

	<h2>ACTION TAKEN UNDER DELEGATED POWERS BY OFFICER</h2>
<p style="text-align: right;">Title</p>	<p>Outcome of the Holders Hill Road NW4/NW7 Parking and Traffic statutory consultation</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>West Finchley and Church End Ward</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A - Drawing nos.BC/000742-06/001a</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Name: Lisa Wright Email: Highwayscorrespondence@Barnet.gov.uk, Tel: 0208 359 3555</p>

Summary

This report summarises the representation and objections received to the parking and traffic proposal for Holders Hill Road and determines whether the proposals should be introduced or not, and if so, with or without modification.

Decisions

1. That having considered the objections received to the statutory consultation on the proposals outlined in this report, that the Strategic Director for Environment authorises Officers to implement the proposed measures as follows:
 - a) Convert lengths of existing 1pm to 6pm waiting restrictions which operate on event days only to 'at any time' waiting restrictions (double yellow lines) on

Holders Hill Road at its junction with Holders Hill Crescent, Linksway, Holders Hill Drive, Holders Hill Gardens, Freeland Park, Cumberland Gardens, Rydal Close, Foreland Court, Hawthorn Mews and Thornfield Avenue as shown on drawing No. BC/000742-06/001a;

- b) Convert lengths of existing 1pm to 6pm waiting restrictions which operate on event days only to 'at any time' waiting restrictions (double yellow lines) outside Oakdale Lodge; outside Hendon Cemetery & Crematorium (HCC); outside Nos. 155 to 165 Holders Hill Road, outside Nos. 170 to 178 Holders Hill Road and also on Holders Hill Road (fronting Timberdene and fronting Freeland Park) as shown on drawing No. BC/000742-06/001a.**
- c) Introduce additional Vehicle Activated Signs (VAS) outside No.13 Holders Hill Road, outside Normandy House on Holders Hill Road and outside Oakdale Lodge on Holders Hill Road as shown on drawing No. BC/000742-06/001a.**

As part of this proposal the existing VAS outside Beaulieu House on Holders Hill Road will be relocated to a new position close to its current location.

- d) Introduce new "SLOW" carriageway road markings at a number of locations on Holders Hill Road as shown on drawing No. BC/000742-06/001a.**

2. That the Strategic Director for Environment will write to all those previously consulted to update them on the decisions and proposed future action.

1 WHY THIS REPORT IS NEEDED

- 1.1** At the Finchley and Golders Green Area Committee held on the 27th April 2017 it was agreed that a statutory consultation should be carried out with households situated on and off Holders Hill Road NW4/NW7 on proposals A, B, C, D, E and F detailed below.
- 1.2** As part of the statutory consultation process the proposals were advertised on notices and published in the local Press newspapers and in the London Gazette. In addition, similar notices were erected on-street in the affected roads and letters together with an associated plan outlining the proposals were delivered to 743 properties situated in close proximity to the proposal.
- 1.3** In addition to the above the proposals were also advertised online via the Barnet Council's Barnet Traffweb public consultation website and also via Barnet Council's online public engage portal.

Proposal A

1.4 Convert lengths of existing 1pm to 6pm waiting restrictions which operate on event days only to 'at any time' waiting restrictions (double yellow lines) at the junctions of Holders Hill Road and the following roads:

- Holders Hill Crescent;
- Linksway;
- Holders Hill Drive;
- Holders Hill Gardens;
- Freeland Park;
- Cumberland Gardens;
- Rydal Close;
- Foreland Court;
- Hawthorn Mews;and
- Thornfield Avenue.

Proposal B

1.5 Convert lengths of existing 1pm to 6pm waiting restrictions which operate on event days only to 'at any time' waiting restrictions (double yellow lines) as follows:

- outside Oakdale Lodge;
- outside Hendon Cemetery & Crematorium;
- outside Nos. 155 to 165 Holders Hill Road and outside Nos. 170 to 178 Holders Hill Road; and
- on Holders Hill Road (outside Timberdene, outside Freeland Park and outside Colerne Court).

Proposal C

1.6 Introduce single yellow line waiting restrictions operating between the hours of 8am to 6.30pm Monday to Saturday and 1pm to 6pm on event days (Sunday) outside Nos.135 to No.155 and outside Nos.165 to No.183 Holders Hill Road. The above proposal would involve the removal of the existing 1pm to 6pm Event day permit holders only parking bays on street along the lengths of road on Holders Hill Road mentioned above.

Proposal D

1.7 Convert 5 metres of the existing 1pm to 6pm on event days permit holders only parking bay on Holders Hill Road fronting No.25 to No.33 Cumberland Gardens to "At any time" (double yellow line) waiting restrictions.

1.8 The measures outlined in **A**, **B**, **C** and **D** above would require the amendment of the existing single yellow line waiting restriction and/or permit parking bays as appropriate.

Proposal E

1.9 Introduce new Vehicle Activated Signs (VAS) which are automatic warning and detection systems designed to warn motorists when they exceed the speed limit and help to improve safety. The proposed locations for each of the VAS on Holders Hill Road are as follows:

1. Outside No.13 Holders Hill Road
2. Outside Normandy House on Holders Hill Road
3. Outside Oakdale Lodge on Holders Hill Road.

1.10 It is also proposed to review the existing VAS outside Beaulieu House on Holders Hill Road which will involve relocating it to more effective position close to its current position.

Proposal F

1.11 Paint new "SLOW" large text road markings at a number of locations on Holders Hill Road.

Comment received in response to the consultation in relation to proposals A, B, C, D, E and F

1.12 In response to the consultation the Council received 115 pieces of correspondence (15% response rate) where residents raised concerns and made representations and recommendations regarding the proposed restrictions which are outlined below. Out of those that responded to the consultation 85% objected to the certain proposals for Holders Hill Road.

Comment in relation to proposed changes to the parking layout along Holders Hill Road (removal of parking bays and implementation of Double yellow lines).

1.13 In response to the consultation 74% of the correspondence received expressed that the proposed measures would have an impact on parking and an overview of some of the reasons are shown below:

- 11 respondents indicated that there are a number of flats on Holders Hill Road that at present do not have sufficient off street parking facilities for each of the households.
- There are a number of flats situated on and off Holders Hill Road which do not have sufficient off street private parking provision and the removal of parking bays will have a further impact on parking.
- 1 respondent stated that there are a number of gated communities on Holders Hill road that have sufficient parking who will not be affected by the proposals .
- 2 respondents stated the proposal will affect local businesses in the area.

- 5 residents whose properties are situated between the Hendon Cemetery and Crematorium and Thornfield Avenue on Holders Hill Road have suggested that proposed 8am to 6.30pm Monday to Saturday waiting restrictions highlighted under proposal C should operate during peak periods between the hours of 8am to 9.30am and 4.30pm to 6.30pm Monday to Friday.
- That the proposed upgrade of the existing 1pm to 6pm waiting restrictions which operate on event days only to “At any time” waiting restrictions at certain junctions and certain lengths along certain lengths along Holders Hill Road would have an impact on parking in the area.
- A respondent is opposed to the proposed removal of the Event day only resident parking bay situated outside No.145 Holders Hill Road.
- A number of residents living in apartments at Freeland Park said that they do not have enough parking and implementing this scheme will have an impact on their ability to find available parking close to their homes.
- A respondent is concerned that Home support staff who visit some of the elderly residents of Holders Hill Road will find it difficult available parking on street in the area.
- A representative of Cumberland Gardens residents has raised concerns about the removing of a parking bay on Holders Hill Road outside No. 25-33 Cumberland Gardens which will cause vehicles to park on the footway in Cumberland Gardens which will prevent access to refuge vehicles. In order to prevent obstruction the representative has suggested that bollards are installed on the east side of Cumberland Gardens to prevent footway parking.
- A respondent has requested for a parking along Holders Hill Road to be moved onto the footway.
- A resident expressed that he is in favour of a scheme that increases speeds where there are bottlenecks.

Comment in relation to speed and traffic.

1.14 In response to the consultation 50% of the correspondence received expressed that the proposed measures would have an effect on speed on and overview of some of the reasons are shown below:

- 15 respondents said that the parked vehicles along Holders Hill Road currently help to slow traffic down.

- 25 respondents said that the proposals would encourage vehicles to speed up.
- 4 respondents said that the proposal would make it more difficult for the number of elderly residents and the number of children attending the school on Holders Hill Road to cross the road safely.
- That the traffic along Holders Hill Road has increased due to the Millbrook Housing Development site and the road has become more dangerous due to the increase in the number of Heavy Goods vehicles.
- A respondent has raised concerns about the difficulty Buses experience manoeuvring in between the parked vehicles situated on either side of the Bus stop clearway outside the shops at Holders Hill Parade. As a solution the resident has suggested that the width of the public footway outside the shops along Holders Hill Parade should be reduced in order to improve traffic flow.
- A number of respondents have expressed that they do not feel that there is an issue with parking on Holders Hill Road.

1.15 As a suggestion to improve safety along Holders Hill Road some of the respondents have suggested the following measures below.

- 7 respondents have suggested that better pedestrian crossing facilities such as a Zebra Crossing should be implemented close to Holders Hill Parade and in the vicinity of Hasmonian School which would help the elderly and local school cross the road safely.

In response to this concern Officers were asked to investigate whether it was feasible to introduce a zebra crossing outside the Hendon Cemetery & Crematorium. Upon investigation officers noted that there may be a suitable location to implement a zebra crossing to the immediate east of the entrance of the Hendon Cemetery & Crematorium.

However, in order to do this it would require removing a number of parking spaces in the vicinity of the shops which rely on street parking provision. In addition it is noted that there already is a pedestrian refuge island immediately east of the entrance to the Cemetery which is already used by pedestrians. Therefore it was recommended to the Finchley and Golders Green Area Committee on the 27th April 2017 not to investigate the provision of a zebra crossing in this location any further.

With regards to Hasmonian School, Officers were also asked to investigate the possibility of introducing a zebra crossing in the vicinity of the main entrance to Hasmonian School. It was felt that this type of

measure would improve the crossing facilities for children who need to cross the road safely especially from the Bus stop across the road. Since the initial request for pedestrian improvements on this section of Holders Hill Road it is noted that a Planning application to relocate the Hasmorean School has been approved. This will result in the school being moved from its existing location and reduce the potential requirement for a formal pedestrian crossing facility in this location.

However, this measure would cost in excess of the Area Committee budget of £25,000. Therefore it is recommended that this measure is considered outside the scope of the initial feasibility study and potentially investigated in conjunction with any new planning application for the vacated school site.

- 3 respondents have suggested that Heavy Goods vehicles should be prohibited from using Holders Hill Road which would make the road safer and improve traffic flow especially during peak periods. With regard to the complaints about HGVs using Holders Hill Road, Holders Hill Road falls within a 7.5 tonne lorry restriction which covers much of the east of the borough and extends into the London Borough of Enfield, and as it stands, lorries that need access within that area are permitted to use roads within the restriction. Furthermore Holders Hill Road's status as a B road (B552) is considered to be the most appropriate route for lorries and other large vehicles from the A1 Great North Way, accessing a range of commercial, industrial and development locations in the general area.
- 4 respondents suggested that speed cameras should be implemented on street as they would be more effective. At present the current criteria for the installation of a speed camera is that a location must have a history of four killed or serious injury collisions (KSI) in the preceding three year period, two of which must have been as result of speeding. In the case of Holders Hill Road and according to Personal Injury Accident records for the 5 year period between 01/06/2010 to 31/05/2015 there has been no KSI's in the vicinity of Holders Hill Road.
- 3 respondents have suggested that speed humps should be implemented on street along Holders Hill Road. At present Holders Hill Road is considered to be an unsuitable for speed humps as it is a bus route and also the most appropriate route for Lorries to access premises, particularly in the Mill Hill East area. Even in exceptional circumstances (such as high levels of speed related injury collisions were occurring perhaps) then speed humps are not considered to be the best solution for this road.

Comments in relation to the proposed VAS

- 1.16 In response to the consultation 5% of the correspondence received expressed that the proposed VAS would be ineffective in encouraging vehicles to reduced speed at along Holders Hill Road.

Comments in relation to the proposed "SLOW" road markings

- 1.17 In response to the consultation 10% of the correspondence received expressed that the proposed "SLOW" road markings would be ineffective in encouraging vehicles to reduce speed at along Holders Hill Road.

Comments from Ward Councillors.

- 1.18 Following the consultation period an Officer met with Councillor Old on street at Holders Hill Road to discuss concerns raised by local residents in relation to the consultation. Councillor Old was concerned of the impact the removal of the parking bays on Holders Hill Road, especially between the Hendon Cemetary Crematorium and Thornfield Avenue, would have on residents ability to find parking on street in the area.

- 1.19 On another occasion Officers met with Councillor Old and Councillor Thomas to discuss further the concerns in relation to the proposed measures for Holders Hill Road. Again both Councillors wanted to reemphasise the concerns the raised regarding the removal of parking bays and requested that the bays between Hendon Cemetery/Crematorium and Thornfield Avenue are retained.

2 REASONS FOR DECISIONS

- 2.1 The outcome of the consultation clearly shows that the residents of the Holders Hill Road area are concerned about the impact the proposed measure would have on parking in the area especially the removal of parking bays.

Proposal A

- 2.2 Whilst appreciating the comments received it is acknowledge that the introduction of the double yellow lines would reduce the amount of available parking on street which is also likely to have an impact on motorists who have become accustomed to parking at particular locations on street in the vicinity of the proposed restrictions. However, it is considered that the proposed length of double yellow lines is the minimum required to deter obstructive parking which would in turn improve traffic flow, sightlines and safety in the vicinity of the junction of as outlined in Proposal A above and as shown on plan BC/000742-06/001a.

- 2.3 As such, having given the above comments and objections received due consideration, it is considered that the proposal still has merit and as such it is recommended that the proposed "At any time" waiting restrictions for the junctions listed under Proposal A should be introduced albeit with minor amendments as shown on plan BC/000742-06/001a.

Proposal B

- 2.4 While considering the objections received, the Council has been mindful of the impact that the introduction of 'at any time' waiting restrictions would have on residents' ability to find available kerbside space to utilise for parking their vehicles, especially in an area which is subject to a higher than normal parking demand and although it is acknowledged that the provision of double yellow lines would reduce the amount of kerbside space used by motorists to park their vehicles at all times, the Council in the first instance endeavoured to keep any space reduction and any subsequent displacement of parked vehicles to a minimum.
- 2.5 Although there will be inevitable displacement, and a reduction in available kerbside space used to park vehicles, possibly to the detriment of some residents who have become accustomed to parking in particular lengths of road, it is considered that all road users will benefit from the introduction of the proposed waiting restrictions as they would deter obstructive parking, improve traffic flow and improve sightlines at vulnerable locations at all times of the day.
- 2.6 Therefore, having given the objections and comments received due consideration, it is considered in the first instance that the extent of the proposed conversion of the 1pm to 6pm on event days only single yellow lines to 'at any time' waiting outside Beaulieu House, Colerne Court and Rochester Court on Holders Hill Road should be reduced in length in order to provide an additional car length of kerbside space and at the same time still remain effective in deter obstruction, and improving sightlines on Holders Hill Road especially in the vicinity of the pedestrian refuge Island fronting Timberdene and Freeland Park.
- 2.7 It is also recommended that the proposed upgrade of the existing length of 1pm to 6pm waiting restrictions which operate on event days only to 'at any time' waiting restrictions outside Oakdale Lodge; outside Hendon Cemetery & Crematorium; outside Nos. 155 to 165 Holders Hill Road and outside Nos. 170 to 178 Holders Hill Road should be implemented as proposed. The amendment to original proposal is shown on diagram BC/000742-06/001a under Appendix A to this report.

Proposal C

- 2.8 Due to the number objections received in relation to this proposal Officers were mindful of the impact of the loss of available parking spaces as well as taking into account the concerns raised by Ward Councillors it is recommended not to proceed any further with this proposal.

Proposal D

- 2.9 Due to the number of objections received in relation to this proposal as well as taking into account the concerns raised by Ward Councillors it is recommended not to proceed any further with this proposal at this time.

Proposal E

- 2.10 Having considered the comments received in relation to this proposal Officer consider the introduction of additional VAS signs along strategic locations along Holders Hill Road will help to reduced speed along Holders Hill Road. In addition Officer will forward the comments in relation to speed to the Police for their attention to see if any action is necessary.
- 2.11 In addition to the proposed new VAS it is recommended existing VAS situated outside Beaulieu House on Holders Hill Road is upgraded and relocated to new location close by on Holders Hill Road which is considered to be more prominent and effective in encouraging motorist to slow down.

Proposal F

- 2.12 Whilst appreciating the comments received regarding this proposal, Officers still consider that there is still merit in introducing "SLOW" road markings at strategic locations along Holders Hill Road to encourage motorist to reduce their speeds. As such the proposed markings should be implements as proposed albeit with minor amendments as shown on plan BC/000742-06/001a.

3 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

- 3.1 Traffic and road safety issues were identified and it was considered that action should be taken and therefore a do nothing option was not considered appropriate. Given the nature of the concerns being addressed in this report, the recommended action is considered to be the preferred option. Representatives have been incorporated into the amended proposals.

4 POST DECISION IMPLEMENTATION

- 4.1 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, a statutory consultation has been carried out on the proposals through notices being published in the local Press and London Gazette newspapers, similar notices being erected on-street and letters being delivered to properties close to the relevant locations.
- 4.2 Having considered the comments received, the agreed measures would be introduced through the making of the relevant Traffic Management Orders where necessary.
- 4.3 On behalf of the Strategic Director for Environment Officers will write to all those previously consulted to update them on the decisions and proposed future action.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.2 The Council's Corporate Plan states in its strategic objectives that it 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 the future success of the Borough depends on effective transport networks.

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

5.4 The cost of implementing the recommended proposals A, B, E and F are as follows:

- **Proposals A and B** – Conversion of existing length of 1pm to 6pm waiting restrictions which operate on event days only to 'at any time' waiting restrictions as shown on drawing No. BC/000742-06/001a. Estimated cost of £1,000.
- **Proposal E** – Additional Vehicle Activated Signs (VAS) - costs £13,500.
- **Proposal F** – Additional 'SLOW' carriageway markings - cost £500.

5.5 The total cost of implementing proposals A, B, E and F is £15,000. Funding of £15,000 has been agreed as part of the Local Implementation Plan (LIP) 18/19 funding for 'Corridors, neighbourhoods and supporting measures' from the Traffic Management and Accident reduction Schemes allocation of £800,000 .

5.6 The estimated implementation costs of this recommendation are (based on prices contained in Year 2, Volume 4 Adjusted Rates – London Highways Alliance Contract (LoHAC) Northwest1).

5.7 Future maintenance of electrical apparatus shall pass to Barnet Lighting Services who will be expected to charge a commutable sum with the cost fully borne by London Borough of Barnet.

5.8 The work will be carried out under the existing PFI and LoHAC term maintenance contractual arrangements.

5.9 Social Value

5.10 None in the context of this report.

5.11 Legal and Constitutional References

5.12 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

5.13 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

5.14 Statutory consultation has been carried out in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.15 Risk Management

5.16 It is not considered that the issues involved are likely to give rise to policy considerations as the proposed measures have a specific purpose and benefit which has been outlined within the consultation material.

5.17 It is considered that the issues involved in proposing or introducing the measures may lead to some level of public concern from local residents who feel that they do not wish for the measure to be introduced, or from residents/motorists in the area concerned about parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area ensures that members of the public have had the opportunity to comment in any statutory consultation on any proposed measure which has been considered within this report.

5.18 Equalities and Diversity

5.19 Section 149 of the Equality Act 2010 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.

5.20 The proposals in this report are not expected to disproportionately disadvantage or benefit individual members of the community.

5.21 It is considered that the Council has met its public sector equalities duty in considering these issues

5.22 Corporate Parenting

5.23 None in context of this report.

5.24 **Consultation and Engagement**

5.25 A statutory consultation on the proposed changes has been carried out with affected business frontages and various stakeholders.

5.26 **Insight**

5.27 None in relation to this report.

6 BACKGROUND PAPERS

6.1 *Finchley and Golders Green Area Committee - 30 March 2016*

<https://barnet.moderngov.co.uk/documents/s30970/FGG%20March%20Update%20report%20Final.pdf>

6.2 *Finchley and Golders Green Area Committee – 6 July 2016*

<https://barnet.moderngov.co.uk/documents/g8749/Printed%20minutes%2006th-Jul-2016%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>

6.3 *Finchley and Golders Green Area Committee - 27 April 2017*

<https://barnet.moderngov.co.uk/documents/s39367/Holders%20Hill%20Road%20NW7%20Parking%20and%20Traffic%20improvement%20scheme.pdf>

6.4 Environment Committee 14 March 2018 - 2018/19 Local Implementation Plan (LIP) Work Programme (Link to be added after Committee).

6.5 Responses to the proposals through the consultation process from residents and other respondents

7 DECISION TAKER'S STATEMENT

I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.

8 OFFICER'S DECISION

8.1 I authorise the following actions:

That having considered the objections received to the statutory consultation on the proposals outlined in this report, Officers are authorised to implement the proposed measures as shown on drawing nos. BC/000742-06/001A

Signed



Date

3rd May 2018

REPORT CLEARANCE CHECKLIST

(Removed prior to publication and retained by Governance Service)

Report authors should engage with their Governance Champion early in the report writing process and record the date below. If the decision/report has been reviewed at an internal board please record the date and name of the meeting (e.g. SCB). Otherwise enter N/A. All reports must be cleared by the appropriate Director/AD, Legal, Finance and Governance as a minimum. **Legal, Finance and Governance require a minimum of 5 working days to provide report clearance. Clearance cannot be guaranteed for reports submitted outside of this time.**

AUTHOR TO COMPLETE TABLE BELOW:

Who	Clearance Date	Name
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