

Officer Decision

TITLE	Burnt Oak North – Proposed Controlled Parking Zone (CPZ)
DATE OF DECISION	19 January 2023
DECISION TAKER	Director of Highways and Transportation, Customer & Place
SUMMARY OF THE DECISION	<p>1. WHY THIS REPORT IS NEEDED</p> <p>1.1 The purpose of this report is to advise on the outcome of an informal parking engagement carried out within the Burnt Oak North area and make recommendations that a new CPZ be introduced based on the:</p> <ul style="list-style-type: none">● outcome of the engagement.● the benefits of a Controlled Parking Zone (CPZ).● The opportunity of using the experimental TMO to co-design in the live environment and conduct enhanced consultations with the public as a result; and● the councils' commitment to further influence a shift towards less polluting modes of transport in Barnet with the wider objective of improving air quality. <p>1.2 The report asks the Director of Highways and Transportation to:</p> <ol style="list-style-type: none">a) note the results of the informal parking engagement.b) approve the making of the Experimental Traffic Orders (ETMOs).c) approve the preparation of detailed design; and tod) approve the implementation of an experimental CPZ in the Burnt Oak North area. <p>1.3 The scheme would be implemented by the making of experimental traffic orders (ETMOs) for a period of up to eighteen months during which, comments received during the experimental period constitute the statutory consultation.</p> <p>1.4 The scheme would introduce waiting restrictions in key locations around junctions and Pay by Phone parking facilities to serve the local community.</p>

1.5 The engagement also identified potential locations for Electric Vehicle Charging Points (EVCP), Bicycle storage, Car Club facilities and Motorcycle parking bays, which would be passed to the relevant service areas for review.

2. INTRODUCTION

2.1 The council declared a climate emergency on 24 May 2022 and in line with this process Barnet is now preparing to introduce a Sustainability Strategy and a Climate Action Plan. These documents would include ways to manage transport sustainability implications in line with both the London Mayor's Transport Strategy (MTS) and the councils' pledge.

2.2 Parking Controls are referenced in the Long-Term Transport Strategy (LTTTS) as a key measure in management of the highways to address climate change and improve public health. Active travel is one way for people to incorporate the recommended amount of exercise into their daily routine to stay healthy. Wherever possible, active travel should be prioritised. Success will be higher active travel mode shares, a healthier population and lower airborne pollutant levels, which is ever more important in a post COVID-19 world.

2.3 Parking is key to ensuring that the road network is used efficiently and one of Barnet's commitments is working towards more sustainable transport methods with measures such as the implementation of CPZs, School Streets and Electric Vehicle charging points, which contribute to a reduction in damaging carbon dioxide (CO₂) emissions, and therefore, to a reduction in atmospheric pollution and improved air quality.

2.4 Controlled Parking Zones are one of the measures that can help reduce the number of trips and reliance on cars, and encourage more active travel, and the use of more sustainable modes of transport, particularly in areas well served by public transport.

2.5 A CPZ is usually introduced to manage specific parking issues and they are generally implemented in areas where on-street parking capacity is limited and / or at times when demand for spaces is high.

2.6 CPZs give priority access to parking for residents so it is easier for them to park near their home. CPZs prevent commuter parking and other long-stay non-residential parking, so there are more parking spaces for residents and businesses.

2.7 CPZs are also more convenient for visitors and for tradespeople and deliveries. In addition, the implementation of a CPZ would mean:

- there would be fewer cars on local roads and so less congestion, noise and air pollution.
- streets would be safer because CPZs designate where it's safe to park and where it's not, creating better visibility at junctions.
- there would be better access for emergency and utility vehicles.
- streets would be more attractive because CPZs reduce the dominance of parked cars. This helps to create space that can: be used to introduce more attractive features such as trees, benches or provide facilities such as bicycle 'hangars' to encourage more sustainable forms of transport.
- there would be easier access for local business to their premises or residents who rely on their vehicles for work; and
- there would be less impact from nearby new-build housing and commercial developments because CPZs enable 'permit-free' planning conditions to be placed upon future developments. This helps manage a growth in population within a finite road network and makes good on the intentions of planning conditions.

3. BACKGROUND

3.1 In January 2021, the Environment Committee agreed to proceed with a borough wide programme and a set of new implementation parameters for parking controls which means they should:

- Avoid a piecemeal approach
- Address anticipated displacement proactively.
- Address safety concerns such as sightline issues.
- Be as simple as possible and harmonised – intuitive.

3.2 The programme has been developed to review and address a backlog of requests for parking controls and adopted a set of policy principles for CPZs and is based on existing requests, complaints, planning obligations, areas that may be impacted by parking displacement, population growth and residential and commercial development, which all place pressure on parking.

3.3 Barnet has an extensive range of on street parking controls and moving traffic restrictions. These have grown piecemeal over time

and the consideration of them is typically instigated on a reactive basis.

3.4 There are 56 CPZs in the borough at present, 21 of which were implemented with one-hour controls operating at varying time periods during the day. These parking controls have been successful in preventing commuter parking, whilst making it easier for residents, businesses and their visitors or customers to park. However, with the increase in car ownership and non-sustainable journeys some of the CPZs no longer meet the needs of residents living in the zones.

3.5 In addition, one-hour zones have limitations in terms of enabling effective enforcement to be provided and may no longer achieve the range of traffic management aims as intended when first introduced. In areas where one-hour controls are in place, the council receives complaints and requests for additional enforcement outside of the controlled one-hour operational times.

3.6 It has been identified that many parts of the Burnt Oak North area which currently has no parking controls encounters high volumes of commuter and other non-residential parking activity. There are also reports of inconsiderate and potentially unsafe parking.

3.7 There have been items raised at the Hendon Residents Forum highlighting parking issues in the area.

3.8 Prior to the engagement the council also received a petition with 153 signatures from residents of Littlefield Road in support of the introduction of parking controls confirming the operational times and days of a CPZ that was felt would help deal with the current parking issues and these were:

1. Monday to Friday, 8am to 6.30pm and Saturday to Sunday, 9am to 5.30pm; or
2. Monday to Friday, 9am to 5pm.

3.9 Other issues raised for the Burnt Oak North area were:

- Dangerous parking reported along Pavilion Way and Truman Close.
- Parking congestion associated with the school run.
- Request for permit controls in Orange Hill Road, Blessbury Road, and surrounding streets.
- Concerns that new developments in the area are reducing parking for residents.

- Concerns of personal safety of female residents, who work night shifts and can only find a place to park some distance away from their properties.
- Elderly residents having to walk a long distance after parking far away from home because there are no available parking spaces near home.
- Reports of antisocial behaviour such as fly tipping and damage caused to vehicles from non-residential parking.
- Difficulties in accessing roads for emergency services such as Police, Fire and Ambulance, as well delays to waste collections due to poorly parked vehicles.
- Requests for yellow lines to improve road safety and sightlines.
- Commuter parking activity during the weekdays in the area associated with Edgware Community Hospital.
- Local transport hubs being the cause of commuter parking activity in local roads.
- Employees of local businesses are parking reducing the availability of parking for residents and visitors.

3.10 In March 2021, Officers met with a ward councillor from Burnt Oak to present the programme, discuss the issues in their area, and set out the approach of engagement with residents, businesses, and other stakeholders.

3.11 The programme was also presented to the Hendon Area Committee Chairs.

3.12 In consultation with ward councillors and the then Executive Director, Environment it was determined that an informal engagement on parking should be undertaken in the Burnt Oak North area.

4. ENGAGEMENT

4.1 The Council undertook an informal engagement on parking in the Burnt Oak North area on Thursday 3 November 2021 which ran for a period of four weeks, ending on Thursday 1 December 2021.

4.2 In consultation with a local ward councillor, it was agreed that due to the fact the engagement was being undertaken in the lead up to the festive period and the start of the school holidays; it should be extended until Monday 13 December 2021 to enable affected residents more time to respond.

- 4.3** Flyers with a QR code that launched directly to the engagement platform were displayed in the area and leaflets were delivered to approximately 3000 properties. The engagement leaflet can be found at **Appendix A**.
- 4.4** The leaflet provided a link to an online questionnaire which detailed information specific to the Burnt Oak North area and a summary of issues that had been raised, a map of the engagement area, and instructions on how to provide feedback.
- 4.5** The engagement page provided a link to a Frequently Asked Questions (FAQ) page that contained further information on the benefits of a CPZ, how CPZs operate, the reasons for introducing a CPZ, details of permit types and costs and wider traffic management issues. The Barnet Parking Engagement FAQs can be found at **Appendix B** to this report.
- 4.6** The following stakeholders were invited to comment as part of the engagement and provided with a weblink to the engagement page:
- Emergency Services
 - Local MP
 - Ward Councillors
- 4.7** The following local groups and centres were also contacted as part of the engagement:
- Depala Centre
 - Holy Trinity Church
 - Age UK Barnet
 - Oak Lane Clinic (NHS)
 - Tarling Road Hub
 - Disability support groups
 - Environmental Groups (Friends of the Earth and Clean Air London)
 - Transport Groups
 - Internal Council Departments (Street Scene, Barnet Homes and Parking Services)
 - Burnt Oak Residents Association
 - Burnt Oak Women's Group
 - Burnt Oak Mums
 - Schools and Nurseries
- 4.8** The purpose of the questionnaire was to seek the views of the participant on parking in the area, their travel habits, and suggestions about how to tackle parking and traffic issues and the

interactive map enabled them to identify the location of their concerns.

- 4.9** Residents and businesses in this area were asked a variety of questions which included whether they or their visitor's experienced problems parking close to their property and if so, at what times of the day. They were also asked if they would support having a CPZ introduced in their road.
- 4.10** Residents were also asked for their views on the use of and access to more sustainable modes of transports such as cycling, public transport, electric vehicles, and car clubs.
- 4.11** Members of the public were asked to provide feedback and complete an online survey, which enabled to make comments and pinpoint their issues on an interactive map.
- 4.12** The questionnaire gave the respondent an opportunity to provide any further comments not captured by the survey and provide details of any issues or concerns.
- 4.13** In addition to the questionnaire, the survey included in interactive map on which residents could highlight specific issues affecting them and indicate the exact location in which those issues occur.
- 4.14** Residents who were unable to complete the online survey could request a paper copy of the engagement pack by post. Details of how to make a request for a paper copy were contained in the leaflet. The pack contained a copy of the survey, FAQs and a freepost return envelope. These were sent out within five days of receiving the original request. A copy of the paper survey can be found at **Appendix C** to this report.
- 4.15** Each comment was thematically analysed and coded to a particular theme, then sub-categorised. The full list of questions, responses and themes identified in the survey can be found at **Appendix D**.
- 4.16** The issues and points raised from the free text comments within survey questionnaire can be found at **Appendix E**.
- 4.17** The free text comments received using the interactive map can be found at **Appendix F** and the interactive map itself can be found at **Appendix G**.

5. CONSULTATION RESULTS

- 5.1** The engagement included proposals within the questionnaire for operational days and times and it was felt that whilst the most favoured option was either Monday to Friday or Monday to Sunday, between 8am to 5pm, there was a desire for these times be extended up to 6.30pm. It was therefore agreed the best option to resolve the parking issues already identified in the area would be Monday to Sunday between 8am and 6.30pm.
- 5.2** Engagement leaflets were delivered to approximately 3000 properties located within the engagement area. Duplicate responses from the same address were consolidated so that they represented a single representation and responses received outside of the engagement were not included in the analysis.
- 5.3** There was a total of 782 visitors who viewed the engagement website, there were 34 email enquiries, and 233 unique responses were received in total.
- 5.4** Adopted roads are roads which the council is responsible for, and residents and businesses located in these roads could be directly affected by any proposed parking controls, if it is agreed to implement them in the area.
- 5.5** It was considered that residents who live in private (unadopted) roads would not be directly impacted by any proposed parking controls in the area as they already have their own parking arrangements in place and their responses have not been included in the summary of responses provided in this report.
- 5.6** Officers have therefore analysed the feedback on a street-by-street basis, but to ensure the views of the affected residents and businesses within the engagement area were understood, the results have been provided for the adopted roads only.
- 5.7** A more detailed analysis of the full engagement responses can be found in **Appendix D** to this report and the tables detailed below provide a summary of responses related to the support for parking controls on adopted roads within the engagement area.
- 5.8** There are 3088 properties within the engagement area, from which 233 unique responses were received. 219 of these responses were received from addresses on adopted (council owned) roads, which equates to an overall response rate of 8%. The table below shows a breakdown of those responses.

Returns from Properties on the Public Highway (Adopted Roads)

Total Possible Responses	Resident	School	Business	Visitor	Place of worship	Community group	Total Actual Responses
2735	215	0	1	3	0	0	219
	98%	0%	0%	1%	0%	0%	8%

5.9 From the 219 responses received 72% said yes, they supported the implementation of controls in their road, 25% stated they did not and 3% were unsure. The table below shows a breakdown of those responses.

Parking Control Support

Do you support parking proposals in your road?	Yes	No	Unsure
Number of responses received	158	54	7
Percentage of responses received	72%	25%	3%

5.10 As part of the engagement, we asked for feedback on the preferred operational days and hours of the area under consideration. 37% of respondents confirmed they were in support of the recommended operational days being Monday to Friday. However, the same level of support was given to the implementation of controls operating every day (seven days a week) and 16% of respondents chose not to answer this question. The table below shows the level of support for each option offered in relation to proposed operational days.

Operational Days

Proposed days of operation selected	Mon-Fri	Mon-Sat	Sun-Fri	Every day	No Answer
Number of responses received	82	10	2	81	35
Percentage of responses received	37%	5%	1%	37%	16%

5.11 42% of respondents confirmed they were in support of the recommended operational times being 8am to 5pm. However, 27% requested these times be extended up to 6.30pm. The table below shows a breakdown of those responses.

Operational Hours

Proposed hours of operation selected	10am-2pm	11am-3pm	8am-5pm	8am-6.30pm	Other	No Answer
Number of responses received	14	0	91	59	2	48
Percentage of responses received	6%	0%	42%	27%	1%	22%

5.12 The engagement results have revealed that support for parking controls was low in some roads, which is not unusual for these types of engagements and does not necessarily reflect the true number of residents affected by parking stress.

5.13 Analysis of the feedback has indicated that many of those who did respond were not in favour of controls being introduced across the engagement area. However, the majority of respondents who had said they did not support the introduction of parking controls also indicated preferred operational times and hours.

5.14 Further analysis of the full data confirmed that approximately 15% of respondents who said they did not support parking controls said they experienced parking problems in their road.

5.15 Additionally, a further 9% expressed concern about parking issues within their comments.

6. ENGAGEMENT FEEDBACK

6.1 From the feedback received to the engagement the table below gives details of the number of responses received to the top-level issues, of which full details are provided in **Appendix D**.

Local issues	Number of responses
Commuter parking	146
Other non-local vehicles	107
Abandoned vehicles	93
School parking including drop off and pick up	91
Displacement from nearby CPZs	89

6.2 Commuter parking was reported as being the worst issue impacting on the availability of parking for residents, especially in Orange Tree Road, Colchester Road, Littlefield Road and Blessbury Road, all of which are a short walk from trip attractors such as, schools, shops, and community facilities.

6.3 There are also commuter parking issues that have been reported by both residents and local ward councillors in the following roads which are uncontrolled but outside of the engagement area:

- Storksmead Road - requests received for CPZ controls and parking problems associated with the school run.
- Trevor Road - cars parking to avoid paying for a parking spot. Obstructive parking and requests for yellow lines to improve traffic flow.
- Blundell Road – reports of inconsiderate parking and requests for These roads border the existing Colindale CPZ areas, (CL1) which operates on Monday to Friday,

9am to 4pm and (CL2) which operates on Monday to Friday, 9am to 4pm.

- 6.4** This request has been added to the CPZ programme with a view to undertaking future consultation with residents to gauge the level of support for both new proposals and amendments to existing parking controls.
- 6.5** The engagement feedback also confirms displacement from nearby CPZs including Burnt Oak (BO) and Colindale (CL1) and (CL2), which all operate from Monday to Friday, between 9am to 4pm. Significant concern was reported in Orange Tree Road, Colchester Road, Littlefield Road and Blessbury Road.
- 6.6** Neighbouring London borough of Harrow has a CPZ in operation on Monday to Friday, between the hours of 10 to 11am, and 2 to 3pm; which borders the Burnt Oak engagement area and is also a contributing factor to displaced parking in these roads.
- 6.7** Watling Parade which is located on Watling Avenue experiences increased parking pressure with vehicles parking in the uncontrolled side roads to use the high street area shopping facilities. Additionally, a number of comments were made in relation to businesses, shoppers and visitors impacting on the residents' ability to park.
- 6.8** Inconsiderate and obstructive parking at junctions impairing sightlines for motorists and pedestrians and restricting access for emergency services, delivery and larger vehicles is also an issue across the area. with Littlefield Road having the highest number of reports.
- 6.9** In some locations vehicles have difficulty passing in roads which are narrow, often because of parked vehicles on both sides.
- 6.10** There were a number of comments that were made which perceived the purpose of this exercise was to further tax the motorist.
- 6.11** During the engagement, there were comments received that suggest motorists are avoiding paying for permits by parking in uncontrolled roads during the operational hours of the CPZ in which they live.
- 6.12** Parking around schools was the fourth top answer when residents were asked what local issues affect their road. Comments were received highlighting traffic and parking issues in relation to the

school run, particularly around the Menorah Foundation School located on Abbotts Road.

6.13 There are three schools, one day nursery and one academy located within the proposed Burnt Oak North CPZ area. As part of the consultation no representations were received from schools in the area.

6.14 Responses from stakeholders are detailed within **Appendix H** and the main points are similar to those raised by residents. Friends of the Earth also made comment and stated they support proposals for controls such as CPZs that encourage more sustainable transport methods.

6.15 As part of the engagement, those taking part were asked if they wanted to see more sustainable transport facilities being introduced. The most popular suggestions which are detailed in **Appendix I** were:

- Electric Vehicle Charge Points
- Secure Cycle Parking/Storage
- Car Club bays and
- Motorcycle Parking Bays.

6.16 These requests will be referred to the relevant service areas to assess where appropriate facilities could be provided within the area and included within their programmes.

7. CONCLUSION

7.1 The council declared a climate emergency on 24th May 2022 and in line with this process Barnet is adopting a Sustainability Strategy and a Climate Action Plan. These documents would include ways to manage transport sustainability implications in line with both the London Mayor's Transport Strategy (MTS) and the councils' pledge to address climate change.

7.2 Parking stress is an issue reported by residents in some areas of the borough. The parking demand experienced frequently exceeds the available on-street parking resulting in significant parking pressure. Non-residents and commuter parking demands have a significant detrimental impact upon resident parking amenities. Residents are frequently unable to find a convenient parking place near to their homes.

7.3 The limited amount of on-street parking space in some areas of Barnet means that the council often has to make complex and

difficult decisions about how much parking space is allocated to competing types of users, and the charges that are made for the use of that space.

7.4 Parking is key to ensuring that the road network is used efficiently and one of Barnet's' commitments include working towards more sustainable transport methods, which includes the implementation of CPZs.

7.5 The implementation of CPZs contribute towards both the London Mayors' Transport Strategy (MTS) and the councils' commitment to further influence a shift towards less polluting modes of transport in Barnet with the wider objective of improving air quality.

7.6 CPZs also contribute to a reduction in damaging carbon dioxide (CO₂) emissions, and therefore, to a reduction in atmospheric pollution and improved air quality.

7.7 Residents often resist controlled parking because it means they must pay for a permit, adding to the costs of keeping and running a car but there are lots of reasons why car-driving residents as well as the many households who do not have access to a car would benefit from the introduction of a CPZ.

7.8 CPZs give priority access to parking for residents so it is easier for them to park near their home. CPZs prevent commuter parking and other long-stay non-residential parking, so there are more parking spaces for residents and businesses. CPZs are also more convenient for visitors and for tradespeople and deliveries. In addition, the implementation of a CPZ would mean:

- there would be fewer cars on local roads and so less congestion, noise and air pollution.
- streets would be safer because CPZs designate where it's safe to park and where it's not, creating better visibility at junctions.
- there would be better access for emergency and utility vehicles
- streets would be more attractive because CPZs reduce the dominance of parked cars on a street and mean there is more space to introduce street trees for example, or attractive features, benches or bicycle 'hangars for cycle parking.
- there would be easier access for local business to their premises or residents who rely on their vehicles for work; and

- there would be less impact from nearby new-build housing and commercial developments because CPZs enable 'permit-free' planning conditions to be placed upon future developments.

7.9 In January 2021, the Environment Committee agreed to proceed with a borough wide programme to review and address a backlog of requests for parking controls and adopted a set of policy principles for CPZs.

7.10 The programme has been developed based on existing requests, complaints, planning obligations, areas that may be impacted by parking displacement, population growth and residential and commercial development, all of which place pressure on parking.

7.11 As part of the programme the council undertook an informal engagement on parking in the Burnt Oak North area on Thursday 3 November 2021 which ran for a period of six weeks, ending on Monday 13 December 2021.

7.12 Analysis of the feedback has indicated that many of those who did respond were in favour of controls being introduced across the engagement area to resolve their access and parking issues (many of which were raised prior to and during the engagement process) caused by commuter parking and a reportedly unsafe road network.

7.13 A low response rate does not necessarily reflect the true number of residents affected by parking stress and it is recognised that people who currently park on-street and have problems are generally highly supportive of proposals that would alleviate them. The resolution of which is generally achieved with the implementation of a CPZ.

7.14 37% of respondents confirmed they were in support of the recommended operational days being Monday to Friday. However, the same level of support was given to the implementation of controls operating every day (seven days a week).

7.15 42% of respondents confirmed they were in support of the recommended operational times being 8am to 5pm. However, 27% requested these times be extended up to 6.30pm.

7.16 The analysis indicates that while 73 (31%) of the 233 total respondents did not provide a positive response to supporting a CPZ, 34 (15%) of those 73 did indicate that they suffer from parking issues in their roads.

- 7.17** Overall, 72%, of respondents specifically confirmed their support, and it is felt that a further 15% would benefit from parking controls. This means the issues raised by 87% of the respondents would be resolved with the implementation of a CPZ.
- 7.18** If agreed the scheme would be implemented by the making of experimental traffic orders (ETMOs) for a period of up to eighteen months during which, comments received during the experimental period constitute the statutory consultation.
- 7.19** The introduction of a CPZ in the engagement area would benefit permit holders by improving their access to on-street parking in roads close to their home or business. The levels of traffic congestion and pollution and the risk of accidents would be reduced. There would be improved pedestrian accessibility and improved air quality. Residents would also benefit from the fact non-residents and commuters would no longer be able to commandeer valuable kerb space during the operational times of the zone.
- 7.20** If a CPZ is introduced, it is acknowledged that there could be potential for parking displacement to neighbouring streets which are not included within the proposed CPZ. Careful consideration is always given to the effects particularly the possible increase in parking pressure that may be experienced in neighbouring roads, and should the proposals be implemented, officers would monitor any comments raised and make recommendations where appropriate.
- 7.21** Passing places would be introduced in some locations to improve traffic flow, road safety and ease congestion. Local transport and council run services would also benefit from reduced journey times.
- 7.22** Better parking management would see the introduction of permit parking areas and yellow lines which would deter erroneous parking and enable enforcement of obstructive and dangerous parking, especially at junctions.
- 7.23** Junction protection in the form of double yellow lines (no waiting at any time) restrictions would be introduced to improve safety. Additional yellow line restrictions would also be introduced in other locations where it is considered unsafe to park.
- 7.24** If a CPZ is introduced, parents would still be able to drop off and pick up their children as usual, providing they are parked safely

and visitors to the school who wish to park for longer periods of time would have access to short term Pay by Phone parking facilities.

7.25 Although no representations were received from the schools in the engagement area, the council is aware that schools rarely support parking controls and to address their concerns introduced a School Permit. This permit enables some staff at qualifying schools, with the school's permission, the right to buy permits to allow them to park in some residential permit holders' bays if a CPZ is introduced.

7.26 If it is agreed to introduce parking controls, this permit would be available to apply for online, but the school would need to be Ofsted registered and have an up-to-date school travel plan (STARS) in place before applications for a school permit could be made.

7.27 STARS stands for Sustainable Travel: Active, Responsible, Safe. Schools taking part in the programme seek to reduce their rates of car usage at their school in favour of modes such as walking, cycling, and scooting. The scheme also promotes road safety, air quality and social responsibility. STARS status for schools within Burnt Oak North.

7.28 If a school does not have a school travel plan in place, it has been agreed to waiver this requirement for a period for up to one year, to enable the school to work toward developing a suitable plan.

7.29 However, in line with both the London Mayor's Transport Strategy (MTS) and the councils' commitment to address climate change a programme is being considered for implementation of School Streets in the borough. A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times.

7.30 If a School Street scheme were to be proposed this would further support sustainable transport measures and encourage a behavioural change in the way school drop off and pickups would operate.

8. Member Discussions

8.1 Officers met with the ward councillors on the 18th of October 2022 to discuss the outcome of the engagement and confirmed the most favoured option for the CPZ was either Monday to Friday or

Monday to Sunday, between 8am to 5pm, there was also a desire for these times be extended up to 6.30pm. It was therefore recommended the best option to resolve the parking issues already identified in the area would be Monday to Sunday between 8am and 6.30pm.

8.2 Officers confirmed that:

- a)** whilst there was a low response rate to the consultation, the majority of people that responded supported controls being introduced in Burnt Oak North.
- b)** if roads that didn't support the CPZ are excluded, then commuters would naturally displace to the uncontrolled roads. It was therefore suggested that Burnt Oak North is dealt with holistically to avoid a piecemeal approach to scheme implementation.
- c)** any scheme would be introduced using the experimental Traffic Orders which will enable the council to keep the CPZ under review for a period of 18 months and make amendments to the scheme during the review period if necessary. Members agreed to the scheme being introduced and were assured that they will be kept updated during the review and design periods.
- d)** details of requests for measures to be implemented to support sustainable transport would be circulated. These include Electric Vehicle Charging Points, Cycle Storage, Car Clubs and Motorcycle bays.
- e)** details of requests for disabled persons parking bays would be circulated.

8.3 It was also agreed that officers would engage with the local residents in Abbots Road to ensure that their concerns in relation to obstructive parking and access issues are addressed as part of the design process.

8.4 Officers have identified locations within the engagement area that are managed by Barnet Homes. Parking issues have been raised on Colchester Road and North Road, which fall within Barnet Homes area of control and the Parking Client Team are working collaboratively with our partners in Barnet Homes to seek clarification in relation to parking controls being introduced.

8.5 Currently, the existing CPZs incorporate land managed by Barnet Homes and Genesis Housing on behalf of Barnet Council which are in the main excluded, and this makes these locations more attractive to motorists seeking to avoid CPZ restrictions.

8.6 The design of the CPZ also incorporates roads and land currently owned by Genesis Housing, which are currently private and subject to future adoption.

8.7 If agreed, the programme would include consultations with residents and leaseholders on Barnet Homes and Genesis Housing estates as part of the engagement process so their views and feedback can be considered.

9. Recommendations

9.1 January 2021, the Environment Committee agreed a CPZ programme and a set of new implementation parameters for parking controls which means they should:

- Avoid a piecemeal approach (kicking the can to the next street).
- Address anticipated displacement proactively.
- Address safety concerns such as sightline issues.
- Be as simple as possible and harmonised – intuitive

9.2 It is anticipated that the programme will provide value for money in terms of managing requests for parking controls in a more efficient way than the current process which is considered to be piecemeal and not providing best value by incurring avoidable cost.

9.3 Parking controls should be delivered systematically, to avoid a piecemeal approach which can push parking pressures onto neighbouring streets. This can be very costly to deliver if it leads to CPZ creep and the requirement for continuous changes to the traffic orders and associated consultations which are required to implement the changes to the CPZ.

9.4 The outcome of the engagement confirmed the most favoured option for the CPZ was either Monday to Friday or Monday to Sunday, between 8am to 5pm, there was also a desire for these times be extended up to 6.30pm.

9.5 Based on the outcome of the engagement, the benefits a CPZ would bring to the residents in the Burnt Oak North area, and the council's commitment to further influence a shift towards less polluting modes of transport in Barnet with the wider objective of

improving air quality; it was agreed that the issues raised, including those around school sites during the week, and at weekends, could be mitigated by introducing controls seven days a week, 8am to 6.30pm.

9.6 Within the Burnt Oak North engagement area there are a number of busy retail areas including Watling High Street.

9.7 Additionally, there are five schools, some of which are open late into the evening, during the summer months and at weekends. Some of the feedback received indicated that there are problems associated during school drop off and pick up times.

9.8 The school student hours for those located within the engagement area are shown in the table below. However, the actual opening hours range from 7.30am until 8pm.

School Name	Days Open	Opening Hours
Menorah Foundation School	Monday – Friday Sunday	9am - 5:30pm 10am – 2pm
Menorah Grammar School	Monday - Friday	8am - 4:30pm
The Shalom Noam Primary School	Monday – Thursday	8.25am - 3.55pm
Watling Park School	Monday - Friday	8am - 6pm
Woodcroft Primary School	Monday - Friday	8.30am – 3.15pm

9.9 The engagement results showed that there was an equal response to supporting a CPZ operating Monday to Friday and seven days a week (37%).

9.10 Based on the outcome of the engagement, the benefits a CPZ would bring to the residents in the Burnt Oak North area, and the council’s commitment to further influence a shift towards less polluting modes of transport in Barnet with the wider objective of improving air quality, it is recommended a CPZ be introduced.

9.11 It was therefore proposed that the issues raised, including those around school sites during the week, and at weekends, could be mitigated by introducing controls seven days a week, 8am to 6.30pm.

9.12 The CPZ would be called Burnt Oak North (BON) and operate as follows:

	<ul style="list-style-type: none"> a) The scheme would be introduced on an experimental basis to allow for a period of monitoring, review, and amendments if necessary. b) Permit parking places would operate seven days a week, between 8am to 6.30pm; and c) The scheme boundary would extend to meet the existing CPZ boundaries surrounding the engagement area. d) Double yellow lines, (At any time) parking restrictions would be introduced at junctions. e) Pay by Phone and shared use parking facilities would be introduced in suitable locations to serve the community and support local businesses. f) Requests for Electric Vehicle Charging Points, Cycle Storage, Car Clubs and Motorcycle bays would be included in the councils' priority-based programme. g) Permit Parking Areas (PPAs) would be introduced where appropriate removing the need for marked parking bays, posts and signs, maximising kerb space and reducing the environmental impact on the street scene. h) Assess the suitability of introducing parking controls on Barnet Homes housing estate areas <p>9.13 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.</p> <p>9.14 The implementation of the proposed BON CPZ using the Experimental Traffic Order process would enable officers a period of six months to review the effectiveness of the scheme and provides an opportunity for residents and stakeholders to make comments. The Council would then consider the comments made and make recommendations on the future of the scheme by determining if it should be made permanent, with or without modification, or is abandoned.</p>
<p>DECISION</p>	<ul style="list-style-type: none"> 1. That Officers are authorised to implement the recommendations as set out in section 9 of this report. 2. That an assessment of the effectiveness of the measures referred to in item 9.13 above, including the consideration of any unresolved

	material objections during the first six months of the implementation of the scheme are considered by the Deputy Chief Executive, Growth and Corporate Services for a decision on the future of the scheme by determining if it should be made permanent, with or without modification, or is abandoned.
AUDIT TRAIL OF DECISION	Files held by Parking Client Team CPZ folder

DECISION TAKER'S STATEMENT

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.













I authorise the above decision:



Signed Ian Edser

Designation Director of Highways and Transportation

Date 19 January 2023

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Appendix H BON Stakeholder Comm
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Appendix G BON Interactive Map.pdf
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Appendix F BON Interactive Map Com
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Appendix E BON Questionnaire Free Te
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Appendix D BON Questionnaire Respor
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Appendix D BON Questionnaire Respor
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Appendix C BON CPZ Engagement Paper Su
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Appendix B BON Parking Engagement I
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Appendix A BON Parking Engagement I
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Appendix I BON Sustainable Transport