

	<p style="text-align: center;">Finchley and Golders Green Area Committee</p> <p style="text-align: center;">15 February 2018</p>
<p style="text-align: right;">Title</p>	<p style="text-align: center;">Church End Controlled Parking Zone (CPZ) – Parking Consultation Results</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Finchley Church End and West Finchley</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A - Church End CPZ Parking Consultation Areas Appendix B – Existing CPZ Results Tables Appendix C – Out of CPZ Results Tables</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Caroline Stanyon, caroline.stanyon@barnet.gov.uk Tel: 020 8359 3555</p>

Summary

This report sets out both the results of the consultation to review the existing Church End CPZ and additional consultation with residents and businesses of certain roads outside of the CPZ as to whether they would like the Council to include their road within a CPZ. It seeks the Committee's approval to progress any proposals resulting from this consultation to a statutory consultation.

Recommendations

1. That the Finchley and Golders Green Area Committee:

- (a) note the results of the consultation to review the existing Church End CPZ
- (b) authorise the Strategic Director for Environment and his officers to carry out a statutory consultation on proposals to introduce extended CPZ hours and waiting restrictions, operational Monday to Saturday from 10am to 4pm in Dollis Park (between Regents Park Road and Church Crescent), Lichfield Grove, Station Close, Station Road and Sylvan Avenue.

- 2. Note the results of the consultation in roads outside of the Church End CPZ and petitions received and resolve to authorise the Commissioning Director for Environment and his officers to design and carry out statutory consultation on proposals to introduce CPZ parking and waiting restrictions, operational Monday to Friday from 2-3pm, as extensions to the existing Church End CPZ in:**
 - (a) St Mary's Avenue and Templars Crescent**
 - (b) The northern section of Lyndhurst Gardens (between Dollis Park and the entrances to both Finchley Manor Lawn Tennis and Squash Rackets Club and Christ's College Playing Field.**
 - (c) Cavendish Avenue and Stanhope Avenue (between East End Road and Mountfield Road)**
- 3. That subject to no objections being received to the statutory consultations, referred to in recommendations 2 and 3, the committee authorise the Strategic Director for Environment and his officers to introduce the proposed parking and waiting restrictions**
- 4. That the Committee agree that if any objections are received as a result of the statutory consultation referred to in recommendations 2 and 3, the Strategic Director for Environment will, in consultation with the relevant Ward Councillors, consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.**

1. WHY THIS REPORT IS NEEDED

- 1.1 In January 2017 a petition was presented to the Finchley and Golders Green Residents Forum from residents of Station Close and Station Road asking for the existing CPZ operational hours and days to be extended, effectively introducing a separate CPZ in these roads.
- 1.2 At the subsequent Area Committee meeting of 16 February 2017 it was resolved that the Commissioning Director, Environment, should prepare a report for presentation to a future meeting of the Committee to consider the issues raised on Station Road, Station Close, Lichfield Grove, Dollis Park and any other relevant roads.
- 1.3 In addition in March and July 2017, petitions were received at the Resident Forums from both Lyndhurst Gardens and St Mary's Avenue requesting that a CPZ should be introduced in their roads. At the April 2017 Area Committee meeting an item was also presented on parking issues in North Crescent.
- 1.4 Following consideration of the item it was unanimously agreed that officers should review the existing Church End CPZ taking into consideration both the impact of extending the current operational hours and widening of the CPZ to adjoining roads that have requested inclusion in the CPZ.

2. CONSULTATION

- 2.1 An informal parking consultation was carried out between 30 November 2017 and 5 January 2018 with residents and businesses in the areas shown in the plan in Appendix A.
- 2.2 Approximately 4,149 residents and 602 traders consultation packs were hand delivered to all properties within the existing Church End CPZ shown in green and blue.
- 2.3 Recipients were asked a range of questions which included whether or not they wanted the current CPZ operational hours (Monday to Friday 2-3pm) to be extended and, if yes, were given the opportunity to suggest preferred days and/or hours of operation based on the specific parking issues in their road.
- 2.4 For traders within the CPZ, information was also requested on loading, delivery and customer requirements.
- 2.5 In addition, 935 consultation packs were delivered to all properties in roads outside of the existing CPZ boundary shown on the plan in red.
- 2.6 Recipients of these roads were asked to indicate how many vehicles they had and whether or not these were parked off-street on or the road. They were also asked if obstructive parking occurred and if they or their visitors experienced parking problems. If yes to the latter, they were asked the times during the day when these were at their worst.
- 2.7 Finally they were asked to indicate if they wanted the Council to further investigate parking issues and in particular if they would support inclusion of their road in a CPZ.
- 2.8 All recipients were asked to complete an online 'Survey Monkey' questionnaire. A web page was also set up on the Council's Engage Portal containing details of the informal consultation and link to the online questionnaire. Paper copies of the questionnaire were also made available on request for residents or businesses if they were having difficulties or were unwilling to complete the questionnaire online.

Consultation results

Existing CPZ – Residents

- 2.9 Allowing for the removal of multiple responses from individual households/properties, incomplete responses, where respondents did not answer all of the necessary questions and responses, where respondents completed a questionnaire for the incorrect area, a total of 275 responses were received, a response rate of 7%.
- 2.10 A summary of responses and response rates on a road by road basis are shown in Table 1 overleaf.

2.11 Overall, although the majority of respondents 154 (57%) and 141 (52%) respectively, indicated that they often had to park in neighbouring roads due to lack of space in their own road, and regularly experienced obstructive parking, the majority of respondents 146 (53%) did not want to see the CPZ amended

Table 1 – Existing CPZ Resident Responses

Road Name	No of properties	No of responses	% response		Road Name	No of properties	No of responses	% response
Arcadia Avenue	6	1	17%		Links View	11	1	9%
Ballards Lane	321	2	1%		Long Lane	120	7	6%
Bibsworth Road	57	7	12%		Nether Street	113	2	2%
Brownlow Road	52	0	0%		Oakfield Road	49	4	8%
Cadogan Gardens	32	4	13%		Parkside	14	1	7%
Church Crescent	93	17	18%		Pavillion Mews	5	0	0%
Claigmar Gardens	22	2	9%		Princes Avenue	143	15	10%
Claverley Grove	57	10	18%		Priory Close	5	0	0%
Claverley Villas	6	1	17%		Queenswood Park	8	3	38%
Clifton Avenue	34	12	35%		Rathgar Close	8	0	0%
College Terrace	10	2	20%		Rectory Close	42	0	0%
Cornwall Avenue	44	8	18%		Redbourne Avenue	90	14	16%
Crescent Road	48	1	2%		Regents Park Road	271	1	0%
Cyprus Road	110	5	5%		St Michaels Close	31	0	0%
Dollis Avenue	106	6	6%		St Pauls Way	23	3	13%
Dollis Park	153	21	14%		Seymour Road	72	0	0%
Dollis Road	157	4	3%		Shakespeare Road	1	0	0%
Dorset Mews	46	0	0%		Station Close	18	2	11%
Dukes Avenue	36	5	14%		Station Road	348	19	5%
East End Road	24	7	29%		Strathmore Gardens	32	3	9%
Falkland Avenue	55	7	13%		Sylvan Avenue	20	5	25%
Freston Park	11	1	9%		Temple Close	19	1	5%
Glenhill Close	66	1	2%		The Avenue	12	0	0%
Grass Park	15	2	13%		The Grove	138	6	4%
Gravel Hill	8	0	0%		The Ridgeway	34	6	18%
Grenville Close	4	1	25%		Victoria Avenue	26	3	12%
Grove Avenue	33	2	6%		Vines Avenue	55	1	2%
Gruneisen Road	40	3	8%		Wentworth Avenue	69	6	9%
Hendon Avenue	46	7	15%		Wentworth Close	15	1	7%
Hendon Lane	196	3	2%		Wentworth Park	64	4	6%

Hervey Close	117	9	8%		Willow Way	24	2	8%
Kingswood Park	10	1	10%		<i>SUB TOTAL</i>	<i>1880</i>	<i>110</i>	
Lichfield Grove	254	13	5%					
<i>SUB TOTAL</i>	<i>2269</i>	<i>165</i>			TOTAL	4149	275	7%

- 2.12 On closer analysis, there are 10 roads:
- Ballards Lane, Claverley Villas, Cornwall Avenue, Falkland Avenue, Gruneisen Road, Long Lane, Princes Avenue, Station Road, Vines Avenue and Wentworth Park where the majority of respondents have indicated that they would like to see the current CPZ amended.
- 2.13 In addition, there are a further 7 roads:
Claigmar Gardens, Claverley Grove, Grove Avenue, Nether Street, Station Close, The Grove and The Ridgeway where support for a CPZ is split 50:50
- 2.14 Most respondents from these roads indicated a preference for an extension of the current operational hours to all-day rather than just the one hour in the afternoon but were undecided as to whether the scheme should continue to only operate on a weekday or at weekends as well.
- 2.15 Overall and individually the response rates for this consultation are considerably lower than would be expected for a consultation of this kind i.e average overall response rates in excess of 20-25% can usually be expected and only 7% was achieved for this consultation.
- 2.16 Despite majority support for change being received from those roads mentioned in paragraph 2.17 and 2.18 above, the response rates are particularly low, varying between only 1% from Ballards Lane to 18% from Cornwall Avenue and The Ridgeway.
- 2.17 The petition received from residents of Station Close and Station Road which prompted the current CPZ review, consisted of a total of 60 signatures. However, in response to this consultation a total of only 21 responses have been received from a total of 366 properties in these roads, producing a combined response rate of only 6%.
- 2.18 Several of the 21 respondents commented on a lack of available space if they returned after the current CPZ hours ended be it late afternoon or early evening Monday to Friday and at weekends.
- 2.19 Although this issue was attributed in part to commuter vehicles associated with station users and nearby businesses, there was also a view that demand from residents, due to the high proportion of multi-occupancy properties, was also a contributory factor.
- 2.20 As a result, to address these issues a range of extended hours were requested with equal numbers of respondents asking for the operational days to remain the same, operate on a Saturday or 7 days a week.
- 2.21 On 30 January 2018 a meeting was held with Finchley Church End Ward Councillors to discuss the results of the consultation, in particular issues relating

to roads where petitions had previously been received or representations made requesting changes to the CPZ.

- 2.22 Given the low response rates there was a view that there was an insufficient mandate to proceed with any large scale changes to the current CPZ at this time. However, in response to residents' representations outside of the current consultation, Ward Councillors were minded to consider extension of the existing operational hours in certain roads closest to Finchley Central station.
- 2.23 As a result, it is recommended that the current operational hours of the CPZ in Dollis Park (between Regents Park Road and Church Crescent), Lichfield Grove, Station Close, Station Road, and Sylvan Avenue should be extended to operate from Monday to Friday 2-3pm to Monday to Saturday 10am-4pm.
- 2.24 It should be noted that this would be a sub zone of the existing Church End CPZ (Zone CE) not a new separate zone. Although offering further protection for residents from inconsiderate and obstructive non-resident parking other Zone CE resident permit holders from adjacent streets within the CPZ would continue to be able to park in these roads during the operational hours.
- 2.25 Very few comments were received in respect of amendment to the existing to parking layout. However, those highlighted as part of this consultation, will be investigated.
- 2.26 If following officer investigation, feasibility of the requested changes are confirmed, proposals to undertake any amendment would be advertised and included within the statutory consultation for the extension of the CPZ into adjacent unrestricted roads

Existing CPZ – Traders

- 2.27 A total of 18 responses were received from 604 traders and businesses operating with the existing CPZ. This equate to a response rate of only 3% which could, from experience with other CPZ consultations, indicate the majority of those consulted are happy with the scheme as it currently stands.
- 2.28 A summary of responses received and support for or against changes to the CPZ are shown in Table 2 overleaf
- 2.29 13 of 18 (72%) respondents did not want to see the CPZ amended wishing to retain the status quo.
- 2.30 Of the 4 respondents who indicated that they would like the CPZ to be amended, 3 (75%) suggested that the hours should be extended to operate throughout the working day although there was no consensus on the preferred alternative hours.
- 2.31 Whereas 2 (50%) thought the scheme should operate on a Saturday, one (25%) that the CPZ days should remain as Monday to Friday only with one of the opinion that it should be less restrictive and operate on fewer weekdays

2.32 In response to the sections regarding customer and other parking related issues, several traders commented on a lack of short term parking close to their premises due to the lack of public car parking facilities in the Church End area.

Table 2 – Existing CPZ Trader Responses

Road Name	No of properties	No of responses	% response	CPZ amended					
				Yes		No		Don't know	
Albert Place	15	1	7%			1	100%		
Arcadia Avenue	30								
Ballards Lane	259	6	2%	2	33%	3	50%	1	17%
Cornwall Avenue	4								
Cyprus Road	3								
Dollis Mews	3								
Dollis Park	49								
Dollis Road	1								
East End Road	1	1	100%			1	100%		
Essex Park	1								
Falkland Avenue	2								
Glenhill Close	1								
Gravel Hill	2								
Gruneisen Road	5	1	20%	1	100%				
Hendon Avenue	1								
Hendon Lane	38								
Lichfield Grove	5								
Long Lane	17	1	6%			1	100%		
Nether Street	6								
Popes Drive	4								
Princes Avenue	2								
Redbourne Avenue	5								
Regents Park Road	112	7	6%	1	14%	6	86%		
Shakespeare Road	11								
Siamese Mews	1								
Station Road	19								
The Avenue	1								
The Grove	2								
Victoria Avenue	5	1	20%			1	100%		
Wentworth Avenue	1								
TOTAL	606	18	3%	4	22%	13	72%	1	6%

- 2.33 To remedy this inadequacy it was suggested that additional customer parking should be provided and that 30 minutes 'free' parking should be introduced to ensure continued commercial viability.
- 2.33 At the same time, comments were also received over there being insufficient space to satisfy the demand from business permit holders. As a solution it was proposed that dedicated business permit only bays could be provided, through the reduction of residents permit holder parking and that the current cost of business permits should be reduced.
- 2.34 Similarly to the numbers and response rates from residents of the existing CPZ the responses received from the business community is considerably lower than would be expected.
- 2.35 It is possible that as previously mentioned in this report most traders and businesses are satisfied with the CPZ as it stands and would like the 'status quo' to be retained.
- 2.36 Finchley, Church End along with several other town centres in the Borough has been identified as a 'main' town centre in the Entrepreneurial Barnet initiative which aims to assist town centres to thrive, regenerate more deprived areas and deliver high quality infrastructure and public realm.
- 2.37 In the circumstances, in light of the consultation responses and any future initiatives that may focus on the business community in Church End, it is recommended that no changes are made to the provision and operation of business and shopper parking facilities within the CPZ at this time.

Outside of the CPZ

- 2.38 As with the existing CPZ, after removal of incomplete, incorrect or duplicate questionnaire responses a total of 312 responses were received from residents and businesses from roads within this area.
- 2.39 This represents a 33% response rate which is higher than the 20-25% response rate usually expected for consultations of this kind. A summary of responses and results on a road by road basis can be found in Table 3 overleaf and Appendix C respectively.
- 2.40 Overall, the majority of respondents, 200 (61%), 232 (71%), 198 (61%) and 219 (68%) respectively said that they:
- did not experience parking problems in their road,
 - did not have to park in neighbouring roads due to lack of space in their own road
 - did not experience obstructive parking across or adjacent to their driveways, and
 - did not suffer difficulties due to parked cars at junctions
- 2.41 160 (50%) respondents indicated that their visitors did experience parking problems, although there was no consensus on what times these problems were at their worst.

- 2.42 The majority of respondents indicated that they did experience parking problems but 213 (66%) of 321 respondents, said that they were happy with the parking situation and 214 (67%) of 319 respondents did not want the Council to undertake further investigation on any identified issues.
- 2.43 Finally, 230 (72%) of 319 respondents who answered this question did not consider that they wanted their road to be included in a CPZ.

Table 3 – Outside CPZ Resident and Business Responses

	No of properties	No of responses	% response
Arden Road	87	18	21%
Bose Close	2	0	0%
Briarfield Avenue	53	15	28%
Claremont Park	50	42	84%
Cyprus Avenue	59	34	58%
Cyprus Gardens	25	10	40%
Dudley Road	29	10	34%
Hendon Avenue	23	5	22%
Hendon Lane	92	5	5%
Lyndhurst Gardens	96	38	40%
Manor View	46	7	15%
North Crescent	52	18	35%
Primrose Close	11	0	0%
Rosemary Avenue	76	21	28%
St Mary's Avenue	70	27	39%
Salisbury Avenue	37	10	27%
Tangletree Close	22	4	18%
Templars Crescent	42	21	50%
Village Road	51	27	53%
Voysey Close	12	0	0%
TOTAL	935	312	33%

- 2.44 Despite the predominantly negative response, there were 3 roads, Hendon Lane, St Mary's Avenue and Templars Crescent where the majority of respondents were in favour of a CPZ in their road.
- 2.45 St Mary's Avenue is the first unrestricted road to the south of the current CPZ boundary and it is not unexpected that they may suffer from unwanted and inconvenient parking.
- 2.46 Similarly, Templars Crescent's geographical location on the eastern periphery of the CPZ also makes it an attractive option for non-resident local office/shop workers or commuters to find 'free long term parking as well as residents of the

CPZ who do not wish to pay to purchase a permit for their

- 2.47 Hendon Lane, the A504, is a busy north-south and bus route through the borough. Due to this classification and resulting high traffic flows and volumes parking bays are not provided on this road.
- 2.48 In view of the above it is likely that residents of Hendon Lane, who do not have access to private off-street parking facilities, may already choose to park in the side roads off Hendon Lane including the adjacent St Mary's Avenue.
- 2.49 Consequently, it is recommended that the Church Road CPZ should be extended into both St Mary's Avenue and Templars Crescent and, providing, that following statutory consultation parking controls are introduced, extend permit availability to certain properties along Hendon Lane between the junctions of St Mary's Avenue and Cyprus Avenue.
- 2.50 A petition containing 26 signatures from 21 of the 96 properties in Lyndhurst Gardens was received during the consultation period requesting that the Council should implement a CPZ on Lyndhurst Gardens.
- 2.51 The petition stated that parking for residents was impossible during the week due to a combination of non-resident commuter and business parking as well as parking by residents of the adjacent CPZ who rather than buying a parking permit choose to park on their road. It should be noted contradictory "No" responses were received from 2 properties via the on-line questionnaire.
- 2.52 Of the 21 properties represented by the petition all but 5 are located in the section of Lyndhurst Gardens to the north of the entrances to both Finchley Manor Lawn Tennis and Squash Rackets Club and Christ's College Playing Field.
- 2.53 In response to this current consultation, 19 properties from the northern section of the road completed the on-line questionnaire with support for inclusion in a CPZ 50:00 (i.e. one property did not answer this question). Of these 19 properties, 9 also signed the petition.
- 2.54 Historically, when Church End CPZ was initially introduced in 2003, the northern section of Lyndhurst Gardens was included within the CPZ boundary. However, following resident representation it was subsequently removed from the scheme.
- 2.55 In light of the above, given its geographical layout and previous inclusion in the neighbouring CPZ, it is recommended that the Committee should agree to the extension of the Church End CPZ into the northern section of Lyndhurst Gardens (between Dollis Park and Finchley Manor Lawn Tennis and Squash Rackets Club). Restrictions would operate Monday to Friday from 2-3pm.
- 2.56 Finally, a petition was received and submitted to the 23 January 2018 meeting of the Finchley and Golders Green Residents Forum from residents of Cavendish Avenue, East End Road, Stanhope Court and Stanhope Road.

- 2.57 Given that there is already insufficient street parking available in both these roads to cater for existing resident and visitor demand, residents are concerned that the proposed inclusion of other neighbouring streets, such as Templars Crescent into the CPZ, would make the situation considerably worse.
- 2.58 Containing 65 signatures the petition requested that Cavendish Avenue and Stanhope Avenue between their junctions with East End Road and Mountfield Road should be included in the CPZ to deter all-day non-resident parking.
- 2.59 In response to majority support from respondents from Templars Crescent it is already recommended, elsewhere in this report, that the Church End CPZ should be extended into this road which, similarly to both Cavendish Avenue and Stanhope Avenue, is located on the eastern edge of the CPZ and accessed from the north via East End Road.
- 2.60 In the circumstances it is recommended that the Committee agree to include Cavendish Avenue and Stanhope Avenue in the existing Church End CPZ and to reduce costs undertake a combined statutory consultation on this with the proposed consultations for St Mary's Avenue and Templars Crescent.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 An alternative option would be to do nothing and consider "Reactive CPZ Implementation" at a later date (for example in response to complaints and road safety issues, including poor visibility and obstructive parking).
- 3.2 Due to the legal processes involved, there could be a lengthy delay before a CPZ could be introduced which would be unacceptable to residents and other roads users who may have to endure identified problems. Consequently, this "alternative" approach is not recommended nor supported by Highways.

4. POST DECISION IMPLEMENTATION

- 4.1 Officers would seek to carry out a statutory consultation on the agreed proposals with a view to implementing those proposals, subject to the outcome of the consultation

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Council's Corporate Plan states that strategic objectives that will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the Borough. The plan also acknowledges that future success of the Borough depends on effective transport networks.

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

- 5.2.1 The estimated cost of the formal statutory consultation, and subject to approval, the implementation of the parking controls on the roads specified in

Recommendations 2 and 3 of this report is estimated at £25,000, which can be met from the provisions of the controlled parking review contribution secured under the s106 agreement pursuant to Planning Permission F/00497/11.

5.3 Social Value

- 5.3.1 The benefits would include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for a problem to arise, which would be detrimental to local residents.
- 5.3.2 CPZ's allow for a fair distribution of parking spaces for local residents by removing or reducing commuter parking and create a more pleasant environment with fewer motorists trying to find parking spaces.
- 5.3.3 Managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.
- 5.3.4 The Council aims to effectively manage the road network in an effective manner which will improve public transport reliability

5.4 Legal and Constitutional References

- 5.4.1 Section 16 of The Traffic Management Act 2004 places a duty on the Council as the local traffic authority for the Barnet administrative area to manage its road network to secure the expeditious movement of traffic on its road network. The network must be managed with a view to achieving the objective of the duty, so far as may be reasonably practicable, having regard to the Council's other obligations, policies and objectives. The action the Council may take in performing the duty includes the exercise of any powers affecting the use of the network, whether or not those powers were conferred on the Council in its capacity as a traffic authority.
- 5.4.2 Statutory consultation with all affected frontages, Ward councillors and relevant stakeholders, together with statutory consultees in accordance with the provisions of section 6 the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 is proposed to be conducted.
- 5.4.3 The Council's charging powers are regulated by the general duty placed on Local Authorities under section 122 of the Road Traffic Regulation Act 1984*"to secure 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"*.
- 5.4.4 Council Constitution, Article 7, Committees, Forums, Working Groups and Partnerships – details the terms of reference of Area Committees which includes: 1) Responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.5 Risk Management

5.5.1 None in the context of this report. Risk management may be required for work resulting from this report if authorisation is issued to proceed with the proposals.

5.6 Equalities and Diversity

5.6.1 The 2010 Equality Act outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010
- Advance equality of opportunity between people from different groups
- Foster good relations between people from different groups

5.6.2 The proposals are not expected to disproportionately disadvantage or benefit individual members of the community.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report.

5.8 Consultation and Engagement

5.8.1 An informal consultation (or a preliminary consultation) has been carried out with the local community, and relevant stakeholders.

5.8.2 The acceptance of any CPZ relies on the support of the local community. These are designed to establish whether there are particular parking issues or pressures encountered by the community, and to establish the perceived need for a CPZ or other parking solutions.

5.8.3 Barnet Council's policy is to carry out "web-based" questionnaires, as opposed to paper copy questionnaires.

5.8.4 Letters outlining the details of the proposal and introducing the consultation with a link to the questionnaire are distributed to properties within the agreed consultation area.

5.8.5 To supplement the consultation, consideration will be given to using additional methods of consultation / publication such as:

- Publishing relevant detail on the Council's website
- Publishing relevant detail in the Council's newsletter which is distributed throughout the Borough
- Unmanned and manned exhibitions if it is felt likely to be beneficial

5.9 Insight

5.9.1 Based on feedback to the consultation, Officers will seek to design an appropriate CPZ to address known and/or expected issues.

6. BACKGROUND PAPERS

- Finchley and Golders Green Residents Forum – 24 January 2017
Parking petition from the residents of Station Road and Station Close
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=8747&Ver=4>

Finchley and Golders Green Residents Forum – 22 March 2017
Petition - CPZ on St Marys Avenue N3
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=8748&Ver=4>

Finchley and Golders Green Residents Forum – 5 July 2017
Petition - CPZ Lyndhurst Gardens
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=9377&Ver=4>

Finchley and Golders Green Residents Forum – 23 January 2018
Petition - Include Stanhope Avenue and Cavendish Avenue in the next extension of Finchley Church End CPZ
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=170&MId=8759&Ver=4>

- Finchley and Golders Green Area Committee – 16 February 2017
Petitions
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9126&Ver=4>

Finchley and Golders Green Area Committee – 27 April 2017
Petitions and Members items
<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9313&Ver=4>