

	<h2 style="text-align: center;">Finchley and Golders Green Area Committee</h2> <h3 style="text-align: center;">13 January 2016</h3>
<b>Title</b>	Outcome of the statutory consultation on proposals to extend the Golders Green CPZ, the Cricklewood CPZ and introduce a new CPZ on The Vale (Cricklewood end) and its surrounding roads NW11/NW2.
<b>Report of</b>	Commissioning Director, Environment
<b>Wards</b>	Childs Hill, Golders Green
<b>Status</b>	Public
<b>Urgent</b>	<b>No</b>
<b>Key</b>	<b>No</b>
<b>Enclosures</b>	<b>Appendix A</b> – Consultation areas, consultation letters and drawings. <b>Appendix B</b> – Summary of comments and objections received in statutory consultation period. <b>Appendix C</b> – Recommendation Drawing. THEVALECWGGGC_05
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## Summary

In February and March 2014 Officers carried out an informal consultation with residents living, and businesses operating, in the uncontrolled section of The Vale NW11, in Woodvale Way, Hamlet Square, Pentland Close, Elsinor Gardens, Compton Close, Ophelia Gardens, Granville Road, Garth Road, Cloister Road regarding parking and whether they would like a CPZ to be introduced in their roads.

On 2 July 2015, the Finchley and Golders Green Area Committee resolved for Officers to undertake a statutory consultation with the community in respect of the following proposals:

- To extend the Monday to Friday 11am to 12midday Golders Green 'H' CPZ into Granville Road NW2;
- To extend the Monday to Friday 10am to 11am Cricklewood 'C1' CPZ into The Vale NW11, between Hendon Way and Claremont Road, and into Pentland Close and Woodvale Way NW2; and
- To introduce a new CPZ operational between 1pm and 8pm Monday to Sunday into Garth Road and Cloister Road NW2.

It was also agreed to propose to convert a resident permit holder parking bay on Sanderstead Avenue NW2 to business permit holders only and introduce a length of 'At any time' waiting restriction on Mendip Drive NW2.

Accordingly, this report details the outcome of the statutory consultation, which was carried out on 22 October 2015, and asks the Committee to consider the recommendations made as a result of the representations obtained through the consultation.

## **Recommendations**

**That the Committee note the outcome of the statutory consultation as detailed within this report at an estimated cost of £48,000 and approve the spend of £7,000 through the Area Committee budget for the inclusion of Mortimer Close:**

- 1. That the measures are introduced as originally proposed, through the making of the relevant Traffic Management Orders, with the exception of the modifications outlined below and shown on Drawing Number THEVALECWGGGC\_05:**
  - (a) That the proposed resident permit parking place on Cloister Road to the side of No. 62 Hendon Way should be amended to a shared-use resident permit, business permit and short stay pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.**
  - (b) That the proposed resident permit parking place on Cloister Road to the side of No. 64 to 76 Hendon Way (Palm Hotel) should be amended to a pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.**
  - (c) That the proposed shared-use resident permit and business permit parking place in Garth Road to the side of No. 78 Hendon Way, should be amended to incorporate a short stay pay by phone (maximum stay 3 hours) provision with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.**
  - (d) That the proposed shared-use resident permit and pay by phone (maximum stay 2 hours) in Garth Road to the side of No. 64 to 76 Hendon Way (Palm Hotel) should be amended to a pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30**

**minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00**

- (e) That the proposed resident permit parking place outside the Clinic on Garth Road should be amended to a short stay pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50 and up to 3 hours £2.00.**

- 2. That provision is made within the Traffic and Development Section's work programme to carry out a focussed review of the measures and their impacts, within the 2016/17 financial year.**

## **1. WHY THIS REPORT IS NEEDED**

This report provides the Committee with the outcome of the statutory consultation on proposals to extend certain Controlled Parking Zones (CPZs) and introduce a new Controlled Parking Zone (CPZ) into The Vale and surrounding roads, carried out on the 22 October 2015 and asks the Committee to consider the recommendations made as a result of the representations received during the consultation process and to seek a decision from the Committee on how to proceed.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 An informal consultation was carried out in February and March 2014, by way of questionnaires being delivered to properties in the area of The Vale NW11, asking amongst other things whether or not they would like a CPZ introduced in their roads. The outcome of the informal consultation was reported to the Finchley and Golders Green Area Committee on 2 July 2015.
- 2.2 Prior to the Finchley and Golders Green Area Committee of the 2 July 2015, representations were made from a resident at the Finchley and Golders Green Area Resident Forum of the same date, for Mortimer Close NW2 to also be considered for inclusion into a CPZ. The Forum concluded the issue would be referred to the Finchley and Golders Green Area Committee of the same evening for consideration. The Finchley and Golders Green Area Committee subsequently resolved to include the Mortimer Close in the Monday to Friday 11am to 12midday Golders Green 'H' CPZ.
- 2.3 Having considered the results of the informal consultation, and the representations relating to Mortimer Close, the decision taken of the Finchley and Golders Green Area Committee on 2<sup>nd</sup> July 2015 was for a statutory consultation to be carried out on proposals to:
- extend the Monday to Friday 11am to 12midday Golders Green 'H' CPZ into Granville Road NW2 and Mortimer Close NW2;

- extend the Monday to Friday 10am to 11am Cricklewood 'C1' CPZ into The Vale NW11, between Hendon Way and Claremont Road, and into Pentland Close and Woodvale Way NW2;
- introduce a length of 'At any time' waiting restriction on Mendip Drive NW2;
- convert a resident permit holder only parking bay on Sanderstead Avenue NW2 to business permit holders only;
- introduce a new CPZ operational between 1pm and 8pm Monday to Sunday into Garth Road and Cloister Road NW2.

2.4 The statutory consultation commenced on 22 October 2015, and was carried out by way of letter detailing the proposals being delivered to all affected frontage properties within the proposal area and properties in nearby uncontrolled roads. The proposals were also advertised in the local press and the London Gazette and similar notices were displayed on street throughout the consultation area.

2.5 The consultation area was split into four geographical areas, and each area received a specific letter relating to their area. **Appendix A** details how the areas were split and the statutory consultation letters with accompanying drawings that were hand delivered to all properties included in the consultation area.

2.6 The following table details the number of letters delivered as part of the statutory consultation and the correspondence received commenting on or objecting to the proposals:

	<b>No. of letters delivered.</b>	<b>No. of correspondence received</b>	<b>Response %</b>
Area 1	371	26	7%
Area 2	442	9	3.2%
Area 4	181	12	6.6%
Area 4	950	16	1.7%
<b>Total</b>	<b>1944</b>	<b>63</b>	<b>3.2%</b>

2.7 Full details of the comments and objections are documented in **Appendix B** of this report.

### **Area 1 – The Vale NW11 area**

- 2.8 With regards to the specific comments received, Officers' comments are as follows:

### **Request for The Vale to be included in Golders Green 'H' CPZ**

- 2.9 It should be noted that although CPZ's do group together roads in the same area, many of which will share the first part of the postcode, CPZ boundaries are not determined on this basis. Nor are CPZ boundaries determined solely on the basis of residents' preference to the CPZ that they would like to join.
- 2.10 As part of the design of a CPZ extension, the placement of the CPZ boundary is carefully considered - as in addition to introducing CPZ restrictions in a previously uncontrolled road, its inclusion in the CPZ would also enable residents of that road to purchase permits which would enable them to park in roads in the rest of the same CPZ.
- 2.11 In addition, CPZ boundaries and layouts must be clear to motorists and should make sense geographically particularly where two CPZ's are in close proximity to each other.
- 2.12 In the case of The Vale, the existing Golders Green 'H' CPZ falls to the east of the A41 Hendon Way, whereas the current proposal for The Vale falls to the west of the A41 Hendon Way, and would be adjacent to roads which are in the existing Cricklewood 'C1' CPZ, such as Greenfield Gardens, Purley Avenue and Sanderstead Avenue. It is considered that the A41 creates a natural boundary between the existing Golders Green 'H' CPZ to the east and the Cricklewood 'C1' CPZ to the west, and the proposed extension of the Cricklewood 'C1' CPZ to include The Vale makes sense geographically.
- 2.13 The main aim of a CPZ is to make it easier for residents to park in close proximity to their properties and it is considered that the introduction of the proposed CPZ would help achieve this. It is suspected however that some of the residents of The Vale wish to utilise a Golders Green 'H' CPZ permit to enable them to park in roads closer to Golders Green Town Centre.
- 2.14 It is not the purpose of a CPZ to facilitate resident permit access to shopping centres, and to agree to the request could impact on the roads in the Golders Green 'H' CPZ closest to the Town Centre, as these would be the most attractive spaces for permit holders wishing to visit the Town Centre to park, noting that the Golders Green CPZ is already a large CPZ.

### **Parking for businesses**

- 2.15 Although the main aim of a CPZ is to protect resident parking, when designing the parking layout, the needs of businesses are considered. As part of the design, although it is noted that the premises in question do have access to off-street parking for multiple vehicles, a number of features were incorporated into the CPZ such as a limited number of business permit parking provision on The Vale and adjacent Sanderstead Avenue, and a

length of Monday to Friday 2pm to 3pm waiting restriction to allow for some parking to take place on The Vale near the business premises when the CPZ is in operation during the 10am to 11am period. In relation to the business concerns regarding the cost of the business permits, this is something that is set as part of Barnet Council's agreed fees and charges.

### **Impact on parking related to local school**

- 2.16 Officers have noted that teachers and staff of the local school utilise the unrestricted kerbside space on The Vale, and the Council is aware of the general difficulties that staff of schools in or near CPZs are having with being unable to park near to their place of work.
- 2.17 In response to this issue, the Council has carried out a consultation on proposals to introduce a parking permit for schools situated in and near CPZs and it has been decided that on a trial basis schools' permits should be rolled out in 2016, initially to schools in the NW7 and NW2 postcodes. A report on the experimental school permit will be reported to the Environment Committee on 11 January 2016. Therefore it is envisaged that, assuming the school meets certain conditions, this should address many of the concerns they have about parking locally, albeit it is likely that the introduction of a permit would entail more restriction and control on numbers eligible to park, and costs.

### **Requests for additional waiting restrictions**

- 2.18 When designing a CPZ layout the council aims to maximise parking opportunity as much as possible. Therefore parking bays have been placed only in locations where it is considered safe for parking to take place, where no obstruction will be caused to through traffic or sightlines. With this in mind it is also considered that the proposed waiting restrictions for Mendip Drive are the minimum required in order to effectively improve safety and traffic flow at this location. However, this location can be monitored and should it be found that additional restrictions may be necessary once the restrictions have been put into practice, this can be assessed and prioritised as part of the Council's investigations into waiting restriction and minor parking change requests. Additionally, the requests received for waiting restrictions in the Golders Green Estate will also be included for assessment as part of that process.

### **Hamlet Square**

- 2.19 Hamlet Square is a private gated community with between 50 and 60 properties, and residents currently benefit from their own privatised parking as non-residents cannot access the road. It is considered that in the main, the majority of residents should be able to park in the road or on their off-street parking areas. Furthermore it is considered that in the first instance residents of Hamlet Square should not be able to purchase permits as this may impact on the operation of the CPZ in The Vale, depending on the number of Hamlet Square residents who may wish to purchase permits and park in The Vale.

### **Area 2 – Granville Road and Mortimer Close**

2.20 In relation to the concerns raised Officer comments are as follows:

### **Parking and facilities for businesses**

2.21 Provision for business-related parking in Granville Road has been considered as part of the design of the CPZ. A limited number of business permit holder parking would be accommodated, as well as the lengths of Monday to Friday 2pm to 3pm waiting restriction to allow for some parking to take place on The Vale near the business premises when the CPZ is in operation during the 11am to 12 midday period. In addition, following previous consultation with local businesses, lengths of all day waiting restrictions have been designed with a view to providing loading facilities for businesses and a location for larger vehicles to manoeuvre.

### **Width of Granville Road**

2.22 It is considered that parking can be accommodated on both sides of the road and by doing so will allow for one vehicle to pass through. The proposed parking bay layout allows for sufficient 'passing places' for through vehicles through the provision of waiting restrictions along certain kerbside lengths. It is also considered that deterring the all-day commuter parking aspect by introducing CPZ controls, would significantly reduce congestion along this road.

### **Request for weight restriction in Granville Road**

2.23 This will be assessed by colleagues of the Design Team as part of their routine investigation and assessments of Traffic Management requests and is not being considered in the context of the report.

## **Area 3 – Garth Road and Cloister Road**

### **Concerns about Hotel and Hendon Way properties' eligibility for permits**

2.24 The proposed layout prioritises resident permit parking and as such only a limited amount of non-resident permit parking has been proposed. The hotel, not being a residential property, would not be eligible to obtain residents' permits, and therefore its impact on the roads should be very much reduced.

2.25 Residents of properties on Hendon Way are considered as residents. If they or their visitors need to park on-street, then it is considered reasonable that they should be allowed to park in Garth and Cloister Roads particularly as, if the proposals are to be progressed, the majority of surrounding roads would be in one CPZ or another, whether that be the Golders Green, Cricklewood or new Garth/Cloister CPZ. It is noted that many of the properties specified on Hendon Way, have their own off-street parking, so there may not be a requirement for those residents to park on-street in Garth/Cloister Roads in any case.

### **Hotel related parking**

2.26 The representation and survey details received from the hotel's consultants has been noted, and in response to their points

- *That there was a low response rate for informal consultation; and*
- *That the majority of respondents in Cloister Road said "no" to a CPZ in the informal consultation.*

2.27 The response rates for the informal consultation from Garth Road and Cloister Road was a combined 23% which is considered average for this type of consultation. Although the hotel's consultants believe the response rate to be low, they do not offer a view as to what rate they would consider acceptable.

2.28 In any case, the results of one particular question of the informal consultation in one particular road forms one part of the process which has resulted in the statutory consultation having taken place. Officers noted the results of adjacent roads, noted that there was a perceived issue with parking in the road, noted representations being made over the years regarding parking in the roads, and the Council determined that a CPZ should be proposed in Cloister Road, as to propose CPZs in other roads, but not Cloister Road would likely create additional problems in that road.

- *That there is no survey evidence to support the CPZ proposal*

2.29 Anecdotal evidence from local residents suggested that there is an issue with non-residents parking in the road and the CPZ has been designed to address this, with a view to maximising resident parking opportunity to help residents park near their homes, in line with the Council's Parking Policy.

- *That the hotel pays significant business rates and should share the same entitlement as residents*

2.30 As a property used for non-domestic purposes, the hotel is obliged to pay business rates, although the amount they pay is calculated by parties external to the Council. Furthermore the amount of business rates a business, or Council tax a resident, may pay is not relevant to any parking measure which may be proposed.

2.31 In terms of design, the Council's Parking Policy states an aim to ensure residents are able to park as near as possible to their homes, which the proposed CPZ intends to achieve.

- *Request for all parking places to be shared-use to incorporate pay by phone parking provision*

2.32 It is considered that to agree to this would not necessarily assist residents in parking as near as possible to their homes as the usage of the pay by phone aspect may compromise resident parking opportunity at certain times of the day. However it is considered that the proposal could be amended to

accommodate some additional pay by phone parking places and opportunity in the vicinity of the hotel, in both Garth and Cloister Roads.

- *General*

- 2.33 The hotel's consultants supplied the results of parking surveys they carried out on Thursday 5<sup>th</sup> November and Saturday 7<sup>th</sup> November. The results broadly indicate that between Garth Road and Cloister Road there is spare capacity to accommodate additional vehicles than what could be parked in both roads – based on the consultant's calculations about what they believe the total number of vehicles which can be parked in those roads at any one time.
- 2.34 The consultants state that they believe that there is sufficient spare capacity to cater for residents, the hotel and the surgery. However anecdotal evidence suggests this is not the case.
- 2.35 Having looked closely at the survey results, they suggest that there is more pressure on kerbside space in Garth Road than in Cloister Road - on many occasions Garth Road having none or very little spare capacity, or was over capacity (i.e. where the number of vehicles parked was more than the number of vehicles the consultants calculated could be parked in the road).
- 2.36 It is unclear whether the base data used by the consultants accord with the standards used when designing a CPZ, for example, whether they have counted a vehicle being parked too close to a junction, driveway, when this type of parking would be eliminated as part of a CPZ design, so it is difficult to come to any formal conclusions based on what was supplied. In addition, it is unclear whether there were functions taking place on the days and evenings on which the surveys were undertaken, so the surveys may not reflect occasions when the worst problems for residents arise.
- 2.37 In any case, although the comments from the hotel's consultants have been noted, it is considered that, although they appear to believe that the surveys indicate that parking related to the hotel should be able to continue on these residential roads, anecdotal evidence suggests that the hotel's impact on residents is significant, and the surveys themselves suggest that at times Garth Road in particular is heavily parked.

### **Clinic-related parking**

- 2.38 Officers were also mindful of the clinic operating from Garth Road and as such it was considered that the short stay payment parking would be of benefit for their use. However given the concern about parking for patrons, it is considered that the parking layout on Garth Road and Cloister Road could be amended to incorporate additional short stay pay by phone parking near their junctions with A41 Hendon Way. In addition it is considered that the maximum stay of these parking places should be increased by one-hour to allow a 3 hour stay which should accommodate most visitors to the clinic.

#### **Area 4 – Excluded roads and general**

- 2.39 Although a relatively low response was received from residents of the 'Golders Green Estate' Officers are mindful of the concerns raised from the residents of these roads who responded to the consultation. It is noted that parking may already be congested in these roads and it is accepted that displaced parking can result from the introduction a CPZ in adjacent roads such as The Vale. However, this does not take away from the need and local desire for a CPZ to be introduced in The Vale area, and in this case it is considered prudent to monitor the effect on local roads subsequent to the introduction of a CPZ.
- 2.40 In relation to the request for the Council to reduce the existing Crickelwood 'C1' CPZ boundary instead of extend it, it is considered that there is already an established need and local desire for a CPZ in the roads off of The Vale, such as Sanderstead Road and should the controls be removed, the roads could be adversely affected by commuter parking, which currently occurs in uncontrolled section of The Vale, and instigated the Council's investigations into extending the CPZ. Furthermore, no representations have been received from residents of those roads to support this request.

#### **Conclusions and Recommendations**

- 2.41 Although the nature of statutory consultations are to elicit more negative responses to a proposal than positive, there was a number of residents who responded to the proposals stating that they were in support of the Council's intentions to introduce CPZ controls, although in the case of the proposed Cricklewood 'C1' CPZ extension, a number wanted to be part of the nearby Golders Green 'H' CPZ. Furthermore given the total number of responses received to the proposals it is considered that the proposals have generally been accepted by the local community.
- 2.42 Officers are satisfied that there is sufficient evidence to show support and acceptance of the proposal to justify the introduction of such controls, and as such recommend that the controls are generally implemented as proposed.
- 2.43 However, Officers are mindful of the concerns raised throughout the consultation and consider that these can be addressed in two separate ways:
- By making modifications to the proposal now to mitigate some of the concerns raised upon introduction of the measures.
  - By undertaking a focussed review of the CPZ no earlier than 6 months after the introduction of the measures to address any concerns raised during the operation of the scheme.

The Area Committee will be asked to fund the review if this is the agreed way forward.

- 2.44 Therefore it is considered that the proposed measures should be introduced with the following modifications:

- That the proposed resident permit parking place on Cloister Road to the side of No. 62 Hendon Way should be amended to a shared-use resident permit, business permit and short stay pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.
- That the proposed resident permit parking place on Cloister Road to the side of No. 64 to 76 Hendon Way (Palm Hotel) should be amended to a pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.
- That the proposed shared-use resident permit and business permit parking place in Garth Road to the side of No. 78 Hendon Way, should be amended to incorporate a short stay pay by phone (maximum stay 3 hours) provision with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00.
- That the proposed shared-use resident permit and pay by phone (maximum stay 2 hours) in Garth Road to the side of No. 64 to 76 Hendon Way (Palm Hotel) should be amended to a pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50, Up to 3 hours £2.00
- That the proposed resident permit parking place outside the Clinic on Garth Road should be amended to a short stay pay by phone parking place (maximum stay 3 hours) with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00, Up to 2 hours £1.50 and up to 3 hours £2.00.

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

- 3.1 The Council could consider not proposing to introduce Controlled Parking Zones within the area. However, there are on-going parking issues in the area which would continue, to the detriment of residents' ability to park near their homes. Therefore a "do nothing" option is considered not viable.

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

- 4.1 The implementation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

### **5. IMPLICATIONS OF DECISION**

- 5.1 **Corporate Priorities and Performance**

5.1.1 Improving parking and traffic conditions in these roads and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority “A Successful London Suburb” and contribute to strategic objectives of “keeping Barnet moving through the efficient management of the roads and pavements network” by improving the quality of life for residents through affording them better parking protection and by improving the traffic and parking conditions, contributing to “The Sustainable Community Strategy for Barnet 2010-2020.

## **5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

5.2.1 The estimated costs of introducing the measures as detailed in this report, which requires the making of the relevant Traffic Management Orders, writing to all objectors and to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be **£55,000.**

5.2.2 £48,000 of these costs would be funded from the 2015/16 Local Implementation Plan (LIP) allocation for Parking Reviews, and if necessary from a similar budget albeit for the 2016/17 financial year subject to Environment Committee approval of the 16/17 LIP funding.

5.2.3 The remainder of £7,000 refers to funding for Mortimer Close which has been agreed through the Area Committee backlog funds.

5.2.4 The works will be carried out under the existing LoHAC term maintenance contractual arrangements and through the Council’s internal DLO contractor.

5.2.5 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account.

5.2.6 Income generated through the purchasing of parking permits, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be attributable to the Special Parking Account.

## **5.3 Social Value**

5.3.1 Not relevant to this report.

## **5.4 Legal and Constitutional References**

5.4.1 Section 16 of the Traffic Management Act 2004 places an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider

appropriate for planning and carrying out the action to be taken in performing the duty.

- 5.4.2 The Council acting in its capacity of Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984 ("the 1984 Act").
- 5.4.3 Section 122 of the 1984 Act imposes a statutory duty on the Council to exercise its functions in relation to Traffic Management Orders so as to secure (so far as practicable having regard to the matters specified in Section 122(2) below) the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Section 122(2) specifies the matters to be had regard to as: (a) the desirability of securing and maintaining reasonable access to premises; (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and (d) any other matters appearing to the local authority to be relevant.
- 5.4.4 Officers have assessed the proposed Traffic Management Orders in compliance with the Council's statutory duty, and consider the proposed orders meet the aim of Section 122 so far as reasonably practical for the reasons set out in this report.
- 5.4.5 The Council's Constitution Responsibility for Functions, Appendix A, sets out within the terms of reference the functions which an Area Committee can discharge, which includes local highways and safety schemes.

## **5.5 Risk Management**

- 5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.
- 5.5.2 It is considered that the issues involved in proposing or introducing a CPZ may lead to some level of public concern from local residents who feel that they do not wish for a CPZ to be introduced, or from residents of other roads in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area has ensures that members of the public have had the opportunity to comment in any statutory consultation on any proposed CPZ, which has been considered within this report.

## **5.6 Equalities and Diversity**

- 5.6.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.
- 5.6.2 The safety elements incorporated into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

## **5.7 Consultation and Engagement**

- 5.7.1 Between February and March 2014, the Council carried out an informal parking consultation with residents of The Vale NW11, between: Hendon Way and Claremont Road, (including Woodvale Way, Hamlet Square, Pentland Close, Elsinor Gardens, Compton Close, Ophelia Gardens); and to the east of Hendon Way between The Vale and Cloister Road, (including Granville Road, Garth Road, Cloister Road) by way of a letter and a short questionnaire asking residents three questions;
- (i) Do they have parking problems in their road due to all day non-resident parking?
  - (ii) Would they like a CPZ introduced in their road?, and
  - (iii) If a CPZ were to be introduced in their road, what operational hours would they prefer?
- 5.7.2 Between October and November 2015, the Council carried out statutory consultation on the proposals with residents of The Vale NW11, between: Hendon Way and Claremont Road, (including Woodvale Way, Hamlet Square, Pentland Close, Elsinor Gardens, Compton Close, Ophelia Gardens); and to the east of Hendon Way between The Vale and Cloister Road, (including Granville Road, Garth Road, Cloister Road), and Mortimer Close (off Crickelwood Lane by way of a letter detailing the proposals being hand delivered to all properties within this area, notices places on street and in the local press and the London Gazette. The proposals were also advertised on the Councils TraffWeb consultation portal.

## **5.8 Insight**

- 5.8.1 Not relevant to this report.

## **6 BACKGROUND PAPERS**

- 6.1 Agenda and Minutes, Finchley and Golders Green Area Environment Sub-Committee 22 October 2013.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=7984&Ver=4>

6.2 Agenda and Minutes, Finchley and Golders Green Area Committee 2 July 2015.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8263&Ver=4>