

Decisions of the Chipping Barnet Area Committee

9 July 2018

Members Present:-

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

Councillor Julian Teare
Councillor Weeden-Sanz
Councillor Pauline Coakley Webb

Councillor Brayne
Councillor Laurie Williams

1. MINUTES OF THE LAST MEETING

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

2. ABSENCE OF MEMBERS (IF ANY)

None.

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

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

4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

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

6. PETITIONS (IF ANY)

None.

7. MATTERS REFERRED FROM THE CHIPPING BARNET RESIDENTS FORUM

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

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

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

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

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

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

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

8. MEMBERS' ITEMS (IF ANY)

None.

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

The Committee received the following CIL funding applications:

Title	Raised by (Councillor)	Ward	Member Request
Extend the double yellow lines outside the access road to Barrydene, Oakleigh Road North N20 9HG	Councillor Stephen Sowerby	Oakleigh	I would like to request funding to extend the double yellow lines outside the access road to Barrydene, Oakleigh Road North, N20 9HG. Cars parking beyond the double yellow lines going north significantly effect sightlines making exiting Barrydene a dangerous exercise. I suggest that an extension of approximately 10 meters (around two standard car lengths) will be sufficient length. The attached photo shows exactly where the extension needs to be placed.
Implementation of double yellow lines on the carriageway running south on Netherlands Road	Councillor Thomas Smith	Oakleigh	I request funding to implement double yellow lines on the carriageway running south on Netherlands Road in the run-up to the width restriction. This is to prevent people from parking their vehicles close to the width restriction, thereby obstructing access south to north. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest that 12 meters from the kerbside post would be around the optimal length. Please refer to the attached photo for the exact proposed location for the double yellow lines

<p>Implantation of double yellow lines on the northern side of the carriageway opposite Onslow Parade</p>	<p>Councillor Wendy Prentice</p>	<p>Brunswick Park</p>	<p>I request funding to implement double yellow lines on the northern side of the carriageway opposite Onslow Parade and where it becomes Osidge Lane. This is to prevent people from parking their vehicles on a busy stretch of road rather than in the parking spaces that already exist. There is currently a problem with cars parking on this part of the carriageway, even blocking driveways, which causes congestion on this road which is regularly used by double decker buses. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest that around 30 metres, from the end of the parking bay outside 16 Onslow Parade up to the tree outside 94 Osidge Lane would be the optimal length. Please refer to the attached photo for the exact proposed location for the double yellow lines.</p>
<p>Implementation of double yellow lines on the north side of the carriageway on Russell Lane where the road</p>	<p>Councillor Roberto Weeden-Sanz</p>	<p>Brunswick Park</p>	<p>I request funding to implement double yellow lines on the north side of the carriageway on Russell Lane where the road narrows approaching Church Hill Road. This is to prevent people from parking their vehicles in front of private driveways and causing congestion on a road which regularly has double decker buses driving down it. It will also prevent visibility problems for residents exiting Fitzwilliam Close who currently struggle to see traffic when turning onto Russell Lane and creates a high risk of an accident occurring. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest that 90 metres from the between the corner of Haslemere Avenue and the tree in front of 155 Russell Lane would be around the optimal length. Please refer to the attached photos for the exact proposed location for the double yellow lines.</p>

<p>Installation of a pedestrian “zebra” crossing with belisha beacons on Cat Hill, EN4 beside the junction with Brookside (‘the site’ – see Picture B and Picture E).</p>	<p>Councillor Felix Byers</p>	<p>East Barnet</p>	<p>For provision to be made for the installation of a pedestrian “zebra” crossing with belisha beacons on Cat Hill, EN4 beside the junction with Brookside (‘the site’ – see Picture B and Picture E).</p> <p>The existing island crossing at the site is heavily used: its situation is a primary walking route to and from local schools including East Barnet School and Danegrove Primary School; it is the most direct walking route into East Barnet Village for residents in the CBC polling district; it is a popular access route for Oak Hill Park via Brookside; and there is a bus stop immediately beside the site (see Picture A).</p> <p>The existing island arrangement is hazardous for both motorists and pedestrians to navigate. There is no instruction to drivers to yield to pedestrians. Traffic approaches at speed from north-east of the site, accelerating down the steep incline from the junction of Cat Hill, Brookhill Road and Park Road. Traffic from the south-west poses a separate danger as vehicles approach the crossing accelerating downhill around a blind corner (see Picture D), and visibility on the west side of the crossing is often obstructed by parked cars (see Picture C). The proximity of parked cars to the central bollards also requires vehicles – including buses, and many moving at considerable speed – to swerve sharply to manoeuvre around the island.</p> <p>There is a strong precedent for assisted crossings in East Barnet Village. There are two existing zebra crossings at either end of the section of East Barnet Road passing through East Barnet Village, and another zebra crossing on Church Hill Road near the junction with Jackson Road, all within c.100 metres of the site. The existing crossings facilitate safe passage for pedestrians travelling into and out of East Barnet Village from the west and south, but there is no equivalent safe route of entry and exit for pedestrians approaching from roads immediately east.</p> <p>Local residents and local traders are concerned about the risk to public safety posed by the existing island crossing at the site. Some traders suspect that the absence of a safe crossing is damaging business. Residents feel nervous to cross the road at this point, but many also admit to taking the risk because there is no logical alternative walking route to access the north side of East Barnet Village if approaching from the east.</p> <p>Having spoken with residents and traders, there is considerable support for this proposal.</p>
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Extend the double yellow lines on the carriageway on Hampden Way at the corner of Arlington Road, N14	Councillor Julian Teare	Brunswick Park	I request funding to extend the double yellow lines on the carriageway on Hampden Way at the corner of Arlington Road, N14, on the north side, the right hand side as one comes down Arlington Road. Currently the double yellow lines on this side are much shorter than on the south side of this turning and visibility is badly obstructed. Whilst Highways Officers will need to recommend the optimal length necessary I would suggest another 5 metres from where it currently ends. Please refer to the attached photos for the exact proposed location for the double yellow lines.
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The Strategic Director for Environment clarified that any changes to yellow lines or parking restrictions will require statutory consultation.

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

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

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

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

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

ACTION: STRATEGIC DIRECTOR ENVIRONMENT

10. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE

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

Following consideration of the report **the Committee**

RESOLVED -

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

11. ALSTON ROAD, BARNET - SPEED SURVEY RESULTS

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

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

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

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

12. HADLEY GREEN AND HADLEY HIGHSTONE, EN5

This report detailed the outcome of the safety review of pedestrian/road safety improvements on Hadley Highstone and Hadley Green Road, close to the junction with Dury Road. The report further presented the Committee with revised measures (Option 2A and Option 2B) that address speeding and high volumes of traffic.

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

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

For	0
Against	4
Abstained	3

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

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

The Committee RESOLVED;

- 1. That the Chipping Barnet Area Committee notes the review of the Hadley Highstone and Hadley Green Road EN5 pedestrian/road safety improvement as outlined in this report and the appendices to this report containing details of design proposals.**
- 2. That the Chipping Barnet Area Committee does not agree to implement recommended measures 2A and 2B as set out in this report and detailed in paragraphs 1.9-1.12 and as shown on drawing No. BC/001188-02-100-02.**
- 3. That the Chipping Barnet Area Committee notes that the cost of Option 2A is estimated at £45,000 which is over the Area Committee limit of £25,000.**
- 4. The Chipping Barnet Area Committee agrees that the scheme should not be added to the 2019/20 Local Implementation Plan (LIP) work programme for consideration for the funding shortfall.**
- 5. That the Chipping Barnet Area Committee agrees Option 2B but should it decide not to progress with the measures in Option 2B, no further action will be taken at this location.**

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT.

13. CROMER ROAD - REQUEST FOR 20MPH ZONE

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

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

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

For	3
Against	4
Abstained	0

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

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

1. That the Chipping Barnet Area Committee notes the review of the safety improvements on Cromer Road, Shaftesbury Avenue and Bulwer Road on the two options as set out in this report and shown on the drawings in Appendix A.
2. That the Chipping Barnet Area Committee decides not to progress with the measures in this report, no further action will be taken at this location.

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

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

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

Representations were heard from Mr Sean Davarina.

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

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

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

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

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

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

For	7
Against	0
Abstained	0

The Committee RESOLVED –

- 1. That the Chipping Barnet Area Committee notes the review of the traffic improvements on both Russell Road and Oakleigh Road North in the two Options set out in this report and shown on the drawings in Appendix B.**
- 2. That the Chipping Barnet Area Committee authorises the implementation Option 1 and to carry out detailed design and introduce an experimental Traffic Management Order for up to 18 months banning the right turn from Russell Road to Oakleigh Road North (except Cyclists) operating Monday to Friday between 7am and 10 am, subject to available funding**
- 3. That any unresolved material objections received during the first six months of the Option 1 coming into force are considered by the Strategic Director for Environment in consultation with the relevant Ward Councillors, before a decision is made on whether Option 1 should be made permanent or not, and if so, with or without modification. It was further agreed to delegate to the Strategic Director for Environment that he could terminate the scheme immediately in conjunction with the Ward Councillors, if this became necessary prior to the six month review point.**
- 4. That the Chipping Barnet Area Committee instructs the Strategic Director for Environment to carry out a statutory consultation on the proposals to introduce waiting restrictions ‘Measure 1’ in this section of Oakleigh Road North, shown on Appendix B, Drawing no. BC/001409-03_FS_100-03.**

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

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

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

- (iii) Outside no. 239 on Oakleigh Road North, approximately 5 metres, southbound side;**
- (iv) Raleigh Drive and Oakleigh Crescent, approximately 15 metres, northbound side;**

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

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

- (v) Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane) at Russell Lane to Oakleigh Road North southbound;
 - (vi) Oakleigh Road North (northbound) just before Roundabout (Oakleigh Road North/Pollard Road/ Russell Lane).
5. That subject to no objections being received to the statutory consultation, referred to in recommendation 4 (a), (b) and (c), the Committee authorise the Strategic Director for Environment to introduce the proposed waiting restrictions.
 5. That the Chipping Barnet Area Committee authorises that if any objections are received as a result of the statutory consultation, referred to in recommendation 4, the Strategic Director for Environment will, in consultation with the relevant Ward Councillors, consider and determine whether any of the proposed changes should be implemented or not, and if so, with or without modification. It was further agreed to delegate to the Strategic Director for Environment that he could terminate the scheme immediately in conjunction with the Ward Councillors, if this became necessary prior to the six month point.
 7. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £18,350 to the actions outlined in recommendation 2 for 'Option 1' above.
 8. That the Chipping Barnet Area Committee authorises the allocation the funding (CIL from this year's CIL Area Committee budget) of £6,000 to the actions outlined in recommendation 4 for 'Measure 1' above.

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT.

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

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

Representations were heard from Councillor Felix Byers.

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

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

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

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

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

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

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT.

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

This report provided the Committee with a summary of the comments, representations and objections received in response to the statutory consultation relating to the proposed CPZ in Great Bushey Drive and Oak Tree Drive, N20, in order to determine whether the proposals should be introduced and if so, with or without modification.

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

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

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

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

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

For	0
Against	6
Abstained	1

Councillor Alison Cornelius abstained.

The recommendations were therefore not carried forward.

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

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

17. FORWARD WORK PROGRAMME

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

ACTION: STRATEGIC DIRECTOR FOR ENVIRONMENT

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

None.

The meeting finished at 8.43 pm