

	<p><b>ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER</b> <b>10 July 2017</b></p>
<p><b>Title</b></p>	<p><b>Proposed Parking Scheme for the Westcroft Estate, NW2</b></p>
<p><b>Report of</b></p>	<p>Commissioning Director for Environment</p>
<p><b>Wards</b></p>	<p>Childs Hill</p>
<p><b>Status</b></p>	<p>Public</p>
<p><b>Enclosures</b></p>	<p>Appendix A - Drawing No. Consultation Area</p>
<p><b>Officer Contact Details</b></p>	<p>Lisa Wright – Traffic and Development Manager Highways.correspondence@barnet.gov.uk</p>

### Summary

This report outlines a proposal to carry out an informal consultation regarding the implementation of parking controls in the roads known as the Westcroft Estate, NW2, in order to address local parking concerns and demands.

### Decisions

1. That Officers are authorised to undertake base parking surveys and an informal consultation on a proposal to introduce residents parking on the uncontrolled roads Galsworthy Road, Westcroft Way, Westcroft Close, Marnham Avenue, Howard Close, Besant Road, Horton Avenue and Lichfield Road, the details of which are set out in this report and shown on Drawings No. BC/001110 Appendix A).
2. That subject to a positive outcome to the informal consultation and funding being secured the scheme is progressed to statutory consultation.
3. That subject to funding and no objections being received to the statutory consultation referred to in 2 above, Officers introduce parking controls through the amendment of the existing Traffic Management Orders.

**4. That any unresolved material objections to the statutory consultation referred to in 2 above are considered by the Commissioning Director for Environment, for decision on how to proceed.**

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

1.1 A planning application reference no. 16/0601/FUL for 112-132 Cricklewood Lane London NW2 2DPH as been approved for the following proposal.

*Proposal: The erection of a part 3, part 6, part 8 storey building comprising 122 no. residential units and 279 sqms (GIA) of commercial floorspace, including the provision of private and communal amenity space, landscaping, car parking, cycle parking, refuse storage areas and other associated development.*

1.2 The site is located within a one hour Controlled Parking Zone (CPZ) which is in operation as follows.

- Zone C1 from Mon-Fri 10am-11am.
- Zone CW from Mon-Fri 09am-10am.

1.3 Parking outside of this hour is uncontrolled.

1.4 An assessment of parking provision for the development was undertaken as part of the consideration of the planning application. As part of this assessment, the parking provision for the development of 82 spaces was considered low for a development of this size in this location.

1.5 To inform the parking assessment provided by the applicant, parking surveys were undertaken by an independent survey company on the 30 April and 7 May 2015 to establish the off-site parking conditions in the local area and along Cricklewood Lane. The parking capacity was identified and the occupancy was recorded at hourly beats between 00:30-04:30 and 07:00-18:00 on both survey days.

1.6 Further supplementary parking survey work was requested by the Council's Highway Officers for the area to the south of the site including Galsworthy Road, Westcroft Way, Marnham Avenue, Howard Close and Lichfield Road, as these roads are not part of the CPZ and therefore could be affected by the overspill parking that may result from the proposed development.

1.7 Therefore, supplementary parking surveys were undertaken on Tuesday 12 January 2016, between the hours of 00:30-04:30 and 07:00-18:00 consistent with the times of the original surveys.

1.8 This parking survey identified a total of 200 unrestricted spaces with a maximum parking demand of 89% (177) for the 200 spaces in the 10:00-

11:00 and 11:00-12:00 time periods. The night surveys identified a maximum parking demand of 75% (149) for the 04:30-05:30 time period.

- 1.9 The supplementary surveys therefore indicated that the utilisation of the spaces within the unrestricted areas is higher than observed for the surveys within the vicinity of the site although additional capacity was available at all times during the surveys. As a minimum, 23 spaces were available during the day and 51 spaces were available at night.
- 1.10 The roads to the south of the development are outside of the existing CPZ but are within walking distance of the proposed development and there is a pedestrian footpath linking Cricklewood Lane and these roads. The current parking stress on these roads is approximately 80% to 89% during the day time and approximately 75% during the night time.
- 1.11 Therefore, it was confirmed that the parking provision for the development of 82 spaces was low for a development of this size in this location.
- 1.12 It was likely that due to lack of on-street parking controls these roads will be adversely affected by the overspill parking resulting from the proposed development.
- 1.13 To ensure that the likely adverse impact on the pocket of roads just outside of the CPZ can be mitigated, it was recommended that a contribution of £35,000 should be secured under a S106 agreement as part of the planning permission to include these roads within the existing CPZ.
- 1.14 The development is yet to commence but there has been considerable representation from local residents and Councillor Jack Cohen is in favour of progressing with the informal consultation as a priority to address the on-going parking issues that residents are experiencing.

## **2. REASONS FOR DECISIONS**

- 2.1 Discussions have taken place with the Commissioning Director for Environment who has agreed that the investigation of parking controls should be progressed in these roads prior to the S106 contribution being received for the proposed development. This has also been confirmed in discussions with local Ward Councillor Jack Cohen.
- 2.2 Therefore this report seeks the approval of £5,000 to carry out up to date parking surveys in the area and an informal parking consultation with the affected roads.
- 2.3 The measures are required to provide improved parking opportunity for local residents.

## **3. ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

- 3.1 Alternative options would be to do nothing; however this would mean that the local residents would continue to have problems parking due to overspill parking from the existing CPZ and new developments if the option of doing nothing was exercised.

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

- 4.1 An informal consultation will be carried out in June/July 2017 to seek the views of the local residents on the implementation of parking controls. If the results of the consultation are favourable then subject to funding the scheme will be progress to statutory consultation on a proposed scheme and, subject to no objections being received, or a decision to progress after considering all objections received, should be progressed to implementation.

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

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

- 5.1.1 The Council's Corporate Plan states in its strategic objectives that it 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 the 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 costs of the base parking surveys to assess the demand for parking and inform the design of parking controls and carry out and analyse an informal consultation, are approximately £5,000, which can be met from provisions within the Special Parking Account (SPA).

##### **5.3 Legal and Constitutional References**

- 5.3.1 The Traffic Management Act 2004 places obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.3.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.3.3 Statutory consultation with all affected frontages, Ward councillors and relevant stakeholders, together with the statutory consultees, in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996 is proposed to be carried out.

5.3.4 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 expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

## **5.4 Risk Management**

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

## **5.5 Equalities and Diversity**

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

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- Advance equality of opportunity between people from different groups
- Foster good relations between people from different groups.

5.5.2 The proposals are not expected to disproportionately disadvantage or benefit individual members of the community.

## **5.6 Consultation and Engagement**

5.6.1 An informal consultation on the proposed parking permits will be carried out.

## **6 BACKGROUND PAPERS**

6.1 Planning application reference no. 16/0601/FUL and S106 Agreement.

## **7 DECISION TAKER'S STATEMENT**

*7.1 I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision making framework of the organisation which includes Constitution,*

## **8 OFFICER'S DECISION**

**I authorise the following actions**

- 1 That Officers are authorised to undertake base parking surveys and an informal consultation on a proposal to introduce residents parking the uncontrolled roads, Galsworthy Road, Westcroft Way, Westcroft Close, Marnham Avenue, Howard Close, Besant Road, Horton Avenue and Lichfield Road, the details of which are set out in this report and shown on Drawings No. ??(Appendix A).**
- 2. That subject to a positive outcome to the informal consultation and funding being secured the scheme is progressed to statutory consultation.**
- 3. That subject to no objections being received to the statutory consultation referred to in 2 above, that Officers introduce parking controls through the amendment of the existing Traffic Management Orders.**
- 4. That any unresolved material objections to the statutory consultation referred to in 2 above are considered by the Commissioning Director for Environment, for decision on how to proceed.**

**Signed:**            **Jamie Blake, Commissioning Director,  
Environment**

**Date:**

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