

## 7. Parking and Enforcement Plan

### 7.1 INTRODUCTION

- 7.1.1 As a large outer-London borough Barnet has a considerable variety in its make-up. Vibrant diverse local centres of both town centre scale and smaller local centres depend on custom to remain in business and residents and visitors need to have access to a full range of leisure, cultural, and recreational activities and local services. It is inevitable that in a borough with high car ownership many people will seek to use their cars to do this, and this may lead to significant congestion unless parking is adequately managed at destinations.
- 7.1.2 Barnet has many railway and underground stations within its boundary, and these will attract commuter-parking by people continuing their journey on public transport. This can have a significant negative effect on local communities around stations. The parking and enforcement plan informs the manner in which these issues are addressed.
- 7.1.3 Barnet's Corporate Plan includes the key priorities:
- *Supporting the Vulnerable in the Community*
  - *A Cleaner Greener Barnet.*
- 7.1.4 A Parking and Enforcement Plan has a direct impact on the movement of vulnerable people in the community. This is with regard to both the parking of vehicles – for example disabled badge holders, and also to dealing with parking that has an adverse impact on the vulnerable by obstructing footways, or in other inconsiderate ways.
- 7.1.5 As part of its Cleaner Greener strategy, Barnet is committed to reduce congestion. The Parking and Enforcement Plan contributes to this by managing and regulating parking so as to secure the safe and expeditious movement of traffic, and by managing parking provision in accordance with the needs of specific areas.
- 7.1.6 Through consultation, priorities that matter most to the community have been agreed. The Council is committed to delivering real changes having regard to these priorities which include getting the borough moving – improving transport and accessibility, and ensuring a good climate for business.
- 7.1.7 The Parking and Enforcement Plan contributes to these priorities as effective management of parking has a direct impact on dealing with congestion and assisting traffic flow and improves accessibility by managing kerbspace to deal with competing needs of people with disabilities, users of public transport, and other road users. The plan contributes to meeting the needs of businesses in particular with regard to access and servicing.

- 7.1.8 The Council is committed to a continuing programme of reviewing local parking needs and issues and consulting on whether the design of controlled parking zones, or a process of reviewing existing CPZs, might be applied to manage parking to the benefit of the area. The programme is developed and reviewed taking into account local representations, for example from residents or Ward Members and this informs priorities.
- 7.1.9 Where there appears to be good reason to investigate the provision of a new CPZ the Council will generally consult first on whether such a scheme would be supported, and if so what type of scheme. This ensures that if any design work is progressed, it is focused on the area where there is support, and has proposed hours and days of control that take into account local opinion.
- 7.1.10 The Council has agreed to set up a working party (including elected members) to carry out detailed work on parking issues to look at how CPZs are working and delivering for local communities, and to consider future options relating to cashless systems, charging, permits and vouchers and enforcement and representation issues.
- 7.1.11 The Council intends to continue to develop its parking strategy in response to predicted increases in car ownership and in response to (and anticipation of) developments of land in the borough.
- 7.1.12 The Parking and Enforcement Plan sets out in a single document the Council's parking policies, strategies and practises. It forms a comprehensive document that enable officers to deliver services in accordance with agreed aims and objectives of the Council in a consistent manner and provides a common understanding and frame of reference for the borough's residents and businesses, elected Members and other stakeholders.
- 7.1.13 Barnet has evolved parking practises through a continual process of development. There has been consistency in application through the dialogue that takes place between officers and elected members, and in many individual papers and reports. Policies have been created, amended and developed, but have not generally been set out in any consolidated policy documents. The Parking and Enforcement Plan addresses this and provides clearer direction.
- 7.1.14 In writing this Plan, the aim has been to draw on and document current practice, policy and procedure which in many cases has evolved over the last eleven years of decriminalised enforcement and twenty years of controlled zone design in the Borough, coupled with a legacy of controls designed and implemented prior to this. In view of this extended evolution, no attempt has been made to identify and document in this Plan the diverse source policy documents, reports and briefings that have brought the Council to its present position.
- 7.1.15 The aspiration is to set out a definitive position in a single document to form a baseline and common understanding of the Council's current parking strategy, to link that to the ways that this will contribute to the LIP

and thus contribute to implementing the Mayor's Transport Strategy, and to serve as a basis for further development.

- 7.1.16 This Plan remains a "live" document subject to review and development. Barnet is committed to responding to changing needs and updates to elements of the parking plan may be considered and produced from time to time.

## **7.2 PARKING MANAGEMENT IN BARNET – CONTEXT**

- 7.2.1 Barnet Council manages parking with the aim of maximising movement through the easement of congestion caused by inconsiderate and inappropriate parking, to make it easier for residents to park near their homes and to increase the turnover of parking to help users of local services, businesses and shops.
- 7.2.2 The Council seeks to use parking controls to help businesses load and unload and prioritises the needs of the disabled (blue badge holders) offering concessions going beyond the legislative requirements. Our strategy assists motorcyclists who can park free at pay and display and permit parking places.
- 7.2.3 Restrictions are not unnecessarily proscriptive and where waiting is prohibited, loading restrictions take into account local needs and are less restrictive, or not applied at all thus assisting local businesses and people with disabilities.
- 7.2.4 One element of non-essential car journeys is that of commuters driving into the borough and parking on-street near stations to continue a journey – typically into central London. Barnet controls the amount of parking which is available to commuters and thus seeks to reduce this movement by means of controlled zones that provide primarily parking for those with a need to be in the area such as residents, local businesses and visitors including shoppers. 13 tube or Railtrack stations currently have CPZs associated with them.
- 7.2.5 CPZs are the primary tool for managing parking. However, in areas where CPZs are not introduced but the streets are adversely affected by high volumes of daytime parking as a result of commuting or other pressures, the Council will seek to implement waiting restrictions at appropriate locations leaving other kerbside parking uncontrolled so as to promote safety and assist traffic movement.
- 7.2.6 The Borough will, in implementing parking controls, seek to avoid designating parking that contributes to congestion, and will seek to use waiting restrictions with the aim of reducing congestion, particularly at the busiest times. Moving traffic is less polluting and reducing congestion also improves all movements including buses.
- 7.2.7 Overall an aim of parking controls is to create a safer environment for all road users making it more attractive to those who wish to walk, cycle and

use public transport, whilst providing for necessary vehicle use (including motorcycles which are recognised to be an efficient use of road space).

- 7.2.8 In accordance with the RTRA 1984 the Council will have regard to seeking the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and to provide suitable and adequate parking facilities on and off the highway.
- 7.2.9 Barnet recognises that the continued vibrancy and diversity of services offered in its town centres and smaller retail and mixed-use areas depends on access by all who wish to use them. A balance must be found that encourages people to use local businesses in preference to out-of-town retail developments and this will be reflected in the provision of parking which encourages turnover whilst retaining facilities for loading and for the disabled.
- 7.2.10 In addition to managing parking by a review and consultation programme of CPZs and by the use of controls on waiting in specific areas, linear controls along main routes are used to assist traffic flow, facilitate loading and access, and improve sightlines for turning traffic.
- 7.2.11 Outside CPZs parking may also be managed by pay and display or other paid time-constrained parking facilities along “high-street” locations. This is in response to the situation in outer London where a surrounding residential area may be used for parking in a responsible manner, and no controls are necessary or supported by the local community, but a shopping street in the centre may be subject to competing pressures such that management of parking is necessary.
- 7.2.12 Throughout the borough individual parking places are designated on application and subject to legislative process for people with disabilities, and to assist doctors.
- 7.2.13 Car ownership is an aspiration of many who perhaps see it as granting freedoms they would not enjoy without it. Even if changes cause people to make less use of their cars, they will still wish to park them near to their homes and although Barnet has a great deal of between-wars development with driveways and off-street parking, in much of the Authority the only parking option is on the highway.
- 7.2.14 As with all London boroughs, the past decades have seen a complete reversal from the position where there may have been an acceptance that the only right on the highway for a motorist was to pass and repass over it to today’s position where motorists expect parking to be available – including at their homes. In many places kerbspace is simply not adequate to cope with such demands, so zonal parking schemes enable local areas to even out demands, restricting parking to those with a need to be in the area.

***Consultation***

- 7.2.15 The Council is committed to consultation on parking controls. The local community and elected Members are involved in the process.
- 7.2.16 The Council aims to be inclusive in its consultation and proposed CPZs and most other proposed parking restrictions will be the subject of direct mailings to households and businesses in a consultation area as well as street notices and statutory advertisements.
- 7.2.17 Whilst the Council will have regard to petitions submitted, greatest weight is given to the views expressed through returned questionnaires as by this means the Council can be assured that the person participating was doing so without the pressures of a person canvassing for signatures.
- 7.2.18 The Council will consult at a formative stage of the process and is receptive to all possible outcomes including those which substantially alter the proposal, or which result in no scheme being implemented. Prior to any detailed design work being completed for a proposed CPZ the Council will carry out a preliminary consultation to assess the likely support for a scheme. This ensures design resources are focussed on areas where schemes are supported, but at the consultation on the detailed design stage does not preclude areas outside the controls proposed from “opting-in.”
- 7.2.19 After implementation all CPZs will be reviewed in the light of operational experience during which period the Council will encourage those affected to make representations about the scheme. This may result in changes being implemented.

***Development in the Borough***

- 7.2.20 The borough has considered the factors that may impact on parking in the borough in the future (see chapters 1 and 2). These include changing land use likely to arise at development sites contributing to a 25% increase of population over 10 years. There may also be issues arising from changing household make-up. Whilst there is a trend for smaller household size as people seek independence, those who continue to remain with parents may seek independence through the ownership of a car leading to more households with multiple cars.
- 7.2.21 Overall it is therefore expected that car ownership is set to significantly rise in the Borough. However the current situation is that the borough’s CPZs are able to accommodate the vehicles owned by residents that cannot be kept off-street and the permit pricing strategy and maximum entitlement is suitable for this purpose. Barnet recognises that there may come a time in certain areas where this will change, but a process of regularly reviewing existing zones will provide an opportunity for the need for any change to be examined with the involvement of the users of the CPZs.

### ***Pro-active Parking Management***

- 7.2.22 Many of the Council's CPZs are comparatively recent and whilst each newly implemented zone will have been reviewed in the light of operation experience and the views of the users, there has been no specific programme of pro-active zone review within established zones. (Though some further reactive reviews take place responding to local needs). A programme for review of existing CPZs is therefore being prepared to address this.
- 7.2.23 Barnet will also seek to apply resources to a more pro-active approach, revisiting CPZ and waiting and loading controls along key routes to ensure that movement is maximised on the public highway. We will further investigate the need for changes to better meet local needs, changing land-use and demographics.

## **7.3 PARKING CONTROLS – A SUMMARY**

### ***On-Street Controls***

- 7.3.1 The Council manages parking on-street with waiting restrictions, controlled zones (map at 7.18) and other controls. Over the years this has developed from basic use of waiting restrictions to a sophisticated mix of designated parking and waiting, loading and other restrictions with diverse hours of control proposed and consulted on to reflect local needs.
- 7.3.2 The Council prohibits, permits and regulates parking using powers within the RTRA 1984. In 1994 following a brief period where decriminalised enforcement covered three areas the Council applied for an order to be made designating the whole borough a Special Parking Area which was duly done - with the exception of the current Transport for London Road Network and the M1 motorway. Consequently the Council is empowered to enforce the full range of "decriminalised" parking controls that it implements in any borough road.
- 7.3.3 The full range of controls that the Council implements and / or enforces are detailed in this Plan.

### ***Charges***

- 7.3.4 In designating parking the Council sets charges for permits, vouchers and for paid-parking. In setting the former the Council recognises that the ownership of a permit gives the holder a right to use a vacant parking space – a right that a person without a permit does not have. This right has a value and Barnet therefore may set a permit charge that is greater than that required to cover the operational costs of running a permit parking scheme. The same principle applies to vouchers.
- 7.3.5 In considering whether permit and voucher charges should vary in different parts of the borough, or for different hours of operation, or different levels of congestion and "useability" the Council considers that

the fairest and most equitable methodology is to levy a standardised flat-fee across the borough.

- 7.3.6 The Council recognises that parking charges must not be set for the purpose of raising revenue but, having invested in the parking service such revenue as is considered necessary, will use any surplus generated as a result of its charging strategy for the purposes set out in the RTRA as amended.
- 7.3.7 Barnet does not designate specific projects as being funded by the parking surplus – rather the surplus contributes to the overall expenditure on permitted uses. This ensures residents do not feel that any contribution that they may have made to the surplus is being used in an area that does not affect them. The surplus is instead seen as being used throughout the borough.
- 7.3.8 The pay and display charge is set to encourage a turnover of parking. The Council has adopted a principle of setting a standard tariff structure across the borough, but has a range of maximum stay period from 1 hour to 4 hours and, where capacity is sufficient, for a period corresponding to the full permitted parking hours of the parking place.

#### ***Off-Street Public Car Parks***

- 7.3.9 Barnet operates several car-parks (listed at 7.13, map at 7.18) as a part of its parking strategy generally as pay and display areas but in some cases allowing permit parking for residents or businesses. With compatible permit entitlement and pay and display charges, the car parks assist in meeting local demands.
- 7.3.10 The car parks are run in an integrated manner with the controlled zones. The charging policies are implemented in the same way as on-street.
- 7.3.11 A number of sites owned by the Council in areas of comparatively low parking-pressure are run as uncontrolled car parks freeing-up space on-street. This is a simple means to encourage people to park off the highway and there are no specific proposals to introduce charges in those car parks to manage the parking by duration of stay and price. The Council will review free car park usage in the light of any changes in local circumstances.

#### ***Other Off-street Car Parking issues***

- 7.3.12 The Council's policies regarding off-street parking associated with developments are covered in its Unitary Development Plan. The document has been undergoing active development and change and extracts included in this plan are those current at the time of drafting, but are subject to a consultation period before consolidation into a formally approved UDP during 2006.

## **7.4 ON-STREET PARKING STRATEGY**

- 7.4.1 The Council is empowered to prohibit waiting or permit parking subject to constraints, conditions and charges under the Road Traffic Regulation Act 1984, and in using these powers it has a duty amongst other considerations to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities both on and off the highway.
- 7.4.2 Inevitably these considerations may be mutually exclusive at some locations and the need to provide adequate parking may be constrained by the number of vehicles that can be safely accommodated. In congested areas parking may be a compromise to achieve this aim, though in areas with sufficient kerbspace all appropriate needs might be accommodated.
- 7.4.3 A hierarchy of parking need informs the design process and generally parking provision reflects parking need in the following order:
- (i) Disabled people.
  - (ii) Suppliers of goods and services.
  - (iii) Local residents and their visitors.
  - (iv) Businesses, their clients, customers and shoppers.
- 7.4.4 The management of parking is generally through the use of controlled zones, but not exclusively so, and Barnet will use local waiting controls to address local needs if this is the most appropriate solution.
- 7.4.5 The Council recognises that implementation of controls is subject to consultation and will consider all responses with an open mind and be receptive to all possible outcomes.
- 7.4.6 In consulting on parking controls, the Council considers that the views of those directly affected, ie frontagers of streets subject to the proposals have the greatest weight when consideration is given to representations and comments. However, all views expressed through the consultation process will be given consideration.
- 7.4.7 Operational hours of parking controls are intended to reflect local needs taking into account consultation responses. However Barnet recognised that this can lead to complexity and potential confusion for motorists and a balance has to be found so that users of the schemes are not confronted by too many different hours of control in individual streets.
- 7.4.8 Controlled Parking Zones will not be designed to be unnecessarily proscriptive and yellow-lined waiting restrictions are minimised to those required for facilitating the movement of traffic, allowing loading, maintaining safe sight lines and other essential reasons. Parking is permitted where it is safe, but in CPZs it will be regulated and managed.
- 7.4.9 Barnet has a three-year rolling programme of consultation and implementation of CPZs which is reviewed on at least an annual basis when further proposed schemes are included. The Council seeks to



extend and introduce CPZs in response to local needs – typically from local residents, but will also consider pro-actively proposing controlled zones in areas where the parking demands exceed the safe capacity of the streets.

- 7.4.10 The means of managing on-street parking used by the Council are explored in detail in the following sections.

## **7.5 ON-STREET PROHIBITIONS AND RESTRICTIVE CONTROLS**

### ***Waiting and Loading Restrictions***

- 7.5.1 The basic means of controlling waiting is the yellow lined waiting restriction. This is used throughout the borough where such a need exists. Historically it has not been used to control obstruction as this remains a police-enforced offence, but in some areas motorists appear to be parking with less and less regard to other road-users, and police commitments to dealing with serious crime may mean that the Council will need to review this and use waiting restrictions at locations where obstruction is a problem.
- 7.5.2 As waiting restrictions permit many acts – loading, or parking by blue badge holders for example, the council will use loading restrictions at locations where vehicles should not wait at all.
- 7.5.3 Loading restrictions are not unnecessarily proscriptive and if possible, even on main routes loading will be permitted off peak, or in wider areas of carriageway where traffic flow is not impeded.
- 7.5.4 The Council will consult on and implement temporary waiting restrictions for specific events such as maintenance or to facilitate site access. Special Temporary Waiting Restrictions are implemented by Notice for special events.
- 7.5.5 The Council considers that parking is becoming increasingly irresponsible in some uncontrolled streets and this creates an unsafe situation compromising safer routes to schools, particularly where people cross roads such as street corners. As a result, the Council is increasingly looking to the use of waiting restrictions at junctions to improve sightlines in the vicinity of schools and routes to them.
- 7.5.6 Because of the apparent trend to park ever closer to uncontrolled junctions the Council is also increasingly using waiting restrictions at junctions to assist traffic flow as, where turning movements are impeded by inappropriately parked vehicles, the knock-on effects can affect many. In the first instance those travelling along the road in which a vehicle is turning from will be held up causing disruption to all including bus passengers on that street, but in addition, turning movements may be impeded to an extent that causes essential and emergency vehicles to be unable to access certain streets.

- 7.5.7 The Council is reviewing its parking work-programme to integrate into the team's CPZ work a rolling programme of waiting and loading review.

***Match-day restrictions***

- 7.5.8 The Council has, in early 2005, implemented a package of waiting restrictions under an experimental order designed to control parking in the vicinity of Barnet FC Underhill stadium with the aim of creating a safer environment, facilitating crowd movements and assuring accessibility by emergency vehicles. The success of this scheme will be monitored and a decision made on the scheme's future.

***Pedestrian Crossings***

- 7.5.9 Suitably placed markings setting out limits of pedestrian crossings are an integral part of the measures used to manage parking. Each case is considered on its merits to ensure that appropriate length zig-zag markings are used to ensure they are respected and that they will not become over-used and disregarded.

***School Keep Clear Markings***

- 7.5.10 The Council has a programme of conversion of advisory keep-clear markings to mandatory ones enforceable by the Council. Barnet recognises that such controls have a significant part to play to improve safety near schools, but abuse of such controls by motorists – in particular people dropping children off is seen to be increasing if parking attendants are not present. The parking service will work closely with road safety officers to seek solutions to address this trend.

***Restricted Bus Stops***

- 7.5.11 The Council recognises that by 31 December 2006 the current situation where some bus stop "cages" have waiting or waiting and loading restrictions within them will be changed such that there is either a "cage" with a clearway, or no cage. Work is in hand to address this. Bus stop issues are covered elsewhere in the LIP.
- 7.5.12 Barnet Parking meets regularly with bus operators and TfL to discuss enforcement priorities and review issues of concern such as maintenance, and identified "hot-spots".

***Restricted Taxi Ranks***

- 7.5.13 In the event of there being difficulty in taxis using taxi ranks, the Council is receptive to applications from the Public Carriage Office to implement "no stopping" clearway restrictions.

***Footway Parking Prohibition***

- 7.5.14 Footway parking was prohibited throughout London in 1974. It can obstruct pedestrians, particularly the disabled and those with wheelchairs, buggies or prams and can endanger the visually impaired. It can damage

the footway and services beneath it as footways are not, as a matter of course, designed to take the weight of vehicles.

- 7.5.15 The prohibition applies to every part of the highway that is not a carriageway and so also applies to islands and refuges, kerb extensions, verges, and hard-standings not made-up as footways. Whether the vehicle is causing an obstruction is not an issue.
- 7.5.16 The Council recognises that the 1974 Act permits an exemption for loading provided the vehicle is attended at all times.
- 7.5.17 The Council has provided authorised parking areas on footways in some streets, but there had not been a continuous programme of this and little has taken place for some years. Recently – catalysed by an increase in parking attendants, improved “contactability” of the enforcement service, and possibly a greater tendency of people to report footway parking, the Council has received requests to exempt more areas from the prohibition and in some cases it is recognised that this could be safely accommodated.
- 7.5.18 In 2006 a work programme will be set up to manage these requests, establishing clear criteria to maintain access along the footway for users, particularly the disabled and those with buggies and prams.
- 7.5.19 In several recent cases residents of certain streets have indicated that they have parked for many years in this manner, and believed that margin strips in block or bitumised macadam had been provided for this purpose. Given that in the past there may not have been enforcement levels to alert residents to the issues, the Council will in such circumstances withdraw enforcement in streets where active consideration is to be given to permitting footway parking.

#### ***Parked More Than 50cm From The Kerb***

- 7.5.20 This prohibition applied to Barnet with effect from the LLAA 2004. As a new issue development of a suitable enforcement strategy will be considered in the context of enforcement of other restrictions.

#### ***Parked In Front Of Dropped Footways***

- 7.5.21 The Council has noted the new legislation permitting the enforcement of this task. The enforcement of this is covered under the enforcement section

### **7.6 ON-STREET PERMITTED PARKING**

- 7.6.1 Barnet Council is committed to using various combinations of the wide range of permitted parking options set out in this section to seek to meet the specific needs of local areas. Permitted hours will also take into account local needs.

- 7.6.2 Parking Places have been designated in the borough for many years. Inevitably different standards will have been worked to during this period leading to inconsistencies in conditions of use of parking places. In 2005/6 a programme to review the borough's Traffic Orders will commence to ensure they are drafted to a common standard with the aim of ensuring equitable service delivery across the borough.

***Resident Permit Parking***

- 7.6.3 To manage unnecessary intra-zone short journeys resident parking is zone-specific and managed by annual permits. Permit issue is user-friendly and whilst there are no public counters allowing "instant" purchase and renewal the Council will permit vehicles to park without valid permits displayed for a time as soon as a transaction has taken place whilst the permit is posted back. This is managed through the parking attendant's hand held computers.
- 7.6.4 By the same means the Council will also take steps to facilitate the use of courtesy cars if a resident's usual vehicle is not useable.
- 7.6.5 A system of reminder letters and automated telephone payment provides for easy renewal when a permit-holder's details remain the same.
- 7.6.6 The Council seeks suitable proofs to provide assurances that permit applicants are genuine residents within a CPZ. As controls become more widespread in boroughs closer to central London, it is anticipated that there will be an increase in the possibility of fraudulent applications from people wanting to park in the borough and continue a journey by public transport. Consequently the Council will, in future consider requiring more supporting evidence from applicants, may make more frequent checks and/or make pro-active checks on permit usage patterns.
- 7.6.7 The Council will recognise residents as being the regular keeper and user of company cars and hired vehicles for the purpose of permit issue provided suitable proofs are provided.
- 7.6.8 Whilst no decision has yet been made on the future of conventional paper-based permit schemes in Barnet, the Council is committed to examining the suitability of new technology and will be evaluating the potential benefits of radio-tag systems, bar-coded cards, number-plate databases and similar schemes.
- 7.6.9 A height constraint applies to permit holders' vehicles to minimise the impact on the streetscape of high-sided goods vehicles.
- 7.6.10 As part of the Council's "Cleaner Greener" strategy the charges for a second and subsequent permit per household is higher than the first permit. In 2004/5 a three-tier approach was trialled but it was subsequently decided that the simplicity of a two-tier structure was preferable. A green

permit is available at a discount for electric, LPG and similarly fuelled vehicles.

- 7.6.11 This is the current strategy, but the Council is also examining the provision of free parking for electric or all green-fuelled vehicles as a further incentive for change.
- 7.6.12 An element of restraint is provided in that there is a “per-household” limit of three permits. Properties in multiple-occupancy will be considered as separate households if each unit is an individual self-contained dwelling.
- 7.6.13 Charges have been reviewed, most recently on an annual basis. From April 2005 the annual permit costs £40 for a first permit, £70 for subsequent permits, and £15 for “green” fuelled vehicle permits.
- 7.6.14 In setting the charge the Council does so on the basis that aside from covering operational costs, the value of a permit to a holder may also be considered. The ownership of a permit gives the holder a right to use a vacant parking space – a right that a person without a permit does not have. Consequently Barnet sets a permit charge that is greater than that required to cover the operational costs of running a permit parking scheme in reflection of this value. Consideration will be given to affirming this by making a policy statement “freezing” the permit value in real terms, increasing it only in line with inflation.
- 7.6.15 In the interests of simplicity and equity the Council sets the permit fee at standard rates throughout the borough. There are many variables across the borough that affect parking pressures and “useability” of permits and many arguments can be made as to why any of them – proportion of resident parking spaces, hours of operation, density of car-ownership, might mean that the value of a permit could be considered to be higher or lower. Consequently a simple approach is adopted as the fairest.
- 7.6.16 As much of the borough is relatively recently controlled by CPZs the parking provision generally remains that provided after the initial consultation, implementation and six-month review. The Council intends to apply a policy of pro-active zone review as it is likely that local changes in land use will have changed the balance of local demand.
- 7.6.17 The Council recognises that whilst it may make commitments with regard to the pricing structure and/or the permit entitlement, there is only a finite kerb-space available for safe parking. Consequently if car ownership were to increase beyond that which could be accommodated proposals would have to be put forward on managing the situation. This could, for example, lead to the three permits per household policy being reviewed taking into account the ratio of permits sold to spaces designated. However there are no plans to do so at present.

***Business Permit Parking***

- 7.6.18 The forgoing section on residents permit generally applies also to business permits. They are also zone specific and primarily intended to assist businesses that have a need to base vehicles near their premises. A user-friendly system of application and renewal applies, and private vehicles used in connection with a business will be considered for business permits if the business can make a suitable case for this and confirm the vehicle is being used for business purposes.
- 7.6.19 A regulatory mechanism to deter unnecessary use is price; the fee from April 2005 being £300 per year. There is a limit of 3 permits per business.
- 7.6.20 As with residents permits, the Council considers the value that a permit has to a permit holder, and that an equitable simple cross-borough single charge rate is most appropriate.
- 7.6.21 Any policy of introducing pro-active zone review will also take into account business parking provision. The Council anticipates that in future further regulation may be needed if take-up exceeds what can be reasonably accommodated, taking into account other needs, and will consider the use of needs-assessments having regard for what used the vehicles are put to, and/or giving consideration to the extent to which off-street parking is available.

***Resident's Visitor Parking***

- 7.6.22 One-day scratch cards are available to residents at a current cost of £10 for ten. They can only be used in the zone in which the resident lives, and only where residents permits may be used.
- 7.6.23 A restraint-based principle to manage use is a limit of 200 vouchers per household in any 12-month period.
- 7.6.24 The Council expects that residents will use vouchers for builders, plumbers electricians etc. but for significant projects will consider the issue of a £35 permit valid for 3-months.
- 7.6.25 A system for carers currently operates whereby people who meet certain criteria may be issued with a free permit which they can allow any visitor to use. The Council recognises the potential for abuse and an alternative may be proposed whereby residents with carers would be entitled to a greater number of "standard" one-day vouchers in view of the service they provide, but with additional entitlements and discount rates in recognition of the service that carers provide.

***Paid Parking***

- 7.6.26 Paid Parking, where provided in the borough, is now exclusively by pay & display parking places, all individual parking meters having been replaced. The Council recognises that machines can be vulnerable to vandalism and

is concerned that adjudications have gone in favour of motorists when machines have been out of order. This may lead to people jamming machines to obtain free parking as became the case with clockwork parking meters in much of London some years ago.

- 7.6.27 Whilst steps are taken through regular market-testing to seek to ensure that the most robust machines are installed to maintain a service for customers, the Council will consider other options – in particular those that offer convenient cashless alternatives. The Council will seek to introduce any new payment regimes in parallel with pay and display so as to retain a pay-with-coin option as not all customers will have access to alternatives.
- 7.6.28 The Council manages parking duration with a non-linear charging regime. Short-stay - less than an hour - is charged at a proportionately lower “per-minute” equivalent rate than the rate for medium-term stay countering the concern expressed by local businesses that the lack of cheap short-term parking may drive away passing and “impulse” trade. Longer stay has a proportionately higher charge thus encouraging turnover.
- 7.6.29 Where capacity allows, a whole-parking-day charge permits stay for the full extent of the charging hours.  
From April 2005 the tariff is:

Up to:	Tariff
15 mins.	£0.30
30 mins.	£0.50
45 mins.	£0.80
1 hour	£1.50
1½ hour	£2.50
3 hours	£3.00
Over 3 hours	£4.00

By this means short stay and a turnover of parking is encouraged. The longer stay tariffs only apply where there is sufficient capacity. Elsewhere, in congested areas, maximum stay will be limited.

- 7.6.30 There is a wide range of maximum-stay limits – 1, 1½, 2, 3, and 4 hour being used dependant on local circumstances. Where capacity allows, the maximum stay is for the whole charging period, the regulatory mechanism then being price only.
- 7.6.31 In considering tariff and occupancy the Council will take into account local circumstances, and amongst other measures will consider the use as an indicator of an 80% - 85% occupancy rate in line with LPAC recommendations in the past and subsequently endorsed in Traffic Management and Parking Guidance for London by the Secretary of State.
- 7.6.32 There are no current proposals to reduce the availability of long stay parking as it is not seen that where it is currently provided it is affecting availability of short stay or permit parking. This is taken to be a reflection

of the situation in an outer-London borough whereby the capacity of streets is not subject to the same parking stress as an inner London authority. If in future changing local needs results in long term parkers taking space that is needed by residents, visitors, and users of local businesses and shops, consideration would be given to reducing the amount of long stay spaces in favour of permit parking or short term paid parking (subject to statutory process and consultation).

### ***Green Fuel Initiative***

- 7.6.33 In 2005/6 the Council will be seeking to identify funding to work with Waltham Forest, Enfield and Haringey (the North London Transport Forum members) with a view to introducing discounted or free parking for “green-fuelled” vehicles in an integrated manner across the borough boundaries, the aim being that a scheme covering several boroughs will be more attractive and be more likely to encourage motorists to invest in alternative-fuelled vehicles.

### ***Limiting stay without charge***

- 7.6.34 The Council does not consider free “limited stay” parking as a useful option for the borough as the enforcement of such parking places is entirely reliant of repeat visits by the same parking attendant who must log details of all legally parked vehicles. This is impracticable given the other commitments on the officer to patrol other streets. Time-restricted parking will therefore be regulated by means that require only a single visit to detect a contravention – currently pay and display.

### ***Waiting restrictions in parking places***

- 7.6.35 In certain locations in paid parking places the Council makes use of waiting restrictions that apply to the parking places at the start and/or end of the controlled hours. At some locations this is to facilitate loading to local businesses. At others waiting and loading controls are applied during peak hours to assist the flow of traffic and minimise congestion.

### ***Shared Use***

- 7.6.36 Where there are non-conflicting demands on kerb-space Barnet combines parking place usage in dual or multiple use – pay and display with resident permit holders, business permit holders with resident permit holders etc.

### ***Loading Places***

- 7.6.37 Where there are competing pressures, the Council uses loading places as an option. These have four principle uses:
- Where blue badge holders prevent businesses from loading or unloading from yellow lines (in such circumstances disabled parking will also be provided in the area);



- Where it is desirable to reserve space for loading for longer than a local waiting restriction operates;
- To restrict waiting to a defined period greater or less than the 20 minutes allowed at a waiting restriction; or
- To limit loading to goods vehicles.

### ***Motorcycle Parking***

- 7.6.38 Whilst there are a small number of motorcycle parking areas in the borough, the general position is that solo motorcycles may park free of charge in the Council's permit parking places and pay and display spaces.
- 7.6.39 The Council recognises motorcycles are an efficient use of road space, and in considering any alternative strategy parking controls will continue to favour and encourage the use of motorcycles, with the continuance of free parking options.

### ***Free Parking Places***

- 7.6.40 The Council has a long-standing policy of providing free parking places in controlled zones. This is however inconsistent with the general principles adopted of management of parking within CPZs by duration, price, permit or voucher.
- 7.6.41 In some areas a resident's lifestyle may make it easy to use the free parking places, whilst a person adjacent to such a parking place may have a lifestyle that results in a permit being necessary – an inequitable and undesirable position. Furthermore, whilst a CPZ in principle reduces commuting by car, the free parking places continue to allow it – albeit restricting it to a first-come basis. Consequently the Council recognises that in reviewing CPZs in future changes in the balance of free and other parking places may be made subject to consultation.

### ***Parking For People With Disabilities***

- 7.6.42 In addition to the national concession of permitting blue-badge holders to use pay and display parking free of charge, Barnet allows free use for unlimited periods of permit parking places.
- 7.6.43 In some congested town centre areas the Council provides time-limited free blue badge parking to achieve a turnover and assist visitors.
- 7.6.44 The Council provides blue badge holder parking places for people with disabilities close to their homes if they have no off street parking and there is local parking congestion.
- 7.6.45 Such parking is provided (at no cost to the applicant) on the basis that it should assist parking near the applicant's home. However the growth of blue badge use means that in some areas it may be that a parking place

will be occupied by a person other than the applicant which can be a great inconvenience where the applicant is profoundly disabled, requiring others to provide assistance to go to and from a vehicle. The Council will, in such circumstances – consider designating a “Dedicated” Parking Place for the exclusive use of the applicant.

- 7.6.46 The Council is concerned at the reported high incidence of blue badge theft and misuse, but recognises little can be done in the absence of any database of stolen badges, However the Council will be working with its IT provider with the aim of at least providing a local database accessible by parking attendants. All vehicles displaying badges which can be identified as stolen, forged, copied, or altered will be treated as if no badge was displayed and penalised.
- 7.6.47 When the Traffic Management Act powers regarding blue badges are available to the Council they will be implemented.

### ***Doctor Parking***

- 7.6.48 Doctor parking places are provided near to surgeries where no off street parking is available. The primary purpose is not for the convenience of the doctor, but to ensure that a car is nearby in the event that a doctor is called out in an emergency. For group practises, consideration will be given to the provision of an additional space.
- 7.6.49 The Council recognises the London-wide Health Emergency Badge which can be used by health professionals called to life threatening and emergency situations.

### ***Key Worker Vouchers***

- 7.6.50 From 2003 Barnet piloted scratch card vouchers for certain groups of users providing valuable services in the community such as the Primary Care Trust and the North London Cancer Hospice. These are used in the same way as visitor vouchers (and are currently provided at the same cost) though – reflecting the broad area covered by some workers, they are multiple-zone rather than zone specific.
- 7.6.51 As this is a relatively new initiative, and so far introduced on a service-specific basis, the use of such vouchers will be reviewed in 2005/6, a policy and criteria for issue will be defined and the range of bodies entitled to the vouchers may thus be amended. The baseline principle is, however, one of necessity, not convenience and the vehicle must be seen as directly contributing to the quality of the service delivered.

### ***Car Club Parking***

- 7.6.52 The Council currently provides no car club parking but recognises that car clubs can offer an alternative means of giving people access to a car in a potentially more effective manner.

- 7.6.53 As infill development may bring high density residential accommodation to areas where the on-street capacity cannot absorb additional resident's cars, the Council recognises that car-clubs may be a useful option, possibly working with developers to provide this in combination with car-free developments through S.106 agreements.
- 7.6.54 The council therefore expects to give consideration to the provision of car club parking places in the future.

## **7.7 ON-STREET CONTROLLED PARKING ZONES**

- 7.7.1 In applying the foregoing on-street parking measures to manage parking extensive use has been made of controlled parking zones (map at 7.18). As previously mentioned this continues with a rolling programme of consultation and proposed implementations of new and extended CPZs across the borough, focussed particularly on areas where the community has directly or through Ward Members expressed a desire for controls, or in areas where it is identified that "boundary effects" around existing CPZ may be having an adverse impact.
- 7.7.2 The Council's hierarchy of parking will inform the prioritisation of the types of control in CPZs and in addition to those general principles the Council will avoid designating parking places where there are post boxes, fire hydrants, refuse bin chambers, and areas where there is a frequent need to set down passengers. In long runs of parking where the remaining carriageway has been reduced to a single lane, the parking will be interrupted by waiting restrictions at intervals so as to provide passing places, and at junctions sufficient space will be provided for vehicles to wait for oncoming vehicles to pass.
- 7.7.3 New zones continue to be proposed for the borough; a programme of consultation is under active review but at the time of drafting has not been agreed or finalised. In 2005 zone extensions have been introduced in North Finchley and Chipping Barnet and consultation is concluding on a scheme for Temple Fortune. The locations for future consideration could include New Barnet, East Barnet, Burnt Oak, Whetstone, Oakleigh Park, Cockfosters and New Southgate.

## **7.8 SIGNING THE RESTRICTIONS**

- 7.8.1 The Council is committed to providing and maintaining such signs as are necessary to support the foregoing restrictions and does so to at least the minimum standards of the legal requirements, providing additional signage where local circumstances require it, whilst seeking to reduce the use of unnecessary signs and mounting posts so as to achieve low levels of street clutter.
- 7.8.2 In cases where there is no specific legal standard the Council recognised the Traffic Signs Manual as the definitive source of minimum standards.

- 7.8.3 In residential areas with little distracting street furniture and with wide footways to facilitate good visibility, the Council will use parking place and waiting and loading restriction signs at the “back” (building-line) of the footway on low posts so as to further reduce street clutter and improve the visual amenity of the street.

## **7.9 MAINTENANCE**

- 7.9.1 The Council recognises that effective and timely maintenance of parking-related equipment, road markings, and signs is essential to support an efficient parking operation, and to this end has restructured the parking service to create a dedicated manager for this service area from April 2005.
- 7.9.2 In 2005/6 the pay and display team will be reorganised and retrained to achieve faster repair using more locally based staff to reduce down-time of machines thus offering a better service to customers.
- 7.9.3 At the same time a specific resource will be appointed to provide a directly responsive maintenance service for signs and lines defects reported by parking attendants or in the context of penalty charge representations. Being within the parking service this will ensure that remedial action is always with reference to traffic orders, so ensuring that the on-street environment is kept in line with the defined restrictions and maximising “enforceability”.
- 7.9.4 The effects of this will be to support the aim of achieving better compliance with restrictions and ensuring turnover at paid parking places thus contributing to the council’s traffic management objectives.

## **7.10 OFF-STREET PARKING** ***Public Car Parks***

- 7.10.1 The Council runs several car parks (Listed at 7.13, map at 7.18) as an integrated part of its controlled parking operations. These are generally pay and display car parks, although some have permit parking spaces. The aim is to integrate the off-street operation with the on-street, and charges and where applicable permit use conditions are directly comparable.
- 7.10.2 Disabled badge holders are permitted to use all pay and display car park spaces free of charge for an unlimited period, and specific disabled badge holder only parking spaces are also provided.
- 7.10.3 As part of a review of occupancy and parking turnover on-street arising from CPZ review, or reviews of main routes it is intended to review the off-street operation concurrent with this so as to make the most effective use of on and off-street facilities to best meet local needs.

- 7.10.4 The Council, having adopted a strategy of equal on-street and off-street charges, has noted that car parks are currently less well used than in the past and this is attributed to a significant proportion of use having been for most, if not all, of the charging hours, but the long stay charge having risen in 2003 and 2004 in line with on-street charges.
- 7.10.5 It is therefore currently proposed to reduce the long term charge from £4 to £3 in January 2006 and monitor the effect of this. The aim is to increase use of off-street space where capacity allows for longer term parking, maintaining a higher charge on-street whilst still ensuring that there is sufficient capacity for short-term parking.
- 7.10.6 The use of car parks will be monitored to ensure that disability parking is not compromised. Where necessary specific disabled parking spaces will be increased if the free parking concession and existing disabled parking spaces is insufficient to meet local needs.
- 7.10.7 This reduction will specifically seek to attract more custom to the off-street car park at Bunns Lane, which is under-used and close to Mill Hill Broadway Thameslink station.
- 7.10.8 Consideration will be given, for off-street car parks close to shopping areas, to identifying scope for the use of illuminated “spaces available” signs to encourage shoppers to go direct to off-street parking and reduce motorists driving around looking for on-street spaces.

#### ***Off Street Private Parking***

- 7.10.9 The Council will encourage development in locations which will reduce the need for travel, promote the use of public transport and other non-car modes and reduce the number and journey length of those trips which are made by car.
- 7.10.10 Generally, providing additional facilities for the car simply increases car ownership and use. Although unrestrained car usage could eventually reach a natural saturation level, this level is beyond that which could be accommodated. Transport measures such as traffic calming and parking management have been used in an attempt to ameliorate some of the problems but can sometimes just displace the problem elsewhere. In 2001 Barnet had 1.1 cars per household (8<sup>th</sup> highest in London) and 73% of households had access to a car (10<sup>th</sup> highest in London). Development orientated towards car use can exclude a significant percentage of the population.
- 7.10.11 The Council will expect that major development proposals with the potential for significant trip generation should be in locations which are, or will be made, highly accessible, by a range of modes of transport, in particular public transport, walking and cycling. In assessing the suitability of such proposals, the Council will make reference to established

accessibility models and further refinements in consultation with strategic authorities.

- 7.10.12 In considering planning applications for new development, the Council will require developers to submit a full transport impact assessment, where it will have significant transport implications. This will include an analysis of accessibility by non-car modes and measures to assist in meeting Barnet's traffic reduction targets.
- 7.10.13 Travel Plans are one of the many tools available for reducing road traffic. By drawing up these plans, organisations identify ways in which their employees, and in some cases customers, can be helped and encouraged to travel using methods other than the car. Measures can include provision of a safe cycle parking and showering facilities, recruiting staff or attracting customers from areas accessible by public transport and the setting up a car sharing register. There is also a need for travel plans to contain measurable outputs. PPG 13 paragraph 90 states that these outputs might relate to targets in the local transport plan, and should set out the arrangements for monitoring the progress of the plan, as well as the arrangements for enforcement, in the event that agreed objectives are not met.
- 7.10.14 The sites potentially generating the largest traffic flows are considered to be the first priority for implementing Travel Plans. Below a certain level of employment/trip generation, the value of a Travel Plan will be less. The Council believes that Travel Plans have a significant role to play in achieving road traffic reduction. The Council is developing a plan for its own employees and will encourage employers to voluntarily adopt plans themselves. In appropriate situations, through the use of planning obligations, the Council will require occupiers of new developments to adopt and maintain Travel Plans. Guidance on developing travel plans is published by many organisations, including the ODPM/DfT 2002 publication. Using the planning process to secure travel plans; best practice guidance for local authorities, developers and occupiers.
- 7.10.15 For significant trip generating developments, the Council will require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise any increase in road traffic and encourage the use of transport modes other than the car. The Council will lead by example with policies which help its employees.
- 7.10.16 Where it is considered necessary as a result of development, the Council may introduce measures including parking controls to reduce the effects of traffic on the environment and the community. Where the need for such measures is directly related to the development and any planning permission, the Council will seek to secure a planning obligation from the developer.
- 7.10.17 The Council will expect developers to provide safe and suitable access for all road users (including pedestrians) to new developments. Where improvements or changes to the road network are directly related to the

development and any planning permission, the Council will seek to secure a planning obligation from the developer.

7.10.18 The London Plan seeks to ensure that on-site car parking at new developments is the minimum necessary because overprovision could undermine the use of more sustainable non-car transport modes. The London Plan sets out parking restraints policy that balances the desirability of reducing car use with the need to provide for attractive, viable town centres. It recognises that many people will continue to use their car for travel particularly in the suburbs. In the most accessible locations there could be car-free development but less restrictive policies will generally be appropriate in suburban London. Appropriate parking for disabled people should always be provided and provision should also be made for cycle and motorcycle parking.

7.10.19 The Council's approach to parking provision is to accept the need for restraint, but to apply it with sensitivity to local circumstances. The parking standards will vary across the borough to reflect the accessibility of individual locations. This will be dependent upon the public transport accessibility of the site, the level of on-street parking control, population density in the surrounding area and other relevant planning and highways considerations. The standards will contain a degree of flexibility with the intention that a more restrictive provision will be expected as changes in people's habits occur and the infrastructure for non-car modes is developed. The car parking standards that apply to the borough are to be found in the London Plan, Annex 4 'Parking Standards', and will be subject to review during the lifetime of this plan. However, an exception is made in relation to residential parking, the standards are as follow:

Prominent Housing Type	Detached and semi-detached	Terraced houses and flats	Mostly flats
Number of Bedrooms	4 plus bedrooms	2 to 3 bedrooms	1 bedroom
Car Parking Provision	2 – 1.5 spaces per unit	1.5 – 1 space per unit	1 to less than 1 space per unit

7.10.20 In applying these standards, the Council will exercise flexibility by taking account of locality, public transport accessibility and local parking stress. In assessing parking provision, the Council will have regard to the likelihood of parking occurring on-street and any detrimental effect on highway conditions and road safety.

7.10.21 The Council will expect development to provide parking in accordance with the London Plan (February 2004) parking standards, except in the case of residential development the standards will be 2 to 1.5 spaces per unit for detached and semi-detached houses, 1.5 to 1 space per unit for terraced houses and flats, and 1 to less than 1 space per unit for development consisting mainly of flats.

### ***Individual Frontagers' Private Parking – Crossovers***

- 7.10.22 The Council has little control over the creation of residents' off-street parking. However in areas such as conservation areas where planning constraints apply the Council will apply those constraints.
- 7.10.23 The Council will not permit the construction of crossovers where there is insufficient land available to safely accommodate a vehicle and/or where the proposed location of the crossover would create a hazard to traffic or pedestrians.

## **7.11 PARKING ENFORCEMENT**

### ***Background***

- 7.11.1 An essential element of the management of parking by implementation of restrictions and controls intended to be matched to local needs is the enforcement of those restrictions during their hours of operation. The Council enforces the parking controls it implements through the use of directly employed Parking Attendants. We provide a firm, equitable, fairly delivered enforcement service.
- 7.11.2 Under the Road Traffic Act 1991 the Council took over the enforcement of all parking places on the highway in 1994. Following a pilot in three areas, it applied for an Order designating the whole borough a Special Parking Area and took over all decriminalised parking enforcement on the Borough Roads in the same year.
- 7.11.3 The deployment strategy seeks to match resources to levels of non-compliance of the controls implemented by the Council. The service also enforces contraventions of specific Acts such as that for footway parking. Due to the size of the borough there is a reactive element to the borough-wide enforcement tasks so as to focus on areas of greatest need.
- 7.11.4 Foot patrols focus on Controlled Parking Zones and mobile officers on motor scooters cover linear routes, main roads and bus routes, scattered restrictions at junctions, sensitive areas, doctor and disabled parking places, and respond to specific enforcement requests.

### ***Service Development***

- 7.11.5 The enforcement service has undergone a full root and branch review and a service improvement plan started in September 2004. A new uniform has improved "presence" and authority and, with clear and neat corporate branding, has contributed to presenting the borough in a positive manner. Management and supervision is changing to create a more responsive workforce and more quality control measures are being introduced.
- 7.11.6 All officers have been provided with refresher training to ensure they are working to a common standard and training in dealing with and defusing difficult situations has been provided.
- 7.11.7 The Council recognised that PA levels had lagged behind the spread of CPZs and a rolling recruitment programme increased PA numbers from



37to 57 between September 2004 and April 2005, with recruitment continuing in 2005 to help target non-compliance.

- 7.11.8 A vehicle was obtained in 2005 to ensure quicker deployment to outlying areas with measurable success and consideration will be given to expanding this to reduce unproductive time.
- 7.11.9 Whilst performance monitoring to ensure high quality is essential, and output measurement is a key tool to ensure effective service delivery the Council does not set arbitrary “target” penalty issue rates, instead measuring outputs against benchmarks for specific beats that are established and reviewed by senior enforcement staff. The Council has no reward or bonus scheme linked to PCN issue and believes such schemes offer no benefit and present enforcement services that use them in a bad light.
- 7.11.10 The Council is seeking to work with local press to promote a positive understanding of the benefits that parking enforcement brings to the community.

### ***Deployment***

- 7.11.11 Overlapping shifts cover the “working day” including morning and evening peaks. As part of a continuing service improvement plan, consideration is being given to a proportion of the early shift being made available at an earlier time and the effectiveness of this will be monitored. A dedicated shift commences in the late afternoon providing additional cover for the evening peak and delivering a mobile patrol through to 1am. “Call-out” arrangements for after 1am are being reviewed and consideration given to having a rota to cover this period, as officers on “call-out” often find reported contravening vehicles have moved on their arrival.

### ***Loading Observations***

- 7.11.12 There is a conflict when seeking to provide fair service delivery. If an authority has a defined “observation time” to see if loading is taking place, this will result in some people exploiting the time given to park for just under that time to make quick visits to adjacent premises, for example to make purchases.
- 7.11.13 This can tie up limited space and prevent those who are entitled to use it from doing so, including people making deliveries to businesses and residents, and people with disabilities. As people who return to their vehicle within an observation period can then drive away with impunity (as it is not permitted to serve a notice by post in such circumstances) this has led to some authorities considering a move to reduce or cease observations times.
- 7.11.14 However, that practice causes those who are loading to have to follow a path of making representations and submitting evidence – a situation that

creates ill-feeling toward a council and a belief that the authority is acting unreasonably.

- 7.11.15 After a period of years during which the Council has had no observation time other than that taken to take down vehicle details and prepare a penalty, a new policy will be considered in 2005: PAs are to be alert to the possibility that loading might be taking place when enforcing in a street and will record this in their pocket book including when they are some distance from the vehicle concerned, taking it into account when they reach it. In any event, for all vehicles likely to be used in a loading or delivery act – vans, lorries, estate cars with the seats down, motorcycles and hackney carriages, etc. – the vehicle will be observed for at least 5 minutes before a PCN is prepared. The Council will void any penalty in preparation if loading is then confirmed, and in the event of a PA observing loading after a PCN has been issued, he or she is permitted to take back the penalty for subsequent cancellation.
- 7.11.16 This will still result in some representations being made on the ground of loading, but the benefits of seeking to keep parking places and waiting restrictions available for those entitled to use them are seen to outweigh the additional bureaucracy that is caused by the genuine users having to appeal – typically those who were loading.

### ***Footway Parking***

- 7.11.17 Due to the large size of the borough, comparatively low parking pressures in many areas, and initially a small workforce due to there being few controlled zones, there was no pro-active coverage of footway parking contraventions across the borough. Instead a reactive service which added locations reported by residents and others to a log for subsequent action and monitoring was adopted.
- 7.11.18 However, much has changed and this is no longer considered appropriate. For a time it has created a situation where some people feel that footway parking is condoned in some streets (as no complaints are made) yet some of those streets are unsuited to footway parking, either due to width of footway or its construction. Furthermore where footway parking might be acceptable, it needs still needs managing to keep it within acceptable limits.
- 7.11.19 In view of this a new strategy involving an element of publicity to inform the public is being developed for 2005/6 moving towards a more pro-active approach. The Council will phase this in on an area basis to manage the situation adequately, as the increased reactive enforcement demonstrates that a pro-active approach is certain to catalyse applications to be made for footway parking to be authorised

### ***“Borough-Wide” Enforcement Issues***

- 7.11.20 The Council intends – having brought the enforcement service up to new standards and scale – to send a message to the community on several changes simultaneously, focusing on the positive benefits that effective enforcement brings to the community.

- 7.11.21 The Council will set out the benefits of parking management and encourage residents, businesses and other stakeholders to contribute to identifying areas of concern and helping the Council to focus on hot-spots and problem areas.
- 7.11.22 We will also provide publicity on issues that feedback indicates to be poorly understood which may include specific publicity on footway parking, the borough-wide night time commercial vehicle waiting prohibition, parking more than 50cm from the kerb, and parking in front of dropped footways.
- 7.11.23 In order to best focus an enforcement service on meeting the needs of the community the Council considers that the enforcement strategy for potentially widely applicable regulations such as parking more than 50 cm from the kerb (ie blocking people in by double parking, or parking in the centre of a road) will be subject to a principle of providing enforcement in response to requests for action and complaints.

#### ***Enforcement Near Schools***

- 7.11.24 The Council has developed a 'Safer Routes to Schools' programme and schools are preparing their own travel plans to make access to schools safer, to discourage unnecessary car journeys to and from school and discourage parking on main traffic routes.
- 7.11.25 The increase in the enforcement resource is bringing parking attendants into greater contact with people picking up and setting down children near to schools. Whilst rigorous enforcement of mandatory School Keep Clear markings is carried out, the Council has recognised that for young children boarding and alighting might need to include leaving a vehicle unattended on other restrictions whilst a child is taken to or from premises, (and it is noted that some adjudications have confirmed this).
- 7.11.26 Consequently the Council has one pilot scheme where vehicles may wait for a short period in the vicinity of a nursery (not on a keep clear marking) with the use of an "identifier" card placed in windscreens issued through the nursery that, whilst having no legal significance, help to regularise the situation, and draws a parking attendant's attention to the proximity of the nursery if he or she is unfamiliar with the area.
- 7.11.27 This is not so much a concession as an interpretation of boarding and alighting. As such it applies only to parking places and waiting restrictions, but not to mandatory keep clear markings.
- 7.11.28 Full consideration will be given to whether there is a future for such schemes for other nurseries or infants schools in the context of safe routes to school issues.

### ***Future Improvements***

7.11.29 The Council intends to develop the enforcement service to improve accuracy of reporting and create more robust data to assist in pursuing unpaid penalty charges whilst also providing assurances to motorists that evidence collected in issuing a penalty could only have been collected by a parking attendant at the location and time given on the penalty issued. Consideration may be given to the use of:

- GPS to verify location.
- Scanning of radio tags in place of permits.
- GPRS for near-instantaneous uploading of PCN data.
- Cameras to capture images of vehicles and what – if anything was displayed on them.

### ***Persistent Evaders***

7.11.30 The Council is concerned at reports that a significant proportion of vehicle owners do not register their cars, and considers this, and the possibility that false addresses are used to be a means by which people evade payment of penalties.

7.11.31 The Council is working with its PCN processing system provider to improve the ability to report on persistent evaders and means will be explored to deal with the issue.

7.11.32 The parking debt team is revising the way it works with bailiffs to ensure that all avenues are taken to trace vehicle owners, and the service is building internal links to make better use of possible intelligence gained through abandoned vehicle investigation as untaxed vehicles investigated as possible abandoned vehicles are likely to also be unregistered. A project has been started to provide details of persistent evaders who have no registered address or who appear to be untraceable at the address held by the DVLA to the police to use in conjunction with automatic number plate recognition.

7.11.33 The Council will monitor the outcome and progress of the scheme piloted between Camden, Islington and TfL and through the ALG review how it might contribute to London-wide actions to deal with persistent evaders.

### ***Places Of Worship & Funerals***

7.11.34 In the event of funerals in the vicinity of the home of the deceased and/or at a place of worship, or on religious festival days and other holy days and religious holidays of significance likely to result in motorists attending a place of worship, the Council's stance is that whilst not condoning unlawful parking, it will – if requested – apply a sensitive approach by directing routine parking enforcement patrols away from the affected street for the duration of the event.

- 7.11.35 It is emphasised that the Council does not condone unlawful parking, and in the event of complaints being made or specific enforcement requests being received, the parking service will direct parking attendants to enforce the restrictions in the affected area by the issue of penalty charge notices.
- 7.11.36 This operational policy will be applied to only to specific streets in the immediate vicinity of a place of worship, or the home of the deceased. It will not be applied to primary roads and other main roads and key routes. In so far as is possible the policy will be time-specific permitting enforcement to take place up to and after agreed times.
- 7.11.37 This provides for a consistent application of the discretionary element of the RTA whereby there is no mandatory requirement to issue a penalty - only a power that a parking attendant *may* issue a penalty (S66).

### ***Enforcement On Bus Routes***

- 7.11.38 The borough has worked with TfL to agree a SLA for Bus Route enforcement. At the time of drafting a revised Phase 2 SLA is actively in the process of being reviewed with the aim of concluding an agreement.
- 7.11.39 Both during the life of the previous SLA, and since it expired, regular quarterly meetings take place hosted by the parking enforcement team and including TfL, bus operators, the parking service, police representation and the Council's public transport officer. These meetings discuss enforcement issues, identify hot-spots of non-compliance to focus enforcement to those areas, seek to resolve issues where maintenance or signs may be affecting compliance and seek change with the aim of improving bus services.
- 7.11.40 The borough also enforces contraventions by the monitoring of 9 cameras covering locations along bus lanes on the A5.

### ***Abandoned Vehicles***

- 7.11.41 When enforcing parking controls officers will be alert to the possibility of abandoned vehicles and if they meet certain criteria will report them to an abandoned vehicles officer. Vehicles that are parked unlawfully and do not move accumulating three PCNs will also be reported, and checks will be made with the police in case they have been dumped after theft.

## **7.12 OTHER PARKING ISSUES**

### ***Review of bus stops***

- 7.12.1 As covered elsewhere in this document, the council recognises that some bus stop restrictions will no longer be valid after the end of 2006. An audit of all bus stops is currently being incorporated into work programmes to inform a process of conversion, where necessary, so that by this deadline all bus stops where restrictions are needed will be enforceable.

7.12.2 Through the regular meetings with operators and TfL and through a commitment to improve the mechanism for parking attendants to report defects, together with the recruitment of a dedicated site investigation officer to deal exclusively with parking-related defects, the Council during 2005/6 will improve its ability to maintain bus stop restriction signage, both existing, and arising from the review.

7.12.3 As part of the review, the allocation of kerbspace for buses will be reviewed in order to ensure that sufficient space is allocated for buses to reach the kerbside at bus stops to facilitate accessibility of buses. The parking team will work closely with the lead officers to ensure that enforcement practices are modified in line with the implementation of changes restrictions as they are rolled out.

***Review of Controls on A Roads, Busy Bus Routes, etc.***

7.12.4 As described elsewhere in the Parking and Enforcement Plan, the Council is committed to engaging the local community to a high level when consulting on schemes. The commitment is to identify “packages” of controls that best meet the needs of local areas, taking into account specific circumstances.

7.12.5 Nevertheless, it is recognised that circumstances and local needs change. For example loading and disabled parking in the past has often been catered for by yellow lined waiting restrictions. In some areas this is no longer adequate to manage the competing demands. The Council has begun the use of specific loading places and of disabled parking places in town centre and other busy locations, limiting duration of stay where appropriate to encourage turnover.

7.12.6 The Council also recognises that hours of restriction may no longer be suitable for local needs, and that space previously allowed for bus movements may no longer be relevant for modern buses.

7.12.7 Barnet has therefore defined a programme of review of A roads, and busy bus routes that, through concurrent review of all parking controls in each study area, will seek to propose and provide the best balance of waiting, loading, and parking place controls. This will address the need of specific road users by means of bus stop clearways, disabled parking places, and loading places and through the use of the most appropriate balance of waiting, and waiting and loading restrictions to ensure that movement along the highway is facilitated, whilst still providing for loading to businesses.

7.12.8 The Council will seek the views of local disablement organisations to identify suitable sites for additional blue-badge parking provision.

7.12.10 The review may also include changes to the physical layout such as has been implemented in Temple Fortune with beneficial effects on traffic flow including buses.

- 7.12.11 The review is set out at 7.17 and is a significant undertaking spread over a five year period to commence in 2006.
- 7.12.12 Prioritisation takes into account issues such as when the area was last reviewed, either as part of a CPZ scheme or in isolation. Reviews will take into account inputs from TfL or bus operators and the bus stop review, and inputs from local business communities and disability groups.
- 7.12.13 The priorities will address the need to ensure that sections of A roads and busy bus routes are identified for review to suitable timescales, and will take into account parallel initiatives where possible.
- 7.12.14 The review will take into account issues arising from the bus stop audit, and where possible the two actions will occur concurrently. The programme will be dependant on, and vary with the delivery of other programmes covered elsewhere. As well as parallel initiatives, local safety schemes, specific bus priority measures, and works done as part of non-principal road maintenance will incorporate waiting, loading, and parking restriction review.

### ***Review of Controlled Parking Zones***

- 7.12.15 The Council recognises that in recent consultation exercises, controlled parking zones covering wide areas are less well supported, and minded of the need for an order-making authority to have proper regard to the outcome of consultation, it is expected that in the current environment there will be less demand for significant controlled zones.
- 7.12.16 However, it is also recognised that existing CPZs, the oldest of which date from the mid 1980s should be reviewed, and resources will be directed increasingly to this task. This will include pro-actively engaging the local area on all aspects of the zone operations.
- 7.12.17 This programme will be based on age of the existing zones, identifying areas where local needs have changed as a result of changes in land use or other factors, and on the need to consider the surrounding areas when main roads and busy bus routes are reviewed.

### ***Occupancy Surveys***

- 7.12.18 Historically occupancy surveys have not generally formed a part of usage and review of CPZs. Generally reviews that have taken place have included responsive actions and local responsive occupancy surveys building on issues arising from the local community. The Council recognises that a more pro-active approach will be necessary in future, particularly if demands get closer to supply and intends to explore the use of occupancy surveys to inform reviews and to assist in prioritisation.

***Stakeholder Review***

- 7.12.19 To bring an element of scrutiny to the parking operations in Barnet the Councils Cleaner, Greener Scrutiny Committee has formed a Working Group to consider a range of operational policy issues. To inform this Stakeholders have been invited to participate in a review of issues relating to accessibility, zone review, observations times, grace periods to introduce a degree of proportionality for some contraventions, quality of signage, the effect of charges on custom for local shops, and permit charges.

***Suspensions***

- 7.12.20 The Council may suspend parking places from time to time. The current policy is to seek to give at least three days advance notice (though this may be reduced for pay and display parking) so as to ensure minimum adverse impact on resident permit holders and other parking place users.

***Temporary Waiting Restrictions***

- 7.12.21 The Council will make temporary traffic orders and special temporary waiting restrictions for events, works and other reasons. In doing so the Council is committed to providing advance notification by street notices and leaflets to minimise local impact, and alert residents and or businesses in a customer-focused manner.

***Exemptions***

- 7.12.22 The Council has adopted conventional measures in its traffic orders consistent with other authorities which permit exemptions and exceptions:
- 7.12.23 Parking attendants are to be alert to identifier boards of the type approved for use by the utility companies, which whilst not in themselves an exemption can alert the officer to the likelihood that the vehicle is in use in connection with nearby works and permitted to wait.
- 7.12.24 All vehicles in use for fire police and ambulance purposes are exempted from restrictions as are vehicles delivering certain statutory functions.
- 7.12.25 Vehicles in use for Removals are exempt from the 20 minute maximum that applies to loading.
- 7.12.26 The Council recognises the HEB scheme used by health professionals in emergency situations.

***Football Club Enforcement***

- 7.12.27 For the latter part of the 2004/5 season the Council has implemented match day only waiting restrictions in the vicinity of Barnet FC (Underhill) Stadium.



- 7.12.28 This is an experimental scheme introduced after dialogue with the club and the police with the aims of improving local safety, crowd movements, and emergency vehicle access.
- 7.12.29 The council is monitoring the impact of the scheme and encouraging local residents to contribute their views prior to a decision being made on the future of the scheme and how it might apply in the 2005/6 season.
- 7.12.30 Enforcement is provided after advance notice is given of the next match day.

### ***Penalty Charge Level***

- 7.12.31 Whilst additional parking charges are set by the ALG after the involvement of the Mayor of London and the Secretary of State, the borough may apply to the ALG for the application of the charge band(s) felt appropriate to the borough's circumstances. Barnet applies charge band "B" throughout the Authority's area (currently £80). This is considered a fair and equitable policy as the Borough considers that contraventions anywhere in the authority have an impact on one locality that is as important as the impact on another locality.
- 7.12.32 The Council notes that application of Band "A" is still predominately focused on part or all of 12 authorities in inner London. It is also noted that band "A" has been applied in some town centres in outlying boroughs. However, the application of band B remains broadly consistent with other outer London Authority's chosen penalty charge band and the Council does not intend to apply to vary this. We will seek to deal with any apparent increase in irresponsible parking in some areas by improving the focus of patrols on such streets rather than by the use of a more punitive charge.

### ***Clamping And Removal***

- 7.12.33 Barnet has not used clamping and removal as a tools to support parking enforcement activities and has considered these to be unnecessarily punitive measures. It is recognised that disruption can be caused by inconsiderate parking in some areas such as at waiting *and loading* restrictions, in disabled parking places, at restricted bus stops, within pedestrian crossing limits, and similar situations and that this may impact on traffic flow including pedestrian and cycle movements, bus operations, disabled access, and safety, but the initial focus has been on carrying out the aforementioned review of enforcement operations and this will continue with the aim of targeting non-compliance.

### ***Penalty Charge Notice Processing***

- 7.12.34 Effective efficient enforcement requires the support of equally effective processing. During 2005/6 a programme of service improvements is being progressed, focused on a realignment of the team to improve customer focus and achieve prompt closure of cases.

- 7.12.35 The service has recognised a need to ensure that improvements are made in considering factors in representations in a flexible manner that seeks proofs and evidence that is appropriate to each case making judgments on the most likely position derived from a balance of probabilities in line with the requirement to work within the applicable standards of civil law.
- 7.12.36 Standardised letters will be reviewed and developed taking into account the Council's customer care ethos with the aim of providing more detail in supplementary paragraphs where appropriate to better explain reasons for upholding or cancelling penalties where this had not previously happened.
- 7.12.37 The service will also establish better feedback mechanisms with a view to driving quality improvements in the enforcement team.
- 7.12.38 The Council accepts that where enforcement is primarily based on visual observation of vehicles, it is possible for vehicles to be penalised when they are being used for exempt activities if the permitted act is taking place out of sight of the attendant. It also accepts that in even the best run service mistakes are possible. To minimise inconvenience, the Council considers representations from people prior to issuing a Notice to Owner, holding the charge at the discount period if this still applies, though the Road Traffic Act does not place an obligation on the Council to do either.
- 7.12.39 This is part of the Council's customer-focused approach applying fairness to service users, including those issued with penalties.
- 7.12.40 However, the Council also recognises that the proper pursuit of correctly issued penalties is essential to create and maintain a regime whereby the Council's restrictions are respected by the motorist. The Council will therefore pursue all unpaid penalties, registering them as debts and passing them to bailiffs to recover.
- 7.12.41 The Council will also invest resources into analysing data with the aim of identifying persistent evaders and seeking the most appropriate means of dealing with this issue

### ***Camera Enforcement***

- 7.12.42 Whilst the Council does currently use cameras to enforce bus lanes, there are no proposals to expand the service to cover "moving traffic" offences by seeking to decriminalise them, however the Council will note the development of this in London following the initial pilot scheme.

### ***Publicity***

- 7.12.43 The Council intends to develop publicity – particularly on its website, but also in other appropriate media, to address the negative reporting that delivery of a parking service attracts. The aim will be to present the service in a manner that emphasises the benefits to the community in managing parking.

- 7.12.44 The Council's website is also being developed in late 2005 to provide specific information on parking issues including downloadable documents and guidance and to provide responses to frequently asked questions
- 7.12.45 Further developing a customer focus, the service will better explain through publicity the way enforcement is delivered, the reasons why penalties are issued, and how – if applicable – a person might best present a representation to the Council regarding a penalty and what supporting evidence might be required.
- 7.12.46 Barnet will also publicise the agreed parking plan, providing a digest and interpretation to facilitate a better understanding of its contents and will use the parking plan as the basis of operational policy.

**7.13 Off Street Public Car Parks:**

Location	Spaces	Disabled Spaces
Strafford Road	7 resident permit	0
Burroughs Gardens	24 Business permit 20 Resident permit	2
East Barnet Rd (N)	37 P&D	2
East Barnet Rd (S)	20 P&D	2
Lodge Lane	214 P&D	9
Stanhope Road (3 car parks)	116 P&D	2
Castle Road	48 P&D	1
Stapylton Road	61 P&D	0
Moxon Street	56 P&D	3
Perryfield Way (N)	61 P&D	2
Perryfield Way (S)	19 Business permit	2
Bunns Lane	199 P&D	5
Watling Market	194 P&D 23 Business permit	5
Fitzjohn Avenue	75 P&D	2
Woodhouse Road	10 P&D	2
A full audit is taking place of off-street free car parks following the transfer of the management of these to the parking team	Not available	n/a

7.13.1 Charging policy: The aim is to encourage short stay and turnover, and to assist local traders by the use of proportionally cheaper short stay charges . However it is also recognised that where there is sufficient capacity and low demand, beyond a certain threshold an “all-day” rate can be applied. At the time of drafting this is £4 but it is proposed to reduce this to £3 and monitor the effect on usage.

7.13.2 Some car parks have no “all-day” option, and in some it is limited to only a proportion of spaces so as to ensure adequate parking is available for short-term parking.

7.13.3 Tariff (proposed from January 2006).

Up to:	Tariff
15 mins.	£0.30
30 mins.	£0.50
45 mins.	£0.80
1 hour	£1.50
1½ hour	£2.50
Over 1½ hour	£3.00

### 7.11 Number of permits issued

This table summarises the resident and business permits issued in the Borough's CPZs in the 2004/5 financial year. Households are limited to a maximum of three permits.

	Resident				Business
Zone	First Permit	Second Permit	Third Permit	Total	Total
Barnet CPZ (c)	919	260	28	1207	88
Barnet CPZ (d)	164	33	1	198	0
Brent Cross CPZ (b)	130	22	0	152	0
Brent Cross Station (bx)	399	82	10	491	29
Church End CPZ	1018	196	13	1227	246
Colindale CPZ	83	9	0	92	
Cricklewood CPZ (1 hour)	466	93	6	565	15
Cricklewood Terraces CPZ	128	26	1	155	0
Cricklewood CPZ (the Groves)	119	18	3	140	1
Edgware CPZ (j)	225	31	5	261	3
Edgware CPZ (k)	128	22	1	151	0
Edgware CPZ (inner)	9	0	0	9	0
East Finchley CPZ	1372	277	36	1685	70
North Finchley CPZ	1526	309	33	1868	366
Golders Green CPZ (g)	414	99	12	525	75
Golders Green CPZ (h)	1018	274	39	1331	0
Hendon CPZ (hc1)	270	64	11	345	63
Hendon CPZ (hc2)	470	114	12	596	88
Hendon CPZ (hc3)	43	10	3	56	0
Mill Hill East CPZ	32	3	0	35	0
Mill Hill CPZ (e)	390	68	5	463	6
(wh1) Sub Zone	385	66	3	454	20
Perryfield Sub Zone (wh2)	129	6	0	135	16
West Hendon 1 Hour Zone (wh3)	128	21	2	151	2
	<b>9965</b>	<b>2103</b>	<b>224</b>	<b>12292</b>	<b>1088</b>

## **7.15 Location of roadside camera locations**

7.15.1 No map is readily available at the time of drafting for the camera locations. However, all cameras operate in bus lanes along the A5.

**7.16 Annual Declarations on Parking Income and Expenditure**

	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005
	£	£	£	£	£
<b>Income</b>					
Penalty Charge Notices	(2,482,882)	(2,584,507)	(4,373,272)	(5,961,832)	(5,017,121)
Residents Permits	(193,181)	(211,290)	(252,633)	(425,589)	(875,731)
Pay & Display	(816,416)	(1,021,678)	(1,118,453)	(1,524,926)	(2,718,767)
CCTV Bus lanes	0	0	0	(1,432,409)	(614,924)
<b>Total Income</b>	<b>(3,492,479)</b>	<b>(3,817,475)</b>	<b>(5,744,358)</b>	<b>(9,344,756)</b>	<b>(9,226,543)</b>
Operating Expenditure	1,487,930	2,020,075	2,372,758	3,553,942	4,367,771
<b>Net Operating Surplus</b>	<b>(2,004,549)</b>	<b>(1,797,400)</b>	<b>(3,371,600)</b>	<b>(5,790,814)</b>	<b>(4,858,772)</b>
Add Capital Expenditure	139,949	260,649	533,156	700,009	16,214
<b>Net Expenditure in Year</b>	<b>(1,864,600)</b>	<b>(1,536,751)</b>	<b>(2,838,444)</b>	<b>(5,090,805)</b>	<b>(4,842,558)</b>
Balance brought forward	(1,243,918)	(958,518)	(495,269)	(103,713)	(19,518)
Appropriation to General Fund	2,150,000	2,000,000	3,230,000	5,175,000	4,850,000
<b>Balance Carried Forward</b>	<b>(958,518)</b>	<b>(495,269)</b>	<b>(103,713)</b>	<b>(19,518)</b>	<b>(12,076)</b>

**7.17 A Road and Busy Bus Routes Review**

Road Name	Road number	2005 / 2006	2006 / 2007	2007 / 2008	2008 / 2009	2009 / 2010	existing CPZ
Hadley Highstone, north	A1000						
High Street	A1000						
Barnet Hill	A1000						
Great North Road	A1000						
High Road	A1000						
Great North Road	A1000						
Nether Street & Kingsway	A1003						
Woodhouse Road	A1003						
Friern Barnet Road	A1003						
St Albans Road	A1081						
Oakleigh Road	A109						
All sections of the	A110						
Cricklewood Lane	A407						✓
Spur Road	A410						
Wood Street & Barnet Road	A411						✓
Brockley Hill	A5						
Stonegrove	A5						
High Street	A5						
Burnt Oak Broadway	A5						
The Hyde	A5						
West Hendon Broadway	A5						✓
Edgware Road	A5						
Cricklewood Broadway	A5						✓
Brent Street & Golders Green Rd	A502						
North End Road	A502						✓
Perryfield Way	A504						✓
Herbert & Wilberforce Roads	A504						✓
Station Road	A504						✓
Church Road	A504						✓
Finchley Lane & Hendon Lane	A504						
Gravel Hill	A504						
East End Road	A504						
Fortis Green	A504						
Station Road & Hale Lane	A5100						✓
The Broadway	A5100						✓
Deansbrook Road to Salvage Lane	A5109						
Marsh Lane	A5109						
Highwood Hill	A5109						
Totteridge Common	A5109						
Totteridge Lane	A5109						
Colindeep Lane	A5150						
Ballards Lane	A598						✓
Regents Park Road	A598						
Charter Way	A598						
Finchley Road	A598						✓
Friern Barnet Lane	B550						
Colney Hatch Lane	B550						
<b>KEY</b>	Waiting & loading to be reviewed as part of other works						
	Waiting and loading to be reviewed (form 22)						



## 7.18 Public Off-street Car Parks and Controlled Parking Zones

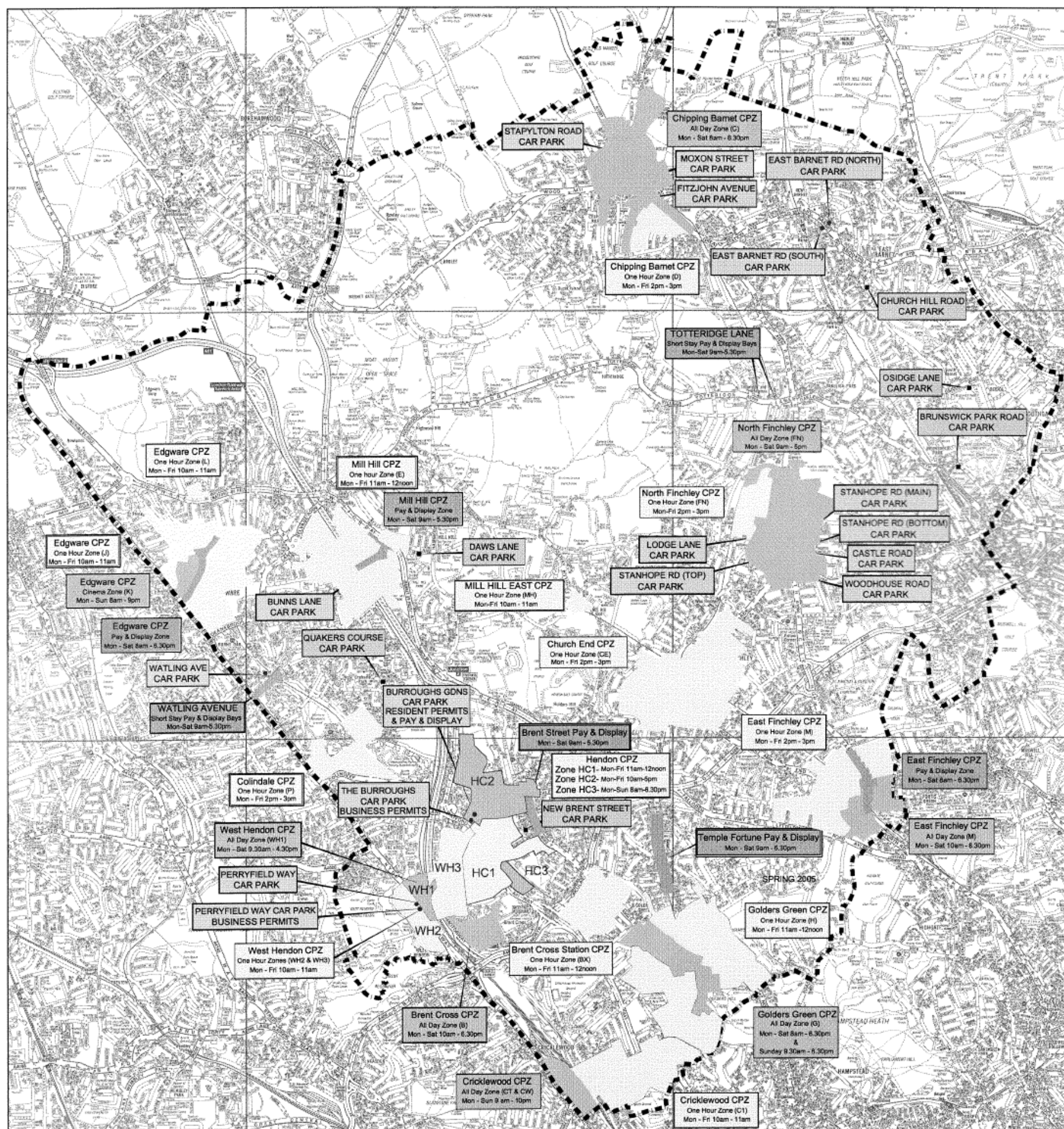


Figure 7.1 Location of Controlled Parking Zones and Public Car Parks within the London Borough of Barnet