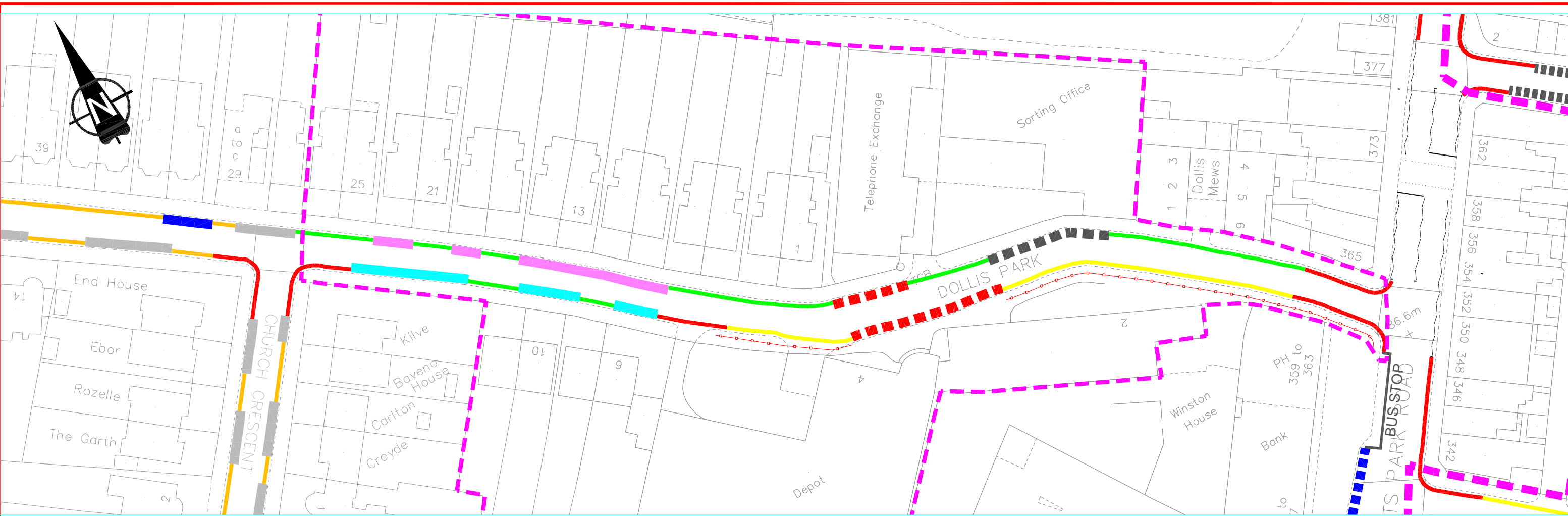
Scales: N.T.S		Date: 22/09/2019
Initiated: AO	Drawn: AO	Checked: GWA

DRAWING NO:
SCR253-3a

Acad Ref.




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KEY:




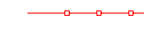

PROPOSED RESTRICTIONS:

-  Existing Church End CPZ boundary currently operating between the hours of Mon - Fri 2pm - 3pm upgraded to Mon - Sat 10am to 4pm
-  Existing resident permit holders only parking bay currently operating 2pm to 3pm Mon to Fri upgraded to 10am to 4pm Mon to Sat
-  Existing shared use resident and business permit holders only parking bay currently operating 2pm to 3pm Mon to Fri upgraded to 10am to 4pm Mon to Sat
-  Existing 2pm to 3pm Mon to Fri waiting restrictions upgraded to 10am to 4pm Mon to Sat waiting restrictions

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-  Existing Paybyphone payment parking bay 8am to 6.30pm Mon to Sat Max stay 1 hour (Please note that 6am to 8am & 8pm to 10pm Mon to Sat waiting restrictions operate at other times at this location) REGENTS PARK ROAD

EXISTING RESTRICTIONS:

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-  Existing 8am to 6.30pm Mon to Sat waiting restrictions
-  Existing 'At any time' double yellow line waiting restrictions
-  Existing 2pm to 3pm Mon to Fri waiting restrictions
-  Existing 8am to 6.30pm Mon to Sat loading restrictions
-  Existing Bus Stop

Initiated by CS/AO	<p>SCHEME:</p> <p style="text-align: center;">STATUTORY CONSULTATION PROPOSED CHANGES TO THE EXISTING HOURS OF OPERATION IN DOLLIS PARK BETWEEN CHURCH CRESCENT AND REGENTS PARK ROAD N3</p>	<p>Jamie Blake Executive Director, Environment</p>
Drawn by AO		
Checked by G.W.A	<p>TITLE:</p> <p style="text-align: center;">CHURCH END CONTROLLED PARKING ZONE (CPZ) PARKING REVIEW 2018</p>	<p>London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000</p>
Date 22/09/2019		
Scales N.T.S		

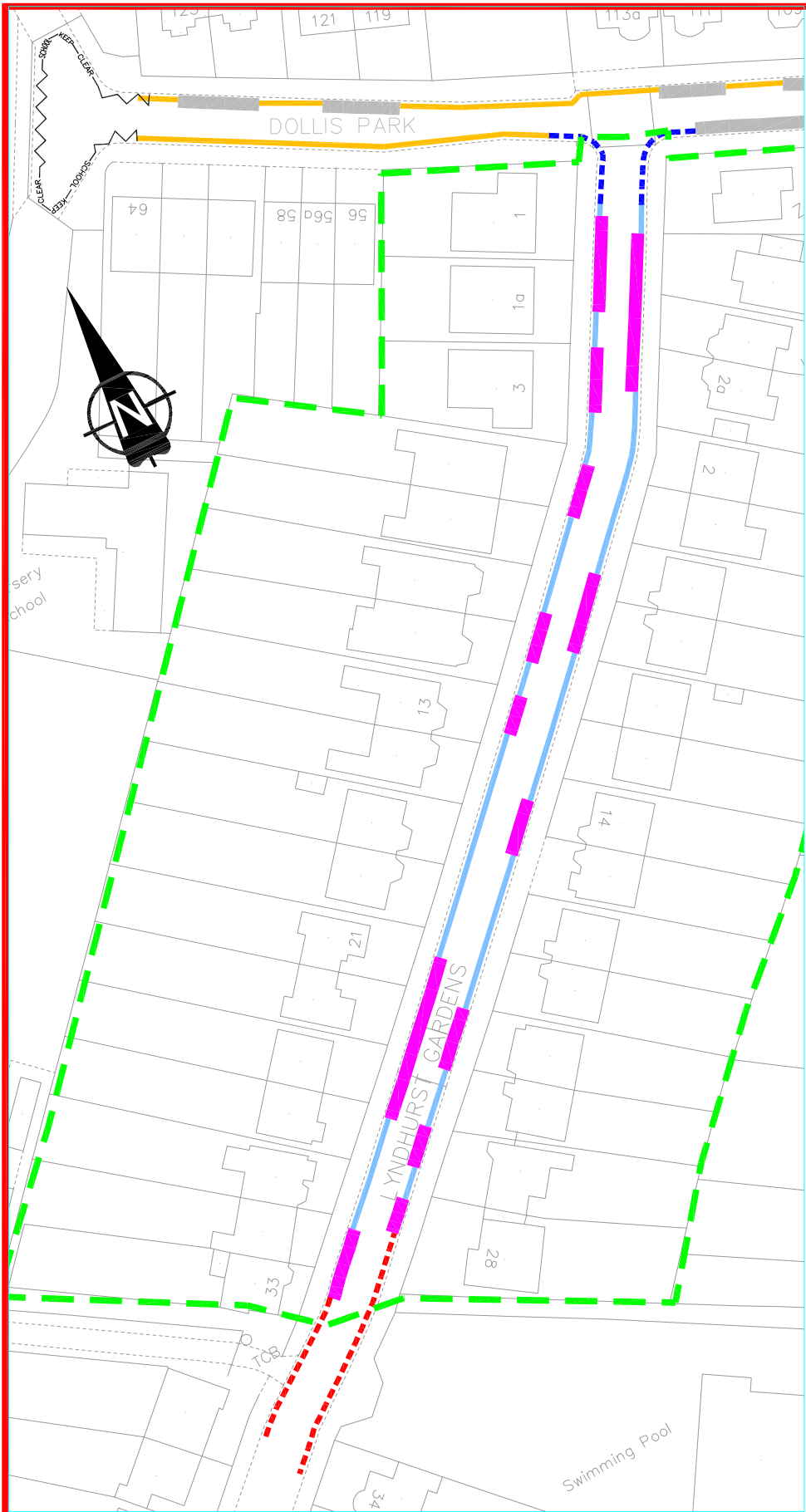


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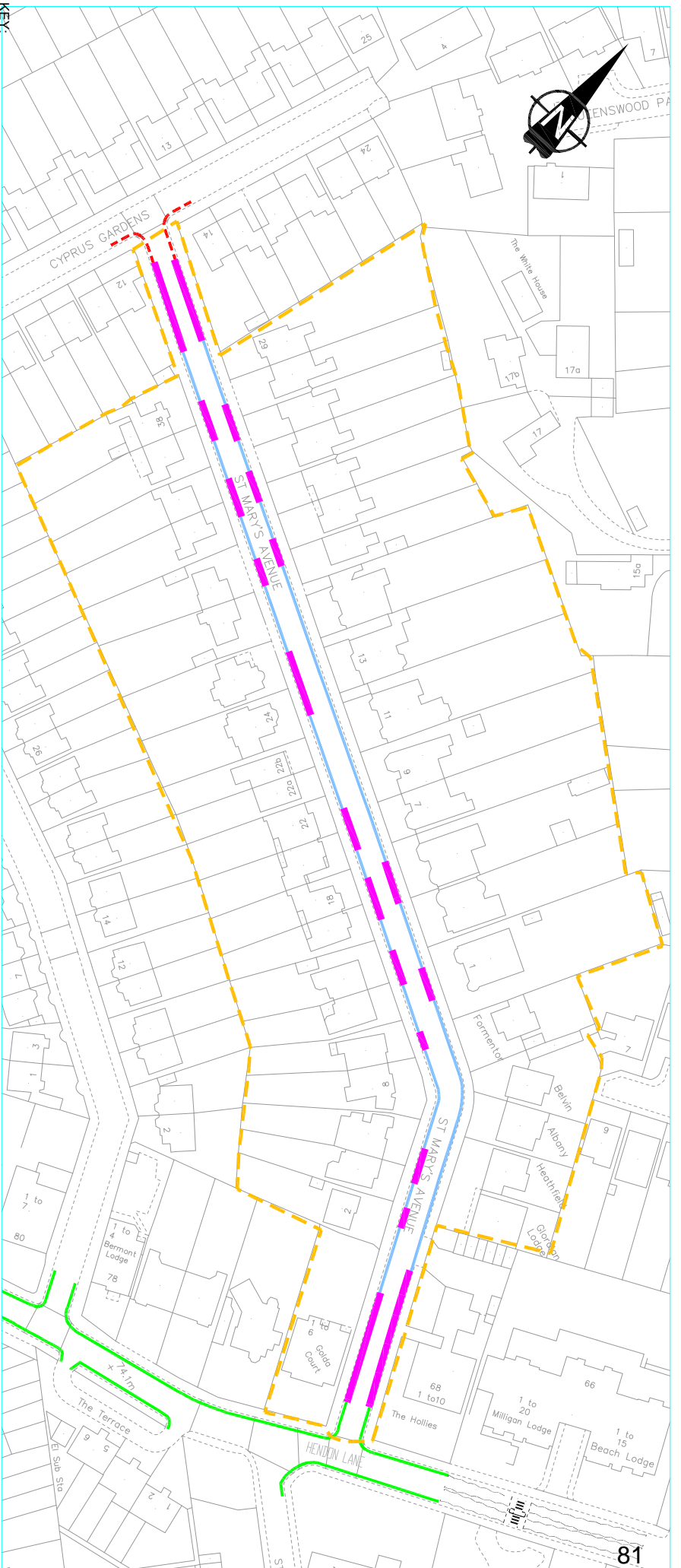


- KEY:**
- PROPOSED RESTRICTIONS:**
- Proposed Church End CPZ extension boundary Mon - Fri 2pm - 3pm
 - Proposed resident permit holders only parking bay 2pm to 3pm Mon to Fri
 - Proposed 2pm to 3pm Mon to Fri waiting restrictions
 - Existing 2pm to 3pm Mon to Fri waiting restrictions upgraded to 'At any time' waiting restrictions
 - Proposed 'At any time' double yellow line waiting restrictions
- EXISTING RESTRICTIONS**
- Existing shared use resident and business permit holders only parking bay 2pm to 3pm Mon to Fri
 - Existing 2pm to 3pm Mon to Fri waiting restrictions
- OTHERS:**
- Existing No Stopping School keep clear restrictions 8am to 6pm Mon to Fri

Initiated by CS/AO	SCHEME: STATUTORY CONSULTATION PROPOSED CONTROLLED PARKING ZONE (CPZ) LYNDBURST GARDENS N3 (BETWEEN DOLLIS PARK AND FINCHLEY MANOR LAWN TENNIS AND SQUASH RACKETS CLUB AND CHRIST'S COLLEGE PLAYING FIELDS)	Jamie Blake Executive Director, Environment	
Drawn by AO	TITLE: CHURCH END CONTROLLED PARKING ZONE (CPZ) PARKING REVIEW 2018	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	DRAWING No. <div style="font-size: 24pt; font-weight: bold; text-align: center;">SCR253-5a</div>
Checked by GWA	Scales N.T.S	Acad. Ref.	79
Date 22/09/2019			

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Initiated by CS	SCHEME:	Jamie Blake Executive Director, Environment	
Drawn by AO	STATUTORY CONSULTATION PROPOSED CONTROLLED PARKING ZONE ST MARY'S AVENUE N3		
Checked by G.W.A	TITLE:	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	
Date	CHURCH END CONTROLLED PARKING ZONE (CPZ) PARKING REVIEW 2018		
0310/2019	Scales N.T.S		DRAWING No. SCR253-6a Acad Ref.

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	<p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">17 October 2019</p>
<p style="text-align: center;">Title</p>	<p>Leslie Road and Leopold Road, N2 - Proposed Controlled Parking Zone (CPZ) - Outcome of Statutory Consultation</p>
<p style="text-align: center;">Report of</p>	<p>Executive Director, Environment</p>
<p style="text-align: center;">Wards</p>	<p>East Finchley</p>
<p style="text-align: center;">Status</p>	<p>Public</p>
<p style="text-align: center;">Urgent</p>	<p>No</p>
<p style="text-align: center;">Key</p>	<p>No</p>
<p style="text-align: center;">Enclosures</p>	<p>Appendix A - Consultation Drawing No.SCR284 Appendix B – Implementation Drawing No.SCR284a</p>
<p style="text-align: center;">Officer Contact Details</p>	<p>Jamie Blake - Executive Director, Environment highwayscorrespondence@barnet.gov.uk 020 8359 3555</p>

Summary

The purpose of this report is to advise on the outcome of the Statutory Consultation for Controlled Parking Zone scheme in Leslie Road and Leopold Road, N2 and to outline the findings. The report asks Committee to note the results of the consultation and agree to progress with the scheme with a minor modification.

Officers Recommendations

1. That the Finchley and Golders Green Area Committee, notes the feedback from the consultation on a Controlled Parking Zone in Leslie Road and Leopold Road in July 2019, summarised in this report.

- 2. That the Finchley and Golders Green Area Committee, consider and authorise the Executive Director for Environment to introduce parking restrictions in Leslie Road and Leopold Road and with the modification as set out in Appendix B to this report.**
- 3. That the Finchley and Golders Green Area Committee note the request and agree to allocate £16,000 from the Finchley and Golders Green Area CIL budget to carry out the Controlled Parking Zone (CPZ) implementation.**

1. WHY THIS REPORT IS NEEDED

- 1.1 At the 4 February 2019 Finchley and Golders Green Area Committee a report considered objections to the statutory consultation on the proposed one-way system and reducing the speed limit to 20mph on Leslie Road and Leopold Road, N2.
- 1.2 The proposals involved converting Leslie Road to one-way in a south-westbound direction and continuing onto Leopold Road in a one-way north-eastbound direction with entry into Leslie Road from Church Lane prohibited and an introduction of a 20umph zone on both roads. Then proposal also includes the provision of 'Keep Clear' road markings at the junction with the High Road.
- 1.3 Following the consultation, Ward members confirmed that the feedback from local residents was that a Controlled Parking Zone (CPZ) would be the preferred option, this was also the preferred option with ward members and the consensus of the meeting was that the proposed scheme with the one- way should not be progressed.
- 1.4 The Finchley and Golders Green Area Committee, in conjunction with Ward Councillors agreed that a consultation should take place to establish local opinion on whether a CPZ would be acceptable to the local community and agreed the following recommendations.

1. That the Finchley and Golders Green Area Committee note the results of the statutory consultation as set out in this report and the requests for a Controlled Parking Zone (CPZ).

2. That the Finchley and Golders Green Area Committee agreed that no further action will be taken to progress the one-way system and 20 mph zone on Leslie Road and Leopold Road.

3. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a detailed design and statutory consultation related to the introduction of a Controlled Parking Zone (CPZ) on Leslie Road and Leopold Road.

4. That the results of the Statutory Consultation referred to in recommendation 3, are reported back to the Finchley and Golders Green Area Committee to determine whether the agreed proposal should be implemented or not, and if so, with or without modification and to allocate funding to implement the scheme.

5. That the Finchley and Golders Green Area Committee note that the detailed design and Statutory consultation will be undertaken with the existing funded

allocated to one-way and 20mph scheme from this year's CIL Area Committee budget.

- 1.5 The Committee decided that Officers should report the feedback obtained through the future statutory consultation back to the Committee for it to make a decision on how to proceed and funding for the scheme.
- 1.6 This report summarised the findings of the consultation and recommends implementing parking restrictions with minor modification and requests funding.

2. REASONS FOR RECOMMENDATIONS

- 2.1 A statutory consultation was undertaken with residents of Leslie Road and Leopold Road whose properties are located inside the area of the proposed extent of the CPZ so the Council could obtain their views.
- 2.2 A section of High Road (service road) was included in the consultation inclusive of Nos. 205-215a as these properties are currently parking within the Leslie Road and Leopold Road area.
- 2.3 The consultation commenced on the 4 July and concluded on the 1 August 2019. The proposal was published in a local newspaper and in the London Gazette and on notices erected on-street, information being published on the Council's consultation portals (www.engage.barnet.gov.uk and www.barnettraffweb.co.uk), letters outlining the proposal to properties directly affected by the proposals and correspondence sent to formal consultees and Ward Members.
- 2.4 A total of 260 properties situated on roads in Leslie Road, Leopold Road, and High Road received the consultation material which consisted of a letter, proposed drawing and a FAQ's document explaining the proposed parking controls.
- 2.5 The public had multiple ways of submitting their responses to the proposal including sending a letter, emailing Parking Consultations, submitting an enquiry to Highways Correspondence or via the Barnet Traffweb portal.
- 2.6 The consultation generated 157 responses in total, of which 21 were considered as duplicates as they were submitted from the same households where comments already submitted. Therefore, for the purposes of analysing the responses, a total of 136 valid responses have been considered, a response rate of 52%.

Analysis of responses received

- 2.7 In Leopold Road N2, 50 (37%) of respondents submitted comments, of which 45 (90%) were in favour and 5 (10%) objected to the proposal.
- 2.8 In Leslie Road N2, 74 (54%) of respondents submitted comments, of which 66 (89%) were in favour, 7 (10%) objected and 1 (1%) did not specify.

- 2.9 Residents (unknown location) N2. The Council received 5 responses from individuals residing within the proposed CPZ area but they did not confirm their geographic location. Of those 4 (80%) were in favour and 1 (20%) objected to the proposal.
- 2.10 In High Road, 1 respondent submitted an objection to the CPZ proposal.

Overall percentages

- 2.11 In total 130 (88%) of respondents were in favour of parking restrictions, 13 (11%) objected and 1 (1%) did not specify.

Feedback from outside of the proposed CPZ area

- 2.12 The Council received 6 responses in total from individuals residing outside of the proposed CPZ area. Locations include Trinity Road, Church Court, Church Lane and Chandos Road. Of those 5 (83%) objected and 1 (17%) supported the proposal, but raised parking displacement concerns.

Issues arising

Concern regarding the proposed Double Yellow Line (DYL) extension outside No.101 and 105 Leslie Road

- 2.13 Concerns expressed by an individual regarding the DYL extension outside No.101 and 103 Leslie Road. Delivery drivers park up on the existing section for prolonged periods with the vehicle engine running from 6am – 11pm daily, resulting in regular noise disturbance. The considered a DYL extension will further encourage this activity.
- 2.14 In response to this and to clarify, the double yellow line extension applied to the outer corner measures 2.2m in length. The inner corner (adjacent to No.102 and 104) is also included.
- 2.15 Whilst we acknowledge the issue raised, the Council's primary concern is to ensure that formalised parking bays are only provided in suitable locations and which make necessary improvements to traffic flow and visibility, which is often achieved by the use of DYL's which are "no waiting at any time" restrictions.
- 2.16 In light of the concerns, Civil Enforcement Officers can issue Penalty Charge Notices (PCN's) to any vehicle parked in contravention and enforcement presence will naturally increase in the area.

Concerns regarding the financial inconvenience of the control

- 2.17 Concerns expressed on the grounds of financial inconvenience for little gain. It is felt that parking opportunity can be obtained during the day and that the difficulties actually arise at night when residents return home.
- 2.18 In response, it should be noted that charging is consistent across the borough, like many authorities nationwide, in line with council policy. Any income received from permits contributes towards the enforcement of the CPZs in the borough.
- 2.19 If funds are generated through CPZs, then the Council is legally obliged to reinvest this in transport related improvements across the borough.
- 2.20 A CPZ will not address parking issues caused by residents themselves and we acknowledge the increase in vehicle ownership across the borough. However, CPZs regulate and restrict parking in certain areas to improve the free flow of traffic, reducing conflict and in turn making it a pleasant and safer environment.

Permit allocation

- 2.21 A shop occupier/owner in the High Road believes that they should be eligible for "residential" permits, due to increased business rates and other associated costs.
- 2.22 In response, Leopold and Leslie Road addresses are eligible for "residential" permits, inclusive of Nos. 205-215a High Road (residents only). It is not usual to allow non-residents to obtain resident permits. However, business permits remain available.

Permit allocation for non-registered vehicles

- 2.23 A resident expressed concerns regarding permits for a non-registered Leopold Road / Leslie Road vehicle. As a tax paying resident, it was claimed they had a right to purchase a residential permit.
- 2.24 Council policy states that proof of vehicle ownership is required to obtain a resident permit or a third-party vehicle check to validate emissions and vehicle information.
- 2.25 Additionally, for company cars not registered at the permit holders address, applicants must have a recent dated and signed letter from their employer stating that the applicant is an employee of the company and confirming the vehicle registration number and the address of the permit holder where the vehicle will be kept. For long term lease or hire vehicles a copy of the agreement showing the same address for the permit holder and the place where the vehicle will be kept.

Request for a One-Way

- 2.26 The council, in agreement with the Golders Green Area Committee and Ward Councillors previously consulted on a One-Way system. The proposal received high opposition from

residents and it was felt that it would not effectively solve the parking and vehicle movement issue in the area.

- 2.27 Consequently, a consultation on a proposal to consult on implementing parking restrictions received approval and this report summarises the findings.
- 2.28 In light of the earlier engagement and our resource and financial budget obligations, a One-Way system will not be considered at this time.

Speed measures inclusive of 20mph request

- 2.29 Concerns were expressed regarding vehicle speeds in the area and it has been suggested that these roads require speed reduction measures to solve this problem as part of this exercise.
- 2.30 The scope of work on this occasion does not include speed measure considerations in Leslie Road and Leopold Road, N2.
- 2.31 For traffic and parking related schemes there is an annual programme of work which is agreed each year by the council's Environment Committee. This means that any new requests for work are unlikely to be funded in the current financial year (April 19 to March 20) but can be considered for inclusion in future years programmes. Officers will therefore identify this request to be considered for inclusion in next year's programme. Further work will be done to assess priority later this financial year.
- 2.32 Additionally, residents concerned about speeding may be interested in an initiative that has been rolled out in Barnet by the Police and TfL called Community Roadwatch. This allows local residents to work with Community Support Officers and use speed detection equipment to identify speeding vehicles in the local area. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams. To take part in Community Roadwatch, or to suggest a residential area of concern residents can contact CommunityRoadwatch@met.police.uk stating their borough. The enquiry will be forwarded to the Police Safer Transport Team for the local area, who will be in touch about the initiative.

The CPZ extent and parking displacement

- 2.33 Concerns expressed by individuals regarding parking displacement outside of the CPZ Area. It is felt that the introduction of the proposed CPZ would result in commuters parking their vehicles in locations such as Church Court, Church Lane, Church Lane Road, Long Lane, Trinity Road and Chandos Road and that additional parking in in these roads would impact negatively.
- 2.34 In response to this, Officers recognise that with the introduction of parking controls, there may be potential parking displacement concerns and issues. As a result, it is often desirable to assess and include surrounding roads in a CPZ proposal as opposed to only addressing the "problematic" location in isolation.

- 2.35 In this respect Officers consider that the extent of the proposed CPZ as shown in Drawing Nos.SCR284a would sufficiently manage commuter type parking issues and by implementing and extending double yellow line restrictions at inappropriate parking locations.
- 2.36 The inclusion of eligible properties in High Road between No.205 and No215a, Flats 1-9 Stag Court and Parkgate Mansions will also assist vehicle users nearby.
- 2.37 However, should the CPZ be introduced and there be parking issues identified in nearby streets, there is an annual programme of parking/traffic related work which is currently agreed each year by the council's Environment Committee, and new requests can be considered for inclusion in future years' work programmes after being assessed and prioritised accordingly.

Concerns regarding the Hours of Operation

- 2.38 It has been suggested that the restricted hour (2pm-3pm Mon to Fri) will not deter commuters and will offer little assistance to residents.
- 2.39 Additionally, the Council acknowledges the request to extend the operating times to include the weekend, to prevent tube station users and shoppers on a Saturday.
- 2.40 It should be noted that a parking survey was undertaken to understand more about the current parking trend and demand in the area and Officers utilised the information recorded to inform the initial CPZ proposal including the hours and days of operation.
- 2.41 Understanding that parking occurs on a regular and frequent basis (during the working day), it is considered that a 1-hour time restriction between 2pm-3pm will deter a sufficient number of non-residents and in turn increase the amount of parking opportunities for residents and their visitors. This controlled time is also consistent with the roads in the adjacent East Finchley CPZ that also operates from Mon- Fri 2pm-3pm.
- 2.42 A 1-hour restricted period provides residents and their visitors with an element of flexibility and it is in-keeping with similar restrictions in the area to prevent parking and enforcement confusion.
- 2.43 Due to high level scheme support with few amendment requests in respect to the controlled times, an extension cannot be justified.
- 2.44 In conclusion, Officers consider that there is overall insufficient support for a change of restrictions, and it is believed that the benefits of the proposed CPZ timings of 2pm-3pm outweigh the number of concerns raised.

Reduction in parking and single yellow lines protecting formalised lowered kerbs

- 2.45 Concerns were expressed regarding the reduction of on-street parking, especially in Leopold Road. This is mainly due to the proposed single yellow lines in front of residential properties in the area, and close to No.56/58 and No.66/68.

- 2.46 When implementing a CPZ it is acknowledged that marking bays on-street can reduce the overall number of parking spaces provided (known as capacity). Parking places have only been proposed along lengths considered appropriate for the Council to allow vehicles to be parked.
- 2.47 Protecting inappropriate parking locations prevents driveway obstruction (especially by vehicle overhang), increases visibility, allows sufficient space to manoeuvre and improves the free flow of traffic.
- 2.48 Whilst we appreciate that vehicles are not utilising the lowered kerb at No.56/58 and No.66/68, the crossover (lowered kerb) continues to provide vehicular access. The council is obliged to protect these areas and can only consider a layout change in instances where the owner would like to have the kerb re-instated to a full height kerb.

Request for 2-hour free parking in High Road

- 2.49 We acknowledge the request for a 2-hour parking bay in High Street to assist individuals attending local facilities.
- 2.50 The scope of work on this occasion does not include waiting restrictions in High Road.
- 2.51 However, the service road remains unrestricted at present, with minimal junction protection proposed at the entrance and exit.
- 2.52 As previously mentioned in paragraph 2.31 for traffic and parking related schemes there is an annual programme of work which is agreed each year by the council's Environment Committee.

Conversion of Single Yellow Line (SYL) to resident parking bay, Leslie Road

- 2.53 The SYL on the consultation plan suggests that there is a crossover into a driveway at a gap in between No.18/20 and No.22/24 Leslie Road. It is a pedestrian passage utilised for dustbin storage and access to the garden. The proposal was initially intended to protect this area with an 8-metre section of SYL waiting restriction operational between the hours of 2pm and 3pm, Monday to Friday to assist with access.
- 2.54 However, residents do not appear to be experiencing any problems and residents would benefit from additional on-street parking, due to high demand.
- 2.55 Therefore, it is deemed reasonable to convert the 8 metres section of SYL to a resident permit holder only parking bay, increasing capacity.

Timing of the formal statutory consultation

- 2.56 Concerns expressed regarding the summer consultation when people are away and how it does not represent a fair consultation. There were requests by residents and Ward Councillors to carry out a consultation as soon as possible to enable the results of the consultation to be reported back to the October 2019 F&GG Area Committee.

- 2.57 The council is legally obliged to consult for a period of 21 days. However, in light of the “summer” consultation, Officers extended this to 28 days, allowing additional time for residents to provide feedback.
- 2.58 The high response rate suggests that individuals had sufficient time to respond. It should be noted that the response rate for this consultation is actually higher than other recent consultations in the borough.

Re-developments

- 2.59 New developments in the area may not have access to off-street parking provisions so the number of cars will not decrease as a result of the CPZ.
- 2.60 In response, CPZs provide residents with priority parking during busy periods. Due to the removal of “commuter” type parking from these roads, a reduction in overall parking is envisaged. The purpose of a CPZ is not to solve parking problems caused by residents themselves.
- 2.61 With regards to permit eligibility as previously mentioned in paragraph 2.22. Properties outside of the zone will not be able to obtain permits. Additionally, new properties/conversions in Leopold and Leslie Road will not be eligible for permits by default in the Traffic Management Order.

Recommended proposed modifications as a result of this consultation

- 2.62 Following review of all feedback received to the statutory consultation, Officers consider that the following modification should be made to the proposal as shown on Drawing No.SCR284a:
- a) Conversion of an 8-metre section of single yellow line to a resident permit holder only parking bay, operational between the hours of 2pm and 3pm, Monday to Friday.

Conclusion and recommendations

- 2.63 Many respondents raised concerns regarding commuter type parking difficulties, flow of traffic, hindered access and driver frustrations. As such, it is felt that there is a general acceptance of parking controls for the area.
- 2.64 The CPZ will increase parking opportunities for residents, reduce congestion, improve access and visibility, particularly at junctions and reduce driver conflict making it a pleasant and safer environment.
- 2.65 It should be noted that typically, the nature of statutory consultations are that they tend to elicit more negative comment than positive, and some residents who may have been in favour of the proposals may not respond. Notwithstanding this, a 52% response rate is deemed high and should be noted. 88% of respondents were in favour of parking restrictions and the 11% objection response rate largely represents parking displacement concerns as opposed to the actual proposal.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

- 4.1 All households initially consulted in July 2019 will be informed of the outcome to the Leopold and Leslie Road N2, CPZ proposal by way of a letter.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions in Leopold and Leslie Road N2 and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority “A Successful London Suburb” and delivery objectives of a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic.
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.
- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, improved traffic movements reduce driver frustrations and conflict, making it a pleasant and safer environment.
- 5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect emergency services such as the fire and ambulance services, public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

- 5.2.1 The cost of carrying out the implementation which initially includes writing to all properties in the agreed area, finalising the relevant Traffic Management Orders, advertising, and introducing the necessary road markings and signage is estimated to be £16,000 the cost of which is requested from the Finchley and Golders Green Area CIL budget.
- 5.2.2 An annual allocation of £0.150m is made to each Area Committee. The Finchley and Golders Green Area Committee current balance for 2019/20 is £0.054m. This takes account the amount allocated for the current year together with under and overspends relating to previous financial years.
- 5.2.3 On-going costs related to enforcement and CPZ maintenance will be attributable to the Special Parking Account

5.2.4 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account although it should be noted that no specific budget has been allocated for such purposes and therefore any maintenance costs will negatively impact on the Special Parking Account.

5.2.5 Income generated through the purchasing of parking permit, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be allocated to the Special Parking Account.

5.3 **Social Value**

5.3.1 The benefits include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for further problems to arise, which would be detrimental to local residents.

5.3.2 The permit holder parking only bays will allow for a fair distribution of parking spaces for local residents by the removal of commuter parking.

5.3.3 Increasing capacity for local residents' and their visitors will create a more pleasant environment with fewer motorists trying to find parking spaces, especially during busy periods and managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.

5.4 **Legal and Constitutional References**

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

5.4.1 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984 ("RTRA").

5.4.2 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

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

5.5 **Risk Management**

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

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

5.5.2 In response to this, it is considered that adequate consultation and engagement has been undertaken with members of the public, allowing sufficient opportunity to comment on the Leopold Road and Leslie Road N2, CPZ.

5.6 Equalities and Diversity

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

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

5.6.3 An equality impact screening has been undertaken in respect of the proposals contained within this report. It is considered that the overall equalities impact of the proposals is neutral.

5.7 Corporate Parenting

5.7.1 None in relation to this report.

5.8 Consultation and Engagement

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

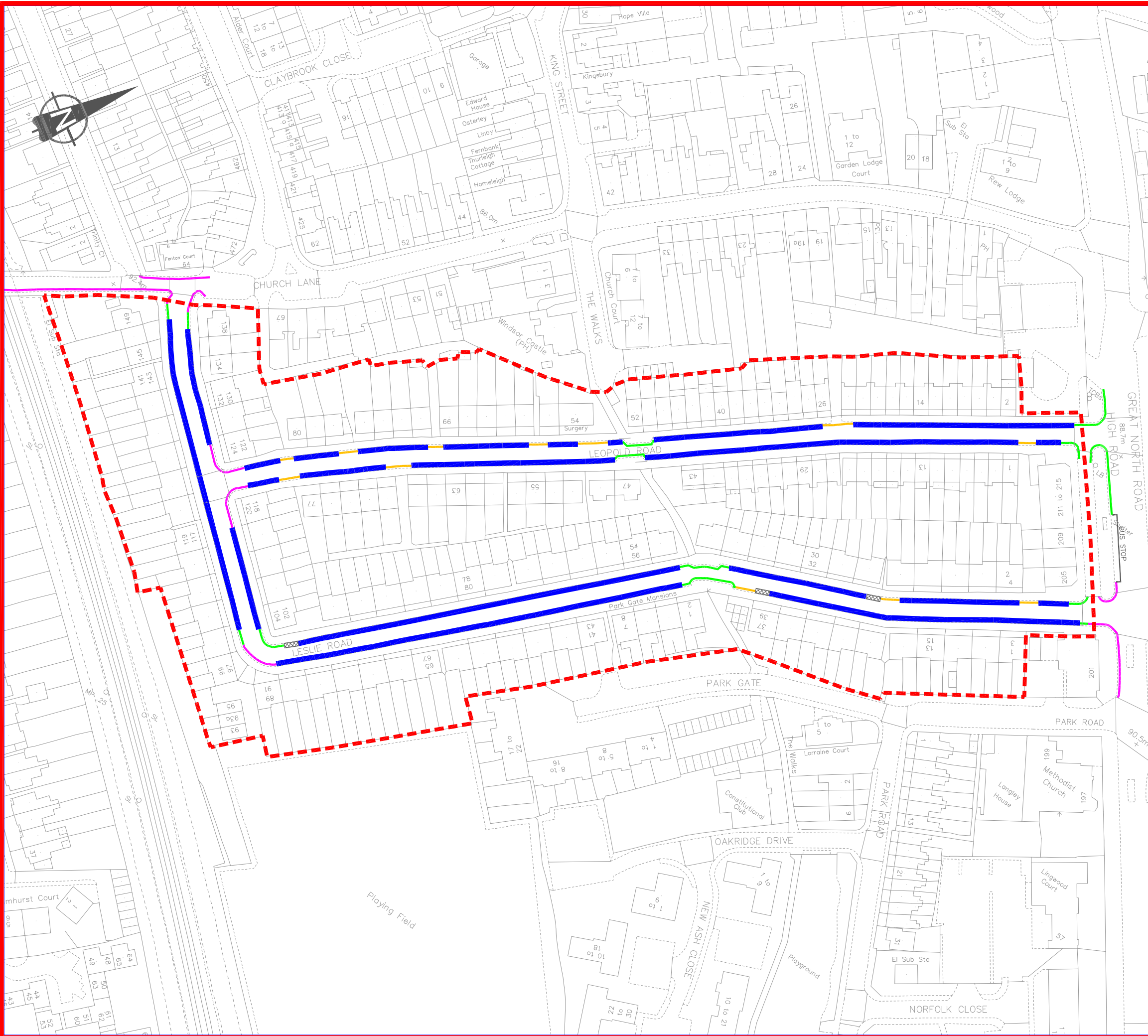
- sending an email to highways.correspondence@barnet.gov.uk
- by writing to the Design Team
- by visiting Engage Barnet

5.8 Insight

5.8.1 None in relation to this report

6 BACKGROUND PAPERS

- 6.1 Finchley and Golders Green Area Committee 14 Nov 2017
<https://barnet.moderngov.co.uk/documents/g9275/Printed%20minutes%2014th-Nov-2017%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>
- 6.2 Finchley and Golders Green Area Committee 4 Feb 2019
<http://barnet.moderngov.co.uk/documents/s50873/-%20Leslie%20Road%20Leopold%20Road%20N2-%20Consultation%20Results.pdf>



- KEY:**
- PROPOSED RESTRICTIONS:**
- █ Proposed resident permit holders only parking bay 2pm to 3pm Monday to Friday.
 - █ Proposed 2pm to 3pm Monday to Friday waiting restrictions.
 - █ Proposed "At any time" waiting restrictions.
 - - - Proposed Controlled Parking Zone boundary.

- EXISTING RESTRICTIONS:**
- █ Existing "At any time" waiting restrictions
 - Existing disabled parking bay
 - Existing bus stop

Jamie Blake
Executive Director, Environment

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



SCHEME: PROPOSED NEW CONTROLLED PARKING ZONE N2

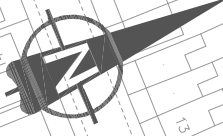
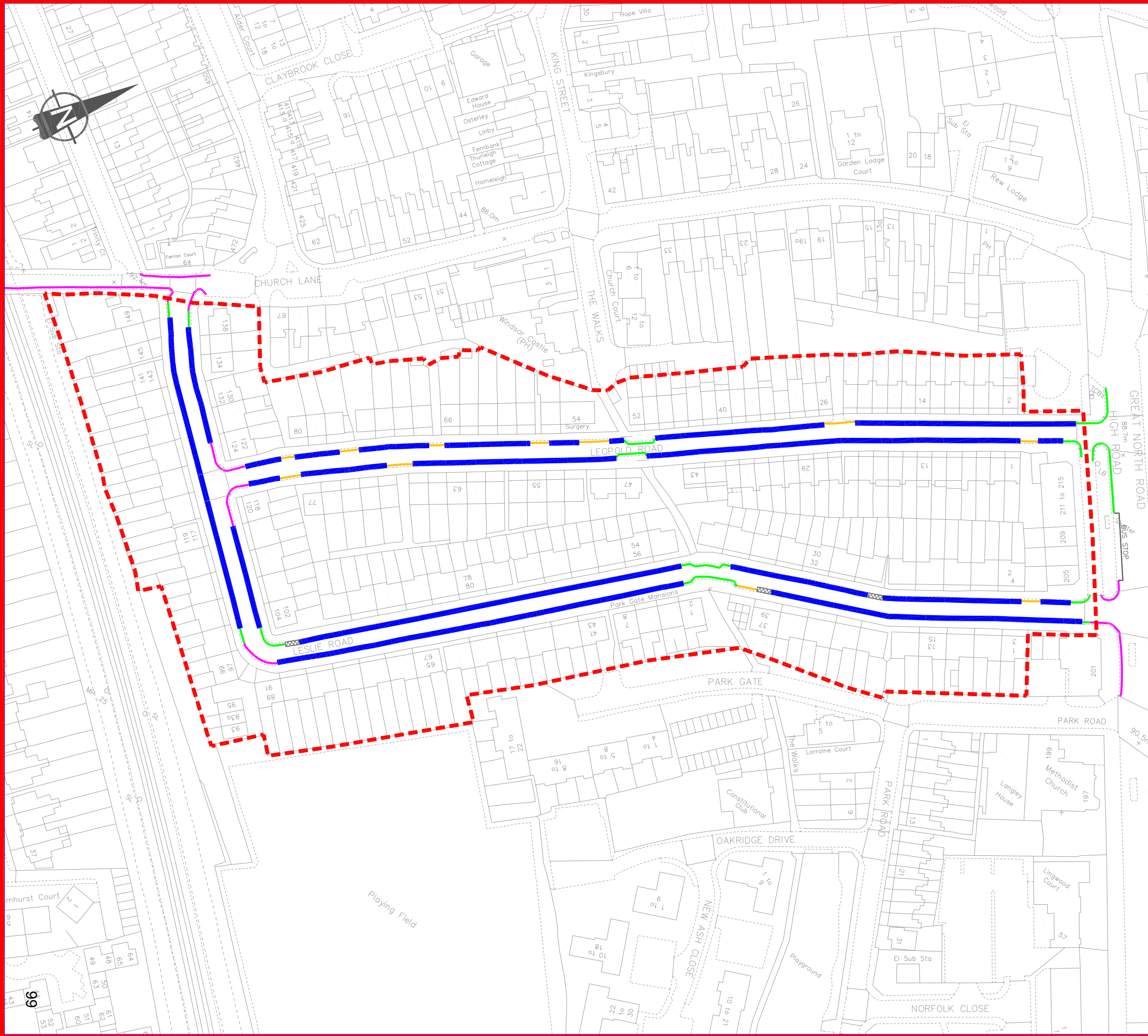
TITLE: PROPOSED NEW PARKING LAYOUT FOR LESLIE ROAD, LEOPOLD ROAD AND HIGH ROAD N2

Scales: N.T.S		Date: 25/06/2019
Initiated: SF	Drawn: AO	Checked: SF/AO/GWA

DRAWING NO: SCR284

Acad Ref. SCR284

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- KEY:**
- PROPOSED RESTRICTIONS:**
- █ Proposed resident permit holders only parking bay
2pm to 3pm Monday to Friday.
 - █ Proposed 2pm to 3pm Monday to Friday waiting restrictions.
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- EXISTING RESTRICTIONS:**
- █ Existing "At any time" waiting restrictions
 - Existing disabled parking bay
 - Existing bus stop

Jamie Blake
Executive Director, Environment

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



SCHEME: PROPOSED NEW CONTROLLED PARKING ZONE N2

TITLE: PROPOSED NEW PARKING LAYOUT FOR LESLIE ROAD, LEOPOLD ROAD AND HIGH ROAD N2

Scales: N.T.S	Initiated: SF	Drawn: AO	Date: 02/10/2019
Checked: SF/AO/GWA			

DRAWING NO:
SCR284a

Acad Ref. SCR284a

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Finchley and Golders Green

AGENDA ITEM 14

Area Committee

17 October 2019

Title	Somerton Road, NW2 – Width Restriction – Consultation Results
Report of	Executive Director, Environment
Wards	Childs Hill
Status	Public
Urgent	No
Key	No
Enclosures	<p>Appendix A – Somerton Road width restriction Consultation letter</p> <p>Appendix B- Drawing BC/001143-14-16_FS_100_01.dwg</p> <p>Appendix C - Table 1.1 - Total percentage of properties that responded to the consultation</p> <p>Appendix D - Table 1.2 - Total No of responses received in relation to the Somerton Road width restriction consultation</p>
Officer Contact Details	<p>Jamie Blake – Executive Director, Environment</p> <p>Email – Highways.Correspondence@barnet.gov.uk</p>

Summary

This report details the outcome of the statutory consultation on the proposed width restriction on Somerton Road NW2.

Officers Recommendations

- | |
|--|
| <p>1. That the Finchley and Golders Green Area Committee notes the results of the statutory consultation on the proposed width restriction on Somerton, NW11 outlined in this report.</p> |
| <p>2. That the Finchley and Golders Green Area Committee agrees not to proceed with the introduction of a width restriction and associated parking changes on Somerton Road in view of the comments received from the statutory consultation.</p> |
| <p>3. That the Finchley and Golders Green Area Committee notes that the Council have commissioned a study to further investigate other opportunities that maybe available to mitigate concerns raised regarding traffic in the area especially in relation to Heavy Goods Vehicles (HGV's) movements.</p> |
| <p>4. That the Finchley and Golders Green Area Committee authorises the return of the remaining £5000 underspend to the Finchley and Golders Green Area Committee funding (CIL from this year's CIL Area Committee budget).</p> |

1. WHY THIS REPORT IS NEEDED

- 1.1 On the 17 October 2018 the Finchley and Golders Green Area Committee authorised the Executive Director for Environment to carry out a consultation on a proposal to introduce a width restriction at Somerton Road, NW2. Somerton Road is a residential road and part of a 20mph scheme currently under construction in the area between The Vale, Hendon Way, Cricklewood Lane and Claremont Road. 5 Tonnes weight restrictions to prevent Heavy Goods Vehicles (HGVs) entering this residential area are already in place at all the major junctions. However, it seems that HGVs are still using Somerton Road as a cut-through between Cricklewood Lane and Claremont Road.
- 1.2 The width restriction was proposed in order to prevent HGVs (Class A and above) entering Somerton Road from Claremont Road NW2 and vice versa.
- 1.3 Officers have undertaken a consultation to introduce a width restriction on the road in order to prevent HGVs from accessing the roads in Somerton Road area. As part of the proposal existing lengths of 8am to 6.30pm Monday to Saturday waiting restrictions as well as existing 10am to 11am Monday to Friday waiting restrictions were proposed to be upgraded to 'At any time' waiting restrictions. In addition to the above, it was also necessary to remove a number of parking bays on street in order to accommodate the proposed width restriction.
- 1.4 This report considers the responses to the consultations carried out and sets out whether the proposal should be progressed, and if so, with or without modification.

2. REASONS FOR RECOMMENDATIONS

- 2.1 In response to the above, in February 2019 the Council carried out a statutory consultation on a proposal to introduce a width restriction on Somerton Road. As part of the consultation process a total of 1380 properties received hand delivered consultation documents consisting of a letter and an associated plan which outlined the proposal. The

proposals were also advertised in the local press and London Gazette as well as on street notices which were erected on street in the area.

- 2.2 In response to the consultation a total of 87 responses were received and out of these responses 88% (77 responses) objected to the proposals. Out of these responses a high number of responses received were from residents who wanted their address to remain anonymous (50%) and 26% were from residents of The Vale.

A summary of the responses received are shown below:

- 2.3 7 respondents raised concerns regarding the high level of noise that HGVs create when they travel along roads in the area, in particular, The Vale.
- 2.4 12 respondents raised concerns regarding the amount of air pollution in terms of dust that HGVs create as a result of them travelling through roads in the area.
- 2.5 11 respondents raised concerns regarding the damage to road surfaces, particularly The Vale, by HGVs.
- 2.6 12 respondents raised concerns regarding perceived damage to properties as a result of vibrations which HGVs create as they travel down roads in the area.
- 2.7 30 respondents raised concerns regarding the traffic that would be displaced as to other roads in the area, in particular, The Vale.
- 2.8 12 respondents are of the opinion that that P.B. Donoghue Waste Management services situated on Claremont Road area are responsible for problems in the area. Out of these responses, 7 respondents suggested that this company should be relocated to a new suitable site elsewhere within the borough.
- 2.9 16 respondents stated that they would be in support of the proposal with the proviso that the width restriction at The Vale is reinstated. Out of these responses 62.5% of the respondents are residents of The Vale.
- 2.10 Correspondence was also received from the Golders Green Estate Residents Association (GGERA) who objected to proposal and have raised concerns over years regarding the impact that HGVs have on roads in and around the GGERA area in terms of dangerous speeding, noise pollution and air pollution.

Comment of support

- 2.11 There was only 1 comment received in support of the scheme. A resident of Somerton Road fully supported the proposed width restriction. The resident felt that the proposed measures would be of great benefit to Somerton Road and the surrounding roads by making it safer for pedestrians, in particular, school children who attend the local school close by.
- 2.12 It should be noted that the nature of statutory consultations are that they tend to elicit more negative comment than positive, and some residents who may have been in favour of the proposed may not have responded.

Recommendations from residents

- 2.13 Residents felt the introduction of a Number Plate Recognition system in roads where vehicles exceeding the 5 tonne limit are prohibited from entering. This measure would have less impact on local residents and it was suggested revenue raised through fines could be used to fund other traffic calming measures.
- 2.14 There was also a suggestion that the existing 5 tonne HGV restrictions should be enforced by using Closed-circuit television (CCTV).
- 2.15 It is noted that these suggestions are currently outside the scope of this report but have been forwarded to the relevant department for further consideration.

Conclusion and Recommendations

- 2.16 Ward Councillors have noted the high level of objections to the proposals.
- 2.17 Due to the level of objection received. Officers consider that the current proposal for the width restriction with the associated parking changes should not proceed.
- 2.18 However, the consultation responses clearly indicate a need to review the movement of HGVs in the area and not limited to a proposal in Somerton Road. Therefore, the Council have commissioned a study to further investigate other opportunities that maybe available to mitigate concerns raised regarding traffic in the area especially in relation to HGVs. This study will be discussed with Ward Councillors and resident groups later this year.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The only other option at this stage would be to proceed with the implementation of the proposed width restriction, however, that would be against the consultation results.

4 POST DECISION IMPLEMENTATION

- 4.1 Once the recommendation is approved residents will be informed of the outcome of the Committee decision.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The scheme would 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 place 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 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 A sum of £11,000 was requested from the 2018/19 Finchley and Golders Green Area Committee (CIL) funding for the implementation of the width restriction. Procurement of the works would be via the existing London Highways Alliance Contract (LOHAC) and the Council's Street Lighting provider as appropriate.

5.2.2 At the time of drafting the report approximately £6,000 of the allocated £11,000 has been spent on the design and consultation that has taken place. Therefore, if the Officer recommendation is progressed approximately £5,000 can be returned to the Finchley and Golders Green Area Committee funding (CIL from this year's (2019/20) CIL Area Committee budget). The exact figure will be confirmed in the next report on the Area Committee Funding – Community Infrastructure Levy Update at the February 2020 Committee.

5.3 Social Value

5.3.1 None in relation to this report.

5.4 Legal and Constitutional References

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

5.4.2 Section 16 of 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.

5.6 Equalities and Diversity

5.6.1 Under section 149(1) of the Equality Act 2010 (EA 2010) the Council must, in the exercise of its functions, have due regard to the need to:

- Eliminate discrimination, harassment, victimisation and other conduct prohibited by the EA 2010.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between people persons who share a relevant protected characteristic and persons who do not share it.

5.6.2 Relevant protected characteristics are:- age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

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

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

5.6.3 Even if the width restriction and associated parking changes were to be progressed, they are not expected to disproportionately disadvantage individual members of the community.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

5.8 A statutory consultation has been undertaken on the proposals as set out above and residents will be informed of the decision of the Committee.

5.9 Insight

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

6.1 BACKGROUND PAPERS

6.1.1 Finchley and Golders Green Area Committee 14 Nov 2017

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9275&Ver=4>

6.1.2 Somerton Road NW2 – Width restriction - Feasibility Study

<http://barnet.moderngov.co.uk/documents/b31250/Somerton%20Road%20-%20width%20restriction%20feasibility%20study%2017th-Oct-2018%2019.00%20Finchley%20Golders%20Green%20A.pdf?T=9>

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Scheme Name: **Proposed width restriction – Somerton Road NW2**
Our Ref.: **BC001143-14-16**
Department: **Traffic & Development**
Date: **4 February 2019**
Contact Details: **Traffic and Development Department**
Tel. 020 8359 3555
traffic.consultations@barnet.gov.uk

Dear Sir/Madam,

As part of the council's commitment to improving safety on boroughs roads, we are proposing to introduce a width restriction outside the common boundary of No.1 and No.3 Somerton Road, NW2 in order to prevent Heavy Goods Vehicles (HGVs) entering Somerton Road from Claremont Road NW2 and vice versa. This proposal aims to improve road safety and to protect the environment by preventing unnecessary intrusion by large vehicles in a residential area.

The proposals are illustrated on the enclosed drawing No. BC-001143-14-16_SC_100_01

This letter is being sent to you as part of the council's statutory consultation process for the proposal outlined above. These will also be advertised in the local press and the London Gazette on 31st January 2019 and street notices will also be put up in the area advising of the proposed changes.

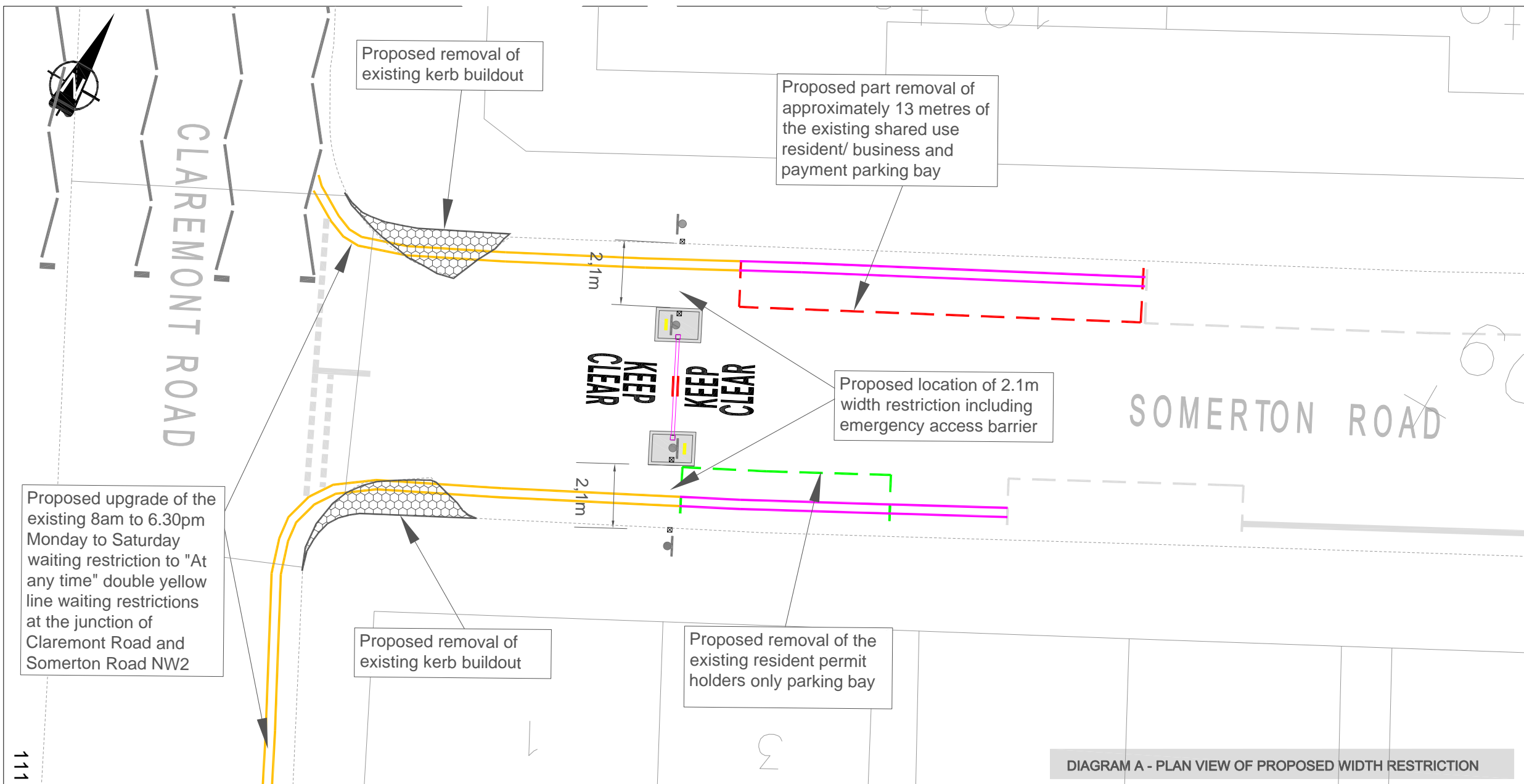
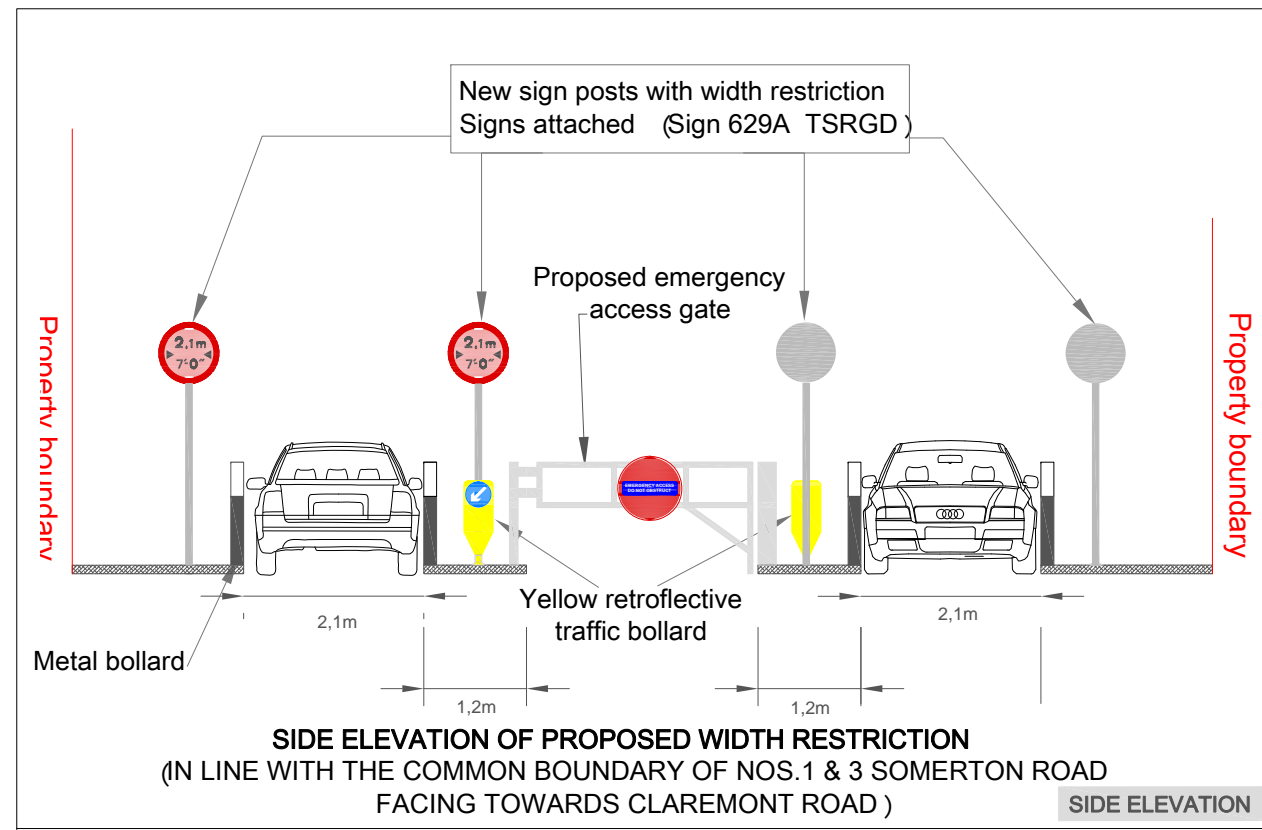
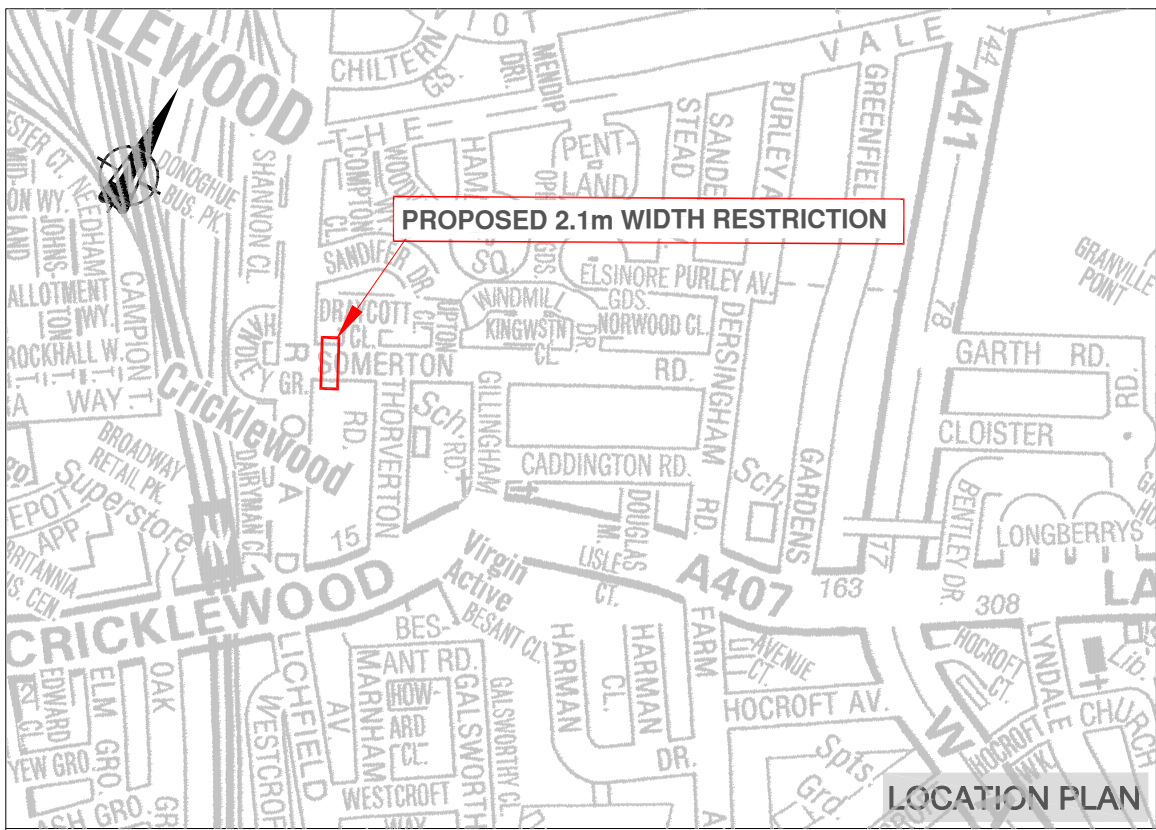
If you wish to make any comments or objections regarding this proposal, please send them in writing quoting reference number BC001143-14-16 to the Traffic and Development Department using the address at the top of the page or via email to traffic.consultations@barnet.gov.uk by 28 February 2019. All relevant comments and objections will then be considered by the council before a decision on whether or not these proposed changes should be introduced, with or without modification.

The council intends to introduce the measures during Spring 2019, subject to the outcome of this consultation.

Yours faithfully,

Design Team
Traffic & Development

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref. BC/001143/14/16.

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.

- KEY:**
- THE INFORMATION BELOW IS IN RELATION TO DIAGRAM A**
- Existing resident permit holders/ business permit holders and paybyphone payment parking bay to be reduced in length by approximately 13 metres in order to accommodate new width restriction. 9am to 5.30pm Monday to Friday
 - Existing 10am to 11am Monday to Friday resident permit holders only parking bay to be removed in order to accommodate new width restriction
 - Existing resident permit holders only parking bay 10am to 11am Monday to Friday
 - No changes to existing parking bays
 - Proposed upgrade of existing 8am to 6.30pm Mon to Sat waiting restrictions to 'At any time' double yellow line waiting restrictions
 - Proposed 'At any time' double yellow line waiting restrictions
 - No change to existing waiting restrictions
 - Proposed removal of kerb buildout on Somerton Road
 - Proposed location of sign posts with width restriction signs attached (Sign 629A TSRGD)
 - Proposed metal bollard
 - Proposed Emergency Access Gate
 - Proposed "KEEP CLEAR" road markings
 - Proposed - Yellow retroreflective traffic bollard

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

Purpose of issue
FOR CONSULTATION

Client:
BARNET LONDON BOROUGH

Scheme Ref. BC/001143/14/16
Scheme title
**SOMERTON ROAD NW2
PROPOSED WIDTH RESTRICTION**

Drawing title
CONSULTATION

Scale All drawing are not to scale

Design	Drawn	Checked	Approved
AO	AO	FR	GL
Date: 09/18	Date: 09/18	Date: 09/09/18	Date: 09/09/18

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

CAPITA BARNET LONDON BOROUGH

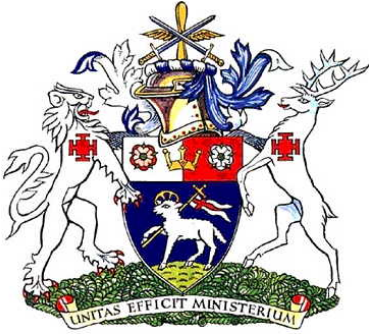
BC-001143-14-16_100_01

Rev. 1

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Finchley and Golders Green Area Committee

17 October 2019



Title	Proposed One-Way in Churchfield Avenue, N12 – Consultation Results
Report of	Executive Director, Environment
Wards	Woodhouse
Status	Public
Urgent	No
Key	No
Enclosures	Drawing No. BC/001495-01_SC_100-01
Officer Contact Details	Jamie Blake – Executive Director for Environment Jamie.blake@barnet.gov.uk

Summary

This report details the outcome of the statutory consultation undertaken on a proposal to install a one-way system in Churchfield Avenue, N12.

Officers Recommendations

1. That the Finchley and Golders Green Area Committee note the results of the formal consultation as set out in this report.
2. That, having considered the objections received to the statutory consultation on the proposals outlined in this report, Officers should proceed with implementation of the one-way in Churchfield Avenue, N12 as per the original proposal outlined in Drawing No. BC/001495-01_SC_100-01.
3. That the Finchley and Golders Green Area Committee note the request and agree to allocate £24,200 from the Finchley and Golders Green Area CIL

budget to carry out the implementation of the One-way on Churchfield Avenue.**1. WHY THIS REPORT IS NEEDED**

- 1.1 The purpose of this report is to consider the objections and comments received to the statutory consultation on the proposed one-way system in Churchfield Avenue, N12.
- 1.2 Consultation was undertaken on a proposal to implement a one-way in an eastbound direction with entry into Churchfield Avenue from Woodhouse Road prohibited.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Public consultation on the proposal was carried out for three weeks from 23rd May 2019. Consultation letters outlining the proposals were hand delivered to around 380 properties in the local area. The proposals were published in the local press and London Gazette and notices were put up on street.
- 2.2 The scheme as consulted is shown on Consultation Drawing No. BC/001495-01_SC_100-01 and incorporates the following measures:
 - Illuminated signs denoting the one-way at the junction of Churchfield Avenue and High Road;
 - Repeater signs along Churchfield Avenue;
 - 'No entry' signs on Churchfield Avenue at its junction with Woodhouse Road;
 - A 'No Entry' road marking on Woodhouse Road at the junction with Churchfield Avenue.
- 2.3 Only thirteen responses to the consultation were received and of these:
 - 5 expressed support for the scheme as proposed;
 - 6 expressed support and also suggested additional measures;
 - 1 expressed support for the one-way but objected to the proposed direction;
 - 1 objected to the scheme and suggested that if the proposal went ahead it should be installed in the opposite direction.
- 2.4 Those in support of the scheme relayed concerns that Churchfield Avenue is used as a cut through and that the road can become congested as vehicles have difficulty passing one another, particularly at peak times. This has led to altercations on occasions. There is also concern about pedestrian safety and increased pollution.
- 2.5 The objection received expressed concern about the impact of the proposal on traffic flow at the junction of Woodhouse Road and High Road (Tally Ho Corner). They stated that traffic at the junction often tails back to Grove Road at busy times and that they believed that the proposal would increase traffic congestion at this location. They suggested that if the proposal is to be introduced that it would be better to change the direction of travel from Woodhouse Road towards High Road as they believe there would be less impact to traffic in the area. Another respondent, although in favour of the proposal to install a one-way, also suggested that the direction be reversed as they were concerned about access to Churchfield Avenue from High Road end particularly for emergency vehicles.

- 2.6 Three respondents were concerned that speeds could increase as motorists would not encounter any oncoming traffic and suggested installing additional traffic calming measures. A concern was also raised regarding contraventions to the existing banned right turn into Churchfield Avenue and the question was asked as to whether an enforcement camera could be installed as a deterrent.
- 2.7 Two of those generally in support of the scheme put forward the suggestion to start the one-way after the junction with Churchfield Way, suggesting that this would facilitate access and egress from business premises in Churchfield Way.
- 2.8 Two comments were received about parking with one resident requesting a review of the hours of the Controlled Parking Zone in Churchfield Avenue. They advised that it is often difficult to find a space after 5pm when parking is unrestricted as non-residents park in the road to use local amenities. They suggested an extension to the controlled hours as non-resident parking in the evenings can reduce availability of parking for residents. Another resident commented about the whether the small stretches of yellow lines could be removed to improve parking opportunity in the road.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The option to reverse the direction of the one-way is not considered viable as the concerns predominantly relate to westbound traffic using Churchfield Avenue as a cut through to avoid the traffic lights at Tally Ho Corner. The direction being proposed was the preferred direction of the petitioner at the site meeting and was agreed by the Committee.
- 3.2 The installation of traffic calming measures is not being considered at this time although vehicle speeds can be monitored and additional measures could be considered if deemed necessary. There concerns about enforcement of the banned turn have been referred to the council's Enforcement Team for consideration.
- 3.3 There are currently no plans to review the hours of the CPZ in Churchfield Avenue however these comments have been noted for future review. It is acknowledged that there is a high demand for resident parking in the road and officers are currently reviewing the provision of disabled bays to confirm whether they are still required. It is proposed to convert any that are not in active use into resident permit bays.
- 3.4 The only other option at this stage is not to proceed with the scheme, however, this will not address the original concerns raised by residents and Ward Councillors.

4. POST DECISION IMPLEMENTATION

- 4.1 If the recommendation is approved, the detailed design of the proposal will be completed and the scheme implemented this financial year.

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 An annual allocation of £0.15m is made to each Area Committee. The Finchley and Golders Green Area Committee balance is £0.054m. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years.

5.2.2 The estimated costs are as:

Activity	Estimated Cost
Build Cost	£22,000
Implementation & post implementation fee @ 10%	£2,200
GRAND TOTAL	£24,200

5.2.3 The work will be carried out under the existing PFI (electrical) and LoHAC (non-electrical) term maintenance contractual arrangements.

5.2.4 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services, the PFI Contractor, who will charge a commuted sum for the maintenance – the cost of this can be absorbed within existing Council revenue budgets.

5.3 Social Value

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

5.4 Legal and Constitutional References

5.4.1 The Highways Act 1980 provides general and specific powers for the highway authority to make changes or improvements to the highway.

5.4.2 Road Traffic Regulation Act 1984 provides powers to local authority to regulate or restrict traffic on roads in the interest of safety.

5.4.3 Section 16 of the Traffic Management Act 2004 places obligations on authorities to

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

5.4.4 The terms of reference of the Area Committees under Article 7 of the Council's Constitution and under Article 7.5 includes responsibility to discharge the functions for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.5 Risk Management

5.5.1 The issues involved in this report are not likely to raise significant levels of public concern or comment or give rise to policy considerations.

5.5.2 There would be construction risks associated with introducing the scheme which would require management throughout the detailed design, implementation and construction work, assessed as low.

5.6 Equalities and Diversity

5.6.1 Section 149 of 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.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report

5.8 Consultation and Engagement

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

5.9 Insight

5.9.1 The responses from the statutory consultation have been reviewed and officers met with a ward councillor and local residents on site.

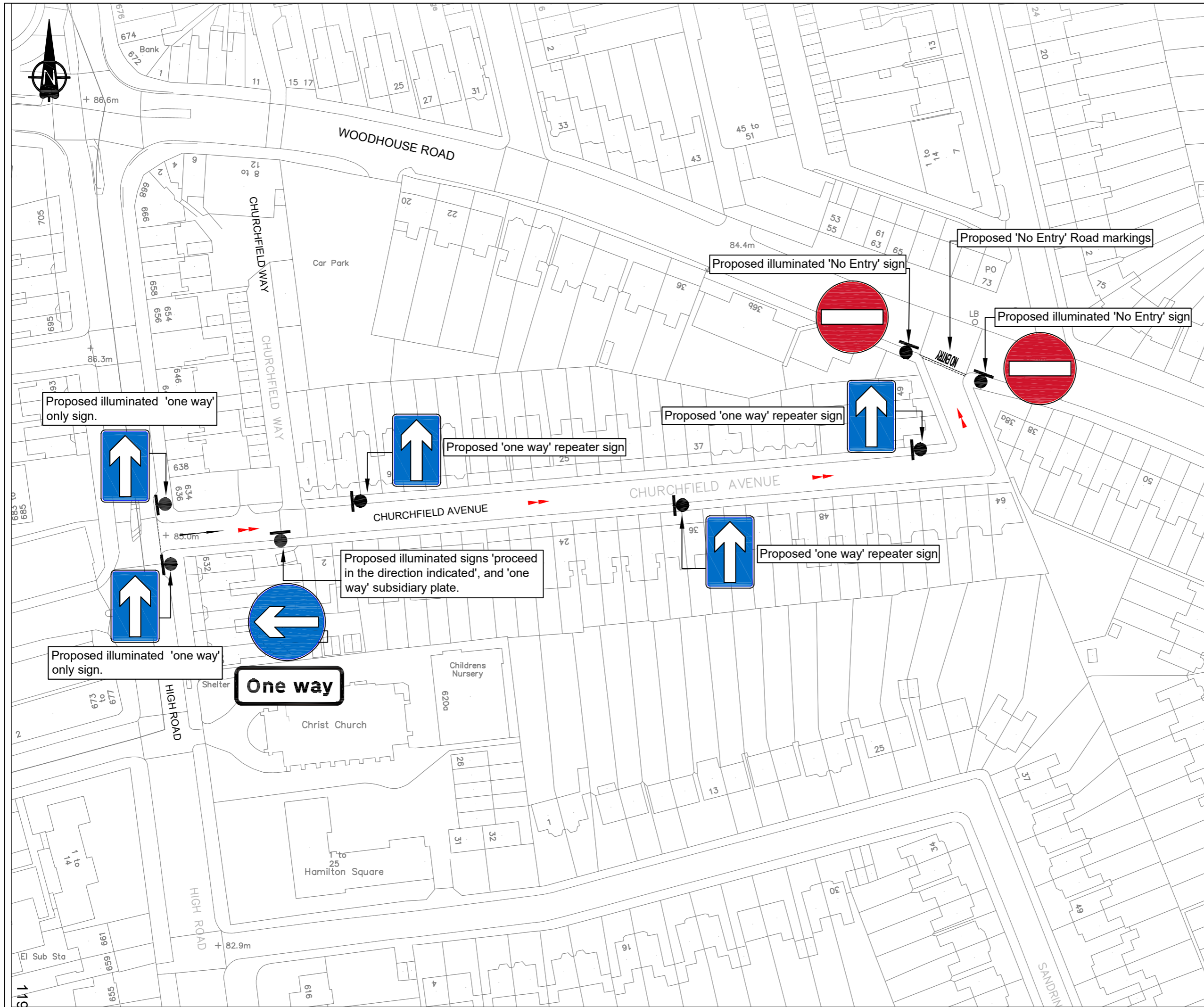
6. BACKGROUND PAPERS

6.1 Finchley and Golders Green Area Committee 4 February 2019.


<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9527&Ver=4>

6.2 Finchley and Golders Green Area Committee 14 June 2018, Item 6.

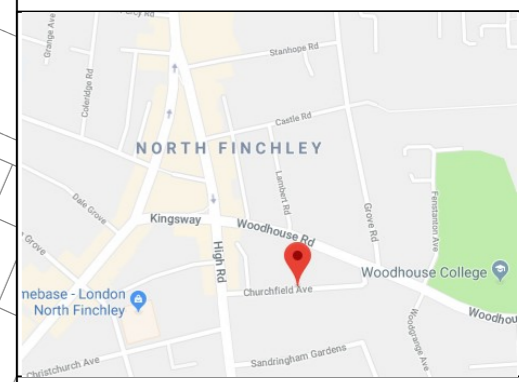
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9524&Ver=4>



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
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NOTES:
 Direction of vehicle movement

Location Plan



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REVISION			
Revision Details	Design/Check	Date	Rev.
For Consultation	VR/DP	May '19	0

Purpose of issue
CONSULTATION

Client:


RE Scheme Ref. BC/001495-01
 Scheme title
Churchfield Road N12

Drawing title
**Road Safety Improvements
 Proposed One-Way System**

Scale 1 : NTS			
Design	Drawn	Checked	Approved
TA	TA	DP	LW
Date: 03.05.19	Date: 03.05.19	Date: 15.05.19	Date: 16.05.19



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**London Borough of Barnet
Finchley & Golders Green Area
Committee Forward Work
Programme
October 2019 - March 2020**

Contact: tracy.scollin@barnet.gov.uk Tel 020 8359 2315

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
3 February 2020			
Crewys Road			Non-key
17 October 2019			
Finchley Central CPZ Review			Non-key
Leslie Road/Leopold Road CPZ Review			Non-key
Somerton Way - Width Restriction			Non-key
Churchfield Ave One-Way - consultation results			Non-key
9 July 2019			
Glenhurst Road - One-Way			Non-key
West Heath Drive - Speed Survey			Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Hampstead Way - Speed Survey			Non-key
Church Lane/High Road - feasibility study			Non-key
Rosemont Avenue - feasibility study			Non-key
North Finchley 'Legible London'			Non-key
4 April 2019			
The Vale - Speed Survey Results	Committee to receive a report on The Vale - Speed Survey Results		Non-key
Temple Fortune Lane - Speed Survey Results	Committee to receive a report on Temple Fortune Lane - Speed Survey Results.		Non-key
Friary Road Traffic Management Measures - update report	Committee to receive a report on Friary Road Traffic Management Measures.		Non-key

Title of Report	Overview of decision	Report Of (<i>officer</i>)	Issue Type (Non key/Key/Urgent)
Results of the statutory consultation for the proposed Garden Suburb 'GS' CPZ extension	Committee to receive a report on the results of the statutory consultation for the proposed Garden Suburb 'GS' CPZ extension.		Non-key
East Finchley CPZ Area - Parking Consultation Results	Committee to receive a report on East Finchley CPZ Area - Parking Consultation Results.		Non-key