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

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

Contact for further information: Paul Edmund-Charles, Engineer, Design Team, Traffic and Development Section 020 8359 3037 paul.edmund-charles@barnet.gov.uk

1. RECOMMENDATIONS

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

2. RELEVANT PREVIOUS DECISIONS

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

3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

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

4. RISK MANAGEMENT ISSUES

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

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

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

5. EQUALITIES AND DIVERSITY ISSUES

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

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

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

7. LEGAL ISSUES

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

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

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

9. BACKGROUND INFORMATION

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

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

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

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

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

- 9.22 Accordingly it is considered appropriate to introduce measures designed to relieve parking pressure and improve the current area wide parking and safety conditions by introducing a CPZ in the Hampstead Way area. The CPZ would include the currently uncontrolled section of Hampstead Way, Hill Close, Asmunds Hill, Temple Fortune Hill and Willifield Way NW11 and would operate on Mondays to Saturdays between 1pm and 2pm. Within the proposed CPZ certain locations have been identified that would benefit from improved sightlines and safety for both motorist and pedestrians and therefore 'At any time' waiting restrictions would be introduced at these locations.
- 9.23 Details of the proposed CPZ layout including waiting restrictions are illustrated on Drawing No. CPZ2013/01 attached as Appendix E to this report.

10. LIST OF BACKGROUND PAPERS

- 10.1 None.

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