

	ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER
Title	Proposed Controlled Parking Zones (CPZs) in the Colindale and Burnt Oak areas – outcome of statutory consultation
Report of	Executive Director, Environment
Wards	Burnt Oak, Colindale
Status	Public
Enclosures	Appendix A – Proposed CPZs area plans Appendix B1 – Summary of consultation responses – Overall Appendix B2 – Summary of consultation responses – Area A Appendix B3 – Summary of consultation responses – Area B Appendix B4 – Summary of consultation responses – Area C Appendix B5 – Summary of consultation responses – Other Appendix C – Recommended CPZs for implementation
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Summary

This report sets out the results of the statutory consultation on proposals to:

- Introduce a number of Controlled Parking Zones (CPZ's) in the Colindale and Burnt Oak areas,
- Increase to the operational hours and extension of the boundary of the existing Colindale 'P' CPZ.

It also seeks approval to progress the recommended proposals with modifications as set out in the report and shown on the attached drawings.

Decisions

- 1. That the summary of responses to the consultation is considered and forms part of the decision made in this report**
- 2. That the proposed CPZ Area A is introduced with the following amendments as detailed below:**
 - (i) That CPZ Area A operates Monday to Friday between 9am and 4pm.**
 - (ii) That the proposed resident permit parking place on the north-west side of Greenway Gardens between its junctions with Edgware Road and Greenway Close, is not introduced and an 'at any time' waiting restriction provided in its place.**
- 3. That the proposed CPZ Area B is introduced as proposed with the exception of the amendment detailed in (i) below:**
 - (i) That the boundary of CPZ Area B is amended so the entirety of Heybourne Crescent falls within Area B.**
- 4. That the proposed CPZ Area C is introduced as proposed with the exception of the amendment detailed in (i) below:**
 - (i) That the boundary of CPZ Area C is amended so the entirety of Heybourne Crescent falls outside Area C and in Area B.**
- 5. That the amendments and extension to the existing Colindale 'P' CPZ are introduced as proposed.**
- 6. That the proposed waiting restrictions on Rushgrove Avenue, Hillfield Avenue and Crossway are introduced as proposed.**
- 7. That a "Key Worker" permit scheme, as set out in paragraph 2.105, at a cost of £190 per permit per annum is adopted to operate in a similar way to the Schools Permit Scheme to allow essential workers from relevant organisations in the Colindale CPZs area to park in the vicinity of their place of business.**
- 8. That the permit scheme referred to in 7 above, shall allow for 25 permits, with up to 4 vehicle registrations assigned to each permit, to be issued to the relevant organisations**
- 9. That, subject to a successful application, up to 5 School Permits per school is initially issued to schools within the respective CPZ, subject to the requisite charges being paid, to mitigate any adverse impact on teachers who need to drive and park in the vicinity of the school.**
- 10. That the number of school permits issued are reviewed after the CPZ becomes operational and an assessment of parking capacity is undertaken to determine whether any issued permits should continue and how many permits, if any, Schools should continue to be eligible for in the future**
- 11. That the measures referred to in 2, 3, 4, 5, and 6 above are introduced through the making of the relevant Traffic Management Orders.**
- 12. That the permit scheme referred to in 7 above is introduced through the making of the relevant Experimental Traffic Management Order(s), and that all comments and objections received in relation to the permit scheme during its initial 6 months will be reported to a future Environment Committee to determine whether the permit scheme should be made permanent or not, and if so, with or without modification**
- 13. That Officers engage with the relevant Ward Councillors in respect of developing proposals for 'at any time' waiting restrictions on Colindale Avenue, Booth Road and Ajax Avenue, and carry out a statutory consultation on all agreed measures.**
- 14. That Officers, having consulted with the relevant Ward Councillors, carry out a statutory consultation on proposals to convert the business permit parking**

places in Cecil Road, to shared-use resident permit and business permit parking places.

- 15. That subject to no objections being received to the statutory consultations referred to in 8 and 9 above, Officers introduce the proposed measures through the making of the relevant Traffic Management Orders.**
- 16. That if any objections are received to the statutory consultations, referred to in 13 and 14 above, that the Executive Director, Environment will consider them, before making a decision on whether they are implemented or not, and if so, with or without modification.**
- 17. That the Hendon Area Committee of 8 March 2018 decision that a review of the CPZ and surrounding area should take place after approximately 6 months is noted.**

1. WHY THIS REPORT IS 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 parking controls in the Colindale area.
- 1.3 As a result of the informal consultations, in March 2018 the Hendon Area Committee agreed that a statutory consultation should take place on extending the operational periods of the existing Colindale 'P' CPZ and introducing new CPZs in the Colindale and Burnt Oak areas.
- 1.4 This report presents the results of the statutory consultation, details the extent and design of the proposed new CPZs and changes to the existing Colindale CPZ, and makes recommendations on how to proceed, having given all relevant comments and objections received due consideration.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 8th March 2018, the Hendon Area Committee considered a report outlining the results of an informal consultation undertaken in September-November 2017 relating to potential additional CPZs in the Colindale area and the results of an informal consultation undertaken with residents living in the existing Colindale 'P' CPZ which was undertaken in November 2016.
- 2.2 Having considered the report, the Committee decided:
 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 charges and waiting restrictions operation Monday to Friday 8am to 6.30pm in Area 1 as set out in Appendix C to the 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 and to include Gervase Road into the recommendations for Area 3.*
 - (e) *Carry out statutory consultation on proposals to introduce the proposed CPZ, parking charges 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 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 the 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 the 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*
 7. *That the Committee instruct the Strategic Director of Environment to have a discussion with the Deputy Chief Executive to discuss the specific costs of the implementation of*

the CPZ to the residents and that a report on the impact of the costs of the CPZ be brought back to a future Hendon Area Committee meeting.

- 2.3 Accordingly, a statutory consultation was prepared for 3 new CPZ areas in the Colindale and Burnt Oak areas – named as CPZ Areas A, B and C for the purposes of the consultation, and increasing the operational periods and extending the boundary of the existing Colindale ‘P’ CPZ to include Kestrel Close and Swan Drive.
- 2.4 Statutory consultation also took place in respect of proposed ‘at any time’ waiting restrictions at the junctions of:
- Hillfield Avenue, Crossway and Rushgrove Avenue;
 - Crossway (entrance to Rushgrove Park);
 - Rushgrove Avenue (entrance to Rushgrove Park);
- 2.5 In the week of 31 May 2018 approximately 8,000 letters were hand-delivered to all properties in the consultation area with associated drawings and CPZ information, outlining the proposals for the relevant roads/areas.
- 2.6 As part of the statutory consultation process, notices outlining the proposals were displayed on-street in the relevant streets and a similar notice was published in the local Times newspapers and London Gazette.
- 2.7 Details of the proposal were also published on the Council’s Engage.barnet.gov.uk consultation website and on the Council’s Barnet Traffweb consultation portal.
- 2.8 Information of the proposals was also available to view at The Parish Room, St Alphage Church, Montrose Avenue and at Colindale Library c/o Barnet and Southgate College, Bristol Avenue.
- 2.9 In response to the consultation, 106 relevant representations, comments, suggestions or objections were received, and are summarised in the tables in Appendix B.
- 2.10 An area by area analysis of responses received and officers comments are given in the following paragraphs.

CPZ Area A - CPZ in operation Monday to Friday between 8am and 6.30pm in roads bounded by Montrose Avenue to the north, The Greenway to the south, Silkstream Avenue to the east and the A5 to the west.

- 2.11 A total of 15 representations were received, of which 9 were objections and 2 were supportive of the proposals. Of the 9 objections, 6 were requests to decrease the proposed period of operation of the CPZ to varying suggested restrictions.
- 2.12 Requests to reduce the proposed CPZ operational periods were from The Greenway (2 no.), Montrose Avenue (3 no.) and Silkstream Road (1 no.).
- 2.13 Notably, a petition signed by 75 people from 49 households was received from residents of Greenway Gardens, Greenway Close stating the following:

“We request double yellow lines on the stretch of Greenway Gardens NW9 between the Edgware Road and Greenway Close”

2.14 Furthermore, an additional petition signed by 21 people from 17 households was received from residents of Greenway Close outlining problems relating to Cavendish Banqueting Suite parking in evenings/nights on The Greenway, Greenway Gardens, Greenway Close, Portman Gardens and Montrose Avenue, when events take place, stating:

“We therefore request that your proposal includes a controlled parking zone and ‘past this point’ parking areas in the roads names above from Mondays to Sundays from 11.00pm until 2.00am in an effort to deter the problems we face, which are mainly in the evenings during the week and weekends”

2.15 Additional objections/suggestions/issues raised were as follows:

- Problems for motorists driving out of the junction of A5 Edgware Road/Montrose Avenue;
- Paint individual parking bays to maximise space (Millfield Road);
- Remove the green space at the top of Millfield Road to provide more parking;
- Provide double yellow lines outside the church hall on Playfield Road;
- Objection to proposal as it would make it difficult for local worker to park;
- Barnfield Primary School raised an issue about the CPZ potentially affecting school pick-up and drop off activity;
- The potential impact on family and visitors that the CPZ would have and financial impacts in terms of increased likelihood in requiring permits/vouchers.

CPZ Area B – CPZ in operation Monday to Friday between 9am and 4pm in roads bounded by Bristol Avenue/Lanacre Avenue area, and Gervase Road / Booth Road.

2.16 A total of 25 representations were received of which 15 were objections. and 4 were in support of the proposals.

2.17 Of the objections received, 6 related to concerns about motorists wishing to park being displaced into adjacent areas/roads. Specifically, Gilbert Grove (2 mentions) and Aeroville (4 mentions) were the main concerns about this issue, with an additional suggestion that Gilbert Grove should also be subject to CPZ controls.

2.18 An additional comment was made about the potential displacement impact that the introduction of a CPZ in Gervase Road would bring to neighbouring roads in the Burnt Oak area.

2.19 A total of 3 requests to reduce the proposed CPZ operational periods within CPZ Area B (1 mention) and Braemar Gardens (2 mentions), and there were 3 requests to increase the proposed CPZ operational periods from Dishforth Lane (2 no.) Heywood Avenue (1 no.) and Angus Gardens (1 no.).

2.20 3 mentions were made about current commercial parking problems in the Dishford Lane area, which residents are concerned may not be resolved by the proposed CPZ if it is introduced.

2.21 Additional objections/comments were as follows:

- Concern that Martlesham Walk residents would be able to obtain permits to park in the CPZ (1 mention)
- That there are no current parking problems in the area (4 mentions)
- The potential financial impacts in requiring permits/vouchers or the feeling that the CPZ is a money-making exercise (3 mentions)
- That Heybourne Crescent should be within one CPZ as opposed to the split between Areas B and C (1 mention)
- That there are problems parking on junctions off Booth Road (1 mention)

CPZ Area C – CPZ in operation Monday to Friday between 9am and 4pm CPZ in an area bounded by Grahame Park Way and Bristol Avenue.

2.22 A total of 19 representations were received of which 9 were objections. and 2 were in support of the proposals.

2.23 Of the objections received, 5 were requests to decrease the operational period of the CPZ. There were also 5 requests to increase the operational period of the CPZ.

2.24 Additional objections/suggestions/issues raised were as follows:

- Request for a restriction near Orion School to deter commuter parking;
- Request to be able to park in CPZ Area B with CPZ Area C permit or to merge the CPZs (2 no.);
- Residents (2 no.) of Heath Parade, Grahame Park Way would like to be able to obtain permits;
- Would like to be able to use Valentina Avenue (private road) to park;
- Resident of Edgecumbe Avenue (private road) would like to be excluded from the CPZ.

Comment and Objection from the Metropolitan Police, Colindale Police Station

2.25 Furthermore, in response to the statutory feedback, a representative of the Metropolitan Police's Colindale Police Station brought to the Council's attention the impact that they felt the proposals would have on their operation and their resultant objections. On-site parking at Colindale Police Station is used mostly for operational vehicles and with the allocation of vehicles from the closing Harrow site this will become almost exclusively operational. As a result, staff presently travel to work and park on the highway near to the station. Shift patterns, along with uncertainty of shift end times arising from making and processing arrests, means that most frontline staff would be travelling either to or from work at times when public transport would not be a viable travel method.

2.26 The standard existing business permit allocation of three permits would be inadequate to cover the level of parking presently occurring. There is no public car parking available in the nearby vicinity. It would severely impact the ability of staff to travel to work if they cannot drive to work. The Police report that this would significantly impact their ability to recruit and retain officers to Colindale Police Station with the required range of skills and

experience. In particular they advise that more experienced officers and those able to retire may elect to not be based in Colindale, which seems likely to impact the quality of policing within the Borough.

- 2.27 The Police have requested permits, which would allow for parking of personal vehicles to facilitate officers' travel to work. The cost of business permits in this quantity would represent a budgetary pressure for the Police and they have requested the Council consider charging a lower amount, more in line with resident permit costs.

CPZ Area D – Increase existing Colindale 'P' CPZ operational period to Monday to Saturday 8am to 6.30pm, and extension of CPZ to include Kestrel Close and Swan Drive

- 2.28 A total of 32 representations were received of which 13 were objections. and 8 were in support of the proposals.
- 2.29 Of the objections received, 5 were requests to decrease the operational period of the proposed CPZ amendments. There were also 5 requests to increase the operational period of the proposed CPZ amendments.
- 2.30 Additional objections/suggestions/issues raised were as follows:

- Motorists parking on single yellow line on Colindale Avenue after 6.30pm, when the current waiting restrictions end/request for double yellow lines (4 mentions);
- Concern about visitors to organisations/religious premises/business (3 mentions);
- The potential impact on family and visitors that the CPZ amendment would have (5 mentions);
- The potential financial impacts in requiring permits/vouchers or the feeling that the CPZ is a money-making exercise (3 mentions);
- Request to convert business permit spaces into resident permit space on Cecil Road (2 mentions);
- Request for double yellow line in Ajax Avenue on side of road opposite houses (2 mentions);
- Motorists parking on single yellow line on Booth Road after 6.30pm, when the current waiting restrictions end/request for double yellow lines (1 mention);
- Motorists park in obstructive manner and block larger vehicles/emergency vehicles access in Kestrel Close (1 mention);
- Request for double yellow lines on 'odd numbered' side of Booth Road between Colindale Avenue and Falcon Way;
- Concerns about motorists wishing to park being displaced into adjacent areas/roads (2 mentions);

Other comments/objections received

- 2.31 19 additional representations were received from or about areas not included in the proposals or where the origin or focus of the representation is not known.
- 2.32 Of these 6 were objections on the basis that the CPZ would not curb overnight parking from new developments (1 no.), that a CPZ with a lesser restriction would be preferred (1

no.), that residents would be impacted by not being able to park in the CPZ (1 no.) and that a CPZ would make it more difficult for people to park near their workplace (3 no.).

2.33 In addition, 7 requests/representations were received, including a petition signed by 16 people regarding obstructive parking taking place at the junction of Colin Park Road and Orchard Gate, with a request for double yellow lines to be implemented.

2.34 5 representations were received from Colindeep Lane where 3 wished to be included in a CPZ, and 2 felt the need for restrictions to improve traffic flow.

2.35 Additional objections/suggestions/issues raised were as follows:

- That Clovelly Avenue and The Loning should be included in a CPZ;
- That yellow lines should be provided at the junction of Crossway and Colin Gardens;
- That yellow lines should be provided at the junctions of Crossway and Colin Crescent, Colindeep Lane and Colin Crescent, and outside Nos. 1A and 3 Colin Crescent.

Waiting Restriction proposals – Rushgrove Avenue, Crossway, Hillfield Avenue

2.36 In response to the proposals of proposed double yellow lines at the Rushgrove Avenue/Crossway/Hillfield Avenue junction, and on Crossway and Rushgrove Avenue one response in support for all proposals was received.

Officer comments

2.37 Having considered the comments, objections and suggestions made during the statutory consultation period, Officers views are as follows:

2.38 Given the number of representations received to the proposal in comparison to the number of properties consulted, Officers believe that there is a general acceptance of the introduction of CPZs.

2.39 This may be due to the informal consultation which took place in Autumn 2017 where a preliminary CPZ design formed part of the consultation exercise, and where members of the public engaged with the Council to make their views known in respect of the CPZ proposals, and as a result of this consultation, a number of roads were excluded from the proposals which were then the basis for statutory consultation..

2.40 Notwithstanding this, Officers are mindful of the objections received and have noted the common objections/issues which have arisen throughout most if not all the proposed CPZ areas.

No current problems/CPZ not required

2.41 Extensive regeneration throughout the Colindale and Grahame Park areas to deliver new homes, retail, commercial, office 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 kerbside space for parking does unfortunately occur.

- 2.42 Although it is acknowledged that some roads within the proposed CPZ areas may not currently have particular parking issues, the proposals are necessary in order to protect residents from displaced parking and future growth, improve road safety and deter dangerous or obstructive parking..
- 2.43 The majority of parking bays provided within the proposed CPZ will be for the use of residents and their legitimate visitors to reflect the predominantly residential nature of the area. However, the Council recognises that there are a number of businesses and other establishments in the area such as Schools, Colleges, Council Offices, Police, NHS who will require on-street parking for some of their key staff who will have no choice but to drive to their place of work to maintain operational capacity.

Parking charges and financial impact

CPZ's impact on Residents, Friends, Family, Carers, Tradespeople

- 2.44 With regards to the objections relating to parking charges/making money etc, the precedent for charging for permits has long been established in Barnet. These charges are the Council's standard permit charges that applies across all CPZs in the borough, as agreed and amended by the Council's Environment Committee and published in its annual Fees and Charges.
- 2.45 The Road Traffic Regulation Act 1984 provides that surplus income derived from parking activity should be spent on Highways/Parking related activity.
- 2.46 As part of a CPZ, residents can purchase visitor vouchers which can be then issued to visitors and tradespeople. For longer term work, builders can apply for a specific permit. People who require ongoing care may be eligible for a specific Carers Permit.
- 2.47 Further to the March 2018 Hendon Area Committee resolution that the Strategic Director Environment discuss with the Deputy Chief Executive the specific costs of the implementation of the CPZ to residents, no additional funding was identified to reduce permit costs as a result of this discussion.

Potential displacement

- 2.48 Should CPZs be introduced as proposed, it is acknowledged that there is a risk that parking would be displaced further into uncontrolled roads. From the comments received, it appears that displacement from proposed CPZ Area B into roads in the Burnt Oak area is of most concern, although the numbers and content overall is considered insufficient for any action to be considered at this time.
- 2.49 It should be noted that, a review of the CPZ parking controls will be undertaken approximately 6 to 12 months post implementation to identify any displacement parking problems in roads outside of any CPZ.

Requests to decrease or increase the proposed CPZ hours/days of operation

- 2.50 In response to the CPZ proposals there have been various requests to increase or decrease the CPZ hours/days of operation, and these are considered on an area by area basis elsewhere in this report.
- 2.51 In both cases, these requests may indicate support for the principle of the proposed CPZs, albeit the proposed restrictive periods may not fully meet the respondents' needs.
- 2.52 In most cases, the requests were for the parking controls to operate at varying suggested time/days and it is considered that there is an insufficient number of requests, together with no clear consensus in respect of the timing that the CPZs should be operate.

Other general comments

- 2.53 With regards to other general comments received, it is considered that these are not in sufficient numbers to amend the proposals.
- 2.54 Officers' observations and comments in response to other general comments made on an area by area basis are as follows:

CPZ Area A

Greenway Gardens petition

- 2.55 The petition is noted, and residents' views in respect of traffic flow on Greenway Gardens between its junctions with Edgware Road and Greenway Close is also noted.
- 2.56 The CPZ proposals includes provision for partial footway parking on both sides of the road, which could potentially cause a bottle-neck, and does not allow for two-way traffic flow.
- 2.57 Having reconsidered this, Officers believe that the proposal should be amended to remove the parking place on the northern side of the road, and replace this with an 'at any time' waiting restriction (double yellow line).

Petition regarding Cavendish Banqueting Suite

- 2.58 The issue of parking problems associated with the nearby Cavendish Banqueting Suite operating on Edgware Road was raised by residents of Greenway Close, Millfield Road and Portman Gardens at the informal consultation stage and was included in the subsequent report to the Hendon Area Committee.
- 2.59 This venue, popular for weddings, is able to accommodate in excess of 400 guests and has very limited onsite parking. As a result, patrons often use the nearby residential streets to park 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 weekends.
- 2.60 It is understood that activities such as those described in paragraph 2.56 may cause distress and inconvenience to residents. However, it was considered that the imposition of more restrictive evening and weekend controls should not be pursued and the Area Committee did not resolve to take any further action over and above the daytime CPZ proposal for the affected roads.

- 2.61 In response to the statutory consultation, a petition was received from residents of Greenway Close only, although it referred to other roads also being affected. Officers consider that although there has historically been an issue in respect of the Banqueting Suite, the number and geography of responses to the consultation and the lack of requests about the Banqueting Suite from nearby roads such as The Greenway, Greenway Gardens, Portman Gardens and Montrose Avenue does not support any area wide additional CPZ controls 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 or do not significantly affect residents.
- 2.62 In addition, it is likely that the introduction of parking places and 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.
- 2.63 Furthermore, it is considered that an evening/night time restriction in Greenway Close to address the concerns about the Banqueting Suite should not be pursued in isolation of other local streets.
- 2.64 In response to the other issues raised regarding CPZ Area A:
- Problems for motorists driving out of the junction of A5 Edgware Road and Montrose Avenue
Officer response - There are existing double yellow lines at this junction that extend for a distance considered appropriate to deter obstructions to sightlines for motorists exiting the junction
 - Paint individual parking bays to maximise space (Millfield Road)
Officer Response - It is Council policy to not separate parking places into individual bays, which could actually reduce the number of vehicles that could be parked in a road/length of road.
 - Remove the green space at the top of Millfield Road to provide more parking
Officer Response - This falls outside the scope of the CPZ proposals at this time
 - Provide double yellow lines outside the church hall on Playfield Road
Officer Response - As part of the CPZ design, double yellow lines are proposed outside the Church Hall on Playfield Road
 - Barnfield Primary School raised an issue about the CPZ potentially affecting school pick-up and drop off activity
Officer Response - School-pick-up and drop-off activity should be unaffected by the CPZ proposals as there is provision in the relevant Traffic Management Orders for boarding and alighting activity to take place. Officers will work with the Parking Enforcement Team to highlight this issue though to ensure that any potential problems are minimised
- 2.65 In conclusion, Officers consider that the operational hours of CPZ Area A should be amended to operate on Monday to Friday between 9am and 4pm and the parking place on the northern side of Greenway Gardens should be replaced with 'at any time' waiting restriction (double yellow line)..

CPZ Area B

- 2.66 With regard to the concern that Martlesham Walk residents wouldn't be able to obtain permits to park in the CPZ, the proposals already include provision for Martlesham Walk residents to obtain Area B CPZ permits.
- 2.67 Officers note that Heybourne Crescent crosses both proposed CPZ Areas B and C, and consider that the boundaries should be adjusted so that Heybourne Crescent falls within CPZ Area B only.
- 2.68 With reference to the concern about parking on junctions off Booth Road as part of the CPZ design, double yellow lines are proposed for all Booth Road junctions in the new CPZ Area B.
- 2.69 In conclusion, Officers consider that the CPZ Area B should be introduced as proposed albeit with the amendment to the CPZ Area B/CPZ Area C boundaries so the entirety of Heybourne Crescent falls within CPZ Area B only.

CPZ Area C

- 2.70 With regard to a restriction near Orion School to deter commuter parking, the requests for Area B and C to be merged, or to allow cross-zone parking, insufficient number and content of feedback and representation was received about this issue to consider changing the proposal.
- 2.71 With regard to the concern that Heath Parade residents wouldn't be able to obtain permits to park in the CPZ, the CPZ proposal already includes provision for Heath Parade residents to obtain Area C CPZ permits.
- 2.72 With regard to the potential to use of Valentina Avenue to park, this road is private and therefore the Council has no jurisdiction, or no future agreement to utilise this road for parking.
- 2.73 Edgumbe Walk is private and is already excluded from the CPZ proposals.

Comment and Objection from the Metropolitan Police, Colindale Police Station

- 2.74 The needs of the Police to travel to work are exceptional, with the shift patterns seeing individuals usually start or finish during hours when public transport is limited or non-existent, particularly for those making orbital London journeys or travelling in from outside of London. The usual expectations that would exist for travel to work management, the use of public transport, ride sharing, etc, are of limited benefit here. With the existing provision of public transport for free to Police Officers it is probable that close to the maximum level of take up for public transport exists. Car sharing viability is significantly reduced due to the unpredictable nature of finish times, with arrests potentially adding hours to a planned finish.
- 2.75 The controls within Colindale are being brought in mostly in response to the significant development in residential property in the area. Were that not taking place, the experience of Police parking on the highway to date is one where no notable impacts have occurred and the Police station is not a trigger for a need for CPZ controls. The

proposals for the CPZ include a large volume of business permit spaces on Grahame Park Way which would be able to accommodate this parking. This is away from existing residential parking and is unlikely to be the most desirable local parking for businesses.

- 2.76 The most comparable existing arrangements are those in place for schools within CPZs. There, an assessment of the available parking is taken and where there is capacity, permits are allocated and sold to the schools. Allocations can be in the quantum requested by the Police. The cost of the schools' permit is £190/permit/year. The scheme requires that the CPZ is in operation and established so that occupancy levels can be determined. The scheme provides parking in permit bays, including those allocated to residents.
- 2.77 It is recommended to:
- Adopt an experimental "Key Worker" permit scheme to enable key workers from organisations such as Schools, Colleges, LB Barnet, NHS and Met Police staff to park on street near their place of work.
 - Introduce this immediately from the start of the CPZ going live. The impact of making the Police and other organisations wait until the CPZ beds in would be to significantly interrupt their operations and is not seen as desirable.
 - Agree to twenty-five permits to be issued at a cost of £190/permit/annum similar to the cost of School Permits. Due to the nature of Police shifts over 24-hour periods, up to 4 vehicle registrations per permit would be allocated, reflecting that one vehicle will not be using this for the majority of the week.
 - Allow "Key Worker" Permits allocated to the Police to only be utilised in parking places that accommodate business permits initially.
 - Review the usage at three and six months to ensure suitable parking is taking place and that the decision has not impacted capacity.
- 2.78 In conclusion, Officers consider that the CPZ Area C should be introduced as proposed, although an experimental key worker permit should be made available to key workers in the area, including the Metropolitan Police as outlined in paragraph 2.77.

CPZ Area D

- 2.79 CPZ area D is primarily a residential area, and Officers were hesitant to propose more double yellow lines than necessary.
- 2.80 However, given the feedback, it appears that motorists – perhaps residents of new developments are now parking on lengths of road where parking should not take place.
- 2.81 Specifically, the issues raised about Colindale Avenue, Booth Road and to an extent, Ajax Avenue are of concern. All are roads where single yellow lines exist but motorists are parking on them at certain times of day.
- 2.82 Colindale Avenue and Booth Road are important roads in terms of the traffic they carry to and from the Colindale area, and clearly if motorists are parking on single yellow lines after 6.30pm – when the restriction ends, Officers acknowledge that this could cause disruption to traffic flow.

- 2.83 In the case of Ajax Avenue, although the road does not carry through traffic, again a concern in that vehicles parked both sides would obstruct emergency vehicle access.
- 2.84 Accordingly, Officers will seek to engage with Ward Councillors and design proposals for 'at any time' waiting restrictions on Colindale Avenue, Booth Road and Ajax Avenue, and progress for consultation with a view to implementing as close to the implementation of the CPZs as possible.
- 2.85 With regard to the business parking places in Cecil Road, Officers have checked the business permit records and consider that in the first instance the bays should be converted to shared-use resident permit and business permit spaces, as theoretically the amendment of the CPZ period could result in additional business permit applications.
- 2.86 With regard to the concern about obstructive parking in Kestrel Close, although this may be a similar issue to the Ajax Avenue issue, in this case there are no restrictions in place and it is proposed to provide parking on one side on any given length of the road, with a single yellow line operating Monday to Friday 8am to 6.30pm on the other.
- 2.87 Officers consider that at this location, this should be sufficient in deterring problematic parking.
- 2.88 In conclusion, Officers consider that the amendments and extension to the existing Colindale CPZ should be introduced as proposed. Follow-up engagement with Ward Councillors with a view to carrying out further statutory consultations on agreed proposals should take place on additional measures mentioned in paragraphs 2.84 (Colindale Avenue, Booth Road and Ajax Avenue), and 2.85 (Cecil Road), which should take place prior to or concurrent with the implementation of the CPZs.

Waiting Restriction proposals

- 2.89 Officers consider that the waiting restriction proposals on Rushgrove Avenue, Crossway and Hillfield Avenue should be introduced as proposed.

Other issues raised

Orchard Gate Petition and individual responses

- 2.90 Following ongoing concerns from local residents, a Colindale Ward Councillor, brought a Members Item to the Hendon Area Committee in October 2018 which resolved to allocate £2,000 of CIL funding for a statutory consultation on yellow lines at the entrance of Orchard Gate to be carried out.
- 2.91 Consequently, assuming the process proceeds satisfactorily, the concerns of the petition and individual respondents to this consultation will be allayed.
- 2.92 With regard to the other requests for yellow lines, Officers will seek to consider this as part of the review of the CPZ which will take place approximately 6 months to a year after its implementation.

Schools in the CPZ

- 2.93 The Council operates a Schools Permit scheme where Schools meeting certain criteria within CPZs can apply for permits, which would allow their staff to park in resident permit parking places within that CPZ.
- 2.94 Once the Council has confirmed that the school meets the criteria, the permit bays in the zone where the school is situated will be surveyed to work out whether there is spare capacity to accommodate additional parked vehicles.
- 2.95 Permits will not be issued if this would lead to demand for parking spaces exceeding 85% of those available. This would also contribute to the decision as to how many permits would be available for school staff.
- 2.96 A recommendation will then be presented to local councillors, who will consider local circumstances and make submissions to the Environment Committee who would then make a decision whether to accept the recommendation or not.
- 2.97 The process however focusses on applications where there is a CPZ already in situ. In this case, it is acknowledged that the introduction of the Colindale CPZs may impact on a number of schools, and it is therefore recommended that in the first instance from the commencement of the CPZ an initial number of 5 permits is issued to all eligible schools – that is those who meet the following criteria:
- That the school is Ofsted registered.
 - That the school has an up-to-date School Travel Plan. A School Travel Plan is a document produced by a school that promotes sustainable ways for the whole school community to travel to and from school. It encourages walking, cycling, car sharing and public transport use and aims to reduce the number of car journeys to and from schools.
- 2.98 After the CPZ is introduced work to establish capacity would then take place, and the process outlined in paragraphs 2.93 to 2.96 would then be undertaken to establish the permanent outcome.

Barnet Homes' managed land and land owned by Genesis

- 2.99 The design of the CPZ incorporates land managed by Barnet Homes on behalf of Barnet Council. If these areas were excluded it would make them more attractive to motorists seeking to avoid the CPZ restrictions.
- 2.100 It is proposed that the majority of these areas are converted to "Permit Holders Only Past this Point" areas, managed only by signs indicating the restrictions in place.
- 2.101 A meeting was held with Barnet Homes Officers and although Barnet Homes had queries in relation to the impact on staff, maintenance workers and garage tenants etc, they had no objections with the principles and detail of the proposed scheme.
- 2.102 The design of the CPZ also incorporates roads and land currently owned by Genesis Housing, which are currently private and subject to future adoption.

Other modifications

2.103 Officers consider that, to enhance the operation of the CPZ and to resolve minor technical issues, additional minor modifications should be made to the proposed CPZ layout as follows:

- Removal of all Car Club parking places, to be replaced by differing parking restrictions dependent on location
- Relocation of various proposed Electric Vehicle Charging Point parking places
- Relocation of proposed 'at any time' waiting restrictions on Hazel Close to the south side of the road near its junction with Bristol Avenue
- Amendment of the period of control of Quakers Course Car Park to Monday to Friday 9am to 4pm.
- Other minor layout amendments to clarify or resolve minor anomalies detected since the consultation was carried out

Overall

2.104 In conclusion, having considered the comments, objections and suggestions relating to the proposed CPZs in the Colindale and Burnt Oak areas, it is considered that the proposals should be approved and implemented, albeit with the modifications and additional measures and consultations outlined in this report.

2.105 A number of key businesses and establishments such as The Met Police, Schools, Colleges, LB Barnet, NHS operate in the Colindale area. Although Colindale and Burnt Oak Underground Stations serve the area, many staff who live in the north, east or west and work in Colindale are not able to easily get to work on the Northern Line without having to travel into Central London to connect on the appropriate Northern Line Branch back into Colindale. Orbital bus services to the area is tortuous and lengthy where available and poor in most cases. This group of staff will therefore have no other choice but to travel to work by car as they require the use of their vehicle to travel around the borough to undertake their duties. The Council is aware of the need to retain key staff to ensure continuous delivery of key services and therefore accept that the provision of some on-street parking in the area will be necessary. It is therefore proposed to introduce an experimental "Key Worker" permit system, which will allow certain essential staff only to park in nominated streets, where capacity allows. Experimental TMOs provide for the implementation of measures after making the required notice and may last no longer than 18 months. The first six month of the experiment will constitute the statutory "consultation period" during which the Council will invite comments on the operation of this scheme and monitor on-street parking activity to ensure that residents' parking needs take priority. The outcome of this consultation and monitoring will be reported to a future Environment Committee on whether the permit scheme should be either abandoned or made permanent and if so with or without modifications.

2.106 With the exception of Met Police staff, Key Workers permit holders will be able to park in resident permit bays and resident permit "past this point" areas in the Area A, B, C and D CPZs except in the following streets:

- Bristol Avenue
- Hazel Close
- Cherry Close
- Percival Avenue
- Great Strand

- Little Strand
- Lower Strand
- Broadhead Strand
- Everglade Strand
- Hundred-Acre (including Car Park)
- Five Acre
- Near Acre
- North Acre
- Quakers Course (including Car Park)
- Eagle Drive
- Harrier Road
- Falcon Way
- Swan Drive
- Kestrel Close
- Booth Road (Area D)
- Pasteur Close
- Lanacre Avenue
- Grahame Park Way

2.107 It should be noted that the proposed CPZs will incorporate some of Barnet Homes' land and subject to this decision, Officers are engaging with Barnet Homes colleagues and Barnet Council/NSL colleagues to arrange the relevant agreements for enforcement to take place.

CPZ Review

2.108 The responses to the consultation indicates to Officers that a scheme of this nature and size, in an area which is evolving and changing, cannot cater for every individual as everybody's circumstances are different. The differing and sometimes contradictory comments received as a result of the consultation is testament to this.

2.109 Therefore, it is considered that following the introduction of the CPZ, there will be some adjustments required to ensure that the parking needs of residents, businesses and their visitors are met.

2.110 It is therefore proposed to carry out a review of the CPZ, as agreed by the March 2018 Hendon Area Committee, which will include consideration of roads outside the CPZ – likely to be in the areas included in the informal consultation in 2017, but ultimately omitted from the proposals. Comments received about the new CPZs will also be considered.

Ward Members Comments

2.111 Colindale and Burnt Oak Ward Councillors were invited to make comments in respect of the proposed Colindale CPZs and the following comments were made by those who responded:

2.112 Councillor Narenthira (Colindale Ward) had the following comments:

- Request for yellow lines along one side of Crossway
- Request for yellow lines at the junction of Rushgrove Avenue and Crossway

- Request for yellow lines at the junction of Colin Gardens and Crossway
- Request for an increase of operation of the CPZ in Sheaveshill Avenue
- Request for yellow lines to be operative after 6.30pm on Colindale Avenue
- Request for residents of social housing in the Beaufort Park development to be allowed to purchase CPZ permits

2.113 Councillor Sargeant (Colindale Ward) had the following comments:

- Would like to know when Charcot Road would be adopted
- Would like double yellow lines to be provided on Corner Mead to assist with the 303 bus route
- Would like the revised bus route 125 to be shorter

2.114 Councillors Zubairi (Colindale Ward), Naqvi and O-Macauley (Burnt Oak Ward) were not available to discuss the issues.

2.115 In response to the comments made by Councillor Narenthira, Officers can confirm that as part of this process, 'at any time' waiting restrictions are proposed at the junction of Crossway and Rushgrove Avenue, and will be implemented concurrent with the CPZ.

2.116 For the other yellow line requests, this will be considered as part of the review of the CPZ, where impact on neighbouring roads will be considered. Alternatively, Ward Councillors are able to bring a Members' Item to the relevant Area Committee seeking funding to investigate solutions to specific issues.

2.117 This report also outlines the intention to investigate the waiting restrictions in Colindale Avenue specifically to consider extending the hours of operation beyond the current 6.30pm end time.

2.118 Unfortunately, although there appear to be issues in relation to the social housing residents of the Beaufort Park development, it is considered that they cannot be accommodated by way of permit eligibility in this CPZ from the outset, although Officers will consider whether there is any way to accommodate them as part of the CPZ review, although it should be noted that it is not usual practice to "pick and choose" addresses from a wider address pool situated on the same site.

2.119 The issues Councillor Sargeant raised about the buses fall outside the scope of the CPZ exercise but has been passed to the relevant Officers to consider and respond.

2.120 With reference to Corner Mead, double yellow lines have been provided on a temporary basis, prior to any CPZ agreement, and Transport for London are due to undertake a bus route test to determine suitability.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The CPZ has been proposed to address existing and envisaged parking-related problems in the Colindale and Burnt Oak areas.
- 3.2 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 Officers.

4. POST DECISION IMPLEMENTATION

- 4.1 A Statutory Consultation has been carried out to seek the views of the community on the implementation of parking controls. The Strategic Director for Environment has, in consultation with the relevant ward Councillors, made his decision to implement the proposed CPZs with modifications and additional work as set out in this report.
- 4.2 The implementation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.
- 4.3 Additional statutory consultation will be carried out in line with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended), to seek the views of the community on additional measures 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 cost of undertaking 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 £150,000, which can be met from the provisions of the Colindale Capital programme (highways).
- 5.2.2 The review of the CPZ can be funded in part by the Colindale Capital programme, and from the Section 106 agreement relating to the Grahame Park Estate H/00309/11 – of

which an initial £13,741.85 has been secured for a review of parking to take place in local roads.

5.3 Social Value

- 5.3.1 CPZ's allow for a fair distribution of parking spaces for local residents by removing or reducing commuter parking.
- 5.3.2 It creates a more pleasant environment with fewer motorists trying to find parking spaces.
- 5.3.3 Managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.
- 5.3.4 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 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 An informal consultation (or a preliminary consultation) was carried out with the local community, and relevant stakeholders in 2017.

5.8.2 A statutory consultation has been undertaken as set out in this report.

5.8.3 As part of this process, letters outlining the details of the proposal were distributed to properties within the agreed consultation area. In addition consultation/engagement took place as follows:

- Publishing relevant detail on the Council's website
- Publication of formal notice of proposals in local newspaper and London Gazette
- Erection of formal notice of proposal in local streets
- Publication of proposals on Barnet Traffweb consultation portal

5.8.4 A statutory consultation in respect of the Experimental permit outlined in this report will be undertaken through the following methods:

- Letter delivery to affected properties
- Publishing relevant details on the Council's website
- Publication of formal notice of proposals in local newspaper and London Gazette

5.9 Insight

5.9.1 None in relation to this report.

6. BACKGROUND PAPERS

6.1 Hendon Area Committee, 8 March 2018, Agenda Item 11
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=9325&Ver=4>

6.2 Hendon Residents Forum, 23 January 2018, Items 5, 6, 7 and 11
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=183&MId=9264&Ver=4>

6.3 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>

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, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations. The decision is compliant with the principles of decision making in Article 10 of the constitution.*

Chief Officer: Executive Director, Environment

Dated: 07 May 2019