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Meeting	Finchley & Golders Green Area Environment Sub-committee
Date	25 June 2013
Subject	<b>Parking in the vicinity of Clarendon Court, Dudley Court and Montrose Court, Finchley Road NW11</b>
Report of	Director for Place
Summary	To report the outcome of investigations into the issues raised by residents of Clarendon Court, Dudley Court and Montrose Court, regarding parking for residents of those properties, as discussed at previous meetings of the Finchley and Golders Green Area Forum, and the Finchley and Golders Green Area Environment Sub-Committee.

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Officer Contributors	Gavin Woolery-Allen
Status (public or exempt)	Public
Wards affected	Garden Suburb
Key Decision	No
Enclosures	None
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: Gavin Woolery-Allen, Senior Engineer, Design Team, Traffic and Development Section 020 8359 7545 [gavin.woolery-allen@barnet.gov.uk](mailto:gavin.woolery-allen@barnet.gov.uk)

## **1. RECOMMENDATION**

- 1.1 That the Sub-committee note the recommendation contained within paragraph 9.12 of the report that no further action be taken regarding this issue.**

## **2. RELEVANT PREVIOUS DECISIONS**

- 2.1 Finchley and Golders Green Area Environment Sub-Committee of 16<sup>th</sup> January 2013. Item 9 where it was resolved that the subject to the overall costs being contained within available budgets, the Interim Director of Environment Planning and Regeneration be instructed to look into the issues raised in consultation with ward councillors and that a report on the outcome be brought to the June 2013 meeting of the Sub-Committee.

## **3. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS**

- 3.1 The Corporate Plan 2013/16 defines the Council's vision (under the priority to promote responsible growth, development and success across the borough) in delivering sustainable growth to ensure Barnet continues to be a successful and prosperous place where people want to live and work.
- 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 considered that the issues involved are not likely to give rise to policy considerations and the request does not involve any particular movement of traffic issues on the road network which needs addressing.
- 4.2 It is considered that the issues involved may also lead to some level of public concern from those local residents who may feel that the current parking layout is negatively affecting them. However, it is considered that, in addition to the current off-street parking facilities, there is sufficient available kerbside space within the area to accommodate the parking needs although not necessarily directly outside their property.

## **5. EQUALITIES AND DIVERSITY ISSUES**

- 5.1 The recommendation to retain the status quo is not envisaged to advantage or disadvantage any member of the wider community.

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

- 6.1 Consideration of the issues to date has been met from existing budgets.

## **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**

- 8.1 Constitution Part 3 – Responsibility for Functions – Area Environment Sub-committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

## **9. BACKGROUND INFORMATION**

- 9.1 Clarendon Court, Montrose Court and Dudley Court are comprised of a total of 55 units, situated on Finchley Road NW11 in Temple Fortune. All have pay by phone parking bays operative Monday to Saturday 9am to 5.30pm outside them (approx 16 spaces), which were originally implemented as pay and display bays as part of the Finchley Road Pay and Display scheme in 1999. They are now Pay by Phone bays, since the boroughwide removal of Pay and Display machines in 2011.
- 9.2 In 2012 the Council received a request from a resident of Clarendon Court, for these parking spaces to be converted to resident permit spaces and for residents of Clarendon Court, Montrose Court and Dudley Court to be eligible to obtain permits to park in the spaces, citing that the spaces were rarely used by those paying by phone. Some of the issues appear to be related to difficulties residents have encountered in parking in their parking areas behind these properties, which falls on private land. The request was raised and discussed at the January 2013 meeting of the Finchley and Golders Green Area Forum, and subsequently referred to the Finchley and Golders Green Area Environment Sub-Committee on the same evening which determined that Officers should investigate the matter.
- 9.3 Resident permits and resident permit parking places are usually associated with Controlled Parking Zones (CPZs), of which there are many in the borough. CPZs are usually introduced over wide areas to manage kerbside space in areas where there are conflicting demands on the kerbside space, such as around Town Centres or near public transport links, where commuters, workers, shoppers etc would compete with residents. In the main, the first priority is usually to protect kerbside space for the relevant resident demand, while any surplus kerbside space may be used to cater for other motorists through other permits or through the pay by phone facility.
- 9.4 For example, the Council has recently carried out a statutory consultation on a proposal to introduce a CPZ in part of Hampstead Way, Willifield Way, Asmunds Hill, Temple Fortune Hill, Hill Close and part of Meadway, and under a separate item, this Sub-Committee will be considering the objections received to the statutory consultation and making a decision on how to proceed.
- 9.5 Like many other residential properties situated on Finchley Road, Clarendon, Dudley and Montrose Courts are situated outside of the boundary of existing CPZs. Although the

issue facing residents of those properties is noted, it is not usually the case that resident permit parking places would be provided where the Council was not satisfied that resident demand would not necessarily be met. The Council would not usually introduce a scheme which would entail selling unreasonably more permits than there was parking space. In this location given the fact that there would be a significantly lesser number of parking spaces to the number of properties who would be eligible to obtain permits, remembering that the current Council policy is to allow households to obtain up to three permits per annum.

- 9.6 It should be noted that other Finchley Road residents and occupants who drive a vehicle, currently have to park in neighbouring side roads as there is no current resident permit facility in Finchley Road. To consider Dudley, Montrose and Clarendon Courts in isolation would not necessarily be fair to those residents of neighbouring properties.
- 9.7 Furthermore, the existence of pay by phone parking places and their usage is relevant as Officers have undertaken a boroughwide questionnaire based review of Town Centres and Shopping Parades, which has been supported throughout by the Cabinet Member for Environment. Officers have recently analysed the feedback from the consultation to establish businesses opinions on how the pay by phone arrangements in their vicinity are or are not working for them. What is clear from the consultation is that it is seen as important from the business community across the borough that customers and visitors are able to park in Town Centres so they can access the businesses that are in situ. The removal of pay by phone spaces as requested would be in direct conflict of the findings of the Town Centre Parking Review.
- 9.8 It should also be noted, that although it is considered by the requestor that the pay by phone parking spaces are underutilised, recent usage figures suggest that they are being used and therefore are serving a purpose as useful parking provision for visitors to the Town Centre.
- 9.9 In conclusion, although Officers are sympathetic to the residents' plight, it is considered that it is not justified to introduce a residents parking scheme to accommodate these properties in isolation, particularly in light of the existence of nearby uncontrolled roads, and other residential properties in Finchley Road. If any CPZ-type scheme were to be investigated, it is considered that investigations should cover a wider area than simply the parking spaces in question, and currently officers are not aware of any significant demand from residents or businesses to investigate this on an area wide basis.
- 9.10 Ward Councillors have been consulted by way of being sent a draft copy of this report, and Councillor Marshall responded advising that he considered that this was a rather negative report. He stated that he passes this site several times a week and there are always spare places and sometimes there are no cars parked there at all. He requested that Officer try and be more positive.
- 9.11 Councillor Harper also responded to receiving a draft copy of the report and stated his opinion that he was not persuaded that action is required, although he agreed with Councillor Marshall that it seems there are often vacant spaces. No comment was received from Councillor Seal.
- 9.12 The Councillors' comments are noted, however as it stands, the Council is unaware of demand for a resident parking permit scheme from nearby roads such as Hurstwood Road, Monkville Avenue, Alberon Gardens, Addison Way, and therefore it is recommended that no further action is taken regarding this issue.

**10. LIST OF BACKGROUND PAPERS**

10.1 None.

<b>Cleared by Finance (Officer's initials)</b>	
<b>Cleared by Legal (Officer's initials)</b>	