

	<h2>Hendon Area Committee</h2> <h3>27 June 2018</h3>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Results of the Statutory consultation – Proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens NW7</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Mill Hill</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><i>Appendix A - Proposal drawing – Drawing No. SCR202/001</i> <i>Appendix B - Summary of responses received</i></p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p><b>Gavin Woolery-Allen – Senior Engineer</b> <b>Email: <a href="mailto:highwayscorrespondence@barnet.gov.uk">highwayscorrespondence@barnet.gov.uk</a></b> <b>Tel: 020 8359 3555</b></p>

### Summary

This report summarises the comments, representation and objections received in response to the statutory consultation relating to the proposed CPZ in the Watford Way (Apex Corner) vicinity in order to determine whether the proposals should be introduced or not, and if so, with or without modification.

### Officers Recommendations

**That the Hendon Area Committee:**

- (1) note the summary of the responses received to the statutory consultation on the proposed CPZ Watford Way (Apex Corner) Service Road, Scout Way,**

**Northway Crescent and Glendor Gardens.**

- (2) authorise the Strategic Director for Environment to engage with the Mill Hill Ward Councillors and the community with a view to establishing whether there is scope to refine the design of the proposal in Watford Way Service Road/Northway Crescent/Scout Way and to report the outcome back to this Committee.**

**1. WHY THIS REPORT IS NEEDED**

- 1.1 At the 22<sup>nd</sup> October 2014 Hendon Residents Forum, a petition containing 71 signatures was considered. The petition stated:

*“We have a problem with parking in our parade at Watford Way, Apex Corner and we intend to petition the Council to ask for restrictions in parking and possibly to improve the provision and the number of spaces available.”*

- 1.2 The issue was referred to the Hendon Area Committee on the same evening for further consideration.
- 1.3 Accordingly, the Hendon Area Committee considered the petition and determined that Officers should carry out investigations to conclude what options were available.
- 1.4 In order to better understand the parking characteristics in the road, Officers arranged for parking surveys to be carried out to determine how the kerb space is being used.
- 1.5 A summary of the survey findings and an outline CPZ layout was reported to the Hendon Area Committee on 6<sup>th</sup> July 2016.
- 1.6 Given the information gathered from site surveys and observations, Officers considered that there would be merit in obtaining local views by way of a consultation on a Controlled Parking Zone (CPZ) for Watford Way Service Road, Northway Crescent and Scout Way NW7.
- 1.7 At the 22<sup>nd</sup> March 2017 Hendon Residents Forum, a petition containing 27 signatures was considered. The petition, from residents of Glendor Gardens NW7 stated:

*“Glendor Gardens is a narrow cul de sac residential road. At the end of the road there is a small lane leading to Mill Hill Broadway. Mill Hill Railway Station with service to Kings Cross is a 10 minutes’ walk through the lane from Glendor Gardens.*

*On the left-hand side of Glendor Gardens is where the residence park. Between the residence park cars and the right-hand side of the road is the single car’s width access and exit. On the right hand side of Glendor Gardens is a grass verge layby of approx. 3 metres wide with trees. At the end of the grass verge are hedges and metal railing. The other side of the metal railings*

*is a drop of approx. 30 metres which is the M1 motorway. Please see pictures to show how Glendor Gardens Road site is.*

*Our reasons are outlined below:*

*a) Commuters are parking in Glendor Gardens which is a short walking distance to Mill Hill Broadway Rail Station causing shortage of parking spaces for the residence of Glendor Gardens. There is a large metered paying parking facility in Mill Hill Railway Station but obviously these commuters are using Glendor Gardens for free parking.*

*b) Other cars user and heavy vehicles are also parking onto the grass verge layby causing damage to the grass verge*

*c) Abandon vehicle are often and on the increase and also motorhomes/caravan being abandoned.*

*d) A three storey Self Storage has been built in Apex Corner which is 500 yards from Glendor Gardens and shoppers from the parade of shops in Apex corner, these car users are using Glendor Gardens as their parking facility.*

*e) Emergency vehicles, service vehicles, delivery vans, dustbin/waste collections vehicles etc, often cannot come down Glendor Gardens, due to vehicles parking on both sides of Glendor Gardens.*

*f) The nearby surrounding roads to Glendor Gardens that already have control parking zones, therefore the non-permit holders and not residents of Glendor Gardens are using Glendor Gardens as their free parking.*

*The residents of Glendor Gardens request what are the guide lines and implication for control parking zone and are in favour for this application for Control parking zone and have collated signatures for a petition”.*

- 1.8 The petition was referred to the Hendon Area Committee on 2<sup>nd</sup> May 2017, the Committee resolved that Officers should carry out a formal consultation and design of what needs to be implemented, and that a report should be brought back to the Committee about the issue.
- 1.9 Given Glendor Garden's proximity to the Scout Way, Northway Crescent, Watford Way Service Road (Apex Corner) scheme, it was considered that a formal consultation should take place for the combined scheme.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 A statutory consultation took place in January/February 2018 on a proposed CPZ in Watford Way (Apex Corner) Service Road, Scout Way, Northway Crescent and Glendor Gardens.
- 2.2 As part of the statutory consultation process a notice outlining the proposals were published in the local Press newspapers and in the London Gazette.

- 2.3 In addition, similar notices were erected on-street in the affected roads and letters together with an associated plan outlining the proposals were delivered to properties situated in the vicinity.
- 2.4 All the proposals mentioned above were advertised online via the Barnet Council's Barnet Traffweb public consultation website and also via Barnet Council's online public engage portal.
- 2.5 A summary of the representations, comments and objections are included as Appendix B to this report.
- 2.6 In response to the consultation, 85 pieces of correspondence outlining statements of support, suggestions, comments and objections were received.
- 2.7 Of the 85 responses, 78 were either objections to the entire proposal or aspects of it. There were 7 responses in support of the proposals.
- 2.8 The most prevalent issues raised are as follows:
- That the proposal would have a negative impact on nursery on Scout Way (51 mentions).
  - That the proposal would affect pick up and drop off activity related to the nursery on Scout Way (51 mentions).
  - That the proposal could result in parents related to the nursery on Scout Way being compelled to compromise safety (49 mentions).
  - That the proposals would negatively impact local businesses or those visiting those businesses (23 mentions).
  - That the proposals are a money-making scheme/concern about costs of parking/permit prices (12 mentions).
- 2.9 Of the objections received, the most prevalent relates to the perceived impact that the proposals would have on a nursery situated on Scout Way, in that the proposed restrictions would impact on drop-off and pick-up activity, and could result in parents parking further away or in dangerous positions due to the lack of parking availability.
- 2.10 Officers believe that most of the responses relating to the nursery's activity appear to be based on a template organised within the nursery's community (staff, parents etc) as much of the content throughout the responses relating to the issue appears to be the same or similar.
- 2.11 There also appears to be concern from businesses and customers alike that the proposals would negatively affect businesses with the proposed pay by phone charges cited as potentially affecting future patronage.

- 2.12 A joint letter signed by 17 businesses of Watford Way stated that the proposals were not in their interest as they stood.
- 2.13 A petition signed by 31 residents from 18 households was received from residents of Glendor Gardens objecting to the proposal but offering counter proposals as outlined in the paragraphs below.
- 2.14 Other comments and suggestions received, on a road by road basis were as follows:

#### Watford Way Service Road/Northway Crescent/Scout Way

- That the restrictions should be between 9am and 5.30pm (1 mention)
- That the restrictions should be between 10am and 4pm (2 mentions)
- That there should be a 30-minute free period for parking allowed (2 mentions)
- That there should be a 1-hour free period for parking allowed (3 mentions)
- That the road should be made one-way (2 mentions)
- That permit prices should be discounted (2 mentions)
- That business parking should be moved (2 mentions)
- That the lay-by should be extended to allow additional parking (1 mention)
- That pay by phone should be allowed in the resident bays proposed for Northway Crescent (1 mention)

#### Glendor Gardens

- That the restrictions should be between 10.30am and 11.30am, and 3pm and 4pm (1 mention)
- That the restrictions should be between 10am and 11am, and 2pm and 3pm (1 mention)
- That there should be no pay by phone parking at the top of the road (petition)
- That the cost of permits based on CO2 emissions is not relevant to a stationary car and that there should be a flat rate of £45 per vehicle (petition)
- That there should be no business permit parking in the road as it is a residential road (petition)
- That there should be a concrete bollard placed in front of No. 37 (petition)
- There should be signage erected at the entrance to the road stating “No through Road”, “No Dumping” and “No turning” (petition)

- That the verge opposite Nos. 3 and 5 should be cut back to help with access and prevent accidents (petition)
- 2.15 There were also parking layout change suggestions for Glendor Gardens made in the petition as follows:
- Conversion of the proposed pay by phone/resident permit/business permit bay to a resident permit bay and reduction of bay length;
  - Introduction of additional resident permit bays outside Nos. 5 and 7, and opposite No. 37;
  - Introduction of “at any time” waiting restrictions opposite Nos. 3 and 5
  - Conversion of the proposed “at any time” waiting restrictions in the turning head to Monday to Friday 9am to 5pm waiting restrictions.
- 2.16 Having considered the comments, objections and suggestions made during the consultation period, Officers views are as follows.

Watford Way Service Road/Northway Crescent/Scout Way

- 2.17 The proposals aim to better manage the parking arrangements in these roads by designating parking for residents on Northway Crescent and Scout Way, and designating a mixture of pay by phone only and pay by phone/business permit spaces on the Watford Way Service Road.
- 2.18 It is evident based on the responses received, that the proposal does not meet the requirements of businesses and visitors alike.
- 2.19 17 businesses stated in a joint letter that the proposals were not in their interest, while a further 22 comments stated that the proposals would negatively impact local businesses or those visiting local businesses.
- 2.20 Additional comments were received about the cost of permits and parking, with 5 requests for a free period of parking for customers.
- 2.21 Furthermore, the representations from parents and staff of the nursery in Scout Way regarding the potential impact that the introduction of restrictions would have on their ability to park, and in the case of the parents, their ability to safely pick-up and drop-off their children has been noted.
- 2.22 Having considered the representations, Officers believe that there is no mandate to proceed with the proposal as it stands – particularly as the proposal sought to improve parking in the vicinity.
- 2.23 Despite the representations received, Officers consider that there is an acknowledgement from the business community that there are parking issues which need to be resolved.
- 2.24 Therefore, Officers consider that, having considered the feedback to the statutory consultation, there would be merit in seeking to refine the design and scheme detail in discussion with Ward Councillors and the local community.

## Glendor Gardens

- 2.25 The representations to the Glendor Gardens proposal was more focussed on the design and details of the proposed CPZ as opposed to outright objections to the principals of the scheme.
- 2.26 The petition signed by 31 people from 18 of the households of Glendor Gardens objected to aspects of the proposal (eg: permit costs and design features), and requested additional measures such as additional signage and a verge to be cut back.
- 2.27 Of the requests received, if a CPZ was to be introduced in Glendor Gardens, Officers recommend:
- Converting the proposed pay by phone/resident permit/business permit bay to a resident permit bay and reducing its length
  - Introducing additional resident permit bays outside Nos. 5 and 7, and opposite No. 37
  - Introducing “at any time” waiting restrictions opposite Nos. 3 and 5
  - Converting the proposed “at any time” waiting restrictions in the turning head to Monday to Friday 9am to 5pm waiting restrictions.
- 2.28 With regards to the objection to the proposed permit charge, and the permit charge suggested in the petition, the costs advised to the community as part of the consultation are the Council’s standard permit charges that applies across all CPZs in the borough, as agreed and amended as part of its annual Fees and Charges considerations.
- 2.29 The request for signage is outside the scope of this consultation, and this has been passed to the relevant team to consider although it is noted that the road already has “No Through Road” signs at its junction with Selvage Lane.
- 2.30 The request to cut back the verge has also been noted however, the design of the CPZ entailed “at any time” waiting restrictions (double yellow lines) being provided around it, which, if implemented, should improve visibility and traffic flow at this location.

## Conclusions

- 2.31 There is a risk that residents may not accept the current permit prices however as outlined above, these are the Council’s standard charges across the borough.
- 2.32 There is a further risk that the introduction of any CPZ in Glendor Gardens would further negatively impact parking in Watford Way Service Road, Northway Crescent and Scout Way due to their proximity and therefore it is considered that the introduction of any CPZ in Glendor Gardens should not take place until the outcome of discussions relating to Watford Way Service Road,

Northway Crescent and Scout Way is known, and if applicable a revised scheme agreed.

- 2.33 Therefore having considered the comments, objections and suggestions relating to the proposal, that the proposals for Watford Way Service Road, Northway Crescent, Scout Way and Glendor Gardens should be deferred pending discussions with Ward Councillors and the local community takes place – particularly those representing the business nursery community in the Watford Way, Northway Crescent and Scout Way area, and the lead petitioner for the Glendor Gardens CPZ request.

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

- 3.1 Alternative options would be to either introduce parking controls in Watford Way Service Road, Northway Crescent and Scout Way as proposed against the trend of the consultation responses and/or to introduce parking controls as proposed in Glendor Gardens. This “alternative” approach is not recommended nor supported by Highways until further discussions take place with the relevant stakeholders.

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

- 4.1 Officers will seek to enter into discussions with the Ward Councillors, and the relevant stakeholders, which appear to be the business owner who organised the joint letter, the nursery and the lead petitioner of Glendor Gardens.
- 4.2 It is considered that any further proposal or modifications to the proposal would be reported to this Committee following consultation with the Ward Councillors.

### **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 An annual allocation of £150k is made to each Area Committee. The Hendon Area Committee balance for 2018/2019 is £123k. This takes account of the amount allocated for the current year together with under and overspends relating to previous financial years. The balance is reduced for 2018/19 due to a lack of CIL awards in 2017/2018 in the Hendon Area.
- 5.2.2 The additional work to undertake discussions and review Watford Way Service Road, Northway Crescent, Scout Way and Glendor Gardens can

continue to be funded from the LIP Parking Reviews allocation for 2018/19.

### **5.3 Social Value**

5.3.1 None in the context of this report.

### **5.4 Legal and Constitutional References**

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

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.

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

### **5.5 Risk Management**

5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations and it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment, to the statutory consultation, the feedback of which has been considered within this report.

### **5.6 Equalities and Diversity**

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

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

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

### **5.7 Corporate Parenting**

5.7.1 Not applicable in the context of this report

## **5.8 Consultation and Engagement**

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

5.8.2 Further engagement is proposed to take place with Ward Councillors, and the relevant stakeholders.

## **5.9 Insight**

5.9.1 None in relation to this report.

## **6. BACKGROUND PAPERS**

6.1 Hendon Residents Forum. 22nd October 2014, Item 3  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=7901&Ver=4>

6.2 Hendon Area Committee 22<sup>nd</sup> October 2014, Item 7 Matters referred from the Hendon Area Residents Forum  
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8058&Ver=4>

6.3 Hendon Area Committee 6<sup>th</sup> July 2016 Item 12 Outcome of parking investigations - Watford Way (Apex Corner) Slip Road NW7  
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8660&Ver=4>

6.4 Hendon Residents Forum. 22nd March 2017, Item 1  
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=8655&Ver=4>