

MEETING**FINCHLEY & GOLDERS GREEN AREA ENVIRONMENT SUB-COMMITTEE****DATE AND TIME****WEDNESDAY 16TH JANUARY, 2013****AT 7.00 PM****VENUE****ST MICHAEL'S CHURCH HALL, THE RIDING, OFF GOLDERS GREEN ROAD, LONDON NW11
8HL**

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
8.	HAMPSTEAD WAY AREA PARKING CONSULTATION	5 - 42

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 AGENDA ITEM 8

Meeting	Finchley & Golders Green Area Environment Sub-Committee
Date	16 January 2013
Subject	Hampstead Way Area Parking Consultation
Report of	Interim Director of Environment, Planning and Regeneration
Summary	The purpose of this report is to advise of the outcome of the informal consultation undertaken with residents of uncontrolled roads in the Hampstead Way area and to consider the recommendations made as a result of the feedback obtained through the consultation.

Officer Contributors	Paul Edmund-Charles - Engineer, Design Team, Traffic and Development Section
Status (public or exempt)	Public
Wards affected	Garden Suburb Ward
Key Decision	No
Enclosures	Appendix A – Consultation Questionnaire, Appendix B - Consultation Data Analysis, Appendix C – Householder Response Graphs, Appendix D - Diversity Monitoring Report, Appendix E - CPZ Plan.
For decision by	Finchley & Golders Green Area Environment Sub-committee
Function of	Executive
Reason for urgency / exemption from call-in	Not applicable

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1. RECOMMENDATIONS

- 1.1 The Sub-committee note the conclusions drawn from the informal consultation undertaken in the Hampstead Way area and instruct the Interim Director of Environment, Planning and Regeneration to carry out a statutory consultation on a proposed Controlled Parking Zone (CPZ) and associated measures in the area;**
- 1.2 That any unresolved material objections received as a result of the statutory consultation are dealt with by the Interim Director of Environment, Planning and Regeneration under delegated powers, in consultation with the Cabinet Member for Environment before a decision is made in due course on whether to make all or any of the measures permanent.**
- 1.3 That the effectiveness and impact of any introduced measures be monitored and if considered necessary further action identified is identified to militate against potential impact in due course.**

2. RELEVANT PREVIOUS DECISIONS

- 2.1 Decision of the Finchley and Golders Green Area Environment Sub-Committee of 23 November 2011 where it was resolved that the Interim Director of Environment, Planning and Regeneration arrange a consultation on the possibility of considering certain roads in the Hampstead way area for inclusion within a CPZ.

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 Improving parking and traffic conditions in the vicinity of local residents will contribute to the One Barnet Plan and Corporate Plan priority “A Successful London Suburb” by improving quality of life for residents through affording them better parking protection, and by improving the traffic and parking conditions and help to keep traffic moving by improving safety at junctions and other lengths of road.
- 3.2 The London Mayor’s Transport Strategy also addresses these areas through: “Proposal 30: The Mayor, through TFL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will include ...c) “... keep traffic moving ...” , e) Planning and implementing ... improvements to the existing road network, ... to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users.

4. RISK MANAGEMENT ISSUES

- 4.1 It is not considered that the issues involved are likely to give rise to policy considerations as the introduction of controlled parking would improve the parking provision for local residents.
- 4.2 It is not considered that the issues involved may lead to some level of public concern by ‘commuter type’ motorists who are customarily used to parking in close proximity to local transportation services, such as train stations or visitors to the town centre. Therefore, the introduction of the CPZ could lead to displaced parking and/or adverse publicity. However, reducing the opportunity of parking in close proximity to local transportation links, could encourage the use of alternative modes of transport, such as cycles, walking and buses, thereby reducing the number of vehicles travelling

through the area, and also restricts higher volumes of vehicles parking in relatively close proximity causing obstruction to other road users.

- 4.3 It is not considered that the issues involved may also lead to some level of public concern from local residents who feel they are losing parking spaces. However, it is considered that there would still be enough resident spaces within the area to accommodate local needs, and that the revision of the parking layout would lead to increased safety which would result from a more appropriate traffic management.

5. EQUALITIES AND DIVERSITY ISSUES

- 5.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation.
- 5.2 Consideration of appropriate traffic management measures through the implementation of a new Controlled Parking Zone (CPZ) will benefit local residents by affording them increased opportunity to park within a reasonable distance of their homes aims, the design of the scheme taking into account the different needs and preferences of those who will use the CPZ
- 5.3 A diversity monitoring section was attached to the questionnaire, a copy of which is included with a copy of the questionnaire as Appendix D.

6. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 The introduction of a new CPZ and the implementation of new waiting restrictions would require new and amended Traffic Management Orders. Statutory procedures require a public consultation to take place.
- 6.2 The total estimated costs of the new CPZ and waiting restrictions will be £45,000 and will be met from capital budgets.
- 6.3 There will be no staffing, IT, property, sustainability, or procurement issues as a result of the implementation of these measures.
- 6.4 The introduction of the CPZ and subsequent new waiting restrictions will require periodic ongoing routine maintenance.

7. LEGAL ISSUES

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

8. CONSTITUTIONAL POWERS (Relevant section from the Constitution, Key/Non-Key Decision)

- 8.1 The Council's constitution in Part 3, Responsibility for Functions, paragraph 3.10 details the executive functions of the Area Environment Sub-Committees. These include highways use and regulation not the responsibility of the Council.
- 8.2 The Council's constitution, in Part 3, Responsibility for Functions, paragraph 6.1 provides for Chief Officers to take decisions in consultation with the Cabinet Member concerned to discharge the functions allocated to them or dealt with by them or their staff.

9. BACKGROUND INFORMATION

- 9.1 The Golders Green CPZ was introduced in 1998 and subsequently amended to include further roads in 2001 and 2002. Further additions were made in 2005 and 2006, with the inclusion of Wentworth Road, Meadway Gate and a section of Meadway, NW11. The zone has grown since its inception and is considered to operate effectively
- 9.2 The Temple Fortune CPZ was introduced in 2006. Since its inception the zone has worked well and officers have had little by way of correspondence to suggest significant issues exist in roads within the zone.
- 9.3 More recently however, the council has been made aware of parking problems occurring in a number of roads on the periphery of both the existing CPZ's. One area of specific focus are the roads on the edge of both the Temple Fortune and Golders Green Controlled Parking Zones, namely the uncontrolled section of Hampstead Way, plus Hill Close, Willifield Way, Temple Fortune Hill and Asmunds Hill, NW11.
- 9.4 In addition, in recent years, the council has received an increased volume of correspondence from residents in certain parts of the Garden Suburb Ward stating their concerns relating to parking issues in their roads, namely Hampstead Way, Hill Close and a section of Willifield Way.
- 9.5 In July 2012, Officers carried out an informal consultation with householders, business's and the local community within the Hampstead Way area. This was a letter drop with a questionnaire which requested views on possible parking concerns. .
- 9.6 A total of 406 questionnaires were hand delivered to properties in Asmunds Hill, Hampstead Way, Hill Close, Temple Fortune Hill and Willifield Way. In all cases, the responses from residents consulted provided wide and varied opinions on what should be done from reducing congestion and improving resident parking to improving safety for both motorist and non motorist which can be reviewed fully in Appendix B.
- 9.7 Upon analysis of the returned questionnaires in some instances there is clear support due to the location on the periphery of the existing CPZ boundary, that residents of Hampstead Way, Hill Close and a section of Willifield Way request any extension of the current CPZ layout to include their roads. Whereas, the residents in Asmunds Hill, Temple Fortune Hill and other sections of Willifield Way show less support for change.
- 9.8 In Hampstead Way, 127 letters were delivered of which a total of 93 (73%) households returned their questionnaires. Of those who responded 57 (61.29%) requested either the implementation of a new CPZ to include their road or for their inclusion into either the Golders Green CPZ or the Temple Fortune CPZ. Householders investigation requirements focus on the implementation of restrictions to reduce or remove long term commuter parking along with measures to reduce congestion.

- 9.9 In Hill Close, 8 letters were delivered of which a total of 5 (62%) households returned their questionnaires, of those that responded 4 of the 5 (80%) requested either the implementation of a new CPZ to include their road or for their inclusion into either the Golders Green CPZ or the Temple Fortune CPZ, if extended. Of the remaining, 2 residents agreed with the inclusion of Hill Close into either a new CPZ or the current Golders Green or Temple Fortune CPZ should either be extended to Hampstead Way. Responses concerning areas of investigation were unanimous. They commented that the junction of Hampstead Way and Hill Close require urgent attention due to cars parked too close to the junction, and all four responses requested the implementation of measures to improve safety at this junction.
- 9.10 In Temple Fortune Hill, 48 letters were delivered of which a total 24 (50%) households returned their questionnaires, of those that responded 17 (85%) were not in favour of any extension to the current CPZ's or the implementation of a new CPZ. The general feeling is that the road is over used by shoppers, business users and local garages using the road to store vehicles. A significant number of residents requested that parking controls be investigated to reduce both commuter parking and congestion in a form other than the implementation of a CPZ. In addition, householders also request the council investigate the possible implementation of traffic calming measures to reduce the speed of traffic using Temple Fortune Hill.
- 9.11 In Asmunds Hill, 51 letters were delivered of which 29 (56.8) households returned their questionnaires, of those that responded 20 (69%) were opposed to either the implementation of a new CPZ or their inclusion into the Golders Green or Temple Fortune CPZ's based on the current cost of resident parking permits, the perceived prohibitive cost of visitor vouchers and the general increase in the cost of permits over time. However, a significant number of those residents that responded have indicated that some sort of restriction is necessary to control the number of motorist parking on a long term basis in Asmunds Hill. Suggestions received include introducing 'at any time' restrictions, a 2 hour yellow line restriction and no return restrictions to stop long term commuters.
- 9.12 In Willifield Way, 176 letters were delivered of which 77 (43%) householders returned questionnaires, of those that responded 57 (74%) of those do not want the CPZ extended to include them. There is however some support from a section of households in Willifield Way which support the inclusion of Willifield Way into either the Golders Green or Temple Fortune CPZ. Many respondents made reference to the prohibitive cost of permits for themselves and their visitors. A number of those households requested investigations be carried out to revise the current 2 directional road layout and adopting a one way road layout as an alternative reducing both congestion and confrontation and that parking restrictions should be implemented to control inconsiderate parking by parents on school runs. Many residents of Willifield Way do not want change to the current controls, but do want to see more focus on the enforcement of the current restrictions.
- 9.13 The consultation responses indicate that a majority of these roads suffer from some level of non resident parking by motorist in close proximity to local hotspots, such as employees of local businesses, users of recreational facilities, visitors to the High Street as well as from residents who live within the current CPZ boundaries and park in these roads in order to avoid purchasing resident parking permits to park in the existing CPZ.
- 9.14 There are many different ways to address area wide parking problems, depending on the individual needs and requirements of a specific area. Whether it be the implementation of a new CPZ, an extension to one of the existing CPZ's or the implementation of yellow line restrictions in these roads, all are viable options available 9

to the council. However, it should be noted that the implementation of yellow lines without residents parking bays would prevent residents from being able to park in these roads during operational hours. When designing a new CPZ or an extension of the current CPZ's, consideration must be given to the nature and situation of a particular area and its individual road layout. If residential parking controls in the form of a CPZ were to be considered for these roads, available space on the public highway where motorists have come accustomed to parking their vehicles could be reduced.

- 9.15 Having comprehensively reviewed the analysis of the responses received from residents of each road questioned (Appendix C) it is clear households of Hampstead Way Hill Close and a section of Willifield Way show firm support for the implementation of resident parking in the form of a CPZ. However, it should be noted that any changes to Hampstead Way would most likely push non resident motorist into the surrounding roads such as Asmunds Hill, Temple Fortune Hill and any uncontrolled sections of Willifield Way.
- 9.16 The consultation has served to confirm the many difficulties the Council face in balancing the needs of residents, the safety and needs of pedestrians and motorist and the continued efforts to reduce congestion. Whilst the residents in Hampstead Way Hill Close and a section of Willifield Way wish to have controlled parking, residents in Asmunds Hill, Temple Fortune Hill and the rest of Willifield Way have demonstrated less support for the implementation of a new CPZ or the extension of the current Golders Green or Temple Fortune CPZ to include them whilst requesting some parking controls. If controls were to be introduced, this in itself could prove to be an issue for residents who would themselves be subject to those controls.
- 9.17 Due to the location of Hampstead Way, Asmunds Hill, Temple Fortune Hill, Willifield Way and to a lesser extent Hill Close on the outskirts of the Temple Fortune and Golders Green CPZ's commuters, shoppers, Heath walkers, users of local amenities and local employees use the roads to park daily leading to calls from residents to implement change to restrict the current practice.
- 9.18 Whilst it is recognised residents in Asmunds Hill, Temple Fortune Hill and a section of Willifield Way may well suffer from a small reduction in available kerb space due in part to the implementation of passing spaces, it is difficult to argue against the merits of including them in to any proposed CPZ.
- 9.19 It is considered that by extending the current Golders Green CPZ to include Hampstead Way, Asmunds Hill, Temple Fortune Hill, Hill Close and Willifield Way there remains the possibility of additional pressure on the residents within and around the existing CPZ hotspots such as, residents living near the station or the shopping areas and other localised amenities. Resident parking pressures within these areas could possibly become unbearable for many of those residents. Therefore officers do not support an amendment to the existing CPZ's as it is considered that any action to do so could prove to be detrimental and as such this proposal is non viable.
- 9.20 Following the recently concluded consultation Officers investigated parking issues in the wider Hampstead Way area. During the on street investigation Officers observed and noted issues that were included in the returned questionnaires first hand. Those concerns highlighted speed, congestion and sightlines in Willifield Way which was observed to lead to frustration among motorist and congestion in addition to the high volume of cars parked in Asmunds Hill and Temple Fortune Hill.
- 9.21 Safety for motorist and pedestrians at the junction of Willifield Way and Temple Fortune Hill is considered to be compromised by the speed of traffic approaching the junction northbound due to the current road layout and sightlines on the approach to the junction are severely impaired. Motorist at the junction can see very little of the

approaching traffic due to a large hedge and the road layout to allow motorist to exit Temple Fortune Hill with confidence. Asmunds Hill, Temple Fortune Hill and Willifield Way are narrow roads and in Willifield Way the problems are exacerbated as it served by a bus route which is frequently delayed due to congestion.

9.22 Accordingly it is considered appropriate to introduce measures designed to relieve parking pressure and improve the current area wide parking and safety conditions by introducing a CPZ in the Hampstead Way area. The CPZ would include the currently uncontrolled section of Hampstead Way, Hill Close, Asmunds Hill, Temple Fortune Hill and Willifield Way NW11 and would operate on Mondays to Saturdays between 1pm and 2pm. Within the proposed CPZ certain locations have been identified that would benefit from improved sightlines and safety for both motorist and pedestrians and therefore 'At any time' waiting restrictions would be introduced at these locations.

9.23 Details of the proposed CPZ layout including waiting restrictions are illustrated on Drawing No. CPZ2013/01 attached as Appendix E to this report.

10. LIST OF BACKGROUND PAPERS

10.1 None.

Cleared by Finance (Officer's initials)	JH
Cleared by Legal (Officer's initials)	CH

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Hampstead Way Questionnaire September 2012 Report

Consultation Questionnaire Appendix A

Hampstead Way, Asmunds Hill, Temple Fortune Hill and Willifield Way Informal Consultation Parking Questionnaire

Please let us have your views about parking in your road by completing and returning this questionnaire. Feel free to attach additional sheets if necessary and use the FREEPOST envelope enclosed.

Section 1 – Personal Information

In an effort to understand your particular needs and get as clear a picture as possible, please tell us where you live. If you do not want to tell us your full name **please ensure you give us your address and or post code** - without it we won't know where the problems may be.

Name:

Address:

.....

Post Code:

Please Note that under the provisions of the Freedom of Information Act 2000, the Council may be obliged to disclose any information that it holds if a request is made for that information, unless it is covered by an exemption under the Act. This means that this information can not be held confidential and may be disclosed to any person. If you do not wish your personal data (such as your name and address) to be disclosed, please tick the box below.

I do not wish my personal data to be disclosed

Section 2 – General Information

Please answer by ticking [✓] the relevant boxes and following the instructions where appropriate. Please tick one box only unless otherwise specified.

(1) **Is this property your:**

Home []

Business []

Both []

Other [] If 'Other' please specify

(2) **How many vehicles are there in the above household/business/other?**

None [] One []
Two [] Three [] If more please specify.....

(3) **How many of these are parked on the street?**

None [] One []

Two [] Three [] If more please specify.....

(4) **Are you a registered Blue Badge holder?**

Yes [] No []

Section 3 – Parking Issues

(5a) **Do you regularly find it difficult to find a space to park in your road?**

Yes [] No [] (If no, please go to question 7a)

(5b) **If yes, when do these problems mainly occur?**

(Please tick all boxes that apply)

(i) **Monday to Friday**

Morning [] Afternoon [] Evening [] Night []

(ii) **Saturday**

Morning [] Afternoon [] Evening [] Night []

(iii) **Sunday**

Morning [] Afternoon [] Evening [] Night []

(6a) **Do you ever have to park in neighbouring roads because there is no space in your own road?**

Yes [] No [] (If no, please go to question 7a)

(6b) **When does this mainly occur?** (Please tick all boxes that apply)

(i) **Monday to Friday**

Morning [] Afternoon [] Evening [] Night []

(ii) **Saturday**

Morning [] Afternoon [] Evening [] Night []

(iii) **Sunday**

Morning [] Afternoon [] Evening [] Night []

(7a) **Do you find vehicles parking obstructively, unfairly and/or inconsiderately in your road?**

Yes [] No [] (If no, please go to question 8a)

(7b) **If yes, please give details** (tick all boxes that apply).

- Footway parking
- Double parking
- Vehicles left for long periods of time
- Obstructed sightlines
- Inconsiderate residents/visitors
- Other please write in.....
- Obstructions to access/driveway
- Vehicles not parking parallel to the kerb
- Taking up more space than necessary
- Obstructions to through traffic
- Inconsiderate businesses/customers

(7c) **When do these problems mainly occur?** (Please tick all boxes that apply)

(i) **Monday to Friday**

Morning [] Afternoon [] Evening [] Night []

(ii) **Saturday**

Morning [] Afternoon [] Evening [] Night []

(iii) **Sunday**

Morning [] Afternoon [] Evening [] Night []

(8a) **Do you find it difficult to turn at junctions in your road due to parked vehicles?**

Yes [] No [] (If no, please go to question 9a)

(8b) **If yes, please specify which junctions**

.....

.....

.....

.....

.....

.....

.....

.....

(9a) **Do parked vehicles in your road cause you problems as a pedestrian or non motorist (i.e. as a cyclist etc)?**

Yes [] No [] (If no, please go to question 10a)

(9b) **If yes, please give details** (tick all boxes that apply)

- Obstructed junctions
- Footway parking
- inconsiderate parking
- Obstructed pedestrian crossing
- Problems for pushchairs/wheelchairs
- Heavy parking causing obstructions

- Obstructions to bus stops
- Dangerous for cyclists
- Other (please write in).....

(10a) **Do your visitors have problems parking in your road?**

Yes [] No [] (If no, please go to question 11a)

(10b) **If yes, please give details** (tick all boxes that apply)

- Difficult to find a space
- Heavy parking due to residents
- Problems due to inconsiderate parking
- Too many parking restrictions in the road or immediate area
- Other (please write in).....
- No parking available for visitors
- Heavy parking due to non-residents/business users
- Problems only during school drop-off and pick-up times
- Large vehicles/commercial vehicles parked taking up all the space

(10c) **When do these problems mainly occur?** (Please tick all boxes that apply)

(i) **Monday to Friday**

Morning [] Afternoon [] Evening [] Night []

(ii) **Saturday**

Morning [] Afternoon [] Evening [] Night []

(iii) **Sunday**

Morning [] Afternoon [] Evening [] Night []

(11a) **When parking, do you experience problems on a regular basis from any outside public or business facility in close proximity to your road?** (for example, schools, hospitals/medical centres, parks and recreation centres, public transport services, shops and restaurants etc)

Yes [] No [] (If no, please go to question 12a)

(11b) **If yes, please give details.**

.....

.....

.....

.....

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.....
.....
.....

Section 4 – Parking Overall

(12a) In your opinion, how would you describe the volume of parked vehicles in the section of road around your property?

Very High [] High [] Moderate []
Low [] Very Low []

(12b) How would you rate the effect that parking in your road has on you on a day to day basis?

Very High [] High [] Moderate []
Low [] Very Low [] It has no effect []

(13) Are you happy with the current parking situation in your road?

Yes [] No []

(14) Would you like parking issues in your road to be investigated further?

Yes [] No []

Please give details (whether you have responded either yes or no)

.....
.....
.....
.....

(15) Would you like your road to be included as part of a Controlled Parking Zone?

Yes [] No []

If you have any further comments and suggestions regarding parking in your road, or you if have any parking issues elsewhere in the area (see plan of consultation are enclosed) that you would like to raise relating to this questionnaire, please use the space provided below (please use an additional sheet if necessary).

.....
.....
.....
.....
.....

Section 5 – Diversity Monitoring

In order to make sure that our service is equally accessible to everyone and to help us understand the different needs of our community we would like to ask some further questions about you.

We also have a statutory requirement to collect information in relation to nine protected characteristics which are included in the Equality Act 2010. Therefore we have to ask you some personal questions.

For the purposes of this survey we are asking 5 of the protected characteristics included in the Equalities Act 2010

The information you provide will remain strictly confidential, in accordance with the Data Protection Act 1998.

(16) **Are you:** (Please tick **one** option only)

Female Male

(17) **In which age group do you fall?** (Please tick **one** option only)

Under 18	<input type="checkbox"/>	45-54	<input type="checkbox"/>
18-24	<input type="checkbox"/>	55-64	<input type="checkbox"/>
25-34	<input type="checkbox"/>	65-74	<input type="checkbox"/>
35-44	<input type="checkbox"/>	74+	<input type="checkbox"/>

(18) **What is your ethnic origin?** (please tick **one** option only)

- Asian or Asian British - Indian
- Asian or Asian British – Pakistani
- Asian or Asian British - Bangladeshi
- Asian or Asian British - Other
- Black or Black British - Caribbean
- Black or Black British – African
- Black or Black British - Other
- Mixed - White & Black Caribbean
- Mixed - White & Black African
- Mixed - White & Asian
- Mixed – Other
- Other - Chinese
- Other - Any ethnic group
- White – British
- White - Irish
- White - Greek/Greek Cypriot
- White - Turkish/Turkish Cypriot
- White - Any other
- Other (Please specify).....

(19) **Disability**

The Disability Discrimination Act 1995 defines a disability as, ‘A physical or mental impairment that has a substantial and long-term adverse effect on his or her ability to carry out normal day-to-day activities’. In this definition, long term is taken to mean more than 12 months and would cover long term illness such as cancer and HIV or mental health problems.

Do you consider that you have a disability as defined by the Disability Discrimination Act? (Please tick one option only)

Yes [] No []

(20) **If you have answered ‘yes’, please select the definition/s from the list below that best describes your disability/disabilities: (tick all that apply)**

- [] Hearing (such as: deaf, partially deaf or hard of hearing)
- [] Vision (such as blind or fractional/partial sight. Does not include people whose visual problems can be corrected by glass/contact lenses)
- [] Speech (such as impairments that can cause communication problems)
- [] Mobility (such as wheelchair user, artificial lower limb(s), walking aids, rheumatism or arthritis)
- [] Physical co-ordination (such as manual dexterity, muscular control, cerebral palsy)
- [] Reduced physical capacity (such as inability to lift, carry or otherwise move everyday objects, debilitating pain and lack of strength, breath, energy or stamina, asthma, angina or diabetes)
- [] Severe disfigurement
- [] Learning difficulties (such as dyslexia)
- [] Mental illness (substantial and lasting more than a year, such as severe depression or psychoses)
- [] Other (Please specify).....

(21) **Religion or belief (Tick one box only)**

- | | | | | | |
|----------|-----|-----------|-----|-------------|-----|
| Agnostic | [] | Atheist | [] | Baha'l | [] |
| Buddhist | [] | Christian | [] | Hindu | [] |
| Humanist | [] | Jain | [] | Jewish | [] |
| Muslim | [] | Sikh | [] | No Religion | [] |

Other religion/belief (Please Specify).....

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Hampstead Way Questionnaire September 2012 Report

Consultation Data Analysis Appendix B

A total of 406 questionnaires were hand delivered to properties in Asmunds Hill, Hampstead Way, Hill Close, Temple Fortune Hill and Willifield Way. Residents and householders of the aforementioned roads were asked to complete their questionnaires and return them by the 20th July 2012.

The break down of delivered questionnaires are as follows, 51 were delivered in Asmunds Hill, 4 were delivered in Hill Close, 127 were delivered in Hampstead Way, 48 were delivered in Fortune Hill and 176 were delivered in Willifield Way. Of the 406 questionnaires delivered a total of 233 responses were received which is an overall response rate of 57.8%.

In Asmunds Hill 29 of 51 were returned a return rate of 56.7%

In Hill Close 5 of 8 were returned a return rate of 62%

In Hampstead Way 93 of 127 were returned a return rate of 73.0%

In Temple Fortune Hill 24 of 48 were returned a return rate of 50%

In Willifield Way 77 of 176 were returned a return rate of 43%

In accordance with corporate policy a diversity monitoring section was attached to the questionnaire, a copy of which is included with a copy of the questionnaire as Appendix A. Of the 233 households who completed their questionnaire, 220 completed or partially completed the diversity monitoring aspect.

In comparison to many area wide parking consultations which have been carried out throughout the borough, the response rate is considered higher than average.

Responses have been broken down as follows

Asmunds Hill

In Favour of Introduction of CPZ YES - 9

Against the Introduction of CPZ NO – 20

Of the residents that responded 1 of 32 cited social events (funerals cremations etc)

Of the residents that responded 15 OF 32 cited school runs

Of the residents that responded 7 OF 32 cited commuters

Of the residents that responded 3 OF 32 cited shoppers & restaurants

Of the residents that responded 1 OF 32 expressed difficulty at the junction of Hill Close/Hampstead Way

Additional comments for consideration from residents of Asmunds Hill

Visitor vouchers to expensive
Residents parking outside CPZ

CPZ revenue generator for the council

Commuters to GG tube station

No parking/limited parking near amenities

Hill Close

In Favour Introduction of CPZ YES – 3

Against the Introduction of CPZ NO – 1

Of the residents that responded 1 OF 4 cited residents of other roads avoiding permits

Of the residents that responded 4 OF 4 expressed difficulty at the junction of Hill Close/Hampstead Way

Residents recognise the impact on them if the CPZ is extended to Hampstead Way and as such are in favour of their inclusion into any proposed CPZ extension.

Additional comments for consideration from residents of Hill Close

If CPZ is extended in Hampstead Way then support for CPZ in Hill Close

Worried at the cost of permits and additional permits

Worried about future increases in cost of permits

Hampstead Way

In Favour of Introduction of CPZ YES - 57

Against the Introduction of CPZ NO – 34

Of the residents that responded 14 OF 93 cited local commuting & local employees

Of the residents that responded 17 OF 93 cited commuters

Of the residents that responded 17 OF 93 cited garages/dealerships storing cars

Of the residents that responded 9 OF 93 cited long term parking

Of the residents that responded 8 OF 93 shoppers

Additional comments for consideration from residents of Hampstead Way

In favour of CPZ, but has concerns about cost, and any increases in cost over time

Parking very problematic, motorist parking outside CPZ, Households have more than 1 car per household

The CPZ in Hampstead way has led to displacement of disaffected residents and local employees

Hampstead Way is dangerous due to parking on both sides

Commuters, local employees, long term commuting, vehicle storage (Mercedes Garage) & CPZ refugees

Temple Fortune Hill

In Favour of Introduction of CPZ YES – 7

Against the Introduction of CPZ NO – 17

Of the residents that responded 1 OF 11 cited social events (funerals cremations etc)

Of the residents that responded 6 OF 11 cited commuters & local employees

Of the residents that responded 1 OF 11 cited shoppers & restaurants

Of the residents that responded 3 OF 11 cited storage of vehicles by repair garages & long term parking

Of the residents that responded 1 OF 32 expressed difficulty at the junction of Temple Fortune Hill & Hampstead Way

Of the residents that responded 1 OF 2 expressed difficulty at the junction of Temple Fortune Hill & Willifield Way

Additional comments for consideration from residents of Temple Fortune Hill

Pay by phone has displaced motorist into Temple Fortune Hill, residents (elderly and those with children) find it difficult to park

Road overused, business users, shoppers use road as car park

One way streets, No CPZ, no additional street furniture, no Wardens

Parking situation appalling, permit charges expensive, however supports CPZ

Introduction of CPZ - 9-5 Mon-Fri or 2 x 1 hour restrictions daily

Willifield Way

In Favour of Introduction of CPZ Yes – 20

Against the Introduction of CPZ No – 57

Of the residents that responded 32 OF 82 cited school runs

Of the residents that responded 2 OF 82 cited local business's

Of the residents that responded 5 OF 82 cited commuters

Of the residents that responded 1 OF 82 cited pay by phone

Of the residents that responded 4 OF 82 cited shoppers

Additional comments for consideration from residents of Willifield Way

No problem with parking currently, but anticipates issues if changes are made to incorporate into CPZ

Worth exploring one hour restrictions Mon-Fri. preferably between 3-4pm or 2-3pm

School run causes congestions due to inconsiderate parking. Random cars are parked and left long term in the road.

In favour of CPZ, unhappy at cost of permits, money making/ taxation scheme for council

Willifield Way is like a rat run to Hampstead. Inconsiderate parents, 2 car households as well as shoppers and commuters.

Rather not have a CPZ as it gives LBB options to charge high rates for residents parking and visitor parking and to alter these charges subsequently

Situation would be resolved by implementing resident parking zone bays. Mon - Fri 8am - 10am & 2pm - 4pm implement restriction times between school Runs

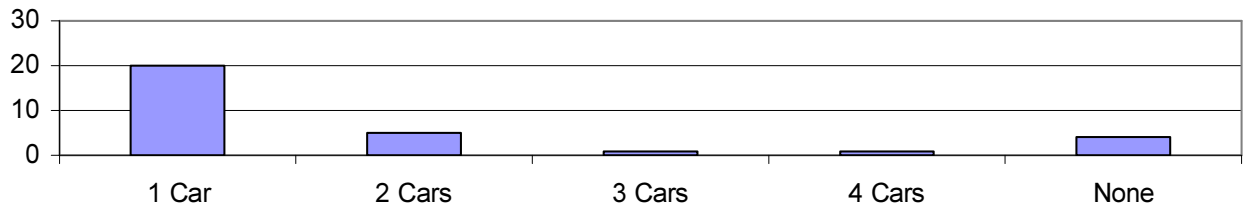
Hampstead Way Questionnaire September 2012 Report

Householder Response Graphs Appendix C

Number of vehicles per household/business or other

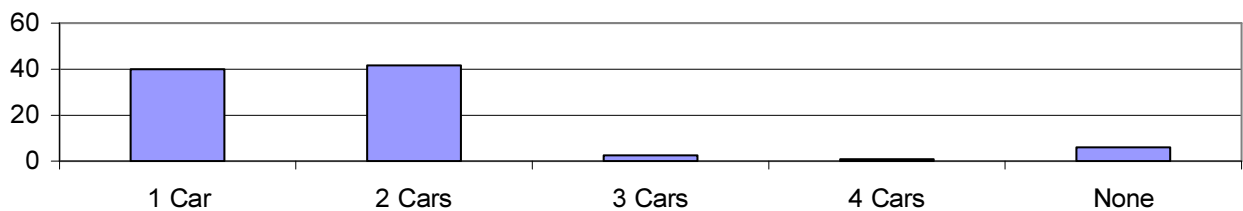
Asmunds Hill

Number of vehicles per household/business or other



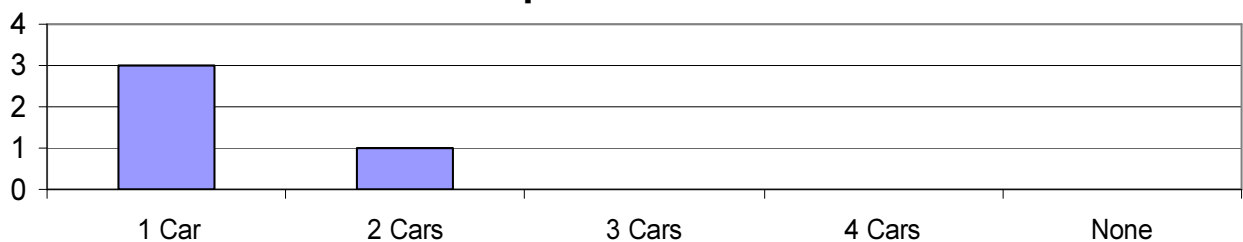
Hampstead Way

Number of vehicles per household/business or other

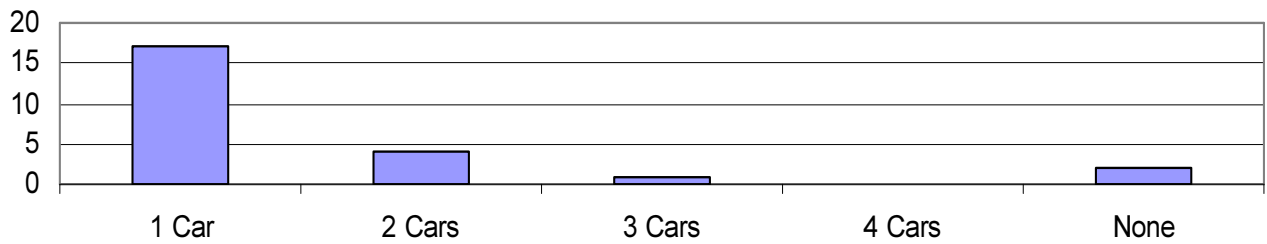


Hill Close

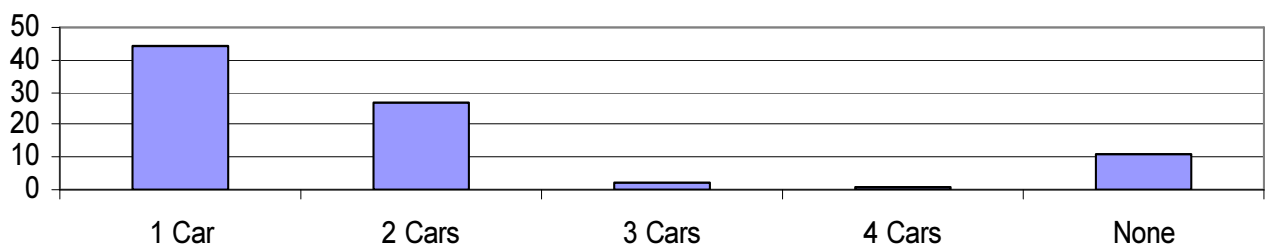
Number of vehicles per household/business or other



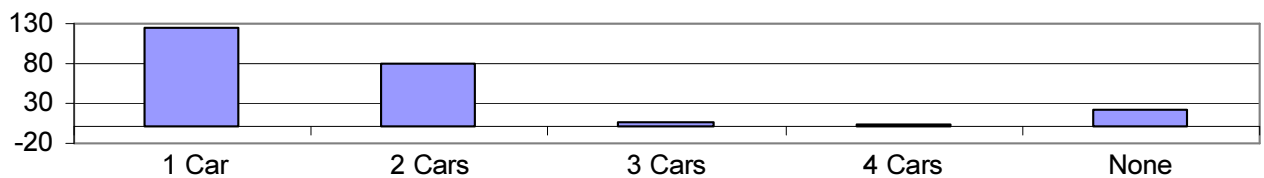
Temple Fortune Hill
Number of vehicles per household/business or other



Willfield Way
Number of vehicles per household/business or other

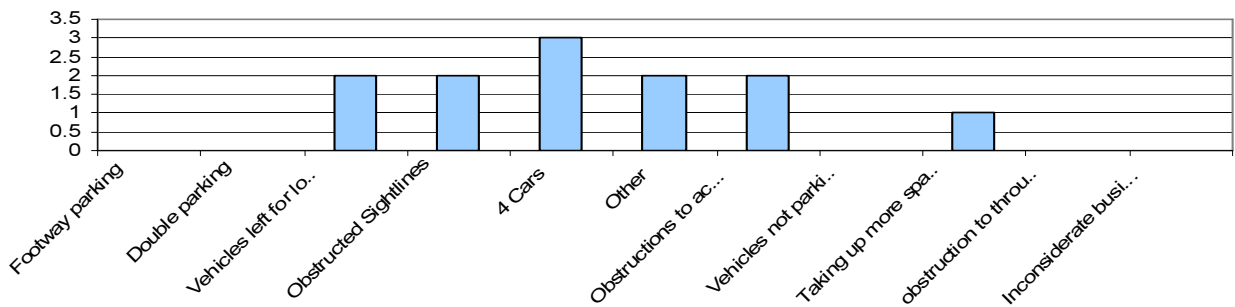


Accumulative
Number of vehicles per household/Business or other



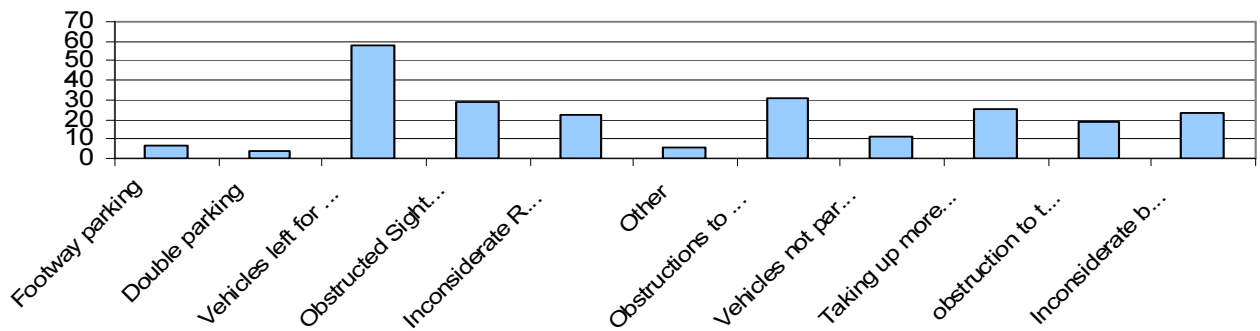
Asmuns Hill

Do You find vehicles parking obstructively, unfairly and/or inconsiderately in your road



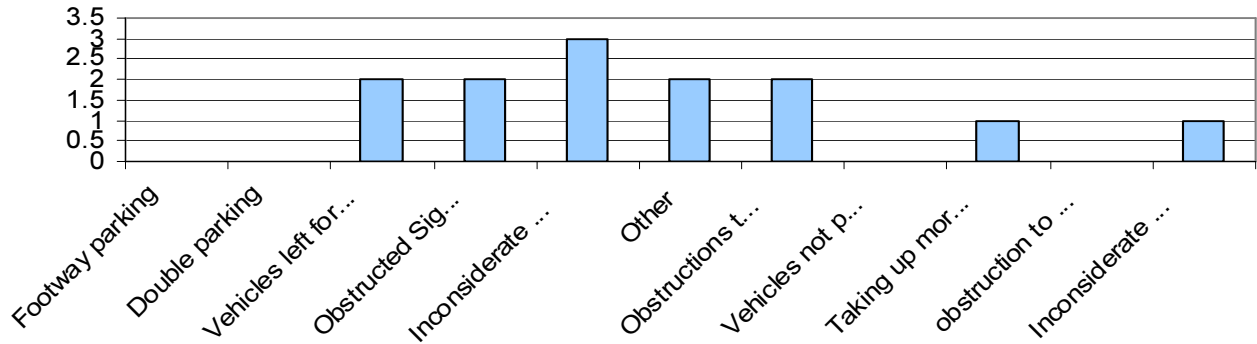
Hampstead Way

Do you find vehicles parking obstructively, unfairly and/or inconsiderately in your road



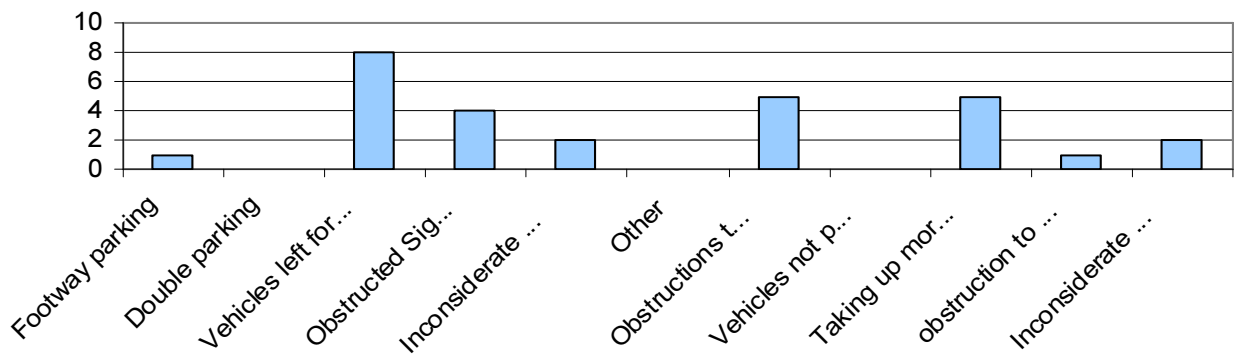
Hill Close

Do you find vehicles parking obstructively, unfairly and/or inconsiderately in your road



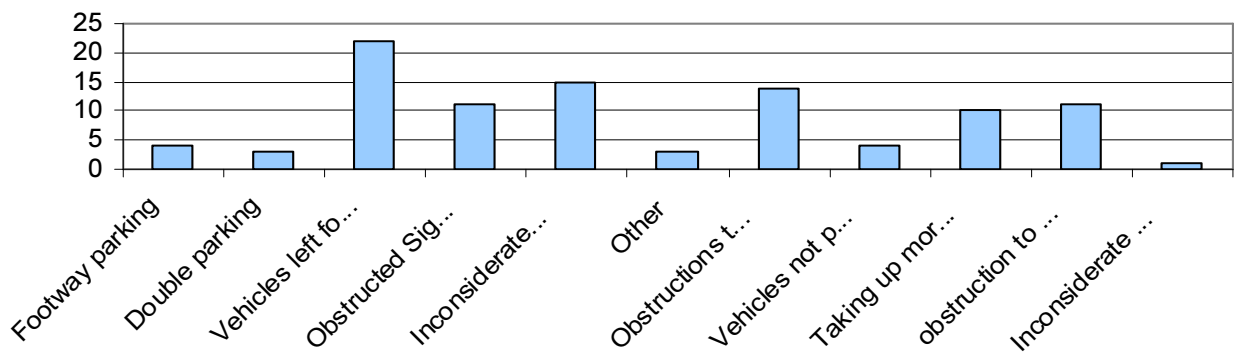
Temple Fortune Hill

Do you find vehicles parking obstructively, unfairly and/or inconsiderately in your road

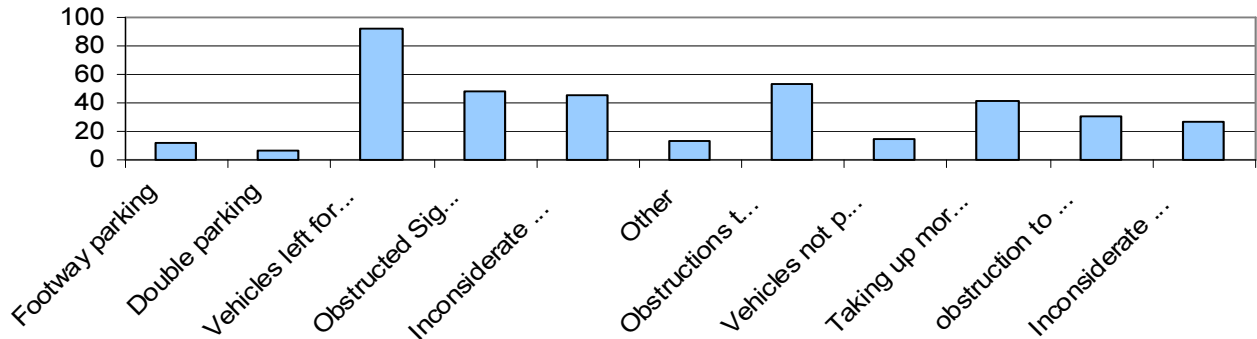


Willifield Way

Do you find vehicles parking obstructively, unfairly and/or inconsiderately in your road

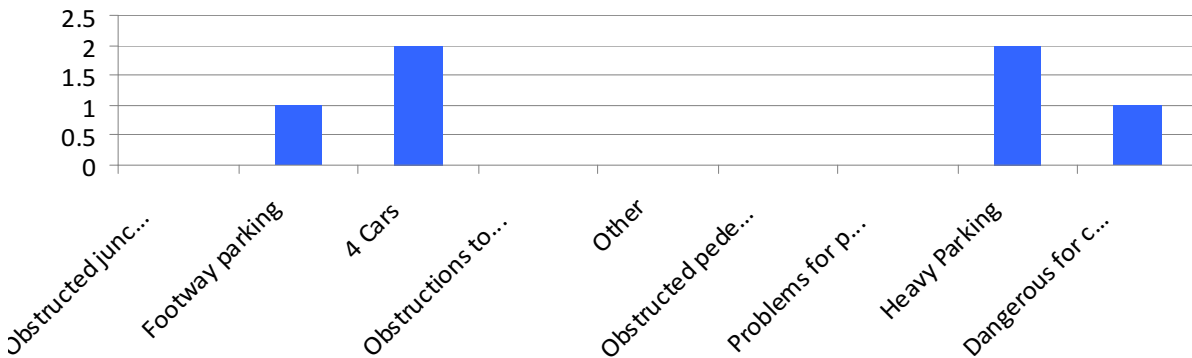


Accumulative Total
Do you find vehicles parking obstructively, unfairly and/or inconsiderately in your road

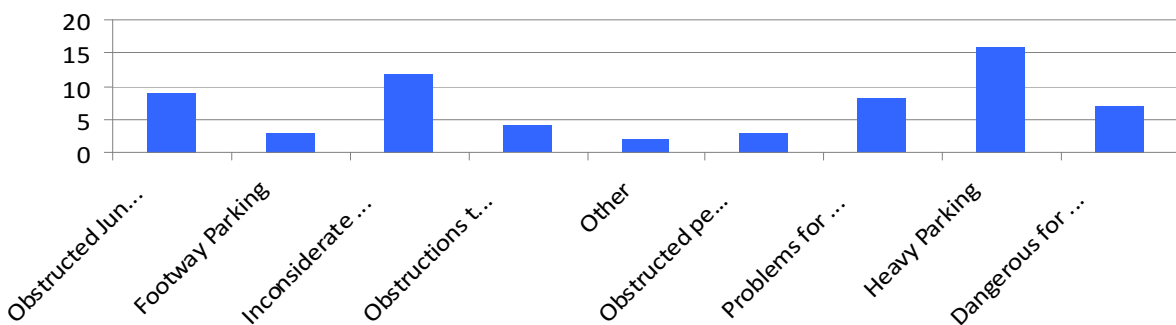


Do parked vehicles in your road cause you problem as a pedestrian or non motorist (ie as a cyclist etc)

Asmunds Hill
Do parked vehicles in your road cause you problems as a pedestrian or non motorist

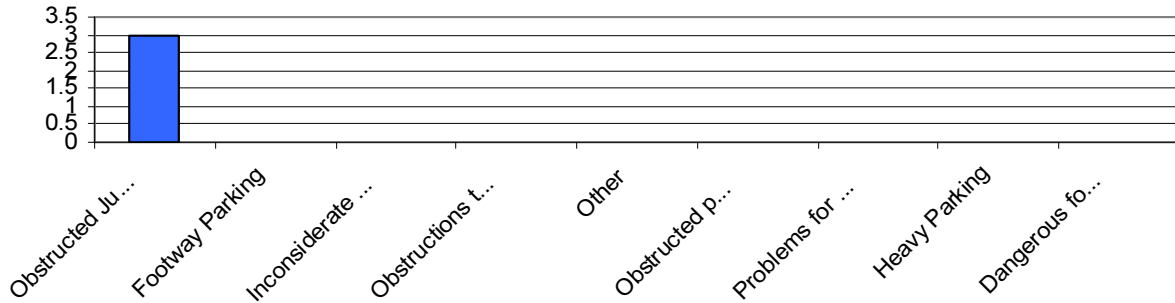


Hampsted Way
Do parked vehicles in your road cause you problems as a pedestrian or non motorist



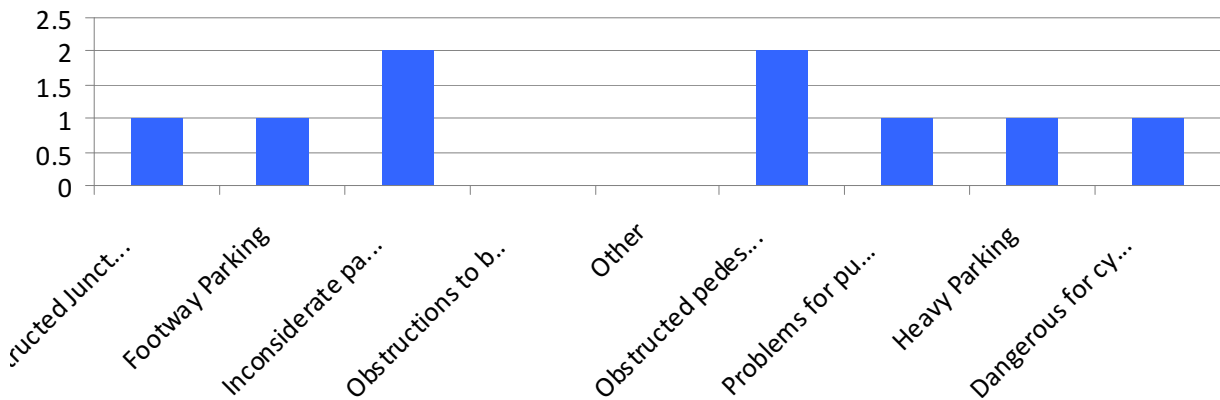
Hill Close

Do parked vehicles in your road cause you problems as a pedestrian or non motorist



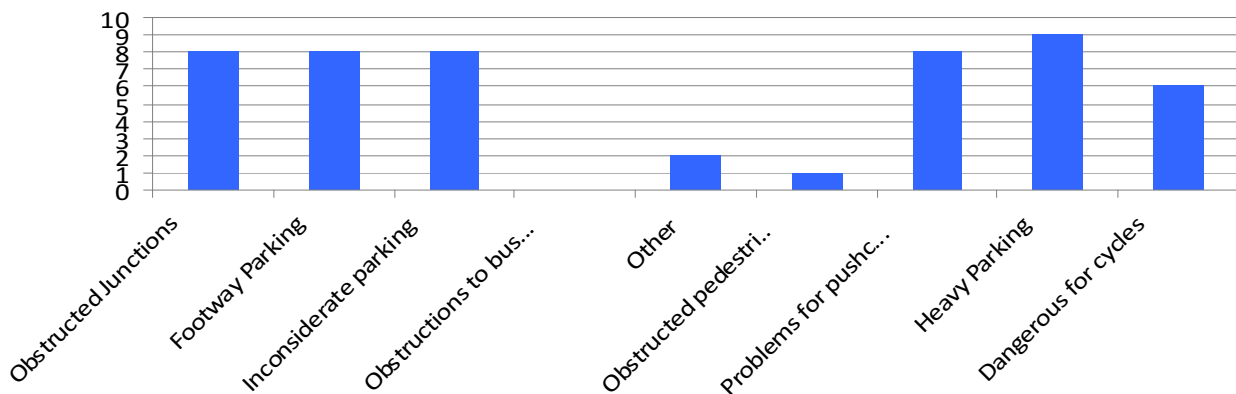
Temple Fortune Hill

Do parked vehicles in your road cause you problems as a pedestrian or non motorist

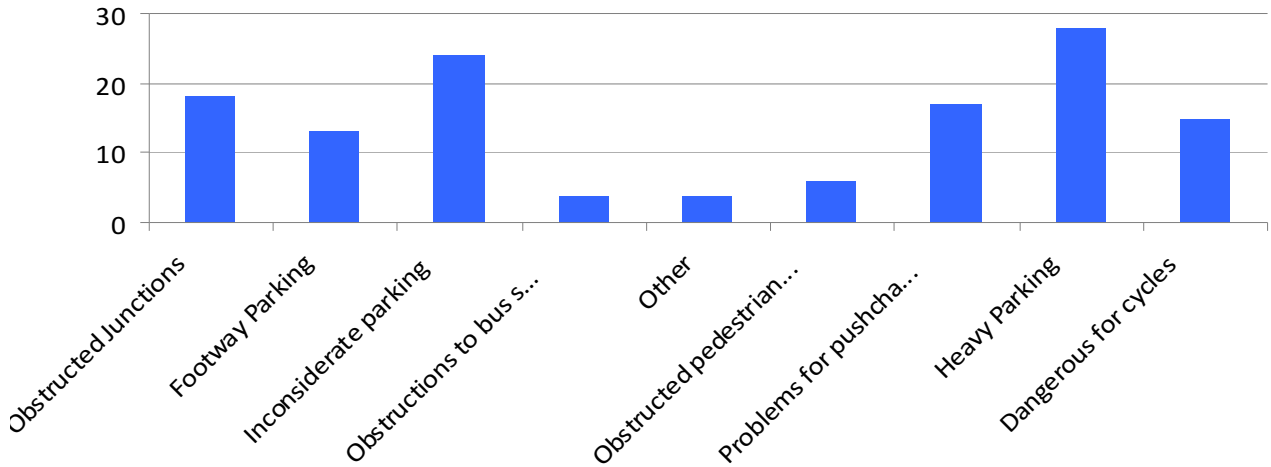


Willifield Way

Do parked vehicles in your road cause you problems as a pedestrian or non motorist



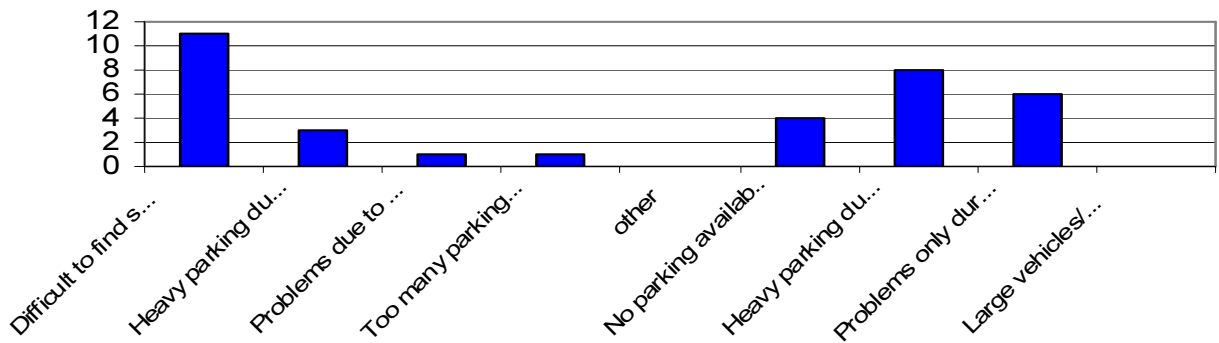
Accumulative total



Do visitors have problems parking in your road?

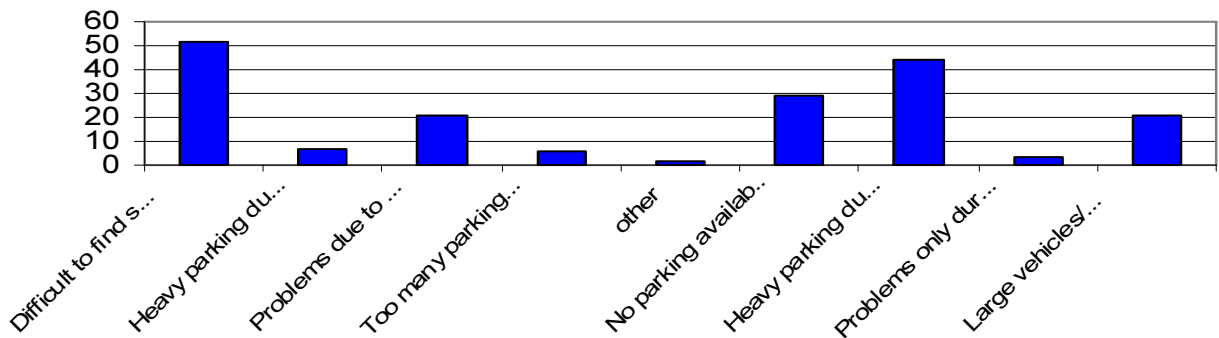
Asmunds Hill

Do visitors have problems parking in your road



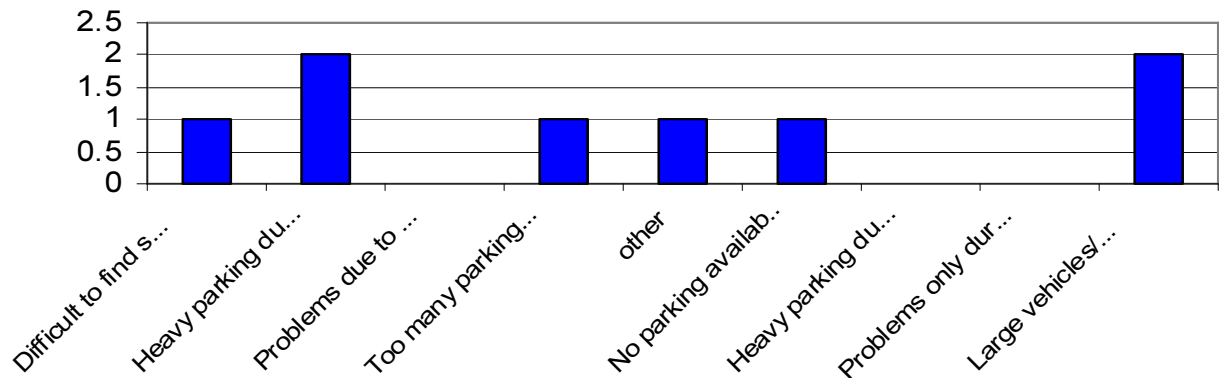
Hampstead Way

Do your visitors have problems parking in your road



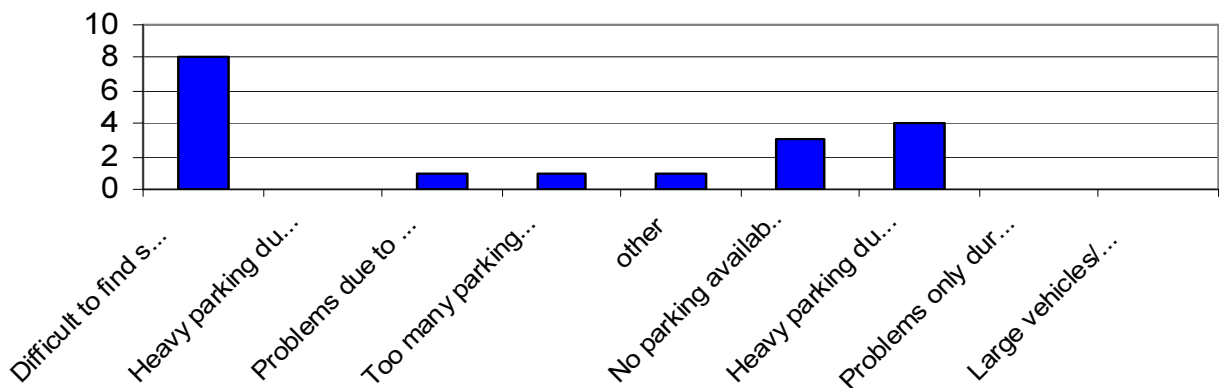
Hill Close

Do your visitors have problems parking in your road



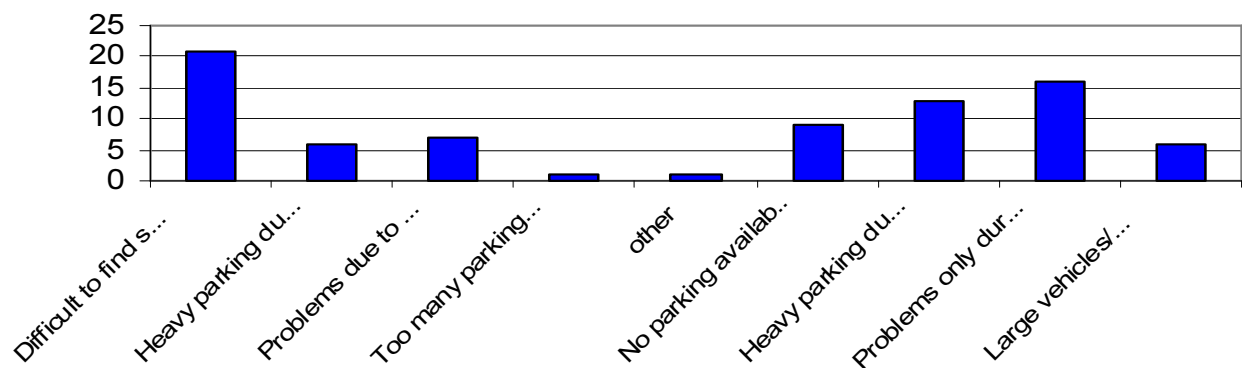
Temple Fortune Hill

Do your visitors have problems parking in your road

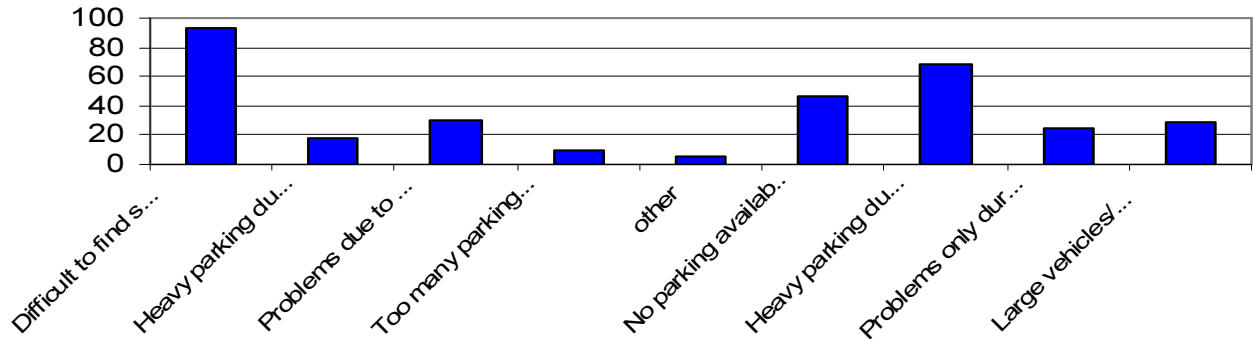


Willifield Way

Do your visitors have problems parking in your road

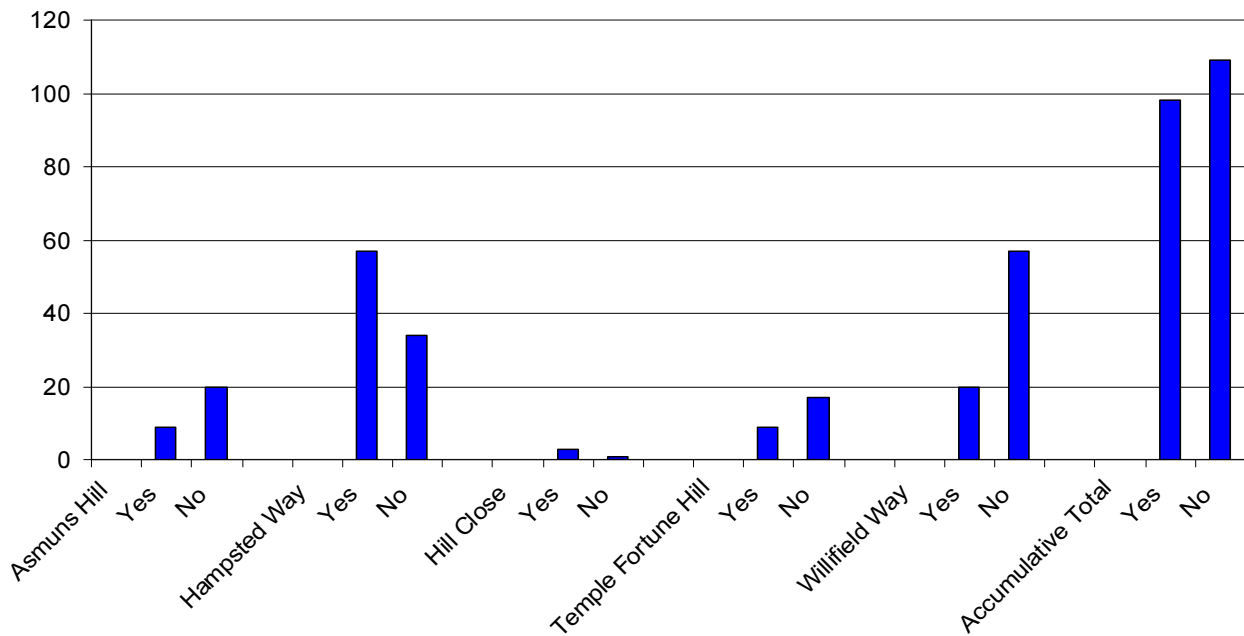


Accumulative total Do your visitors have problems parking in your road

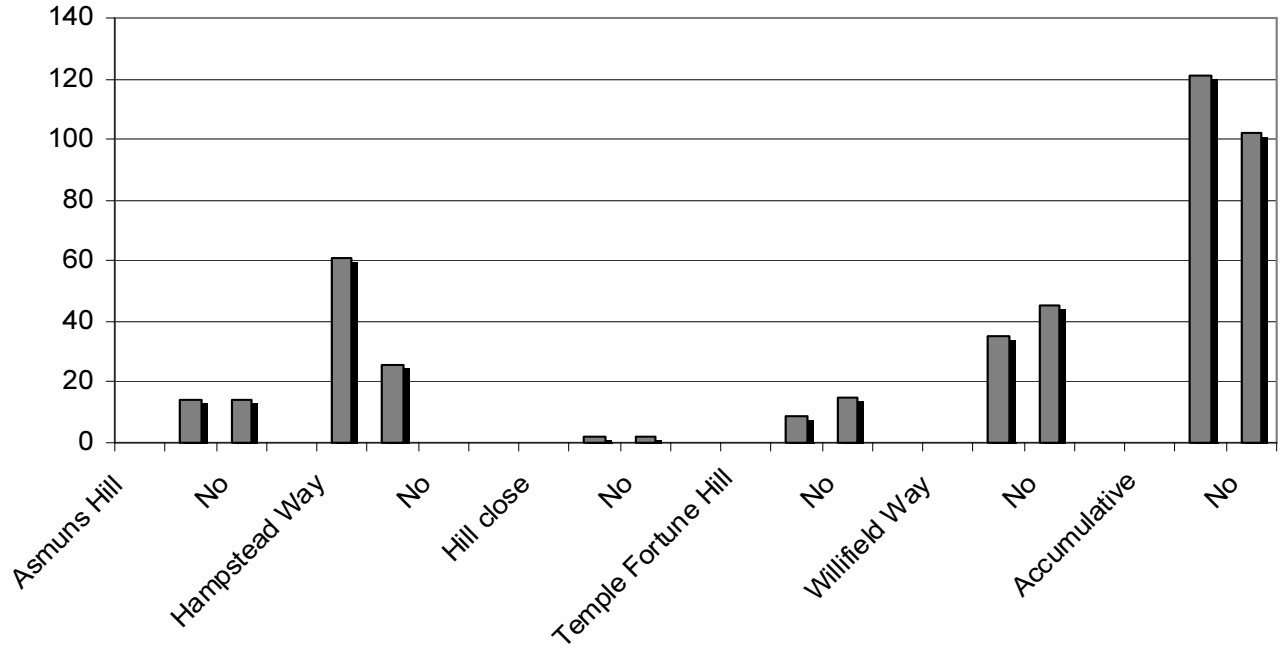


Would you like your road to be included as part of a controlled parking zone?

Would you like your road to be included as part of a controlled parking zone



Would you like parking issues in your road to be investigated further



Diversity Monitoring Report – Appendix D

Diversity monitoring questions answered

Answered	220
Not answered	12

Male	102
Female	117

Age

Under 18	0
18 – 24	2
25 – 34	11
35 – 44	21
45 – 54	32
55 – 64	42
65 – 74	58
74+	49

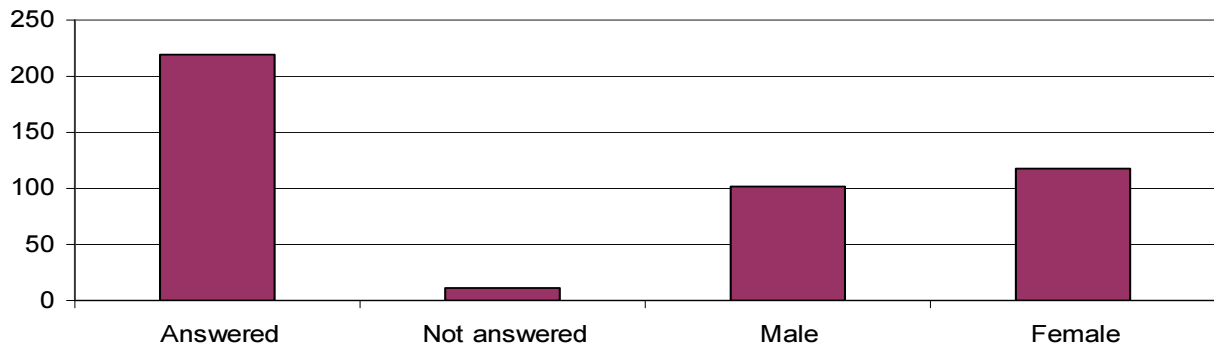
Ethnic Origin

Asian or Asian British - Indian	1
Asian or Asian British - Pakistani	0
Asian or Asian British – Bangladeshi	0
Asian or Asian British - Other	2
Black or Black British - Caribbean	1
Black or Black British - African	0
Black or Black British - Other	0
Mixed - White & Black Caribbean	0
Mixed - White & Black African	0
Mixed - White & Black Other	0
Mixed - White & Asian	0
Mixed Other	0
Other - Chinese	1
Other - Any ethnic group	0
White - British	184
White - Irish	1
White - Greek/Greek Cypriot	0
White - Turkish/Turkish Cypriot	0
White - Any other	1
Other	

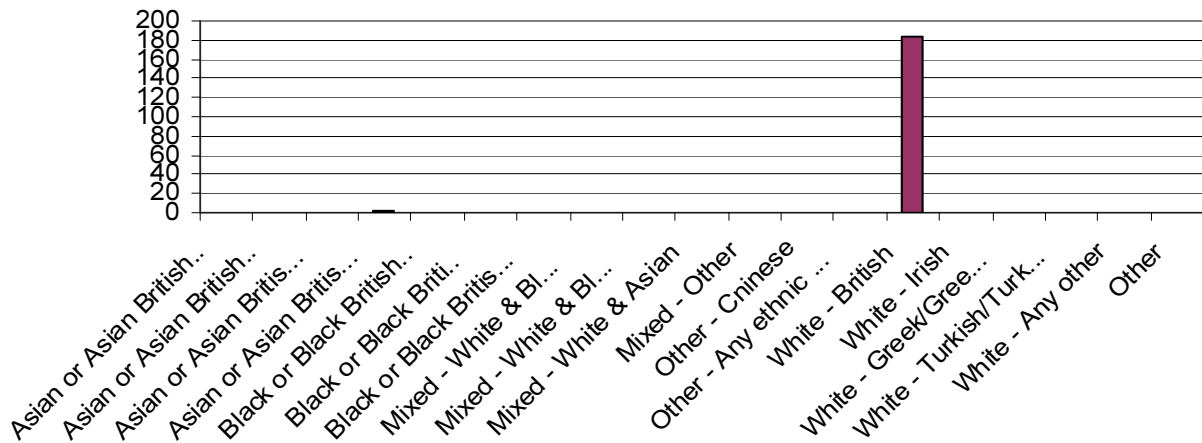
Disability Type

Hearing	4
Vision	0
Speech	0
Mobility	10
Physical co-ordination	0
Reduced physical capacity	9
Severe disfigurement	0
Learning difficulties	0
Mental illness	0
Other	0

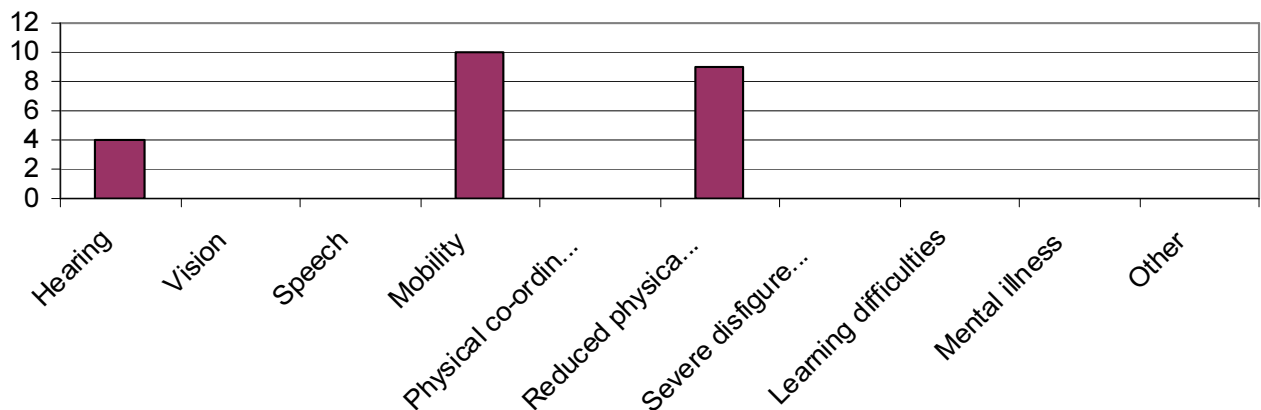
Diversity monitoring Total number of responses



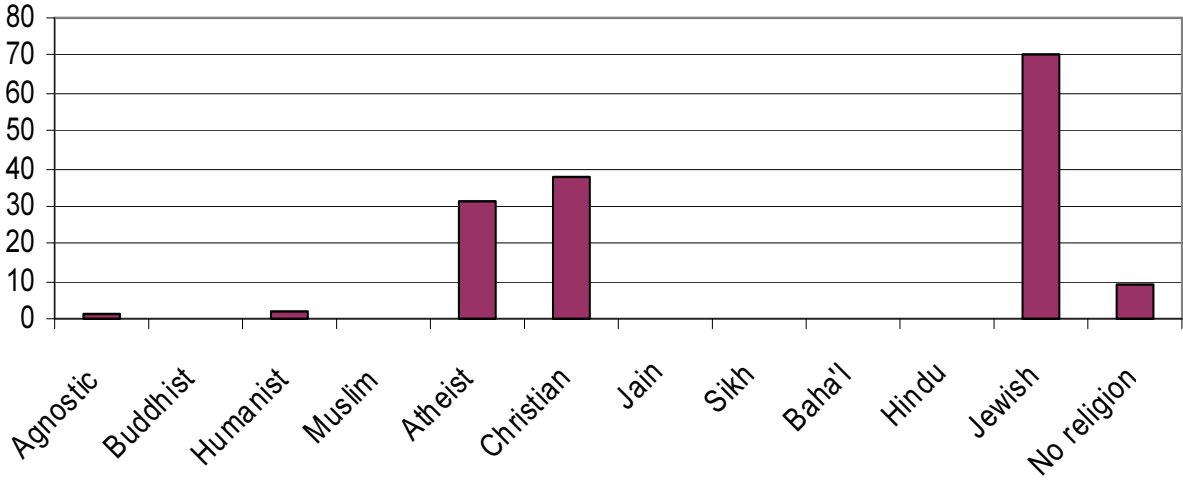
Diversity monitoring Ethnicity



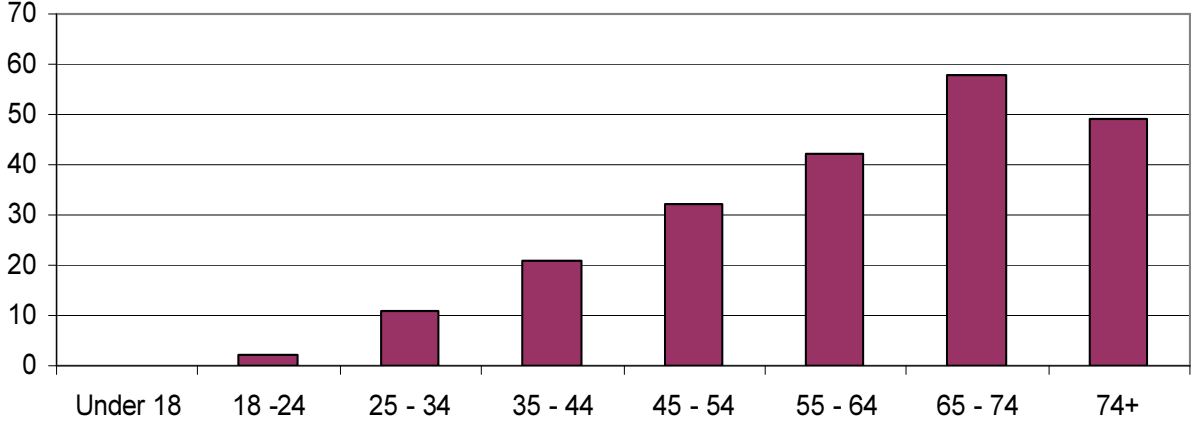
Diversity monitoring Disability type



**Diversity monitoring
Religion and Belief**



**Diversity monitoring
Response age range**



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