

**MEETING**

**HENDON AREA COMMITTEE**

**DATE AND TIME**

**WEDNESDAY 28TH FEBRUARY, 2018**

**AT 7.00 PM**

**VENUE**

**HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BG**

**TO: MEMBERS OF HENDON AREA COMMITTEE (Quorum 3)**

Chairman: Councillor Brian Gordon LLB  
Vice Chairman: Councillor Val Duschinsky

Councillor Maureen Braun      Councillor Nagus Narenthira      Councillor Adam Langleben  
Councillor Tom Davey      Councillor Charlie O-Macauley

**Substitute Members**

Dr Devra Kay      Sury Khatri      Ammar Naqvi  
Hugh Rayner      Joan Scannell      Mark Shooter  
Zakia Zubairi

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions or comments must be submitted by 10AM on the third working day before the date of the committee meeting. Therefore, the deadline for this meeting is Friday 23<sup>rd</sup> February at 10AM. Requests must be submitted to Abigail Lewis [Abigail.Lewis@barnet.gov.uk](mailto:Abigail.Lewis@barnet.gov.uk) 020 8359 4369

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

**Andrew Charlwood – Head of Governance**

Governance Service contact: Abigail Lewis [Abigail.Lewis@barnet.gov.uk](mailto:Abigail.Lewis@barnet.gov.uk) 020 8359 4369

Media Relations contact: Sue Cocker 020 8359 7039

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**ASSURANCE GROUP**

## ORDER OF BUSINESS

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## Decisions of the Hendon Area Committee

4 December 2017

Members Present:-

AGENDA ITEM 1

Councillor Brian Gordon (Chairman)  
Councillor Val Duschinsky (Vice-Chairman)

Councillor Maureen Braun      Councillor Charlie O-Macauley  
Councillor Nagus Narenthira      Councillor Adam Langleben  
Councillor Hugh Rayner (sub  
for Councillor Tom Davey)

Apologies for Absence

Councillor Tom Davey

### 1. MINUTES OF THE PREVIOUS MEETING

**RESOLVED** that the minutes of the meeting held on 24 July 2017 be agreed as a correct record.

### 2. ABSENCE OF MEMBERS (IF ANY)

Councillor Tom Davey had sent his apology, with Councillor Hugh Rayner present as his substitute.

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

Councillor Adam Langleben declared a non-pecuniary interest in agenda item 12, relating to Brent Green, as he had been lobbied by a resident (a trustee of his employer) on this matter.

### 4. REPORT OF THE MONITORING OFFICER (IF ANY)

None.

### 5. PUBLIC COMMENTS AND QUESTIONS (IF ANY)

None.

### 6. MATTERS REFERRED FROM THE HENDON AREA RESIDENTS FORUM (IF ANY)

None.

**7. PETITIONS (IF ANY)**

None.

**8. AREA COMMITTEE FUNDING - COMMUNITY INFRASTRUCTURE LEVY UPDATE**

The Committee received the report.

Members questioned why there were still schemes outstanding from 2015/16.

Officers replied that all of the schemes from 2015/16, apart from Watford Way, were now complete.

Watford Way would be completed before the end of the financial year and this would be confirmed in writing to Members.

**RESOLVED that**

- 1. the amount available for allocation during 2017/18, as set out in Appendix 1 of the report be noted;
- 2. the shortfall in receipts in 2016/17 be noted.

**ACTION: STRATEGIC DIRECTOR ENVIRONMENT**

**9. MEMBERS' ITEMS (IF ANY)**

The Committee received the following Members Item:

<p><b>Councillor Tom Davey (presented to the Committee by Councillor Hugh Rayner)</b></p>	<p><u>Road Traffic Management around Ellesmere Avenue and the Fairway</u></p> <p>The main concern is for the safety of the children attending the two local schools, traffic chaos leads to increased risk of accidents.</p> <p>The roads around Ellesmere Avenue and the Fairway are becoming increasingly congested. Traffic is generated by drivers using this area as a cut through and drivers using the Scratchwood slip road, as well as local residents.</p> <p>There are also two schools in this area – The Fairway and Northway which add to the problem. For their part, they are trying to introduce an informal one way system to ease problems at pick up and drop off times. And there is a proposed development of around 100 residential units planned for the old school site in the Fairway.</p> <p>Parking is also a problem generated not only by residents but also by various vehicle repair businesses operating at the corner of Ellesmere Avenue and the Fairway.</p>
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	Funding is required to investigate possible solutions to help relieve these parking/traffic problems.
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**RESOLVED** that a feasibility study, costing up to £5,000 be agreed, with an update report to this Committee in February 2018.

**ACTION: STRATEGIC DIRECTOR ENVIRONMENT**

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

The Committee received the following Members Items, in relation to CIL funding:

Title	TRAFFIC CALMING MEASURES – DEVONSHIRE ROAD, NW7 (HOLDERS HILL ROAD ROUNDABOUT TO ABERDARE GARDENS)
Raised by (Councillor)	Cllr Sury Khatri
Ward	Mill Hill Ward
Member Request	<p>As a Ward Councillor and a resident of Devonshire Road (40 years+) and on behalf of other residents who have made and continue to make representations to me, I have been trying for the last 6 – 7 years to introduce Traffic Calming measures because of the escalating dangerous speed of Traffic on Devonshire Road. I was previously partially successful in the Committee agreeing for a stretch of road beyond Aberdare Gardens to Pursley Road junction and at Committee I did then argue for the stretch from Holders Hill Road roundabout to Aberdare Gardens. Unfortunately my plea was unsuccessful.</p> <p>The recent incident illustrates and necessitates this issue to be urgently reconsidered again.</p> <p>To illustrate the issue a massive accident that took place on Devonshire Road close to the junction with Lee Road / Oakhampton Road on Sunday 5 November about 9.00 am. The attached photos hopefully are self explanatory.</p> <p>About a week or so ago before this accident, the Police carried out an unannounced speed / traffic operation on Devonshire Road.</p> <p>Not too long ago another massive accident occurred on Devonshire Road at the junction of the Holders Hill Roundabout and about a year ago another incident opposite my house. In these incidents Police were involved.</p> <p>However there are other accidents which have been occurring (primarily due to the high speed) and as matters are settled between the parties, thus do not involve police actions and hence these statistics are not recorded.</p>
Funding Required (£)	£25,000

**RESOLVED that a feasibility study, costing up to £2,000, be agreed, with a report back to a future meeting of this Committee.**



Title	Gaskarth Road One-Way System Study
Raised by (Councillor)	Cllr Ammar Naqvi
Ward	Burnt Oak
Member Request	That a feasibility study be undertaken into making Gaskarth Road part of a one way system linked with Silkstream Road, terminating at the junction of Playfield Road. This would help relieve aggressive parking on Gaskarth Road, outside Barnfield Primary School, help with the flow of traffic at school opening and closing time, reduce the danger of a child being struck by a car mounting the pavement and reduce the deterioration of the pavements as well (thereby saving the Council the cost of repairing the pavements regularly).
Funding Required (£)	£3000 - £5000 (as per Officers' guidance).

**RESOLVED that a feasibility study, costing up to £3,000, be agreed, with a report back to a future meeting of this Committee.**

Title	Brookside Walk – Table Tennis
Raised by (Councillor)	Maureen Braun
Ward	Hendon
Area Committee	Hendon
Member Request	Request for funding for table tennis table plus surfacing work at Brookside Walk. They would like 2 tables if possible.
Funding Required (£)	£4,186,

**RESOLVED that funding of £4,186, for one table tennis table, be agreed.**

**ACTION: STRATEGIC DIRECTOR ENVIRONMENT (All CIL Items)**

**11. 20MPH SCHEME - PARKFIELD PRIMARY SCHOOL NW4**

The Committee received the report.

**RESOLVED that the Hendon Area Committee having considered the objections as set out in Appendix 2 of the report, received to the statutory consultation on the proposals outlined in this report, authorise the Strategic Director for Environment to instruct Officers to proceed with the scheme as per the original proposal shown**

in the consultation drawing No.C2017\_BC000864-25-100-01. The Scheme is funded from 2017/18 LIP.

**ACTION: STRATEGIC DIRECTOR ENVIRONMENT**

**12. BRENT GREEN NW4 - ROAD SAFETY IMPROVEMENTS**

The Committee received the report.

Officers agreed to look at the possibility of extra parking.

It was moved by Councillor Gordon and seconded by Councillor Duschinsky, that the scheme as set out in the report, be agreed, subject to the deletion of the two road humps (to be kept under review).

A vote was taken on Councillor Gordon's motion:

For	7
Against	0
Abstained	0

**RESOLVED** that the Hendon Area Committee authorises that the Strategic Director for Environment, having considered the objections as set out in the appendix in the report, received to the statutory consultations on the proposals outlined in this report instruct officers to proceed with the implementation of the scheme, subject to the above amendment, as per the original proposal shown in the consultation drawing No. C2016\_BC/001108-02-100-01.

**ACTION: STRATEGIC DIRECTOR ENVIRONMENT**

**13. BROADFIELDS AVENUE REQUEST FOR PEDESTRIAN CROSSING FACILITY**

The Committee received the report.

The Committee unanimously agreed the following:

**RESOLVED**

1. That the Hendon Area Committee notes the results of the investigations and analysis as set out in this report;
2. That the Hendon Area Committee acknowledges the best approach to be not to implement major measures, such as a zebra crossing, as it is considered to it being unfeasible and the insufficient pedestrian demand;
3. That the Hendon Area Committee approves the installation of warning signs on the approaches to Holland House School and instruct the Strategic Director for Environment to instruct Officers to implement the signs.

**ACTION: STRATEGIC DIRECTOR ENVIRONMENT**

**14. COLINDEEP LANE - PEDESTRIAN IMPROVEMENTS (INITIAL ASSESSMENT) - ROAD SAFETY AUDIT**

The Committee received the report.

During the course of this item the Committee discussed the issue of vertical speed deterrents – namely cushions and road humps . Members were of the mind that we should be very cautious not to allow a “slippery slope” where new cushions and road humps would gradually become a regular feature. The Council’s policy was clear on this - only in exceptional circumstances should they be allowed. The Committee was anxious to reiterate and not lose sight of this policy.

The following was unanimously agreed:

## **RESOLVED**

- 1. That the Hendon Area Committee note the results of the Stage 1 Road Safety Audit carried out on proposals presented at the 24 July 2017 Hendon Area Committee meeting, as follows:  
Measure 1 – Improve signage  
Measure 2 – Remove excess vegetation  
Measure 3 - Reduce dual carriageway section to one lane in each direction  
Measure 4 - Traffic islands/ refuges  
Measure 5 - Changes to junction of Colindeep Lane with Colin Crescent  
Measure 6a - Vertical speed deterrents (cushions)  
Measure 7 - High friction coloured surface  
Measure 8b – Refresh and improve road markings  
And on proposals approved for implementation by said committee at the 24 July 2017 meeting, as follows:  
Measure 1 – Improve signage  
Measure 2 – Remove excess vegetation  
Measure 3 - Reduce dual carriageway section to one lane in each direction  
Measure 4 - Traffic islands/ refuges  
Measure 5 - Changes to junction of Colindeep Lane with Colin Crescent  
Measure 7 - High friction coloured surface  
Measure 8b – Refresh and improve road markings**
- 2. That the Hendon Area Committee adopts vertical speed deterrents, by way of cushions, (Measure 6a from the 24 July 2017 Hendon Area Committee Meeting) in addition to the measures referred to in Recommendation 1;**
- 3. That the Hendon Area Committee, gives instruction to the Strategic Director for Environment to carry out a statutory consultation on the approved measures.**
- 4. That subject to no objections being received to the statutory consultation on proposals approved, the Hendon Area Committee instruct Strategic Director for Environment to introduce the approved measures.**
- 5. If any objections are received as a result of the statutory consultations, the Hendon Area Committee directs that the Strategic Director for Environment consider and determine whether the approved measures should be implemented or not, and if so, with or without modification.**
- 6. That the Hendon Area Committee note that the scheme is funded by the Local Implementation Plan (LIP) 17/18 funding to design and carry out**

statutory consultation and, subject to the outcome of that consultation, introduce the approved Scheme.

**ACTION: STRATEGIC DIRECTOR ENVIRONMENT**

**15. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT**

Councillor Gordon raised concerns about the slow progress being made in his Ward on implementation of the agreed proposal, which he had initiated on behalf of residents and motorists, to allow part-pavement parking at the A41 junctions with Edgwarebury Lane North and Broadfields Avenue South. Such measures are aimed at reducing congestion and tailbacks at those junctions. The Strategic Director, Environment said he would look into this urgently and report back to Councillor Gordon.

The meeting finished at 8.15pm

	<p><b>Hendon Area Committee</b></p> <p><b>28 February 2018</b></p>
<p><b>Title</b></p>	<p><b>Petitions for the Committee’s Consideration</b></p>
<p><b>Report of</b></p>	<p>Head of Governance</p>
<p><b>Ward</b></p>	<p>Various wards within the Hendon constituency</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Urgent</b></p>	<p>No</p>
<p><b>Key</b></p>	<p>No</p>
<p><b>Enclosures</b></p>	<p>None</p>
<p><b>Officer Contact Details</b></p>	<p>Abigail Lewis, Governance Officer  <a href="mailto:Abigail.Lewis@barnet.gov.uk">Abigail.Lewis@barnet.gov.uk</a>                      020 8359 4369</p>

### Summary

This item provides the Hendon Area Committee with information relating to petitions that have been referred up from the last meeting of the Hendon Residents’ Forum.

### Recommendations

1. That the Hendon Area Committee notes the petitions referred up from the 23<sup>rd</sup> January 2018 meeting of the Hendon Residents’ Forum.
2. That following consideration of the petitions highlighted at 1.1, the Committee gives instructions in accordance with its powers, outlined at section 5.4.1.

## 1. WHY THIS REPORT IS NEEDED

1.1 At its meeting on 23<sup>rd</sup> January 2018, the Hendon Residents' Forum referred up the below petitions to the Area Committee for its consideration. The petitions are as follows:

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
Westmere Drive, NW7, Mill Hill CPZ	Martin Rowell	<p>We the undersigned petition the Council to make Westmere Drive a controlled parking zone as many residents are finding it impossible to park if they arrive home after 7pm in the evening.</p> <p>The parking difficulty has only arisen in the past 2 years approximately. This is due to Commercial Vehicles being stored here and garage businesses dumping their next jobs along Westmere Drive. These large vehicles are obstructing the line of vision when existing from the 2 exits of Westmere Drive onto Ellesmere Avenue. Double yellow lines at these junctions are needed before a serious accident occurs, including the fact that Fire fighters cannot get through.</p> <p><a href="https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=500000044&amp;RPID=584638527&amp;HPID=584638527">https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=500000044&amp;RPID=584638527&amp;HPID=584638527</a></p>	45
Pedestrian Crossing in Flower Lane, NW7, Mill Hill	Father Stephen Young	<p>Public safety is currently severely compromised due to absence of a pedestrian crossing, endangering those wishing to cross from Hartley Hall side of Flower Lane to the corner connecting Flower Lane with the Broadway. The high footfall in the area, especially the numbers of children and elderly people, necessitates a safer way of crossing the street and would go some way to calming the speeds of those currently turning off Broadway into Flower Lane.</p> <p><a href="https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=500000047&amp;RPID=584638618&amp;HPID=584638618">https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=500000047&amp;RPID=584638618&amp;HPID=584638618</a></p>	139
Residents Parking Zone for Daws Lane, NW7, Mill Hill	Mrs Bianca Hallion	<p>Those of us without parking facilities in Daws Lane are finding it harder to park during the day. Commuters simply swamp the area, meaning that it often takes thirty minutes to find a parking space and then we can only park half a kilometre away from our Properties.</p> <p>Many of us having to carry shopping great distances. Those of us with elderly relatives feel it even more keenly. I am petitioning for a resident's parking zone on the side opposite to Mill Hill Park. This will give us</p>	33

Title of petition	Lead petitioner	Detail/text of petition	No. of signatures
		<p>space to park during the day, but will also allow commuters enough space to park their cars on the opposite side. Most of the surrounding roads in the area have controlled parking zones, and the cars are thus pushing into Poets' Corner; we need to get control of the situation.</p> <p><a href="https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=66&amp;RPID=584638604&amp;HPID=584638604">https://barnet.moderngov.co.uk/mgEPetitionDisplay.aspx?ID=66&amp;RPID=584638604&amp;HPID=584638604</a></p>	

## 2. REASONS FOR RECOMMENDATIONS

- 2.1 In accordance with the council's Public Participation Rules (Article 18 of the council's constitution) petitions in between 25-1,999 signatures can be referred up from the relevant Residents' Forum to the Area Committee from the where funding is required. At its meeting on 23<sup>rd</sup> January 2018, the Hendon Residents' Forum referred up the petitions as outlined at 1.1 of this report.
- 2.2 The Committee's instructions are requested in relation to the petition in accordance with its powers, outlined at 5.4.1 of the report.

## 3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

## 4. POST DECISION IMPLEMENTATION

- 4.1 The Area Committee decisions will be minuted and any actions arising implemented through the relevant Commissioning Director.

## 5. IMPLICATIONS OF DECISION

- 5.1.1 The implications are contingent on the agreed course of action.

### 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 Petitions provide an avenue for members of the public to request the Council to take an appropriate action.

### 5.4 Legal and Constitutional References

- 5.4.1 The Council's Public Participation and Engagement Rules (Article 18 of the

Council's constitution) states that the Area Committee has the following powers in determining petitions:

1. Take no action;
2. Refer the matter to a chief officer to respond to the Lead Petitioner within 20 working days; or
3. Instruct an officer to prepare a report for a future meeting of the Committee on the issue(s) raised with a recommended course of action.

5.4.2 The rules further state that the Lead Petitioner will be given five minutes to present the petition to the committee. Following the presentation the Chairman and Committee Members have an opportunity to ask the Lead Petitioner questions.

5.4.3 Responsibility for Functions, Annex A, of the council's constitution states that Area Committees can consider petitions which receive between 25 and 1,999 signatures which have been referred by a Residents' Forum.

## 5.5 **Risk Management**

5.5.1 Failure to deal with petitions received from members of the public in a timely way and in accordance with the provisions of the Council's Constitution carries a reputational risk for the authority.

## 5.6 **Equalities and Diversity**

5.6.1 Pursuant to the Equality Act 2010 ("the Act"), the council has a legislative duty to have 'due regard' to eliminating unlawful discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act; advancing equality of opportunity between those with a protected characteristic and those without; and promoting good relations between those with protected characteristics and those without. The 'protected characteristics' are age, race, disability, gender reassignment, pregnancy, and maternity, religion or belief and sexual orientation. The 'protected characteristics' also include marriage and civil partnership, with regard to eliminating discrimination.

## 5.7 **Consultation and Engagement**

5.7.1 None in the context of this report.

## 5.8 **Insight**

5.9 Not applicable.



## **6. BACKGROUND PAPERS**

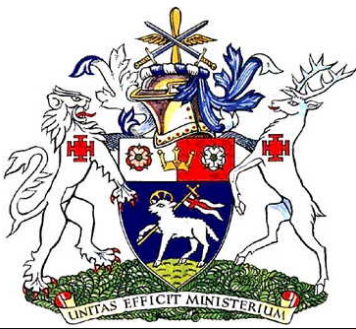
- 6.1 Meeting of the Hendon Residents' Forum, 23<sup>rd</sup> January 2018 – Issues List with Responses:

<https://barnet.moderngov.co.uk/documents/b30593/Hendon%20Residents%20Forum%20issue%20list%20-%20with%20responses%2023rd-Jan-2018%2019.00%20Hendon%20Residents%20Forum.pdf?T=9>

Minutes of the Hendon Residents Forum, 23<sup>rd</sup> January 2018

<https://barnet.moderngov.co.uk/documents/g9264/Printed%20minutes%2023rd-Jan-2018%2019.00%20Hendon%20Residents%20Forum.pdf?T=1>

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## Hendon Area Committee

28<sup>th</sup> February 2018

<b>Title</b>	<b>Member’s Item – Application for Community Infrastructure Levy (CIL) Funding</b>
<b>Report of</b>	Head of Governance
<b>Wards</b>	Mill Hill and Edgware
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	None
<b>Officer Contact Details</b>	Abigail Lewis, Governance Officer <a href="mailto:Abigail.Lewis@barnet.gov.uk">Abigail.Lewis@barnet.gov.uk</a> 020 8359 4369

### Summary

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

### Recommendations

1. That the Area Committee consider the request as highlighted in section 1 of the report.
2. That the Area Committee decide whether it wishes to:
  - (a) agree the request and note the implications to the Committee’s CIL funding budget;
  - (b) defer the decision for funding for further information; or
  - (c) reject the application, giving reasons.

## 1. WHY THIS REPORT IS NEEDED

- 1.1 Two requests for funding from the Committee's allocated CIL budget have been raised. The requests are as follows:

Title	Dollis Infant School, Mill Hill
Raised by (Councillor)	Cllr Sury Khatri
Ward	Mill Hill Ward
Member Request	<p>Dollis Infant School is a large three form entry school with a nursery and pre-school and it has approximately 320 children between the ages of two and seven. At least one third of the children (36%) come from a socially disadvantaged background and it has a higher than average number of children with Special Educational needs.</p> <p>This year over 90% of the children started nursery with physical skills below expected levels. Many of them come from families who live in small flats without outdoor space and therefore without sufficient opportunities to develop their physical skills. In many cases the only time the children have to develop those skills is at school and it is therefore vital that the school provides good quality, safe and effective outdoor equipment. It is also vital that the children with special educational needs are provided with opportunities to develop their skills in a safe environment.</p> <p>The School currently has small outdoor equipment in its nursery and pre-school but it needs larger good quality climbing equipment in order to develop the children's upper body strength. As well as developing the children's physical skills the school believes the equipment would also support the development of their social skills (e.g. taking turns, team working) and their academic skills (if they are able to develop their upper body strength this will help them to hold and direct a pencil). It would also encourage a healthier and more active lifestyle for the children.</p> <p>The School therefore is applying for money to install a high quality climbing frame with an appropriate safety surface in its nursery outdoor learning area which would be accessed by two, three and four year olds.</p>
Funding Required (£)	£7,500

Title	Double yellow lines on Orchard Drive and Stone Grove Junction, Edgware.
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Raised by (Councillor)	Cllr Joan Scannell
Ward	Edgware
Member Request	<p>Request painting double yellow lines at the curves on both sides of Orchard Drive and Stone Grove junction, as in other 'off Stone Grove' junctions i.e. Hillside Drive and Park Grove.</p> <p>Residents living in Orchard Drive, Edgware, have reported visitors to the Reform Synagogue community centre parking their vehicles right on the curve (near the post box) on both sides of the road, it limits the width of the road to one car width for about 50 metres from the junction. On many occasions, there were near miss accidents when vehicles are turning speeding from Stone Grove into Orchard Drive and they cannot go anywhere because of the bottle neck situation.</p> <p>The resident said all other roads 'off Stone Grove' have double yellow lines, lane, and 'Give way' triangle road markings.</p>
Funding Required (£)	£2000 (as per Officers guidance)

## 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 2017/18. Furthermore it is noted that any request can be considered only by this Committee if it is in line with its terms of reference as contained in the Council's Constitution.

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

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

### **4. POST DECISION IMPLEMENTATION**

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

### **5. IMPLICATIONS OF DECISION**

- 5.1 **Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**
- 5.1.1 The Committee has an allocated budget 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 Area Committee budget funding provide an avenue for Members to give consideration to funding requests which may have added social value.

## 5.3 Legal and Constitutional References

- 5.3.1 Council Constitution, Article 7, Section 7.5 Responsibility for Functions details that the Area Committee is responsible for determining the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme/project in each case subject to sufficient of the budget being allocated to the Committee being unspent.
- 5.3.2 Council Constitution, Article 2 Members of the Council, Section 2.3 states any Member will be permitted to have one matter only (with no sub items) on the agenda for an Area Committee where the Member is sponsoring an application to an Area Committee Budget. Member's items sponsoring an application to the Area Committee Budget must be submitted 10 clear working days before the meeting. Items received after that time will only be dealt with at the meeting if the Chairman agrees they are urgent.

## 5.4 Risk Management

- 5.4.1 None in the context of this report.

## 5.5 Equalities and Diversity

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

## 5.6 Consultation and Engagement

- 5.6.1 None in the context of this report.

## 6. BACKGROUND PAPERS

- 6.1 Meeting of the Community Leadership Committee 8 March 2016 Area Committee Funding – Savings from non- Community Infrastructure Levy (CIL) budgets:  
<http://barnet.moderngov.co.uk/documents/s38413/Area%20Committee%20Funding%20Savings%20from%20non-%20Community%20Infrastructure%20Levy%20CIL%20budgets.pdf>
- 6.2 Review of Area Committees – operations and delegated budgets (24/06/2015):  
<https://barnet.moderngov.co.uk/documents/s24009/Area%20Committees%20%20Community%20Leadership%20Committee%2025%20June%202015%20-%20FINAL.pdf>

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	<p><b>Hendon Area Committee</b></p> <p><b>28 February 2018</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Area Committee Funding - Community Infrastructure Levy update</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Finance Manager, Commissioning Group</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Burnt Oak, Colindale, Edgware, Hale, Hendon, Mill Hill and West Hendon</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix 1 – Allocation of awards, spend and balance available – CIL Reserve</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Gary Hussein, Finance Manager, Commissioning Group Contact: Gary.Hussein@barnet.gov.uk</p>

### Summary

This report is to update Members of the budget allocations for the Area Committee, to enable consideration of applications for funding during 2017/18.

### Recommendations

1. That the Hendon Area Committee notes the amount available for allocation during 2017/18, as set out in Appendix 1
2. That the Hendon Area Committee notes the amount of re-allocated underspends & overspends in Section 2.1

## **1. WHY THIS REPORT IS NEEDED**

- 1.1 This report indicates the allocation of funding to the Hendon Area Committee (Area Committee). This will enable the 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 income from the Community Infrastructure Levy (CIL) would be delegated to the Council's Area Committees. Area Committees should be treated in the same way as Parish Councils and allocated 15% of the CIL receipts for their local area. This is to be capped at a total of £150,000 per year per constituency area and ring-fenced for spend on infrastructure schemes.
- 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 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 December 2017. The total amount of underspends from 2015 – 2017 is £0.037m, whilst the total funded overspends on schemes total £0.003m.

## **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.

## **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 Appendix 1 shows the amount allocated and the committee balance remaining of £0.062m

### **6.3 Social Value**

6.3.1 Not applicable to this report

### **6.4 Legal and Constitutional References**

6.4.1 CIL is a planning charge that was introduced by the Planning Act 2008 to help deliver infrastructure to support the development in an area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010 as amended ("the Regulations").

6.4.2 Section 216 of the Planning Act 2008 lists some examples of infrastructure which CIL can fund. The Council as the Charging Authority has published a Regulation 123 List (of the Regulations) which lists infrastructure that will be funded wholly or in part by CIL.

6.4.3 Regulation 59 (f)(3) of the Regulations as amended allow the Council, as the Charging Authority to use the CIL to support the development of the relevant area by funding the provision, improvement, replacement, operation or maintenance of infrastructure or, anything else that is concerned with addressing the demands that development places on an area.

6.4.4 As a result of this, 15% of the CIL budget is allocated to the Area Committee.

6.4.5 Council Constitution, Article 7, Committees, Forums, Working Groups and Partnerships – the terms reference of Area Committees include:  
5) Determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient of the budget allocated to the committee being unspent.

### **6.5 Risk Management**

There are no risks to the Council as a direct result of this report

### **6.6 Equalities and Diversity**

There are no equality and diversity issues as a direct result of this report.

**6.7 Consultation and Engagement**

There are no equality and diversity issues as a direct result of this report

**7. BACKGROUND PAPERS**

Policy & Resources Committee, 9 July 2015

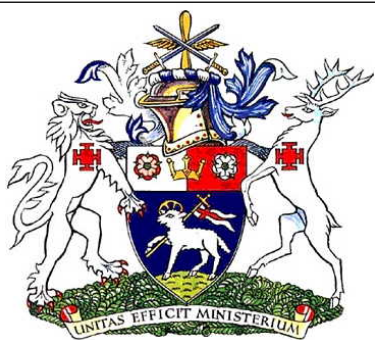
<http://barnet.moderngov.co.uk/documents/s24360/Delegating%20a%20proportion%20of%20Community%20Infrastructure%20Levy%20CIL%20income%20to%20the%20Councils%20Area%20Committe.pdf>

Hendon	2017/18 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspend to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
	£							
<b>Budget allocation</b>	150,000							
<b>Budget C/Fwd</b>	20,500							
<b>Shortfall in CIL Receipts 2016/17</b>	(21,257)							
Parking - Glendor Gardens	(2,500)	-	2,500	-	No	No		02/05/2017
Change Island Crossing at Junction of Broadfields Avenue & Broadhurst Avenue to a safer Zebra Crossing - Feasibility Study	(3,000)	2,644	3,000	-	No	No		24/07/2017
Road safety around Barnfield Road/Montrose Avenue near Annunciation School and Goldbeaters School - Review	(2,500)	-	2,500	-	No	No		24/07/2017
Contribution to modernisation of the infant school playground at St Mary's & St Joseph's School	(7,500)	-	7,500	-	No	No		24/07/2017
Increase security at Sheaveshill Allotments - supply and installation of gate and an access system	(4,329)	-	4,329	-	No	No		24/07/2017
Contribution to modernisation of the school playground at Dollis Junior School	(7,500)	-	7,500	-	No	No		24/07/2017
Installation of street lighting in Brookside Walk	(25,000)	-	25,000	-	No	No		24/07/2017
Bell Lane and Green Lane, including installing a zebra crossing (£20k LIP Funded)	(5,000)	1,278	5,000	-	No	No		24/07/2017
Edgware K Controlled Parking Zone -CPZ - Manns Road & Garden City Statutory Consultation Outcome	(6,000)	-	6,000	-	No	No		24/07/2017
Langstone Way, NW7 - Request for Pedestrian Crossing	(25,000)	-	25,000	-	No	No		24/07/2017
Feasibility study around Ellesmere Avenue and the Fairway	(5,000)	-	5,000	-	No	No		04/12/2017
Feasibility study Devonshire Road, NW7	(2,000)	-	2,000	-	No	No		04/12/2017
Feasibility study for making Gaskarth Road a one way	(3,000)	-	3,000	-	No	No		04/12/2017
Table Tennis table	(4,186)	-	4,186	-	No	No		04/12/2017
	<b>39,228</b>	<b>11,422</b>	<b>110,015</b>					
<b>On Hold - Arundel Gardens, Footway Parking</b>	(5,000)							
<b>2015/16 Underspends returned to CIL reserve</b>	28,276							
<b>2016/17 Underspends (to date) returned to CIL reserve</b>	9,022							
<b>Overspends Funded</b>	(9,046)							
<b>New Balance</b>	<b>62,480</b>							

Hendon - Outstanding Schemes 2016/17	2016/17 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspends to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
	£							
Feasibility study to identify and implement measures to alleviate parking and speeding problems in Booth Road	(5,000)	-	5,000	-	No	No		06/07/2016
Mill Hill Neighbourhood forum, pocket park	(12,000)	12,000	12,000	-	No	No		06/07/2016
Salcombe Gardens uplift, Mill Hill (Mayors Shop front project, match funding)	(20,000)	3,000	20,000	-	No	No		06/07/2016
Page st/Bunns lane/Pursely road - Junction improvements - double mini roundabout	(10,000)	1,929	10,000	-	No	No		26/10/2016
Deansbrook road - improved signage (Burnt Oak & Mill Hill)	(5,000)	2,796	5,000	-	No	No		26/10/2016
Colin close - feasibility study for double yellow lines	(5,000)	1,249	2,000	(3,000)	No	No		26/10/2016
Beechwood close/Hale Grove Gardens - feasibility study for double yellow lines	(5,000)	1,409	2,000	(3,000)	No	No		26/10/2016
Garden City parking/Chiltern Road/Manns Road - feasibility study for CPZ	(5,000)	2,409	5,000	-	No	No		26/10/2016
Brent Green - Traffic improvements	(25,000)	9,756	25,000	-	No	No		20/02/2017

Hendon - Outstanding Schemes 2015/16	2015/16 Budget Allocation (CIL Reserve)	Actual Spend	Predicted Spend	(Underspends to be reallocated) / Above allocation	Underspend to be reallocated (Yes/No)	Original Scheme complete (Yes/No)	Amount to add back to CIL allocation	Date of Committee Approvals
	£							
Watford Way/Apex corner parking - Feasibility	(20,000)	-	20,000	-	No	No		21/10/2015
Mathilda Marks Zebra crossing (with bunns lane/hale lane)	(15,000)	2,484	15,000	-	No	No		21/10/2015
Bunns Lane zebra crossing (this also has £8,500 allocated from General Reserve, £32,500 in total)	(23,500)	23,500	23,500	-	No	No		30/03/2016
Hale Lane Zebra crossing	(25,000)	25,000	25,000	-	No	No		30/03/2016

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## Hendon Area Committee

28 February 2018

<b>Title</b>	<b>Colindale Area Controlled Parking Zone (CPZ) – Informal Consultation Results</b>
<b>Report of</b>	Commissioning Director for Environment
<b>Wards</b>	Burnt Oak, Colindale and Mill Hill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A - Colindale CPZ Informal Consultation Area Plan Appendix B - Consultation Results Tables by Area Appendix C - Proposed Colindale CPZ Areas Appendix D – Proposed Permit Fees and Tariff Charges
<b>Officer Contact Details</b>	Caroline Stanyon, <a href="mailto:caroline.stanyon@barnet.gov.uk">caroline.stanyon@barnet.gov.uk</a> Tel: 020 8359 3555

### Summary

This report sets out the results of the recent consultation on proposed additional Controlled Parking Zones (CPZ's) in the Colindale Area and seeks approval to progress the recommended proposals for the introduction of new CPZ's and extension of the operational hours and boundary of the existing Colindale CPZ to statutory consultation.

### Recommendations

1. That the Hendon Area Committee notes the results of the consultation and resolves to authorise the Strategic Director for Environment and his officers to;
  - (a) Carry out a statutory consultation on proposals to introduce the proposed CPZ, parking changes and waiting restrictions operational Monday to Friday 8am to 6.30pm in Area 1 as set out in Appendix C to this report

- (b) Not proceed with any proposals for the introduction of a CPZ in Area 2 in response to comments received.**
- (c) Investigate and carry out statutory consultation of the introduction of 'At any time' double yellow line waiting restrictions in Area 2 identified as a result of comments received during this consultation**
- (d) Carry out statutory consultation on proposals to introduce the proposed CPZ, parking changes and waiting restrictions operational Monday to Friday 9am to 4pm in Area 3 as set out in Appendix C to this report**
- (e) Carry out statutory consultation on proposals to introduce the proposed CPZ, parking changes and waiting restrictions operational Monday to Friday 9am to 4pm in Area 4 as set out in Appendix C to this report**
- (f) Not proceed with any proposals for the introduction of a CPZ in Area 5 in response to comments received**
- (g) Investigate and carry out statutory consultation on the introduction of 'At any time' double yellow line waiting restrictions at selected locations in Area 5 identified as a result of comments received during this consultation**

**2. That the Committee agree to the proposed charging tariff set out in Appendix D to this report.**

**3. That the Hendon Area Committee notes the results of the consultation undertaken in November 2016 to review the existing Colindale CPZ and resolve to authorise the Strategic Director for Environment and his officers to carry out a statutory consultation on proposals to:-**

- (i) extend the operational hours of the existing CPZ parking and waiting restrictions from Monday to Friday between 2 and 3pm to operate Monday to Friday between 8am to 6.30pm**
- (ii) extend the boundary of the existing CPZ to include Kestrel Close and Swan Drive**

**4. That subject to no objections being received to the statutory consultations referred to in recommendations 1, 2 and 3 the Committee authorise the Strategic Director for Environment and his officers to introduce the proposed CPZ, parking changes and waiting restrictions.**

**5. That the Committee agrees that, if any objections are received as a result of the statutory consultations referred to in recommendations 1, 2 and 3 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.**

**6. That the Committee agrees that approximately 6 months after introduction officers can undertake a review of any CPZ parking and waiting restrictions implemented as a result of recommendations 1, 2 and 3 in:**



**(a) Areas 1 – 5;**

**(b) the existing Colindale CPZ; and**

**(c) surrounding roads in Burnt Oak**

## **1. WHY IS THIS REPORT NEEDED**

- 1.1 Colindale is one of London's fastest growing areas with over 10,000 new homes and new retail, commercial and community facilities set to be delivered over the next 10 to 15 years.
- 1.2 Due to the scale of regeneration careful consideration is required to safeguard the parking needs of local residents, businesses and visitors to the area. As a result, the Council has carried out an informal consultation with the local community on proposals to both review the existing Colindale CPZ and introduce additional CPZs in the Colindale area.
- 1.3 This report presents the results of these two consultations, details the extent and design of the proposed new CPZs and changes to the existing Colindale CPZ.

## **2. CONSULTATION FORMAT**

- 2.1 An informal consultation was carried out between September/November 2017 with residents and businesses in the area in agreement with Ward Councillors, as shown in the consultation pack in Appendix A.
- 2.2 Approximately 7,700 consultation packs were hand delivered to all properties within the consultation area, asking the recipient to complete an online 'Survey Monkey' questionnaire. Given the extent of the consultation area five separate geographical areas were identified by officers.
- 2.3 The questionnaire asked the recipients a range of questions concerning parking including whether or not they would support the introduction of a CPZ in their road and if they were in favour of the proposed operational days and hours of Monday to Friday 8am to 6.30pm.
- 2.4 Recipients were also given the opportunity to suggest alternative days and hours of operation based on the specific parking issues in their road and make any additional comments on the proposals.
- 2.5 Finally, they were asked to indicate if their overall level of support or opposition for parking controls on a range of "strongly support" through to "strongly oppose".
- 2.6 A web page was also set up on the Council's Engage Portal containing details of the informal consultation and link to the online questionnaire. Paper copies of the questionnaire were also made available on request for residents or businesses if they were having difficulties or were unwilling to complete the

questionnaire online.

- 2.7 Feedback was also welcomed from residents who lived outside the area or who visited the area, even if they did not have access to a vehicle or were a non-driver via a separate online questionnaire.
- 2.8 In addition residents were invited to come along to one of four drop-in sessions held where they could view the plans in full and give views. These were manned by Council staff available to discuss the plans, answer any questions and offer help with completion of the questionnaire.
- 2.9 The closing date for the consultation was 27 October 2017 but due to the level of interest generated by this consultation the consultation end date was extended and responses were received up to and including 12 November 2017.

#### Consultation results

- 2.10 A total of 847 online and paper responses were received by the extended closing date of 12 November 2017.
- 2.11 Following removal of multiple responses from individual households/properties, incomplete responses, where respondents did not answer all of the necessary questions and responses, where respondents answered the questions for the incorrect area i.e. as an address outside of the proposed CPZ areas rather than within, a total of 150 responses have been discounted.
- 2.12 As a result, the total number of responses received has reduced to 697, with 528 responses received from residential and business properties within the CPZ consultation area.
- 2.13 A further 181 questionnaires were received as feedback from addresses outside of the consultation area. After removal of duplicates and responses from residents from either within the existing CPZ or proposed CPZ areas who completed the incorrect questionnaire in error, this figure reduced to 169.
- 2.14 The 528 responses received from approximately 7,700 properties in Areas 1-5 shown in Table 1 overleaf equates to an overall response rate of 7%.

Table1 – Consultation responses from Areas 1 to 5

<b>Area</b>	<b>No. of properties</b>	<b>No. of responses</b>	<b>Response rate</b>
<b>1</b>	810	64	8%
<b>2</b>	2,315	258	11%
<b>3</b>	1,747	61	3%
<b>4</b>	2,565	116	5%
<b>5</b>	263	29	11%
<b>Totals</b>	<b>7,700</b>	<b>528</b>	<b>7%</b>

n.b. 186 properties in Area 4 (Great Field and The Concourse are currently unoccupied)

- 2.15 These response rates are considerably lower than would be expected for a consultation of this kind i.e. average response rates in excess of 20-25% can

usually be expected. One reason for this might be a lack of community interest in the proposals.

- 2.16 In addition several petitions were also received both for and against the CPZ proposals which were reported to the Hendon Area Residents Forum on 23 January 2018.
- 2.17 Overall, the majority of respondents 323 (61%) did not support the introduction of a CPZ in their road. Similarly the majority of respondents from outside of the CPZ also indicated that they strongly opposed the introduction of proposed CPZs in the Colindale area, although not all respondents completed these sections of the questionnaire.
- 2.18 Closer analysis of the consultation responses has indicated that support for or against the introduction of a CPZ varied from area to area and from road to road within that particular area.
- 2.19 It is apparent that in some streets parking pressure is already at an unacceptable level and introduction of parking controls in the form of a CPZ are supported. However, in other streets, there are no current parking problems and residents do not view the introduction of a CPZ would be of benefit to them or their visitors at this time.
- 2.20 As a result, for the purpose of this report, the consultation responses received are presented in summary form on an area by area and street by street basis in the following paragraphs.
- 2.21 Tables showing more detailed analysis of responses from Areas 1 – 5 can be found in Appendix B. Responses from outside of the consultation area are summarised later in this report.

#### Area 1

- 2.22 A total of 64 responses were received from residents and businesses within this area. Of these 64 responses, 52 (81%) supported the introduction of a CPZ in their road, 12 (19%) did not.
- 2.23 Of the 14 roads consulted:-
- Respondents from 8 roads supported the introduction of a CPZ.
    - *Greenway Close, Greenway Gardens, Millfield Road, Playfield Road, Portman Gardens, Silkstream Road, Southbourne Avenue and The Greenway*
  - Respondents from 2 roads were opposed to a CPZ
    - *Montrose Avenue and The Hyde (n.b. it should be noted that only one response was received from 154 properties on The Hyde).*
  - Nil returns were returned from 4 roads
    - *Barnfield Road, Gaskarth Lane, Market Lane and St Alphage Walk.*
- 2.24 In response to the question which asked what days and hours of operation respondents would prefer if a CPZ were to be introduced in their road, the

majority, 46 (73%) and 41 (65%) respectively, indicated that they would favour the proposed operational days of Monday to Friday between 8am and 6.30pm

- 2.25 A number of parking issues, some already mentioned in previous correspondence, highlighting support for a CPZ included:
- Parking on both sides of narrow roads obscuring sightlines and blocking access for the emergency services and refuse collection
  - Obstructive parking across driveways
  - High levels of commuter parking associated with users of Burnt Oak Underground station and staff from businesses on Edgware Road, particularly car dealerships
  - Visitors to events at St Alphage Church Hall
  - Parent parking at school drop-off and pick-up times
  - Overnight commercial vehicles i.e. lorries and vans overnight
- 2.26 Very few respondents made specific requests for amendment to the proposed parking bay layout. However, those that were received will be investigated and where possible, incorporated into the final scheme design, should the current proposals proceed to statutory consultation.
- 2.27 Several respondents mainly from Greenway Close, Millfield Road and Portman Gardens, also commented on parking problems associated with the nearby Cavendish Banqueting Suite operating on Edgware Road.
- 2.28 This venue, popular for weddings and able to accommodate in excess of 400 guests, had very limited onsite parking. As a result, patrons often use the nearby residential streets to park in and regularly park inconsiderately across drives and on footways. Therefore, it was suggested that to discourage this behaviour, parking controls could be extended to operate later in the evening and at the weekends.
- 2.29 It is understood that activities such as those described in paragraph 2.28 may cause distress and inconvenience to residents. However, it is considered that the imposition of more restrictive evening and weekend controls should not be pursued at this time, given the negative impact they would have on both residents and their visitors in roads within the area, especially those where these problems do not currently occur.
- 2.30 In addition it is likely that the introduction of parking places and yellow line waiting restrictions may draw the attention of non-residents to the residential nature of the roads and lead to them parking in a more considerate manner.
- 2.31 It is therefore recommended that the Committee note the results of the the consultation and authorise officers to proceed with a statutory consultation on proposals to introduce a CPZ operational Monday to Friday between 8am and 6.30pm in Area 1 as shown in Appendix C.

## Area 2

- 2.32 A total of 258 responses were received from the residents and businesses within this area. Of these 258 responses, 193 (75%), did not support the introduction of a CPZ in their road.
- 2.33 Of the 27 roads consulted:-
- Respondents from 14 roads did not support the introduction of a CPZ.
    - *Colin Crescent, Colin Drive, Colin Gardens, Colindeep Lane, Court Way, Crossway, Hillfield Avenue, Lynton Avenue, Manor Way, New Way Road, Poolsford Road, Rookery Close, The Hyde and Zenith Close*)
  - Respondents from 5 roads supported a CPZ
    - *Colin Close, Colin Park Road, Rookery Way, Sheaveshill Avenue and Silkfield Road.*
  - Support for a CPZ was split 50:50 in 5 roads
    - *Beaulieu Close, Clovelley Avenue, Rushgrove Avenue, The Loning and Woodfield Avenue*
  - Nil returns were returned from 3 roads
    - *Deerfields Close, Edgware Road and Orchard Gate*
- 2.34 In response to the question which asked what days and hours of operation respondents would prefer if a CPZ were to be introduced in their road, 149 (61%) of respondents indicated a preference for Monday to Friday operation.
- 2.35 In respect of operational hours, 58 (66%) of the 88 respondents who suggested alternative hours indicated a preference for shorter hours of control than the proposed 8am to 6.30pm, ideally for only one or 2 hours a day as already in operation in other CPZs in the borough. There was no consensus on whether these shorter restrictions should operate in the morning or the afternoon. These results, on a road by road basis, are shown in Appendix B.
- 2.36 In addition, one petition was received from residents of Colin Crescent, Colin Gardens and Crossway, comprising 84 signatures from a total of 69 properties which was reported Hendon Area Residents Forum on 23 January 2018.
- 2.37 The petition requested that the Council should take residents objections into consideration when making their final decision and reconsider the installation of a CPZ in Colin Crescent and Colin Gardens. Subsequent correspondence further supporting this view and providing information in respect of parking patterns and vehicle numbers has also been received
- 2.38 It is therefore recommended that the Committee note the results of the consultation including the petition and agree not to proceed with the proposed introduction of a proposed CPZ in Area 2 at this time.
- 2.39 Despite no specific CPZ design issues being received, respondents did highlight several areas where it was considered that some form of restrictions were required on bends and at junctions
- 2.40 As a result, it is recommended that the Committee authorise officers to investigate these requests to remove congestion and improve road safety and, if deemed appropriate, proceed to statutory consultation on the introduction of

proposed 'At any time' double yellow line waiting restrictions at certain locations in Area 2.

### Area 3

- 2.41 A total of 61 responses were received from residents and businesses within this area. Of these 61 responses, 35 (57%) did not support the introduction of a CPZ in their road.
- 2.42 Of the 37 roads consulted:-
- Respondents from 13 roads did not support the introduction of a CPZ.
    - *Acklington Drive, Angus Gardens, Bristol Avenue, Debden Close, Elvington Lane, Fulbeck Drive, Hemswell Drive, Lanacre Avenue, Martlesham Walk, Pageant Avenue, Pocklington Close and Warmwell Avenue.*
  - Respondents from 11 roads supported a CPZ
    - *Booth Road, Boscombe Circus, Bovingdon Lane, Braemar Gardens, Cherry Close, Coningsby Avenue, Dishforth Lane, Gaydon Lane, Heybourne Crescent, Kenley Avenue and Montrose Avenue*
  - Nil returns were returned from 10 roads
    - *Filton Close, Folkingham Lane, Hazel Close, Heywood Avenue, Kestrel Close, North Acre, Shawbury Close, Shellduck Drive, Swan Drive, Tangmere Way, Trenchard Close and Wagtail Close)*
- 2.43 In response to the question which asked what days and hours of operation respondents would prefer if a CPZ were to be introduced in their road, 36 (68%) of 51, indicated that they would favour Monday to Friday operation.
- 2.44 With regard to preferred operational hours, similarly to Area 2, most respondents indicated a preference for shorter hours of controls than the proposed 8am to 6.30pm. The majority of respondents also suggested that operational hours of only one to 2 hours a day, either morning or afternoon would be a suitable alternative.
- 2.45 The above results, on a road by road basis, are shown in the tables in Appendix B.
- 2.46 Many residents viewed the proposals as financially motivated and were opposed to the imposition of additional expense on families in a deprived area of the borough, although they acknowledged that parking could be a problem.
- 2.47 Despite opposition to a CPZ, a number of parking issues were highlighted as needing attention. These issues included:
- Parking on both sides of narrow roads obscuring sightlines and blocking access for the emergency services and refuse collection
  - Obstructive parking and congestion particularly on Booth Road
  - Compromised sightlines on junctions and bends i.e. Kenley Drive junction with Lanacre Avenue and along Heybourne Crescent
  - Introduction of controls in private Housing owned parking areas to deter non-resident parking

- 2.48 In addition a petition has been received from residents of Gervase Road requesting that the boundary of the Colindale CPZ consultation be extended to include Gervase Road and was reported to the Hendon Area Residents Forum on 23 January 2018.
- 2.49 In support of their request, petitioners explained that they continued to suffer from high levels of non-resident parking associated with commuters using Burnt Oak Underground station.
- 2.50 Due to pressure on parking they found that they often could not park close to their home and sometimes had to park in adjacent streets such as Montrose Avenue. They expressed concern that if CPZ controls were introduced the situation would get worse as residents of the new CPZ who did not wish to purchase a permit would be displaced into their road.
- 2.51 Although CPZ controls operating in a single street are not unheard of, CPZs are usually introduced on an area wide basis, in line with Central Government guidance and accepted good practice. By adopting this approach local authorities are more able to ensure availability of space and also limit unacceptable levels of displacement parking
- 2.52 Officers are aware of the current levels of parking stress in roads around Burnt Oak Underground station but with the exception of Gervase Road have received no similar requests for the introduction of parking controls.
- 2.53 The scale of regeneration that will be seen in Colindale over the next 10 to 15 years means that careful consideration is needed to safeguard the parking needs of local residents, businesses and visitors of the area. By ignoring the impact this will have on the local transport network and not taking appropriate action the council could be viewed as being neglectful in its role as the traffic authority.
- 2.54 It is therefore recommended that the Committee notes the results of the consultation and, in light of the previous paragraph, authorise officers to proceed to a statutory consultation on proposals to introduce a CPZ operational Monday to Friday between 9am and 4pm in Area 3 as shown in Appendix C.
- 2.55 With regards to the petition from Gervase Road, it is recommended that the proposed CPZ consultation boundary should not be extended to include Gervase Road at this time.
- 2.56 It should be noted that, if parking problems in Gervase Road persist or worsen as a result of the introduction of additional CPZs in the Colindale area, and subsequently sufficient Burnt Oak residents from surrounding roads approach the Council, this issue could be investigated in the future.
- 2.57 Approval for this proposed course of action in the form of a 6 month review is requested in recommendation 6 (c).

#### Area 4

- 2.58 A total of 116 responses were received from residents and businesses within this area. Of these 116 responses, 66 (57%) did not support the introduction of a CPZ in their road.
- 2.59 Of the 46 roads consulted:-
- Respondents from 16 roads did not support the introduction of a CPZ.
    - *Broadhead Strand, Brooklea Close, Clayton Field, Corner Mead, Coxwell Boulevard, Field Mead, Graham Park Way, Great Strand, Heybourne Crescent, Hundred Acre, Lancaster Close, Little Strand, Satchell Mead, The Concourse, Wardell Close and Wiggins Mead*
  - Respondents from 5 roads supported a CPZ.
    - *Lower Strand, Rivington Crescent, Rowen Way, Valentina Avenue and Wardell Field*
  - Support for a CPZ was split 50:50 in 3 roads
    - *Percival Avenue, University Close and Withers Mead*
  - Nil returns were returned from 22 roads
    - *Avion Crescent, Belvedere Strand, Birch Green, Cobalt Close, Dunn Mead, Edgecumbe Road, Everglade Strand, Five Acre, Great Field, Highlea Close, Larch Green, Linklea Close, Long Field, Long Mead, Near Acre, North Green, Parklea Close, Quakers Course, Ruby Way, Runway Close, South Mead and Willow Close)*
- 2.60 In response to the question which asked what days and hours of operation respondents would prefer if a CPZ were to be introduced in their road, the majority, 70 (64%) of 110, indicated that they would favour Monday to Friday operation with most respondents, 71 (63%) of 112, not in favour of controls operating 8am to 6.30pm.
- 2.61 Unlike Area 3, where shorter hours were preferred, a similar numbers of respondents, who suggested alternatives, considered that all day controls or either 1-2 hours would be appropriate. Of those who favoured all day restrictions, 8 or 9 hours a day were considered sufficient.
- 2.62 The above results, on a road by road basis, are shown in the tables in Appendix B.
- 2.63 Despite opposition to a CPZ, residents commented on high levels of non-resident parking from commuters using Colindale Underground station, building contractors vehicles and overnight parking, particularly by residents from properties in nearby Beaufort Park.
- 2.64 Similarly to the previous 3 consultation areas, a number of existing parking issues were highlighted. These included:
- Dumped and illegally parked cars
  - Parking on both sides of narrow roads causing congestion and access issues
  - Obscured sightlines in Clayton Field, Field Mead and University Close
  - Inconsiderate parking and abusive behaviour associated with parents of pupils at Orion School
  - Pavement parking in Graham Park Way and Lower Strand forcing pedestrians to walk in the road into the path of oncoming traffic



- Introduction of controls in private Housing owned parking areas to deter non-resident parking
- 2.65 In addition, over 15 responses were received from Colindale Police Station assumed to be from serving police officers or civilian staff.
- 2.66 The majority of comments made by these respondents opposed the introduction of a CPZ (n.b. for the purpose of analysis, following identification of duplicate IP addresses. these multiple responses have been recorded as two separate responses from an address in Graham Park Way).
- 2.67 The introduction of a CPZ, particularly along Graham Park Way, was viewed to be detrimental to staff who, due to the nature of their job, shift work patterns and lack of suitable public transport, had to travel to work by car.
- 2.68 It should be noted that although no official response was recorded from the Metropolitan Police during the consultation period 27 September – 12 November 2017, a subsequent email was received 12 December 2017 via Councillor Duschinsky enquiring as to the possibility of special arrangements being offered for officers.
- 2.69 In addition a further email was received 8 February 2018 from the Hendon Centre Manager, requesting that the Council consider the issue of special 'Emergency Service Workers' permits, similar to those offered by other local authorities, to some of the 200 staff that were unable to park on site since the recent reduction in size of the Peel Centre.
- 2.70 Extensive regeneration throughout the Graham Park Estate (Area 4) to deliver new homes, retail, commercial and community facilities is ongoing. Experience has shown that in areas where similar growth has taken place, despite associated improvement to existing transport links, there is still a reliance on the private car and pressure on parking does unfortunately occur.
- 2.71 To protect residents from this and, to ensure the viability of the local road network, it is necessary for the Council to consider the introduction of parking restrictions such as a CPZ.
- 2.72 The majority of parking bays provided within the proposed the CPZ will be reserved for the use of residents and their legitimate visitors to reflect the predominantly residential nature of the area.
- 2.73 Electric vehicle charging points are also proposed throughout the Colindale areas as well as car club bays to further promote the use of more sustainable modes of transport and satisfy anticipated future demand.
- 2.74 In addition, at certain locations i.e. around The Concourse, a small amount of short stay "paid for" parking is also proposed to satisfy shoppers and visitor demand to services such as the Housing office, etc.
- 2.75 To cater for non-resident motorists, for whom public transport is not an option and who choose to continue to travel to their place of work by car, it is proposed

that long-stay parking bays would be introduced along Corner Mead, Great Strand and Graham Park Way.

- 2.76 These bays would allow all-day parking for £5 per day through pay by phone and offer the opportunity for cheaper parking than that currently available at nearby off-street car parks such as Mill Hill Broadway Rail and Colindale Underground Stations. In addition to pay by phone parking, businesses within the proposed CPZ areas would also be able to buy business permits.
- 2.77 The current permit structure does not include provision of a special permit for use by emergency services staff as requested in paragraph 2.69 and, would, if supported, require a change in Council policy.
- 2.78 Details of current proposed permit prices and pay by phone tariffs are listed in Appendix D.
- 2.79 In response to concerns raised over the negative impact the introduction of a CPZ would have, officers have met with businesses from Avion Crescent to discuss their operational needs and possible alternative options.
- 2.80 As a result, it is proposed that the parking arrangements in Avion Crescent will be amended to reflect the requests discussed at this meeting. These amendments include removal of the proposed shared-use business and pay by phone parking bays, changes to the extent of the proposed yellow line waiting restrictions and introduction of a loading bay.
- 2.81 In addition, a short stretch of proposed unlimited stay paid for parking on Graham Park Way will be amended to a maximum 3 hour stay to assist with customer parking demands.
- 2.82 In response to an enquiry relating to the redevelopment of St James Catholic High School the proposed parking layout in Great Strand has been reviewed to offer additional paid for parking provision for visitors to the school. These bays could of course be used by any non-residents but are unlikely to be required by teachers for whom adequate on-site parking has been provided.
- 2.83 For schools within the proposed CPZ area where there is insufficient parking to cater for teaching staff demand, the Council will consider the provision of school parking permits, subject to meeting agreed eligibility criteria. All applications are considered on a case by case basis and will require Committee approval.
- 2.84 A petition was received from residents of Wardell Close and reported to the Hendon Area Residents Forum on 23 January 2018 expressing opposition to the introduction of a CPZ in their road.
- 2.85 Residents were of the opinion that due to the geographical location of Wardell Close, situated away from shops, offices and it being a cul-de-sac, introduction of a CPZ was unnecessary.
- 2.86 Wardell Close is situated at the northern boundary of Area 4 which may appear to make it a less attractive option for non-resident parking than those roads

closer to both Colindale Underground station and areas of current residential redevelopment to the south. However, if a CPZ is introduced in these southern roads and other adjacent consultation areas and Wardell Close is excluded from that scheme, this road would most likely suffer from an increase in unwanted displacement parking.

- 2.87 In addition, the nearest bus stop for Route 303, which serves both Colindale Underground and Mill Hill Broadway stations, is less than a 5 minute walk from Wardell Close. Non-residents could opt to park in Wardell Close and then make an onward journey by bus.
- 2.88 It is therefore recommended, after taking all of the above into consideration, that the Committee notes the results of the consultation and authorise officers to proceed with a statutory consultation on proposals to introduce a CPZ operational Monday to Friday 9am – 4pm in Area 4 as shown in Appendix C.

#### Area 5

- 2.89 A total of 29 responses were received from residents and businesses within this area. Of these 29 responses, 17 (59%) did not support the introduction of a CPZ in their road.
- 2.90 Of the 8 roads consulted, 4 roads did not support the introduction of a CPZ (*Aylsham Close, Burnham Close, Fakenham Close and Longfield Avenue*) and 2 roads supported a CPZ (*Brancaster Drive and Tithe Walk*). A nil return was received from Tithe Close.
- 2.91 Of the 13 respondents from Tithe Walk, 11 (85%) were in favour of a CPZ. However, it should be noted that 3 of these respondents also signed the petition mentioned overleaf.
- 2.92 In response to the question which asked what days and hours of operation respondents would prefer if a CPZ were to be introduced in their road, 17 (65%), indicated that they would favour Monday to Friday operation.
- 2.93 With regard to operational hours, 22 (85%) were not in favour of the proposed 8am to 6.30pm operational hours. Of the 13 respondents who suggested alternative hours all favoured shorter hours either one or 2 hours a day morning or afternoon or up to 4 hours over midday.
- 2.94 The above results, on a road by road basis, are shown in the tables in Appendix B.
- 2.95 In addition, a petition was received from residents of Longfield Avenue, Aylesham Close, Brancaster Drive, Briston Mews, Burnham Close, Fakenham Close and Tithe Walk and reported to the Hendon Area Residents Forum on 23 January 2018.
- 2.96 The petition comprising of 88 signatures from a total of 224 properties asked the Council to stop the extension of the proposed parking restrictions of both sides of Longfield Avenue.

- 2.97 An accompanying letter, signed only by the lead petitioner, stated that residents wished to see changes to the parking regulations in order to prevent people leaving their car all day and that these restrictions could operate Monday to Friday between 10am and 11am and between 4pm and 5pm.
- 2.98 Comments received in response to this consultation have indicated that there are some issues connected with vehicles from a nearby car dealership and parents of Orion school, who park and walk through the underpass to Grahame Park Way. However, many respondents consider that they do not currently experience parking problems and will not suffer from any displaced parking as a direct result from the future redevelopment of Colindale due to their geographical location.
- 2.99 As a result, they are of the opinion the current event day CPZ, operational between 1pm and – 6pm on event days only when Saracens play at home games, is the only form of parking restriction required.
- 2.100 Given that 59% of respondents did not support the introduction of a CPZ in their road and 11 of 15 (73%) respondents either tended to or strongly opposed CPZs in the Colindale area, it is recommended that the Committee note the results of the consultation, including the petition, but agree not to proceed with the proposed introduction of an amended CPZ in Area 5 at this time.

#### Consultation results – Outside the Proposed CPZ Areas

- 2.101 169 responses were submitted from residents and businesses outside of the proposed CPZ areas, although a large proportion failed to provide address details.
- 2.102 Of these 169 responses, 5 were received from properties in Gervase Road, 4 of which who had also signed the petition. In excess of 90 responses commented on the detrimental effect the introduction of controls would have for serving police officers at Colindale Police Station.
- 2.103 The majority of respondents indicated that they visited the proposed CPZ area on most days as a car driver for work purposes.
- 2.104 In response to the question as to what extent they supported or opposed the introduction of the proposed CPZs in the Colindale area, the majority were strongly opposed.
- 2.105 Reasons given for this strong opposition included the view that it was purely a money making exercise and that the introduction of unnecessary parking restrictions would seriously inconvenience workers travelling into the area from outside of the immediate Colindale area.

#### Colindale CPZ Review – Results of 2016 Informal Consultation

- 2.106 In November 2016 the Council carried out a review consultation with residents and businesses of the existing Colindale CPZ.

- 2.107 A total of 140 consultation responses were received and overall 78 (57%) of 138 respondents said that they and/or their visitors had experienced problems parking within the CPZ.
- 2.108 Despite this figure, 83 (63%) of 132 respondents, were happy with the CPZ and the way it operated, although 40 (48%) of these 83 wanted to see some change.
- 2.109 With regards to the type of change, there was support for both the existing days and hours of operation, currently Monday to Friday 2 to 3pm to be extended, although only 56 and 83 of respondents respectively answered these questions.
- 2.110 Of the 52 respondents who wanted a change of days, 37 (66%) indicated a preference for 7 day a week controls rather than Monday to Saturday. 71 (81%) of 87 said that they felt the hours should be extended, but there was no real consensus of what they should be changed to.
- 2.111 Analysis of the comments received indicated very few specific design requests although many residents were of the opinion that there was insufficient space within the existing CPZ to satisfy demand, although it is not clear if this issue was as a result of too many residents needing to park or pressure from non-resident vehicles.
- 2.112 Also on occasions when they had to park in the unrestricted streets just outside the CPZ, they often found that these were full too and that this was happening more frequently.
- 2.113 In light of the proposals to proceed to statutory consultation for CPZs in Areas 1, 3 and 4, there is a possibility that the level of non-resident parking could increase as residents who do not wish to purchase a permit for the new CPZ migrate to try to find alternative 'free' parking.
- 2.114 Should this be the case it would be necessary to mitigate any additional parking stress that could be experienced in the existing Colindale CPZ and make the current situation worse whilst reducing inconvenience to residents, local businesses and their legitimate visitors.
- 2.115 Therefore it is recommended that the Committee notes the results of the consultation and authorise officers to proceed to statutory consultation on the proposed extension of the existing operational hours of the Colindale CPZ from Monday to Friday 2 to 3pm to Monday to Friday between 8am and 6.30pm
- 2.116 As part of the most recent informal consultation residents of Kestrel Close and Swan Drive, both currently unrestricted roads just outside the northern boundary of the existing CPZ, were also asked for their support for or against the introduction of parking controls.
- 2.117 Despite no responses being received from residents of either of these roads it is possible that the proposed introduction of new CPZs in Colindale and extension of the existing CPZ operational hours could lead to an increase in parking stress and inconvenience to residents and their visitors.

- 2.118 As a result, due to their geographical location and to protect residents from any potential displacement parking, it is recommended, that the statutory consultation to extend the operational hours of the existing Colindale CPZ boundary should also include the extension of the CPZ boundary to include Kestrel Close and Swan Drive.
- 2.119 Possible amendment to existing parking and waiting restrictions within the existing CPZ requested during the consultation will be investigated and could be included in the above mentioned statutory consultation, although initial inspections indicate that there is very little if any scope for the provision of additional parking bays.

#### Ward Councillor Comments

- 2.120 Meetings to discuss the outcome of the consultation and comment on the proposed recommendations have been held with Ward Councillors from Burnt Oak and Mill Hill wards.
- 2.121 At a meeting on 8 February 2018, Councillor C OMacaulley (Burnt Oak ward) expressed particular concern over the current parking situation in roads surrounding the Burnt Oak Underground Station and the implications for residents of the introduction of additional CPZs in Colindale.
- 2.122 He advised, that in addition to representations from Gervase Road, he was often approached by residents from other roads on similar parking issues.
- 2.123 As a result, although understanding the issues associated with the current Colindale consultation he requested that to alleviate unacceptable levels of parking stress he would like the possibility of a CPZ to be investigated in Burnt Oak as a matter of urgency.
- 2.124 Councillor Khatri (Mill Hill ward) met with officers on 12 February 2018.
- 2.125 He advised that at the July 2017 Hendon Residents Forum a petition was submitted from Tithe Walk regarding “rat running” traffic from the A1 and non-resident nuisance parking by commercial vehicles and nearby car dealerships.
- 2.126 Despite being informed that they would be included in a consultation arising from the Colindale area development and that they would have the opportunity to submit comments as part of this process he expressed concern that residents would have been under the impression that these particular issues would have been addressed in the consultation.
- 2.127 Officers advised that few comments were received relating to these specific parking issues. Although the majority of respondents from Tithe Walk were in favour of a CPZ the low response rate and overall lack of support for the introduction of a CPZ in Area 5 had prompted this recommendation.
- 2.128 With regards to the parking design Councillor Khatri requested that the final bay layout should reflect identified access issues for refuse collection and as a result, prevents parking on both sides of the road outside Nos. 24 & 26 Southbourne Avenue.

2.129 Finally, Councillor Khatri expressed a preference for the installation of pay and display ticket machines rather than the proposed pay by phone system.

2.130 Comments via email were received from Councillor Zubairi (Colindale ward) in connection with parking for Cavendish Banqueting Suite patrons and asked whether the provision of special parking permits had been considered.

2.131 Given that obstructive and inconsiderate parking in roads in the south of Area 1 was highlighted during this consultation it would appear that there may be some conflict between the needs of local residents and their visitors and users of these particular business premises.

2.132 Councillor Narenthira (Colindale ward) made the following observations:-

- Colin Park Road and Sheaveshill Avenue in particular have parking issues and should have a CPZ
- There should be concessionary charges for residents as it is the increasing development impact which is affecting the residents
- The A5 ends of both Rushgrove Avenue and Rookery Way have particular parking issues and should have a CPZ
- Vehicles being used for Uber/Mini Cab purposes (there is a company which hires the vehicles out to Uber drivers) will still be parked in Rushgrove and CrossWay and as a CPZ is not proposed for Area 2 this will remain unaddressed)
- Manned consultation sessions should be held at St Matthias Hall on Rushgrove Avenue

2.133 Councillor Sargeant (Colindale ward) had concerns about the size of Area 4 which could encourage intra-CPZ commuting. She also held the view that in addition to manned consultation sessions in St Matthias Hall, The Concourse, in Grahame Park would be another suitable venue with information placed in Colindale Library.

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

3.1 Alternative options would be to do nothing and consider a “Reactive CPZ Implementation” at a later date (for example reacting to complaints and road safety issues, including poor visibility and obstructive parking). Due to the legal processes involved i.e. statutory consultation, there could be a lengthy time that residents and other roads users may have to endure the problems, before a CPZ could be introduced. This “alternative” approach is not recommended nor supported by Highways.

#### **4. POST DECISION IMPLEMENTATION**

A Statutory Consultation will be carried out to seek the views of local residents on the implementation of parking controls. 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

#### **5. IMPLICATIONS OF DECISION**

##### **5.1 Corporate Priorities and Performance**

5.1.1 The Council's Corporate Plan states that strategic objectives that will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the Borough. The plan also acknowledges that future success of the Borough depends on effective transport networks.

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

5.2.1 The estimated cost of the formal statutory consultation, and subject to approval, the implementation of the parking controls on the roads specified in Recommendations 1 and 3 of this report is estimated at £130,000, which can be met from the provisions of the Re Colindale Capital programme (highways).

5.2.2 The review of the CPZ can be funded in part by the Re Colindale Capital programme, and from the Section 106 agreement relating to the Peel Centre Development H/04753/14 – of which an initial £12,000 is envisaged to be secured for an initial consultation to take place in local roads.

##### **5.3 Social Value**

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

5.3.2 CPZ's allow for a fair distribution of parking spaces for local residents by removing or reducing commuter parking.

5.3.3 It creates a more pleasant environment with fewer motorists trying to find parking spaces.

5.3.4 Managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.

5.3.5 The Council aims to effectively manage the road network in an effective manner which will improve public transport reliability.



## **5.4 Legal and Constitutional References**

- 5.4.1 The Traffic Management Act 2004 makes provision in relation to the management of road networks and places a duty on local traffic authorities to manage their road network to achieve the expeditious movement of traffic on the authority's road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.2 The traffic authority for a road in Greater London may make an order under the Road Traffic Regulation Act 1984 for controlling or regulating vehicular and other traffic.
- 5.4.3 Statutory consultation with all affected frontages, Ward councillors and relevant stakeholders, together with statutory consultees in accordance with the provisions of the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 will be conducted.
- 5.4.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the Road Traffic Regulation Act 1984. The Council must exercise the powers (so far as practicable having regard to the matters specified in subsection (2) of section 122) so as to secure the expeditions, 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.
- 5.4.5 The Councils Constitution, in Article 7, states that the Area Committees: "In relation to the area covered have responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments and parks and trees.

## **5.5 Risk Management**

- 5.5.1 None in the context of this report. Risk management may be required for work resulting from this report if authorisation is issued to proceed with the proposals.

## **5.6 Equalities and Diversity**

- 5.6.1 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:
- Eliminate I discrimination, harassment, 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 persons who share a relevant protected characteristic and persons who do not share it
- 5.6.2 The proposals are 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 An informal consultation (or a preliminary consultation) has been carried out with the local community, and relevant stakeholders.

5.8.2 The acceptance of any CPZ relies on the support of the local community. These are designed to establish whether there are particular parking issues or pressures encountered by the community, and to establish the perceived need for a CPZ or other parking solutions.

5.8.3 Barnet Council's policy is to carry out "web-based" questionnaires, as opposed to paper copy questionnaires.

5.8.4 Letters outlining the details of the proposal and introducing the consultation with a link to the questionnaire are distributed to properties within the agreed consultation area.

5.8.5 To supplement the consultation, consideration will be given to using additional methods of consultation / publication such as:

- Publishing relevant detail on the Council's website
- Publishing relevant detail in the Council's newsletter which is distributed throughout the borough
- Unmanned and manned exhibitions if it is felt likely to be beneficial

## 5.9 Insight

5.9.1 Based on feedback to the consultation, officers will seek to design an appropriate CPZ to address known and/or expected issues arising from the ongoing extensive development in the area.

## 6. BACKGROUND PAPERS

Hendon Residents Forum 23 January 2018

Item1

- 5) Petition: Reconsider CPZ on Colin Crescent NW9 – Colindale
- 6) Petition: Petition for request of boundary for Colindale CPZ consultation to be extended to include Gervase Road.
- 7) Petition: Petition against the proposed parking restrictions on Longfield Avenue, NW7, Mill Hill, CPZ.
- 11) Petition: Objection to CPZ on Wardell Close, NW7, Mill Hill

<https://barnet.moderngov.co.uk/documents/b30593/Hendon%20Residents%20Forum%20is%20list%20-%20with%20responses%2023rd-Jan-2018%2019.00%20Hendon%20Residents%20Forum.pdf?T=9>

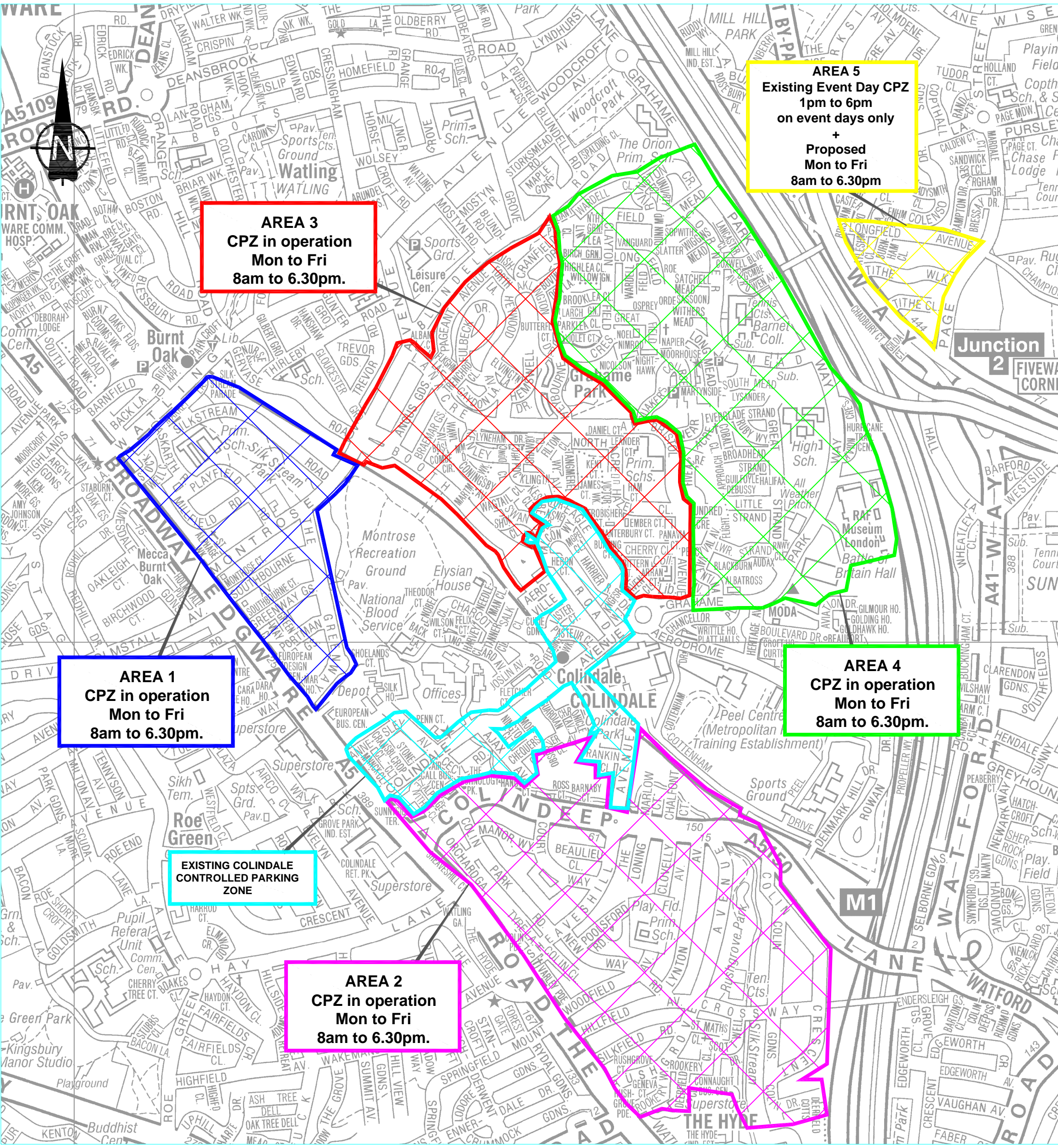
Planning Committee 29 July 2015

Item 7 Former Peel Centre, Peel Drive, Colindale, London, NW9 5JE -  
H/04753/14 (Colindale Ward)

<https://barnet.moderngov.co.uk/mgChooseDocPack.aspx?ID=8300>

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AREA 1 - COLINDALE

Road Name	Support a CPZ in your road				In favour of Mon - Fri operation				In favour of 8am-6.30pm operation				Overall support or oppose proposed CPZs in Colindale									
	Yes		No		Yes		No		Yes		No		Strongly support		Tend to support		Tend to oppose		Strongly oppose		Don't know /not sure	
Barnfield Road	0		0																			
Gaskarth Road	0		0																			
Greenway Close	6	86%	1	14%	4	57%	3	43%	3	43%	4	57%	4	57%	2	28%	1	15%				
Greenway Gardens	5	71%	2	29%	3	43%	4	57%	6		1		3	60%	1	20%			1	20%		
Market Lane	0		0																			
Millfield Road	10	100%	0		6	60%	4	40%	7	70%	3	30%	6	60%	3	30%					1	10%
Montrose Avenue (south)	3	43%	4	57%	7	100%	0		3	43%	4	57%	2	28%			1	14.5%	3	43%	1	14.5%
Playfield Road	4	80%	1	20%	5	100%	0		4	80%	1	20%	3	60%	1	20%	1	20%				
Portman Gardens	3	100%	0		1	33%	2	67%	1	33%	2	67%	1	50%	1	50%						
St Alphage Walk	0		0																			
Silkstream Road	10	100%	0		8	80%	2	20%	7	70%	3	30%	8	80%	2	20%						
Southbourne Avenue	3	100%	0		2	67%	1	33%	2	67%	1	33%	3	100%								
The Greenway	8	73%	3	27%	10	91%	1	9%	8	73%	3	27%	7	64%	1				3	27%		
The Hyde	0		1	100%															1	100%		
<b>TOTAL</b>	<b>52</b>	<b>81%</b>	<b>12</b>	<b>19%</b>	<b>46</b>	<b>73%</b>	<b>17</b>	<b>27%</b>	<b>41</b>	<b>65%</b>	<b>22</b>	<b>35%</b>	<b>37</b>	<b>61%</b>	<b>11</b>	<b>18%</b>	<b>3</b>	<b>5%</b>	<b>8</b>	<b>13%</b>	<b>2</b>	<b>3%</b>



AREA 2 - COLINDALE

Road Name	Support a CPZ in your road				In favour of Mon - Fri operation				In favour of 8am-6.30pm operation				Overall support or oppose proposed CPZs in Colindale									
	Yes		No		Yes		No		Yes		No		Strongly support		Tend to support		Tend to oppose		Strongly oppose		Don't know /not sure	
Beaulieu Close	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%					1	50%	1	50%		
Clovelly Avenue	1	50%	1	50%	2	100%	0		2	100%	0		1	50%			1	50%				
Colin Close	1	100%					1	100%	1	100%			1	100%								
Colin Crescent	7	10%	62	90%	35	52%	32	48%	8	12%	57	88%	1	1%	9	15%	1	1%	55	83%		
Colin Drive	0		6	100%	1	20%	4	80%			5	100%							3	75%	1	25%
Colin Gardens	1	3%	33	97%	18	53%	16	47%	5	16%	26	84%	1	3%	1	3%	3	9%	28	85%		
Colin Park Road	7	70%	3	30%	7	100%			7	87%	1	13%	5	50%			3	30%	1	10%	1	10%
Colindeep Lane	2	33%	4	67%	4	67%	2	33%	1		5				1	14%	2	19%	4	57%		
Court Way	1	25%	3	75%	3	67%	1	33%	0		4	100%	1	25%			1	25%	2	50%		
Crossway	1	25%	3	75%	1	33%	3	67%	1	33%	2	67%	1	25%			1	25%	2	50%		
Deerfields Close	0		0																			
Edgware Road	0		0																			
Hillfield Avenue	0		12	100%	6	67%	3	33%	2	22%	7	78%					3	25%	8	67%	1	8%
Lynton Avenue	7	30%	16	70%	13	59%	9	41%	3	15%	17	85%	3	15%	2	9%			16	76%		
Manor Way	3	43%	4	57%	5	71%	2	29%	1	17%	5	83%	1	16.5%	1	16.5%			4	67%		
New Way Road	5	36%	9	64%	6	46%	7	54%	6	55%	5	45%	3	23%	2	15%	1	8%	7	54%		
Orchard Gate	0		0																			
Poolsford Road	1	33%	2	67%	1	33%	2	67%	1	33%	2	67%			1	33%			2	67%		
Rookery Close	0		3	100%	1	50%	1	50%			2	100%							3	100%		
Rookery Way	1	100%	0		1				1	100%			1	100%								
Rushgrove Avenue	10	50%	10	50%	15	75%	5	25%	8	47%	9	53%	5	28%	4	22%			9	50%		
Sheaveshill Avenue	3	60%	2	40%	5	100%			3	60%	2	40%	3	60%					2	40%		
Silkfield Road	2	100%	0		2	100%			2	100%			2	100%								
The Hyde	0		1	100%															1			
The Loning	2	50%	2	30%	3	75%	1	25%	1	25%	3	75%	1	25%	1	25%			1	25%	1	25%
Woodfield Avenue	7	50%	7	50%	12	86%	2	14%	7	58%	5	42%										
Zenith Close	2	18%	9	82%	7	64%	4	36%	3	27%	8	73%			1	9%	3	27%	7	64%		
<b>TOTAL</b>	<b>65</b>	<b>25%</b>	<b>193</b>	<b>75%</b>	<b>149</b>	<b>61%</b>	<b>95</b>	<b>39%</b>	<b>64</b>	<b>28%</b>	<b>166</b>	<b>72%</b>	<b>30</b>	<b>13%</b>	<b>23</b>	<b>10%</b>	<b>20</b>	<b>9%</b>	<b>156</b>	<b>67%</b>	<b>4</b>	<b>2%</b>





AREA 3 (ctd)

Road Name	Support a CPZ in your road				In favour of Mon - Fri operation				In favour of 8am-6.30pm operation				Overall support or oppose proposed CPZs in Colindale									
	Yes		No		Yes		No		Yes		No		Strongly support		Tend to support		Tend to oppose		Strongly oppose		Don't know /not sure	
Pageant Avenue	1	10%	9	90%	4	80%	1	20%	2	29%	5	71%			1	10%	1	10%	8	80%		
Pocklington Close	0		2	100%	1	50%	1	50%	1	50%	1	50%					1	50%	1	50%		
Shawbury Close	0		0																			
Shellduck Drive	0		0																			
Swan Drive	0		0																			
Tangmere Way	0		0																			
Trenchard Close	0		0																			
Wagtail Close	0		0																			
Warmwell Avenue	0		1	100%	1						1	100%					1	100%				
<b>TOTAL</b>	<b>26</b>	<b>43%</b>	<b>35</b>	<b>57%</b>	<b>36</b>	<b>68%</b>	<b>15</b>	<b>32%</b>	<b>20</b>	<b>38%</b>	<b>32</b>	<b>62%</b>	<b>15</b>	<b>28%</b>	<b>7</b>	<b>13%</b>	<b>4</b>	<b>7%</b>	<b>26</b>	<b>48%</b>	<b>2</b>	<b>4%</b>



AREA 4 - (ctd)																						
Road Name	Support a CPZ in your road				In favour of Mon - Fri operation				In favour of 8am-6.30pm operation				Overall support or oppose proposed CPZs in Colindale									
	Yes		No		Yes		No		Yes		No		Strongly support		Tend to support		Tend to oppose		Strongly oppose		Don't know /not sure	
North Green	0		0																			
Parklea Close	0		0																			
Percival Avenue	1	50%	1	50%	2	100%			1	50%	1	50%	1	50%					1	50%		
Quakers Course	0		0																			
Rivington Crescent	8	61%	5	39%	11	92%	1	8%	7	54%	6	46%	4	50%			2	25%	2	25%		
Rowan Drive	1	100%	0		1	100%			1	100%												
Ruby Way	0		0																			
Runway Close	0		0																			
Satchell Mead	0		1	100%			1	100%			1	100%							1	100%		
South Mead	0		0																			
The Concourse	0		9	100%	4	57%	3	43%			6	100%			1	25%			3	75%		
University Close	2	50%	2	50%	4	100%			2	50%	2	50%										
Valentina Avenue	3	75%	1	25%	4	100%			1	25%	3	75%	1	25%	1	25%			1	25%	1	25%
Wardell Close	1	13%	7	87%	3	43%	4	57%	2		6		1	12.5%	1	12.5%			6	75%		
Wardell Field	1	100%	0				1	100%	1	100%							1	100%				
Wiggins Mead	0		1	100%	1	100%			1	100%							1	100%				
Willow Court	0		0																			
Withers Mead	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%					1	50%		
<b>TOTAL</b>	<b>50</b>	<b>43%</b>	<b>66</b>	<b>57%</b>	<b>70</b>	<b>64%</b>	<b>40</b>	<b>36%</b>	<b>42</b>	<b>37%</b>	<b>71</b>	<b>63%</b>	<b>28</b>	<b>29%</b>	<b>14</b>	<b>14%</b>	<b>6</b>	<b>6%</b>	<b>45</b>	<b>46%</b>	<b>4</b>	<b>4%</b>

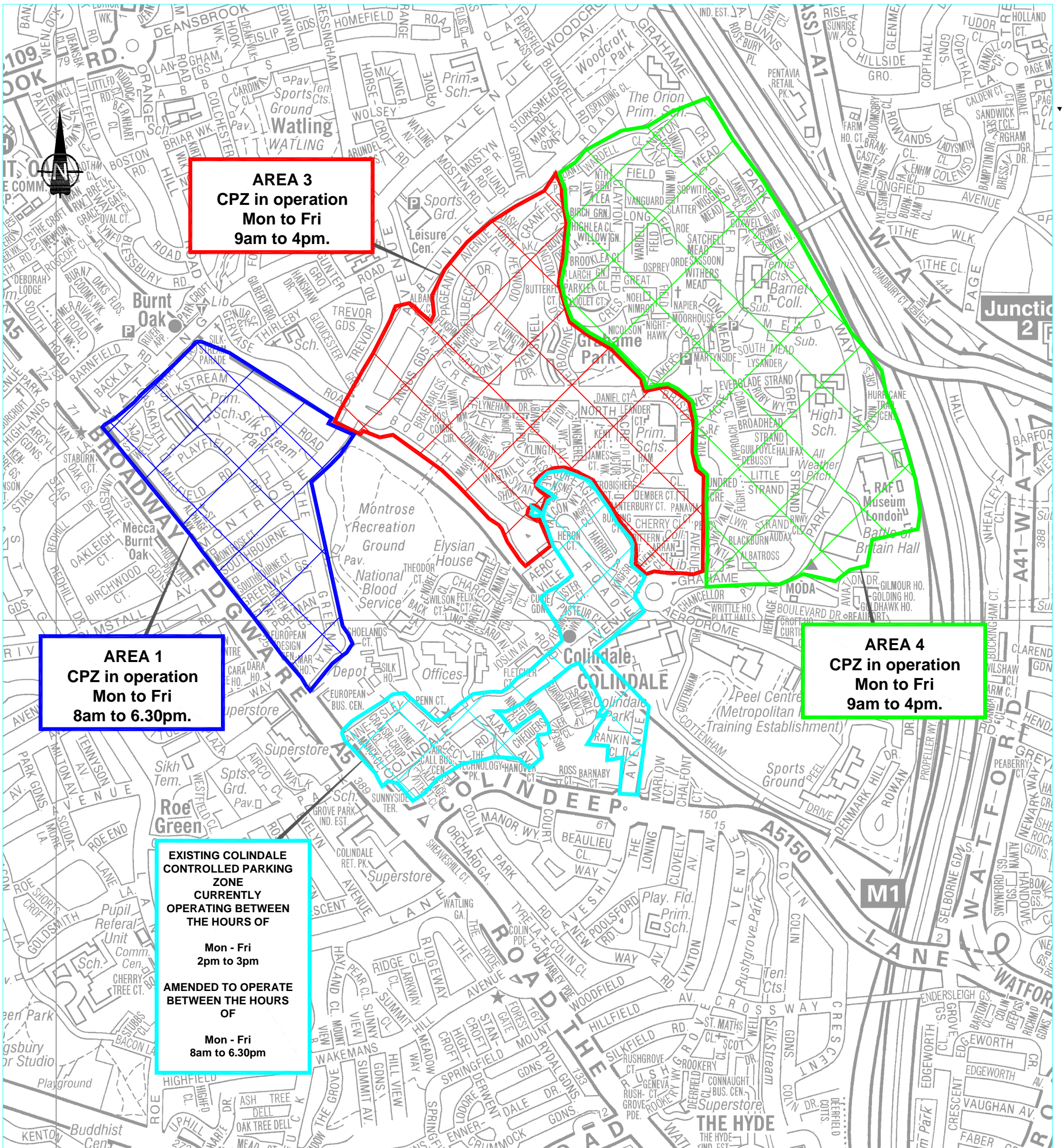
AREA 5 - COLINDALE

Road Name	Support a CPZ in your road				In favour of Mon - Fri operation				In favour of 8am-6.30pm operation				Overall support or oppose proposed CPZs in Colindale									
	Yes		No		Yes		No		Yes		No		Strongly support		Tend to support		Tend to oppose		Strongly oppose		Don't know /not sure	
Aylesham Close	0		4	100%	1	33%	2	67%	0		3	100%							3	100%		
Brancaster Drive	1	100%	0		1	100%	0		1	100%	0				1	100%						
Briston Mews	0		0																			
Burnham Close	0		2	100%	0		2	100%	0		2	100%					2	100%				
Fakenham Close	0		2	100%	1	50%	1	50%	0		2	100%					1	50%			1	50%
Longfield Avenue	0		7	100%	4	57%	3	43%	1	14%	6	16%					2	29%	3	42%	2	29%
Tithe Close	0		0																			
Tithe Walk	11	85%	2	15%	10	91%	1	9%	2	18%	9	82%	7		1		4					
<b>TOTAL</b>	<b>12</b>	<b>41%</b>	<b>17</b>	<b>59%</b>	<b>17</b>	<b>65%</b>	<b>9</b>	<b>35%</b>	<b>4</b>	<b>15%</b>	<b>22</b>	<b>85%</b>	<b>7</b>	<b>26%</b>	<b>2</b>	<b>7%</b>	<b>9</b>	<b>33%</b>	<b>6</b>	<b>22%</b>	<b>3</b>	<b>11%</b>

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# PROPOSED CONTROLLED PARKING ZONE BOUNDARIES



Initiated by AO/GWA	SCHEME: <b>COLINDALE AREA CONTROLLED PARKING ZONES</b>	Jamie Blake Strategic Director for Environment	
Drawn by AO			
Checked by AO/GWA	TITLE: <b>PROPOSED CONTROLLED PARKING ZONE BOUNDARIES</b>	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000	DRAWING No.
Date JAN 2018			Scales N.T.S
			Acad. Ref. \Colindale 2017 consultation

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## APPENDIX D – PERMIT AND TARIFF STRUCTURE

### Resident Permits

Permit Type	Current	Wef April 2018	Current	Wef April 2018
Emissions Band	Annual Cost		Additional car surcharge (2th , 3rd & 4th permit	
Green Annual Permit: gCo2 emissions 110 or below	Free of charge	£15	+£10 per vehicle	+£15 per vehicle
Lower Band Emissions Permit: gCo2 emissions of 111 – 130	£45	£50	+£10 per vehicle	+£15 per vehicle
Low (Top Tier) Band Emissions Permit: gCo2 emissions of 131 – 150	£45	£55	n/a	+£15 per vehicle
Middle Band Emissions Permit: gCo2 emissions of 151	£52.50	£65	+£10 per vehicle	+£15 per vehicle
Higher Band Emissions Permit: gCo2 emissions of 201 and above	£85	£115	+£10 per vehicle	+£15 per vehicle

n.b Diesel Surcharge of +£10 per vehicle remains unchanged

### Business Permits

Permit Type	Cost (current)		Cost (wef April 2018)	
Specific Registration	Weekly	£26	No change	Maximum 3 Permits per business
	Monthly	£26		
	Annual	£73.50		
Any Registration	Annual	£840	No change	

### Visitor Parking Vouchers

Permit Type	Cost (current)	Cost (wef April 2018)	
Full Day permit	£1	£1.10	Buy in multiples of 4's Minimum purchase = 12 Maximum purchase = 200 Allocation 200 permits p.a.

## Proposed Cashless Parking Tariff

<b>Length of stay</b>	<b>Tariff</b>
Up to 30 minutes	£0.65
Up to 1 hour	£1.30
Up to 2 hours	£1.95
Up to 3 hours	£2.60
Over 3 hours	£5.00