

<b><u>MEETING</u></b> <b>CHIPPING BARNET AREA COMMITTEE</b>
<b><u>DATE AND TIME</u></b> <b>WEDNESDAY 6TH JULY, 2016</b> <b>AT 7.00 PM</b>
<b><u>VENUE</u></b> <b>CHIPPING BARNET LIBRARY</b>

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	TOTTERIDGE & WHETSTONE STATION CONTROLLED PARKING ZONE (CPZ) -PROPOSED EXTENSION INTO RIDGEVIEW ROAD AND CHARNWOOD PLACE, N20	1 - 20
2.	BARNET HOSPITAL PARKING REVIEW	21 - 58
3.	HIGH STREET BARNET - PAVEMENT BUILDOUTS	59 - 70

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# Chipping Barnet Area Committee

## 6 July 2016

<b>Title</b>	<b>Totteridge &amp; Whetstone Station Controlled Parking Zone (CPZ) - Proposed Extension into Ridgeview Road and Charnwood Place N20</b>
<b>Report of</b>	Commissioning Director for Environment
<b>Wards</b>	Totteridge
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	<b>Appendix A</b> – Drawing Number: Ridgeview-SCR121_001 - Proposed CPZ layout <b>Appendix B</b> – Consultation response summary
<b>Officer Contact Details</b>	Gavin Woolery-Allen gavin.woolery-allen@barnet.gov.uk 020 8359 7545

## Summary

On 13 January 2016, the Chipping Barnet Area Committee resolved that officers undertake a statutory consultation in respect of including Ridgeview Road and Charnwood Place in the Totteridge & Whetstone Station 'TW' CPZ as soon as practicable.

Accordingly, this report details the outcome of the statutory consultation, which commenced on 28<sup>th</sup> April 2016, and asks the Committee to consider the recommendations made as a result of the representations received during the consultation period.

## **Recommendations**

- 1. That the Committee note the outcome of the statutory consultation as detailed within this report and approve the following, at an estimated cost of £8,000 for item number 2 below, and £5,000 for item number 3 below.**
- 2. That the Committee, give instruction to the Commissioning Director for Environment to extend the Totteridge & Whetstone Station CPZ into Ridgeview Road and Charnwood Place, N20 as originally consulted, through the making of the relevant Traffic Management Orders, as shown on Drawing Number 22014\_002; at an estimated cost of £8,000 to be funded from the 2016/17 LIP allocation for Parking Reviews.**
- 3. That prior to the introduction of 2. above the Committee, give instruction to the Commissioning Director for Environment, to carry out detailed investigations as to whether any parking layout changes could be made in the neighbouring North Finchley CPZ, or whether there could be a new parking permit created, to give volunteers and other staff a better opportunity to find parking space local to the Hospice, at an estimated cost of £5,000 to be funded from the Area Committee Budget**
- 4. That the Committee, give instruction to the Commissioning Director for Environment to report the findings of the investigations, and any proposals to a future meeting of this Committee, for a decision on the way forward.**

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

- 1.1 This report provides the Committee with an update on progress made to date following the Chipping Barnet Area Committee's decision of 13 January 2016 for a statutory consultation to take place relating to the parking issues in Ridgeview Road and Charnwood Place, N20, and their possible inclusion in the Totteridge & Whetstone Station Controlled Parking Zone (CPZ) and asks the Committee to note the actions carried out to date, and to make a decision on how to proceed.

### **2. REASONS FOR RECOMMENDATIONS**

- 2.1 On 13 January 2016 the Chipping Barnet Area Committee, whilst deciding that the Totteridge & Whetstone Station CPZ should be introduced in Birley Road, Naylor Road and Hayward Road, resolved for officers to undertake a statutory consultation with the community in respect of a CPZ extension into Ridgeview Road and Charnwood Place, N20.
- 2.2 The Totteridge & Whetstone Station CPZ was introduced on 18 April 2016.
- 2.3 On the 28 April 2016, letters were hand delivered to residents of Ridgeview Road and Charnwood Place as part of the statutory consultation process to propose Ridgeview Road and Charnwood Place's inclusion in the CPZ. As part of the statutory consultation process, notices outlining the proposal were erected on-street along

Ridgeview Road and Charnwood Close, and a similar notice published in the London Gazette and local newspaper.

- 2.4 As a result of this consultation, 39 comments were received (see Appendix B).
- 2.5 A petition was also received from The North London Hospice situated on Woodside Avenue on 25 May 2016, with 202 signatures objecting to the proposed extension into Ridgeview Road and Charnwood Place as a number of staff / volunteers currently park in these uncontrolled roads.
- 2.6 Key headlines resulting from the statutory consultation responses are as follows:
- 39 (31%) responses were received from 124 properties;
  - 24 (64%) responses indicated they were in favour of a CPZ being introduced, although 10 (41%) of these would like Monday to Friday as opposed to the proposed Monday to Sunday;
  - 13 (36%) responses were against the CPZ, although 10 (77%) of those were from the Hospice and 3 (23%) were residents.
- 2.7 The responses to the consultation indicate that the majority of respondents are in favour of their road joining the Totteridge & Whetstone Station CPZ.
- 2.8 A number of objections were received to the proposed days of operation, Monday to Sunday, with 10 responses preferring Monday to Friday. Ten objections were received to the proposal having included Saturday and Sunday restrictions, with the majority citing that they believe that there is either no problem or much less of a problem with parking on the weekends.
- 2.9 Residents have also suggested they didn't have any problems with parking until the Totteridge and Whetstone Station CPZ was introduced, and although some objected to the CPZ, they would now like it introduced in their road, due to the displacement parking it has caused.
- 2.10 The petition received from The North London Hospice stated;

*We provide a public service for the community. It is very hard to find parking locally in the current situation and any further restrictions will make this virtually impossible. This is particularly difficult for people working shifts, as many of us do, arriving during the day. We also rely heavily on volunteers, who are put off offering their time when they cannot find parking.*

*Perhaps more importantly, our clients are vulnerable and at an emotionally difficult time in their lives, and not being able to park nearby, or indeed find any parking, when visiting here, can add to their distress significantly.*

*I would therefore request that you reconsider these changes and indeed the restrictions in the whole area, and consider the impact on those of us working, volunteering and using this vital community facility.*

### **Miscellaneous comments and objections**

2.11 Other comments, requests and objections included:

- A suggestion of making Birley Road and Naylor Road one way (running in opposite directions) and installing traffic calming measures.
- Resurfacing the road, as it is in poor condition.
- Request for double yellow line markings at entrance to garages.

2.12 Officers' comments to the issues raised are as follows:

### **North London Hospice**

- 2.13 In response to the concerns raised by the Hospice, officers are mindful of the role the staff and volunteers carry out in the local community, although in terms of parking in unrestricted roads, currently the vehicles driven by those staff and volunteers are still considered to be no different to a commuter vehicle.
- 2.14 However, it considered that the extension of the Totteridge & Whetstone Station CPZ into Ridgeview Road and Charnwood Place would make it very difficult for those working at the Hospice throughout the daytime to park in close vicinity to it.
- 2.15 It should be noted that the location of the Hospice falls within the North Finchley 'FN' CPZ so all the surrounding roads will be restricted in some way if the Totteridge & Whetstone Station CPZ extension is introduced.
- 2.16 There is no current provision to allow the Hospice to obtain permits to enable staff to park in the CPZ within which it is situated, as the current CPZ permit types that the Council provides are for residents, business, builders and certain other parties, but does not allow for an organisation like the Hospice to obtain permits.
- 2.17 However, in order to provide some assistance to those staff and volunteers requiring to park locally, it is considered that detailed investigations should take place as to whether there could be any scope in creating a parking permit that staff at the Hospice could use, and whether layout changes could be made in the North Finchley CPZ, to give volunteers and other staff a better opportunity to find parking space local to the Hospice.
- 2.18 It is considered that the investigations and any further progression of proposals designed to assist Hospice staff and volunteers, be progressed prior to any implementation of controls on Ridgeview Road and Charnwood Place.

### **CPZ to operate on weekends**

- 2.19 The proposal for the CPZ to operate on weekends was borne from the Totteridge Ward Councillors' original informal consultation exercise in 2014 where they put forward that option to the residents of Naylor Road, Birley Road and Hayward Road. Many Ridgeview Road and Charnwood Place residents have expressed the views that they do not have any parking problems at weekends and would like this aspect removed from the proposal.
- 2.20 In the case of this aspect of the proposal, although ten residents objected to it, it is considered that, in context of the number of people who would benefit by the proposal, the level of objection is relatively low, and it is considered insufficient to justify changing this aspect of the proposal.

### **Miscellaneous issues**

- 2.21 Yellow line markings across driveways or entrances to garages would not normally be covered with double yellow line markings, but as part of the CPZ proposal Officers will provide a single yellow line and monitor the situation and request the resident inform the council should they have any further issues.
- 2.22 The request for a one way system on Birley Road and Naylor Road does not fall within the boundaries of this consultation, but the request will be passed to colleagues in Traffic and Development Section for their consideration.
- 2.23 The roads are not on this financial year's programme for carriageway resurfacing, but the requests for resurfacing due to the perceived poor condition of the road has been passed to the Planned Maintenance Team to be assessed for future years' work.

### **Conclusion**

- 2.24 In closing, the proposed CPZ extension appears to be well received, with minimal general objections from local residents but with an important issue relating to The North London Hospice which Officers recommend should be investigated with a view to finding a resolution to the potential parking issues Hospice staff and volunteers will face if the CPZ extension is introduced.
- 2.25 Therefore it is recommended that the Totteridge & Whetstone Station CPZ extension into Ridgeview Road and Charnwood Place be introduced as originally proposed.
- 2.26 In addition it is recommended that additional work take place to investigate and establish potential solutions to the parking issues faces by the Hospice, and that these should be sought to be resolved before any introduction of the CPZ extension.

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

- 3.1 The Council could consider not proposing to include Ridgeview Road and Charnwood Place in the Totteridge and Whetstone Station CPZ, However, there will

be on-going parking issues in the area which would continue, to the detriment of residents' ability to park near their homes. Therefore it is considered that 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 Ridgeview Road and Charnwood Place N20 and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "a clean and attractive environment, with well-maintained roads and pavements, flowing traffic".

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

- 5.2.1 The estimated costs of introducing a CPZ in Ridgeview Road and Charnwood Place, which require the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be £8,000. These costs could be met from Local Implementation Plan (LIP) allocation for Parking Reviews for 2016/17.
- 5.2.2 Any CPZ introduced will require sufficient on-going enforcement to ensure the measures are adhered to. The lines and signs require periodic on-going routine maintenance. Any associated costs of enforcement or maintenance will be attributable to the councils Special Parking Account (SPA). Any income from the CPZ permits or PCNs issued for contraventions will also be allocated to the SPA.
- 5.2.3 The estimated costs of investigating the issues raised by the North London Hospice is estimated to be approximately £5,000, and funding is being sought for this investigation from Chipping Barnet Committee's Area Budget.

### **5.3 Social Value**

- 5.3.1 None in the context of this report.

### **5.4 Legal and Constitutional References**

- 5.4.1 The Traffic Management Act 2004 places 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.

5.4.1 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.

5.4.2 The Council's Constitution, Annex A for Responsibility for Functions, paragraph 2 states "Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level and it includes discharge of functions for local highways and safety schemes within the budget.

## **5.5 Risk Management**

5.5.1 It is not considered 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 the issues involved proposing or introducing a CPZ may lead to some level of public concern from local residents who feel 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 has ensured that members of the public have had the opportunity to comment to any statutory consultation on any proposed CPZ, which has been assessed and considered accordingly.

## **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 Consultation was undertaken as described elsewhere in this report.

## **5.8 Insight**

5.8.1 None in relation to this report.

## **6 BACKGROUND PAPERS**

6.1 Agenda and Minutes, Chipping Barnet Area Committee 13 January 2016  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8315&Ver=4>

6.2 Agenda and Minutes, Chipping Barnet Area Committee 15 February 2015  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8189&Ver=4>

6.3 Agenda and Minutes, Chipping Barnet Area Committee 2 July 2015.  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8313&Ver=4>

6.4 Agenda and Minutes, Chipping Barnet Area Committee 15 October 2015.  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8314&Ver=4>

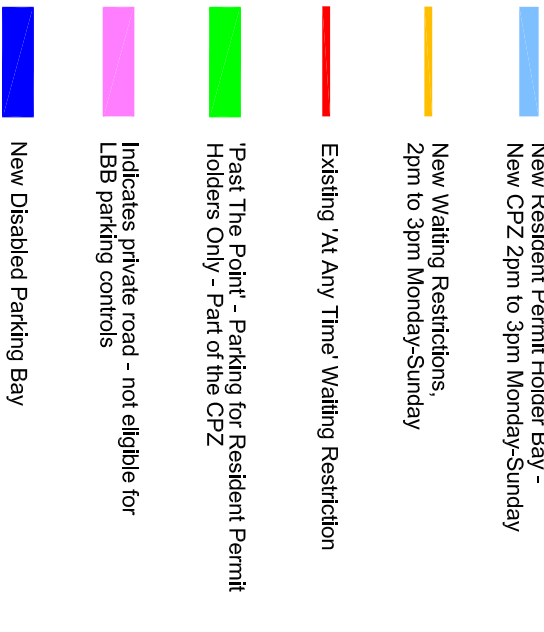
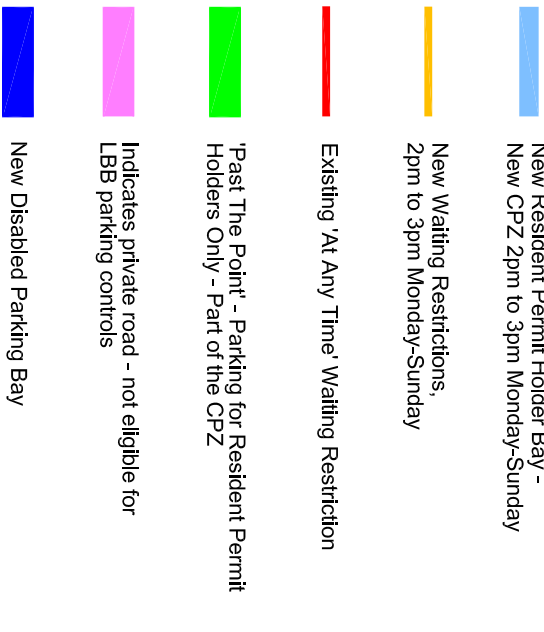


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# **Totteridge & Whetstone Station Controlled Parking Zone (CPZ) - Proposed Extension into Ridgeview Road and Charnwood Place N20**

## **Appendix A**

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SCHEME:		
CPZ STATUTORY CONSULTATION		
RIDGEVIEW ROAD /		
CHARNWOOD PLACE, N20		
TITLE:		
PROPOSED PARKING LAYOUT		
Scales:	N.T.S.	Date:
Initiated:	GWA	Drawn:
		MJ
		Checked:
DRAWING NO:		
-RIDGEVIEW-SCR121-001		

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## Totteridge and Whetstone CPZ extension – Consultation Responses Summary

### Appendix B

Address	Comment
Ridgeview Road	I am in favour of the CPZ. Since Naylor Road was in CPZ Ridgeview Road has worsened.
Ridgeview Road	I would like to object to the CPZ, in specific the days which it is enforced. Would be happy to support Mon-Fri, 2-3pm CPZ.
Ridgeview Road	I am in support of implementing parking restrictions on Ridgeview Road, However I object to the current proposals. On what basis has it been concluded to extend the restrictions to include weekends, since there isn't a problem weekends? I am in favour of a Mon-Fri, 2-3pm CPZ.
Ridgeview Road	Please install CPZ on Ridgeview Road asap. Since Naylor Road was included it has been unbearable. I think the CPZ should be Mon-Fri as weekends the road is empty. I don't understand why Ridgeview Road wasn't introduced same time as Naylor Road.
Woodside Avenue	I object to proposed CPZ. I work for North London Hospice and park in Ridgeview Road. While I can see validity in objecting to commuter parking, the unintended result would be to undermine the Hospice's ability to fulfil its role.
	I object to CPZ as my daughter goes to nearby school and I park there and walk to collect her.
Woodside Avenue	I am staff at North London Hospice. Many staff already drive around during lunch 2-3pm due to parking restrictions. Please consider the fantastic staff that do amazing work when considering the new restrictions.
Ridgeview Road	Please enlighten me. Exactly why are you imposing parking restrictions on a weekend? You should be ashamed of yourselves. I am in full opposition to weekend restrictions.
Ridgeview Road	I would like to express my full support for the proposed introduction the CPZ effecting N20 0HH
Ridgeview Road	The Road surface is appalling but all you do is patch up potholes. Spend the money on fixing the road. The scheme is 24/7 – why is this when Woodside Park is Mon – Fri? Will force me to pave over my existing drive. This will take away my soak away are and will add water run off to street drains.
Ridgeview Road	I completely support your plan to operate a CPZ in Ridgeview Road. The easy traffic flow in Naylor Rd, Birley Road and Hayward Road in contrast to what used to be.
Naylor Road	I am very much opposed to any controlled parking zone on Ridgeview Road as it not make a difference to the parking situation and essentially means I have to pay and friends and family are restricted as to when they can park. I therefore appeal to you to balance the views of residents like I, who will not benefit and will find it a disadvantage.
Ridgeview Road	After you introduced the CPZ in Naylor Road the situation in Ridgeview Road gets far even worse. You really should have introduced the CPZ from Naylor Road to the end of Ridgeview at the same time. (photo evidence provided)Please come see Ridgeview Road on the weekend. Only a few cars parked along the road.

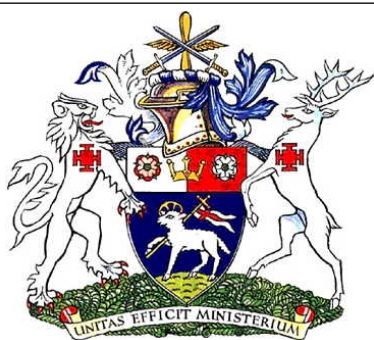
Ridgeview Road	Since the introduction of the CPZ to Naylor Road the parking problems have worsened and in the last 2 weeks alone I have twice been blocked. Non- resident motorists are parking their vehicles from early morning to evening making it impossible for residents to park. This needs to be addressed and resolved.
Naylor Road	I would fully support the proposed extension to the recently installed CPZ.
Ridgeview Road	<p>Whilst I understand and am indeed grateful for the original CPZ and the extension during major commuting hours, I cannot understand why the council sees the need to have the CPZ in place during weekends (Sat and Sun).</p> <p>We on Ridgeview Road have never had any parking problems at all on the weekends and as I am starting to draft this email on a Sunday there are indeed zero cars parked within 50 metres either side of my home.</p> <p>Therefore I would like to raise an objection to the extension of the CPZ including weekends as I believe this to be a more finance orientated initiative by the council rather than one on the grounds of being beneficial to residents. I am more than happy for it to go ahead without a weekend CPZ as there is value in the reduced congestion on weekdays.</p> <p>I would if I may ask 3 questions:-</p> <p>1. On what basis was the original weekend CPZ implemented? What did the council see to be the non-financial benefits OS implementing the CPZ at weekends and what does it think the benefit will be of implementing it at weekends in the proposed extension?</p> <p>2. Why is the council not allowing face to face consultation with residents rather than just asking for written objections? I would request that you allow for residents to discuss this extension with those directly making the decision at the council on a face to face basis.</p> <p>3. Whilst this is not directly linked this specific proposal and I understand I may not get an answer to this but has the council considered making Birley Road and Naylor Road one way (running in opposite directions) and putting in speed bumps as part of this and the prior CPZ?</p>
Ridgeview Road	I do not think CPZs are a good idea and are an unnecessary expense to homeowners. Since you have introduced a CPZ in Naylor Road and Birley Road it has had a knock on effect of shifting parking congestion up the road. Most houses on Ridgeview Road have driveways built in already. CPZ would be redundant.
Ridgeview Road	Since you introduced the parking controls in Naylor Road the people parking outside my house has vastly increased. So I am in favour of extending the CPZ as soon as possible. However, I am

	concerned you plan 7 days a week. This will penalise legitimate visits from relatives. Reluctantly I'd agree with 7 days rather than abandoning the extension. At least leave Sunday free.
	I agree to your proposals. I did want to include Ridgeway when first suggested the restrictions for Naylor Road.
Ridgeview Road	We were very pleased to receive the new proposal for permit parking on Ridgeview Road and would be delighted if this were to go ahead. Parking has been a nightmare since the restrictions have been put in place.
Ridgeview Road	I am writing to give my full support for Ridgeview Road becoming a CPZ which it should have been a long time ago. I have lived at this address and suffer for 21 years. I couldn't be more thrilled to have this road as a CPZ.
Ridgeview Road	We wholly support this proposal. Currently, as a result of the CPZ it is impossible to find anywhere to park.
	I object to CPZ operating Mon – Sunday. The CPZ which are near tube stations are to deter commuters. At weekends some street in cpz's do not get lot of vehicles parked in them, but are mostly residents. Residents were only surveyed as to whether the wanted a CPZ that operated Mon – Sun or no CPZ. Why were they not given the option of a CPZ Mon – Fri? If its too late to amend the existing area, its not too late for the proposed streets. I am concerned Barnet Council will find that including Sat and Sun will prove to be profitable and introduce across the borough.
	On the enclosed plan of the proposed CPZ there is no resident bay outside my house. Also I should like to know why the restrictions apply 7 days a week. I notice most CPZs in Barnet are Mon - Sat.
Ridgeview Road	There is an access road situated between 42/44 Ridgeview Road. This access road leads to 6 garages which are frequently in use. On the drawing, your proposal is to put a single yellow line across the entrance. We believe it should be restricted 'At any Time'. We are concerned that putting a single yellow line across will imply that it is possible to park there at certain times. It is worth noting that since the recently imposed CPZ on the adjoining Naylor Road, there have been frequent instances of people parking across our access.
	<p>I write with reference to the proposals to extend the CPZ recently initiated in Birley, Naylor and Hayward Roads.</p> <p>I have lived at Ridgeview Road since 1967 - and as far as parking is concerned, there have been just a few changes over the years.</p> <p>Background:</p> <p>1) I think such a scheme is to be welcomed. It has made a great difference to ease of access along Naylor Road. Hitherto, I had often avoided heading towards Totteridge in a northerly direction along Naylor because passing was so difficult, and I had lost count of the number of disputes, often very vocal, that I had witnessed. I preferred to go all the way round via Woodside Lane, and then left at the High Road.</p> <p>2) We have a particular problem at this end of Ridgeview Road, in that we have two schools very close by, as well as a Nursery, a</p>

	<p>Health clinic as well as other businesses. This situation puts tremendous pressure on availability of spaces, and residents have often been unable to park near [let alone outside] their homes. This is in spite of the fact that there is a higher percentage of homes here with garages / drives.</p> <p>3) Reference to the Parking Enforcement people [020 3375 4242] will confirm that there are several residents in the vicinity of my house [myself included] who have called them to have tickets issued to people who have obstructed driveways / ramps. It is a perennial problem.</p> <p>Suggestions:</p> <p>I am working on the basis that a CPZ is there for the benefit of local residents</p> <p>A) Though the restrictions will obviously limit the amount of parking and make life easier, the facts outlined in item 2 above will still pertain. In addition, I have had a commercial van parked outside my house for periods of 2 weeks, and 5 days <i>since</i> the TW CPZ was initiated, and as it was a vehicle with business details displayed on the side, I was able to track down the fact that the driver lives at an address in Birley Road, a good 10 minute walk away. Technically, of course, he has a perfect right to park anywhere he legally can. However, given the facts in item 2 above, may I suggest that the Ridgeview Road end of the CPZ be on a different code than 'TW.' I am sure that the residents of Birley Road would not relish me parking outside one of their houses if they knew that I live right at the other end of Ridgeview Road... Given the current proposals, I could.</p> <p>B) I have paced out the lengths of the parking spaces allocated and drawn out on Naylor Road, and I would like to be sure that number of spaces marked up outside my own house be confined to TWO, and that there be no temptation to cram in three. I have repeatedly had problems when someone leaves a car in the middle of the space, inviting others to try and park fore and aft - which <i>a/ways</i> ends up with a driveway being obstructed.</p> <p>I remain hopeful that this exercise is truly a consultation and that my suggestions will be considered.</p>
	<p>I am very much in favour of the proposed zone in Ridgeview Road and It should be introduced as soon as possible.</p> <p>It was difficult to find a parking space near my house before the zone in Naylor Road was introduced and has become far worse since the zone was introduced in Naylor Road.</p> <p>Parking on a Saturday and Sunday has never been a problem so I think the zone should only apply Monday to Friday. A zone on Saturday and Sunday will not only mean those residents who work during the week and our weekend visitors will need to buy permits</p>

	<p>for those days. The Council will need to employ wardens at weekend wages to enforce it.</p> <p>It will involve unnecessary expense for everyone. They would be more onerous restrictions than those in Totteridge Lane and North Finchley CPZ. All of which apply only Monday to Saturday.</p>
	<p>I wish to object to proposed parking restrictions in Ridgeview Road and Charnwood Place, N20. I volunteer at North London Hospice, where the small car park, although reserved for use by on-call and cross-site staff, is almost invariably full. The majority of Hospice staff and volunteers for whom public transport is not a viable option and who have to travel to work in their own vehicles have no choice but to park in local roads, including Ridgeview Road and Charnwood Place. Most staff are required to work across the 14.00 to 15.00 period and many volunteers have shifts between those times. Parking in roads closer to the Hospice in Woodside Avenue is already restricted at least between 14.00 and 15.00, so there is no local alternative.</p> <p>As a charity operating on a tight budget to provide unique services to the people of Barnet, North London Hospice could not afford to pay the annual cost of business permits for each of our team members having to park locally.</p> <p>You justify the reason for the orders as being 'to deter all-day commuter-type parking ...', but Hospice staff and volunteers do not park in order to travel onwards by public transport to work elsewhere, they are people who apply themselves locally to provide a service for Barnet people that is not available from any other source.</p> <p>You also claim as a reason the reduction of traffic congestion in the roads concerned; however, neither road becomes congested – the only congestion that builds up is in the area of Finchley Catholic High School in Woodside Lane when pupils are being dropped off and collected at the beginning and end of the school day, and that is a problem no parking restrictions would address. Indeed, most of those currently parking in Ridgeview Road or Charnwood Place would have no alternative but to continue doing so, thus negating any assumed benefit to residents or other motorists. The sole beneficiary would be the London Borough of Barnet – the net result of these orders being simply to raise revenue at the expense of those attempting to serve the Borough's population.</p>
	<p>I am contacting regarding the proposed extension of the Totteridge and Whetstone Controlled Parking Zone (CPZ) - Ridgeview Road and Charnwood Place.</p> <p>I would like state our objection to the CPZ, in specific the days in which it is enforced. Monday - Sunday 2pm - 3pm will cause a problem. We have family support that come on weekends and they like us are on a low income, so purchasing multiple permits/passes would not be feasible in this current climate. However we would be</p>

	<p>happy to support a Monday to Friday 2pm - 3pm enforcement of the CPZ.</p>
	<p>I am in support of implementing parking restrictions on Ridgeview Road. However, I object to the current proposals.</p> <p>The letter which I received dated 28 April indicates that the restrictions will also be applicable on Saturdays and Sundays. Parking is indeed a problem Monday to Friday but there is no issue on the weekends. On what basis has it been concluded to extend the restriction to include weekends? Since there isn't a problem on the weekends the current proposals will inconvenience residents by requiring visitors to pay to park outside their properties. I cannot see any justification for us to incur costs on the weekend to address a problem which does not exist. It is during the work week when the tube is busiest that commuters park on Ridgeview Road in large numbers. On the weekends when the tube is quiet commuters do not park on the street. Hence, parking is not an issue on the weekends and the controlled parking zone as currently proposed is inappropriate.</p> <p>I am in favour of implementing the controlled parking zone but only on Mondays to Fridays. There is absolutely no justification for this to be extended to include weekends.</p>
	<p>We were very pleased to receive the new proposal for permit parking on Ridgeview Road, and would be delighted if this were to go ahead.</p> <p>Parking has been a nightmare since the restrictions have been put in place in Naylor Road, and even today, I was nearly involved in an accident at around 3pm (when the school finishes for the day) as I couldn't enter Ridgeview Road with so many parked cars and there was a stream of traffic coming at me in the opposite direction. There was just nowhere to move my car to, due to the parked cars - I couldn't reverse as there were other people directly behind me trying to get onto the road from Woodside Lane, and there were a stream of cars who wouldn't stop coming at me. It was frightening. Thankfully, one woman eventually took pity on me and reversed back up Ridgeview Road. Perhaps there should be double yellow lines at the end of the road so cars have a safe space to wait and this sort of incident doesn't occur.</p> <p>Anyway, we would be delighted if these new proposals were to be put into place.</p>



## Chipping Barnet Area Committee

### 6 July 2016

<b>Title</b>	<b>Barnet Hospital Area EN5 Parking Consultation</b>
<b>Report of</b>	Commissioning Director for Environment
<b>Wards</b>	High Barnet, Underhill
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A – Copy of consultation letter and questionnaire Appendix B – Drawing of consultation area Appendix C – Overview of survey responses
<b>Officer Contact Details</b>	Gavin Woolery-Allen <a href="mailto:gavin.woolery-allen@barnet.gov.uk">gavin.woolery-allen@barnet.gov.uk</a> ; 020 8359 3555

## Summary

The purpose of this report is to advise of the outcome of the informal parking consultation carried out in the Barnet Hospital area and to outline the initial findings. The report recommends that further analysis takes place on the responses to the consultation with a view to reporting detailed findings and proposals, to a future meeting of this Committee.

## Recommendations

- 1.1 The Committee note the initial results of the Barnet Hospital area parking consultation.**
- 1.2 That the Commissioning Director for Environment carry out detailed analysis of the responses and comments to the consultation, and after liaising with the relevant Ward Councillors, report back to a future meeting of this Committee a**

<b>report outlining the detailed findings and any proposals.</b>
--

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

- 1.1 The Chipping Barnet Committee on 13 January 2016 resolved, after considering a Members' Item presented by Councillor Paul Edwards, that an informal consultation with residents and Ward Members on parking issues in the area surrounding Barnet Hospital be undertaken, with the findings being reported to a future meeting of the Committee
- 1.2 Accordingly following Officer and Ward Councillor liaison, it was agreed that a consultation should take place in the area around Barnet Hospital to get a better understand of the parking issues that may be affecting those who live and work in the area.
- 1.3 An informal consultation was carried out in May/June 2016 with residents and businesses in an area agreed with Ward Councillors, as outlined in drawing 15953\_112 (Appendix B).
- 1.4 A letter was hand delivered to all residential properties within the consultation area (as indicated in Appendix B), asking the recipient to complete an on-line "SurveyMonkey" questionnaire. The questionnaire asked a range of questions about the parking situation in their road/area and amongst other things, whether they had any parking related concerns in the local area, whether they'd like a Controlled Parking Zone (CPZ) and whether they would like parking issues investigated further in their road/area. A copy of the questionnaire is attached as Appendix A.
- 1.5 Approximately 2000 letters were hand delivered to all properties in the area. A web page was also set up on the Council's Engage Portal containing details of the informal consultation. The closing date for the consultation was 15 June 2016. Paper or emailed copies of the questionnaire were also made available to residents on request if they were having difficulties or were unwilling to complete the questionnaire online.
- 1.6 A total of 423 questionnaires were returned – a response rate of 21%
- 1.7 Key headlines resulting from the consultation are that:
  - 228 (54%) respondents are not happy and 173 (41%) are happy with the parking situation in their road, 22 (5%) respondents skipped this question;
  - 183 (43%) of respondents find it difficult to park in their road, whereas 231 (55%) do not find it difficult to park, 9 (2%) respondents skipped this question;
  - 253 (60%) respondents would like and 150 (35%) respondents would not parking issues to be further investigated in their road 20 (5%) respondents skipped this question)



- 212 (50%) of respondents would like and 185 (44%) would not like their road to be included in a Controlled Parking Zone (CPZ) (26 (6%) respondents skipped this question)
- 1.8 From the responses received it appears that the majority of respondents are not satisfied with their current parking situation, and the majority sees the need for further investigations or a Controlled Parking Zone.
  - 1.9 Due to time constraints before this Committee, the provision of a full analysis of all responses and comments received during the consultation process has not been possible. Therefore it is considered that additional analysis is required to establish whether there is consistent demand for action across the whole consultation area or whether there are concentrated areas of concern/interest and whether any action is required in those roads or areas.
  - 1.10 It is therefore recommended that the Committee note the headline results of the consultation, but that Officers should continue their work to analyse the responses to the consultation with a view to reporting back detailed findings to a future meeting of this Committee.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The headline responses from the consultation suggests that the area as a whole would like additional investigative work to be carried out or measures introduced, however it is considered that detailed analysis of the responses and comments to the consultation should be carried out to establish any area-wide or localised issues, and reported back to this Committee.

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

- 3.1 None, as it is considered that detailed analysis should take place to understand and consider all issues raised in the area.

## **4. POST DECISION IMPLEMENTATION**

- 4.1 It is envisaged that a detailed analysis would be reported back to the October meeting of this Committee for consideration.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

- 5.1.1 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”.

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

- 5.2.1 There is £5,000 already committed from the Area Committee (CIL) budget

(approved at the 13 January 2016 Chipping Barnet Area Committee) for the consultation to take place and it is not envisaged that any further funding will be required for the detailed analysis to take place.

- 5.2.2 It should be noted that an additional £50,000 has been received from a local development towards the implementation of any parking controls in the vicinity of Elmbank Avenue resulting from this consultation. However, depending on the extent of any controls that are implemented additional funding may need to be made available but this would be subject to a separate report.

### 5.3 **Social Value**

Not applicable in the context of this report.

### 5.4 **Legal and Constitutional References**

- 5.4.1 The Council's Constitution, Annex A for Responsibility for Functions, paragraph 2 states "Discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level and it includes discharge of functions for local highways and safety schemes within the budget.

### 5.5 **Risk Management**

- 5.5.1 This report outlines an initial report on the findings of the consultation, however if a full analysis was not undertaken there is a risk that pertinent issues raised may not be noted or acted upon. There could also be a possible reputational risk if public perception is that the consultation is not considered properly in detail.

### 5.6 **Equalities and Diversity**

- 5.6.1 Full analysis of the responses and comments to the consultation will enable decisions to be made to benefit all or parts of the community as appropriate.

### 5.7 **Consultation and Engagement**

- 5.7.1 Consultation was undertaken as described elsewhere in this report.

### 5.8 **Insight**

- 5.8.1 None in relation to this report

## 6. **BACKGROUND PAPERS**

- 6.1.1 Item 8c of the Finchley and Golders Green Area Committee meeting of 13 January 2016 – Members' Items  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8315&Ver=4=4>
- 6.1.2 Planning Permission reference 15/033343/FUL - The development of the land at Elmbank Barnet Rd Barnet EN5 3HD.



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# **Barnet Hospital Area EN5 Parking Consultation**

## **Appendix A**

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*Scheme Name:* **Barnet Hospital Area – Informal Parking Consultation**  
*Our Ref.:* **BC/000743-07**  
*Department:* **Traffic & Development**  
*Date:* **23 May 2016**  
*Contact Details:* **Traffic and Development Section**  
**Tel: 0208 359 3555**  
**E-mail: [parking.consultations@barnet.gov.uk](mailto:parking.consultations@barnet.gov.uk)**

Dear Sir/Madam

### **Barnet Hospital Area and surrounding area – Informal Parking Consultation**

The Council has been made aware of the concerns about the high level of perceived ‘non-resident’ parking in the uncontrolled roads around Barnet Hospital resulting in fewer places for residents to park.

In response to this, the Chipping Barnet Area Committee has agreed that this should be investigated, and therefore we are consulting with residents of the area should be carried out to ask about parking issues in their streets.

We would like your views on the current parking situation in your road and if you would support the introduction of parking controls. Subject to the responses we receive, any controls we would introduce would deter all day commuter-type parking, protect residents’ parking opportunity, allow for visitor parking, facilitate better management of the parking layout and improve traffic flow.

The enclosed drawing no. 15953/112 shows:

- The informal parking consultation area,
- The nearby boundaries of the existing Chipping Barnet (Zone C) CPZ.

If your road was included in a Controlled Parking Zone (CPZ) it would mean that resident parking bays and yellow line waiting restrictions would be marked and signed on street. Residents wishing to park in the resident bays would need to purchase a valid resident permit. Only those living in the CPZ would be eligible to apply for resident permits and visitor vouchers. Please see the “Questions and Answers” leaflet, accompanying this letter, for further details of current costs.

During the operational hours of a CPZ non-permit holders would not be able to park in the area, although disabled motorists can park in any residents parking bay, or display their Disabled Badge on any yellow line restriction, for up to three hours.

We are asking each household to complete only one questionnaire, so please ensure that the views given are representative of your household. The questionnaire is designed to help us better understand the parking need in your road and local area. By ensuring we get information and opinions from people who live in your road, we can gain an accurate picture of how we can make improvements to the parking situation in your area if necessary.

Please use the following link to the on-line questionnaire on 'Survey Monkey' at [www.surveymonkey.co.uk/r/BarnetHospitalInformalConsultation](http://www.surveymonkey.co.uk/r/BarnetHospitalInformalConsultation). If you are unable to complete the questionnaire on-line there is an option to download the questionnaire on the web page. Alternatively please ring 020 8359 3555 or email [parking.consultations@barnet.gov.uk](mailto:parking.consultations@barnet.gov.uk) to request a paper copy of the questionnaire. Any paper copies should be sent to the Design Team, London Borough of Barnet, Barnet House 1255 High Road, Whetstone London N20 0EJ.

Many of the questions are of multiple choice type. However, the questionnaire also contains questions where you will be asked to answer in your own words. Space is also provided at the end of the questionnaire for any further comments and suggestions you may have.

Please could you ensure all questionnaires are completed by **Wednesday 15 June 2016**.

All of the responses will be analysed and the outcome will help us determine what action needs to be taken to address areas of concern, so it is very important that you take this opportunity to express your views.

I would like to take this opportunity to thank you for taking the time to read this letter, and look forward to receiving your completed questionnaire. Everyone consulted as part of this exercise will be notified in due course of the outcome and the council's intended course of action.

If you have any further questions, please contact us at the email address above, or on the above telephone number.

Yours faithfully

**TRAFFIC AND DEVELOPMENT SECTION**



# Barnet Hospital Area Informal Consultation - Parking Questionnaire

**Introduction:** The council has been made aware of the concerns about the high level of perceived 'non-resident' parking around Barnet Hospital, resulting in fewer places for residents to park. In response to these parking concerns, the Chipping Barnet Area Committee agreed that this should be investigated. We are therefore carrying out a review of parking in the roads around the Hospital to ask residents for their views on parking in this area.

## **Data Protection Statement:**

The London Borough of Barnet uses SurveyMonkey to host surveys and collect responses.

The council has investigated the data assurance and legal framework which SurveyMonkey provides and is satisfied that it meets the requirements of the Data Protection Act 1998.

The London Borough of Barnet complies with all its duties under the Data Protection Act 1998. To ensure personal information about you is secure, all of your answers will be treated in the strictest confidence and will be stored in accordance with our responsibilities under the Data Protection Act 1998.

You can read more about Barnet's privacy statement here: [www.barnet.gov.uk/privacy](http://www.barnet.gov.uk/privacy) . If you have any questions about this statement please email [first.contact@barnet.gov.uk](mailto:first.contact@barnet.gov.uk) .

Please let us have your views about parking in your road by completing this questionnaire.

## **Section 1 – Personal Information**

In an effort to understand your particular needs and get as clear a picture as possible, please tell us where you live. If you do not want to tell us your full name, **please ensure you give us your address and or post code** - without it we won't know where the problems may be.

Name: .....

Address: .....

.....

Post Code: .....

## **Section 2 – General Information**

Please answer by ticking [✓] the relevant boxes and following the instructions where appropriate. Please tick one box only unless otherwise specified.

(1) **Is this property your:**

Home            [   ]                      Both            [   ]

Business       [   ]                      Other           [   ]

If 'Other' please specify .....

(2) **How many vehicles are there in the above household/business/other?**

None ☐ One ☐  
Two ☐ Three ☐ If more than three please specify.....

(3) **How many of these are parked on the street?**

None ☐ One ☐  
Two ☐ Three ☐ If more than three please specify.....

(4) **Is there a Blue Badge holder at this address?**

Yes ☐ No ☐

### **Section 3 – Parking Issues**

(5a) **Do you regularly find it difficult to find a space to park in your road?**

Yes ☐ No ☐ (If no, please go to question 7a)

(5b) **If yes, when do these problems mainly occur?**

(Please tick all boxes that apply)

**(i) Monday to Friday**

6am – 12noon ☐ 12noon – 5pm ☐ 5pm-8pm ☐ 8pm-11pm ☐ 11pm-6am ☐

**(ii) Saturday**

6am – 12noon ☐ 12noon – 5pm ☐ 5pm-8pm ☐ 8pm-11pm ☐ 11pm-6am ☐

**(iii) Sunday**

6am – 12noon ☐ 12noon – 5pm ☐ 5pm-8pm ☐ 8pm-11pm ☐ 11pm-6am ☐

(6a) **Do you ever have to park in neighbouring roads because there is no space in your own road?**

Yes ☐ No ☐ (If no, please go to question 7a)

(6b) **When does this mainly occur?** (Please tick all boxes that apply)

**(i) Monday to Friday**

6am – 12noon ☐ 12noon – 5pm ☐ 5pm-8pm ☐ 8pm-11pm ☐ 11pm-6am ☐

**(ii) Saturday**

6am – 12noon ☐ 12noon – 5pm ☐ 5pm-8pm ☐ 8pm-11pm ☐ 11pm-6am ☐

**(iii) Sunday**

6am – 12noon ☐ 12noon – 5pm ☐ 5pm-8pm ☐ 8pm-11pm ☐ 11pm-6am ☐

(7a) **Do you find that vehicles are regularly parked obstructively, unfairly and/or inconsiderately in your road?**

Yes [ ] No [ ] (If no, please go to question 8a)

(7b) **If yes, please give details**

.....  
.....  
.....  
.....  
.....

(7c) **When do these problems mainly occur?** (Please tick all boxes that apply)

(i) **Monday to Friday**

6am – 12noon [ ] 12noon – 5pm [ ] 5pm-8pm [ ] 8pm-11pm [ ] 11pm-6am [ ]

(ii) **Saturday**

6am – 12noon [ ] 12noon – 5pm [ ] 5pm-8pm [ ] 8pm-11pm [ ] 11pm-6am [ ]

(iii) **Sunday**

6am – 12noon [ ] 12noon – 5pm [ ] 5pm-8pm [ ] 8pm-11pm [ ] 11pm-6am [ ]

(8a) **Do you find it difficult to turn at junctions in your road due to parked vehicles?**

Yes [ ] No [ ] (If no, please go to question 9a)

(8b) **If yes, please specify which junctions**

.....  
.....  
.....  
.....  
.....

(9a) **Do your visitors have problems parking in your road?**

Yes [ ] No [ ] (If no, please go to question 10a)

(9b) **If yes, please give details**

.....  
.....  
.....  
.....  
.....  
.....

(9c) **When do these problems mainly occur?** (Please tick all boxes that apply)

(i) **Monday to Friday**

6am – 12noon [ ] 12noon – 5pm [ ] 5pm-8pm [ ] 8pm-11pm [ ] 11pm-6am [ ]

(ii) **Saturday**

6am – 12noon [ ] 12noon – 5pm [ ] 5pm-8pm [ ] 8pm-11pm [ ] 11pm-6am [ ]

(iii) **Sunday**

6am – 12noon [ ] 12noon – 5pm [ ] 5pm-8pm [ ] 8pm-11pm [ ] 11pm-6am [ ]

(10a) **When parking, do you experience problems on a regular basis from any outside public or business facility in close proximity to your road?** (For example, schools, hospitals/medical centres, parks and recreation centres, public transport services, shops and restaurants, etc)

Yes [ ] No [ ] (If no, please go to question 11a)

(10b) **If yes, please give details.**

.....

.....

.....

.....

.....

## **Section 4 – Parking Overall**

(11) **Are you happy with the current parking situation in your road?**

Yes [ ] No [ ]

(12) **Would you like parking issues in your road to be investigated further?**

Yes [ ] No [ ]

**Please give us your comments:** (whether you have responded either yes or no)

.....

.....

.....

.....

.....

.....

**A Controlled Parking Zone is an area where all on-street parking is controlled either by signs, yellow lines or designated parking bays. It gives priority to residents and local businesses and their visitors, who must purchase permits or vouchers to be entitled to park during the operational hours of the zone. Any vehicles that are parked illegally are**

liable to receive a Penalty Charge Notice, issued by uniformed Civil Enforcement Officers who would regularly patrol the area.

(13) Would you like your road to be included as part of a Controlled Parking Zone?

Yes [ ] No [ ]

If you have any further comments and suggestions regarding parking in your road, or if you have any parking issues elsewhere in the area (see plan of consultation enclosed) that you would like to raise relating to this questionnaire, please use the space provided below (please use an additional sheet if necessary).

.....  
.....  
.....  
.....  
.....  
.....

## Section 5 – The Questionnaire

We have tried to keep this questionnaire as short as possible but at the same time covering most areas of concern that you may have. We have used a layout and questions that we hope have been easy to follow and that will provide us with as much information as possible so we can find out how you feel about parking in your road and area. In order to let us know whether we are achieving this, we would be very grateful if you could please tell us what you thought of this questionnaire.

(14) Do you think the questionnaire has met the criteria mentioned above and enabled you to get your views across?

Yes [ ] No [ ]

Please give us your comments:

.....  
.....  
.....  
.....  
.....

**Thank you for taking the time to complete this questionnaire.**

Please note that due to the high volume of questionnaires distributed it will not be possible to reply individually. However, we will inform you of the outcome of this consultation.

If you have any queries regarding this questionnaire or require the questionnaire in an alternative format, please contact:

Design Team on 020 8359 3555 or email: [parking.consultations@barnet.gov.uk](mailto:parking.consultations@barnet.gov.uk)

Design Team, LB Barnet, 11<sup>th</sup> Floor, Barnet House, 1255 High Road, London N20 0EJ

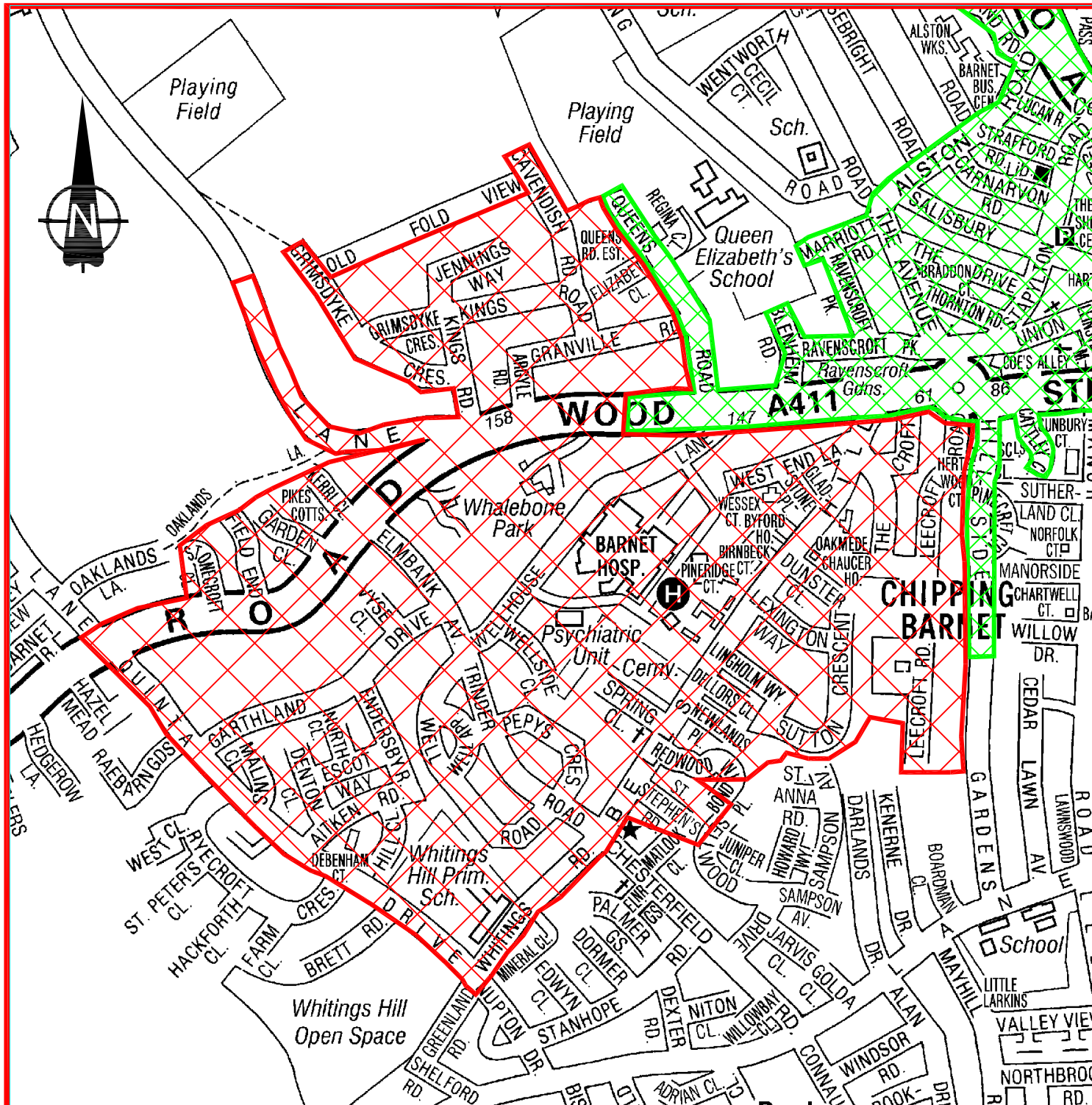
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# **Barnet Hospital Area EN5 Parking Consultation**

## **Appendix B**

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# KEY



CHIPPING BARNET PARKING REVIEW AREA



EXISTING CHIPPING BARNET CONTROLLED PARKING ZONE

Initiated by GWA/LW	SCHEME: CHIPPING BARNET PARKING REVIEW 2016	Jamie Blake Commissioning Director - Environment	<div>BARNET</div> <div>LONDON BOROUGH</div> <div>DESIGN TEAM</div>	
Drawn by AO			TITLE:  PARKING REVIEW AREA PLAN	London Borough of Barnet Building 4, North London Business Park Oakleigh Road South London N11 1NP Tel. 020 8359 2000
Checked by GWA/LW	15953/112			
Date 06/05/16	Scales:Not to Scale	Acad. Ref.		39
S:\Parking Design Team Working Drawings\Chipping Barnet CPZ 15953\				

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# **Barnet Hospital Area EN5 Parking Consultation**

## **Appendix C**

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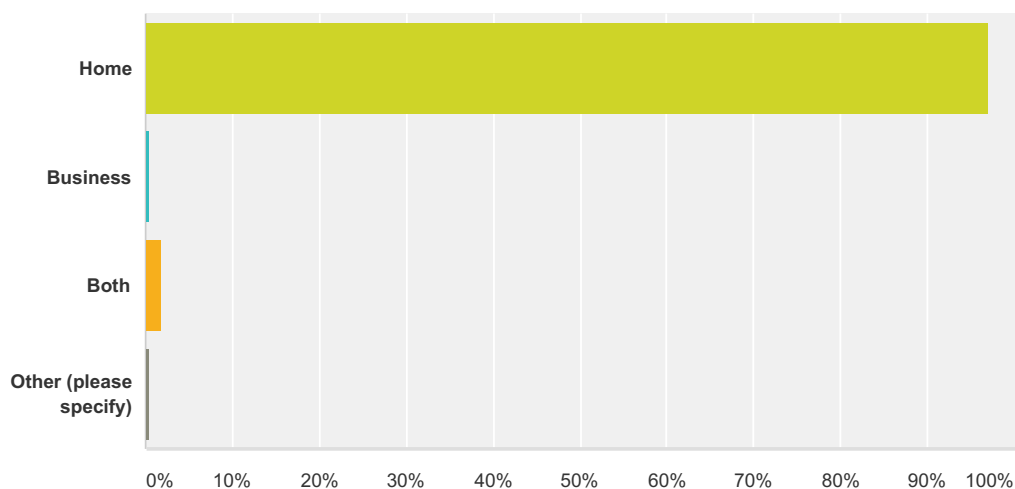
### Q1 Please provide your name, address and postcode: (Please type in your answer)

Answered: 417 Skipped: 6

Answer Choices	Responses	
Name	95.44%	398
Road Name	95.92%	400
House Number or Name	96.88%	404
Postcode	99.28%	414

### Q2 Is this property your: (Please select one option only)

Answered: 415 Skipped: 8

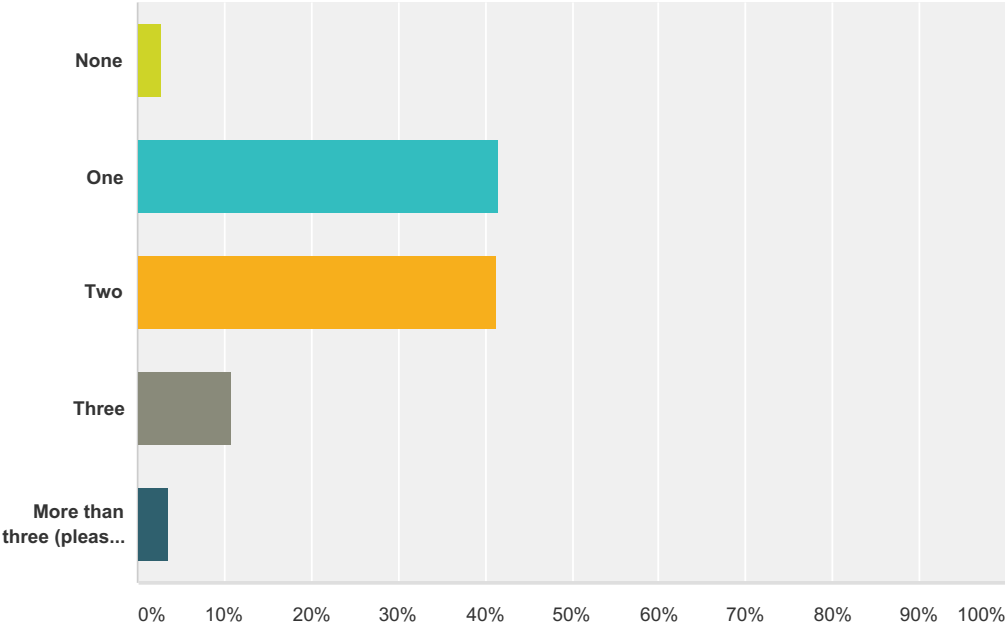


Answer Choices	Responses	
Home	97.11%	403
Business	0.48%	2
Both	1.93%	8
Other (please specify)	0.48%	2
<b>Total</b>		<b>415</b>

### Q3 How many vehicles are there in the above household/business/other? (Please tick one option only)

Answered: 412 Skipped: 11

Barnet Hospital Area Informal Consultation - Parking Questionnaire

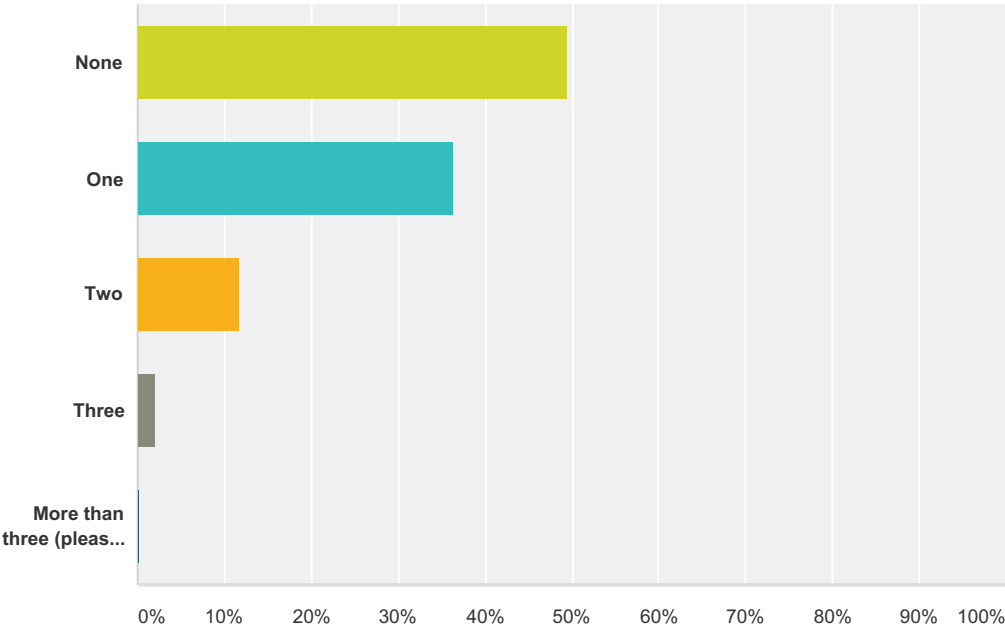


Answer Choices	Responses	
None	2.67%	11
One	41.50%	171
Two	41.26%	170
Three	10.92%	45
More than three (please specify)	3.64%	15
Total		412

Q4 How many of these are parked on the street? (Please select one option only)

Answered: 412   Skipped: 11

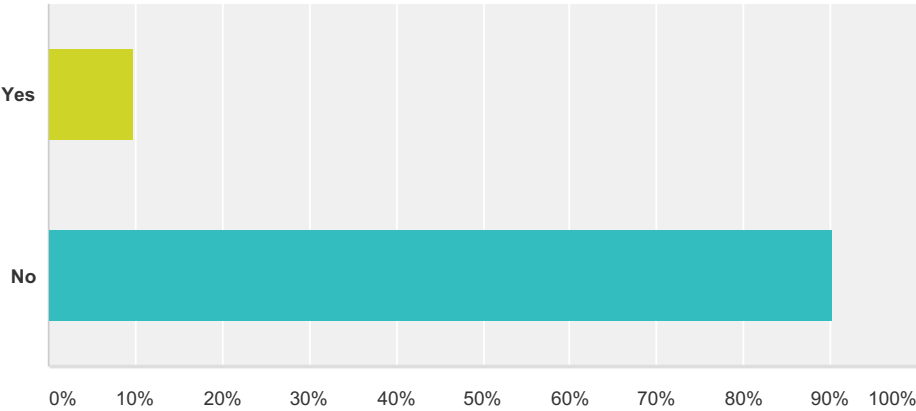
Barnet Hospital Area Informal Consultation - Parking Questionnaire



Answer Choices	Responses	
None	49.51%	204
One	36.41%	150
Two	11.65%	48
Three	2.18%	9
More than three (please specify)	0.24%	1
Total		412

Q5 Is there a registered Blue Badge holder at this address? (Please select one option only)

Answered: 416 Skipped: 7



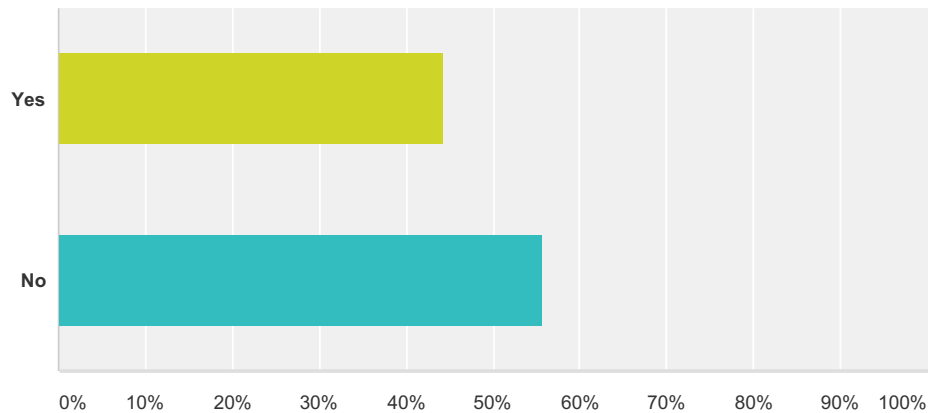
Answer Choices	Responses
----------------	-----------

## Barnet Hospital Area Informal Consultation - Parking Questionnaire

Yes	9.86%	41
No	90.14%	375
<b>Total</b>		<b>416</b>

### Q6 Do you regularly find it difficult to find a space to park in your road? (Please select one option only)

Answered: 414 Skipped: 9



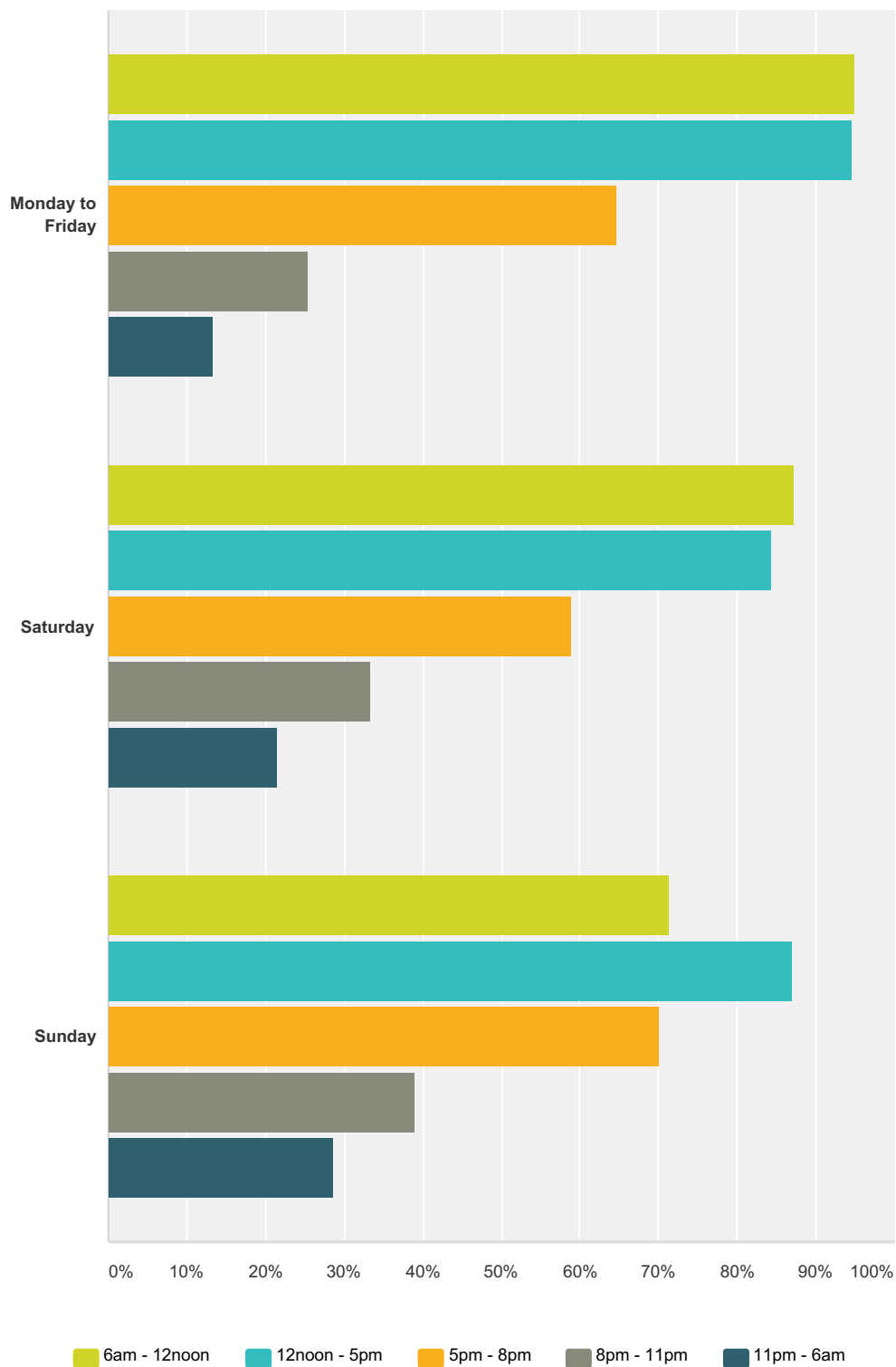
Answer Choices	Responses	
Yes	44.20%	183
No	55.80%	231
<b>Total</b>		<b>414</b>

### Q7 If yes, when do these problems mainly occur? (Please select all that apply)

Answered: 182 Skipped: 241



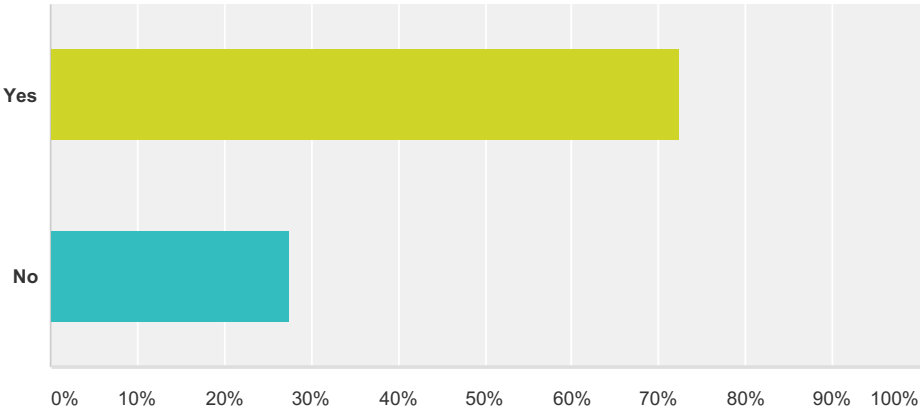
## Barnet Hospital Area Informal Consultation - Parking Questionnaire



	6am - 12noon	12noon - 5pm	5pm - 8pm	8pm - 11pm	11pm - 6am	Total Respondents
Monday to Friday	95.03% 172	94.48% 171	64.64% 117	25.41% 46	13.26% 24	181
Saturday	87.25% 89	84.31% 86	58.82% 60	33.33% 34	21.57% 22	102
Sunday	71.43% 55	87.01% 67	70.13% 54	38.96% 30	28.57% 22	77

**Q8 Do you ever have to park in neighbouring roads because there is no space in your own road? (Please select one option only)**

Answered: 182 Skipped: 241

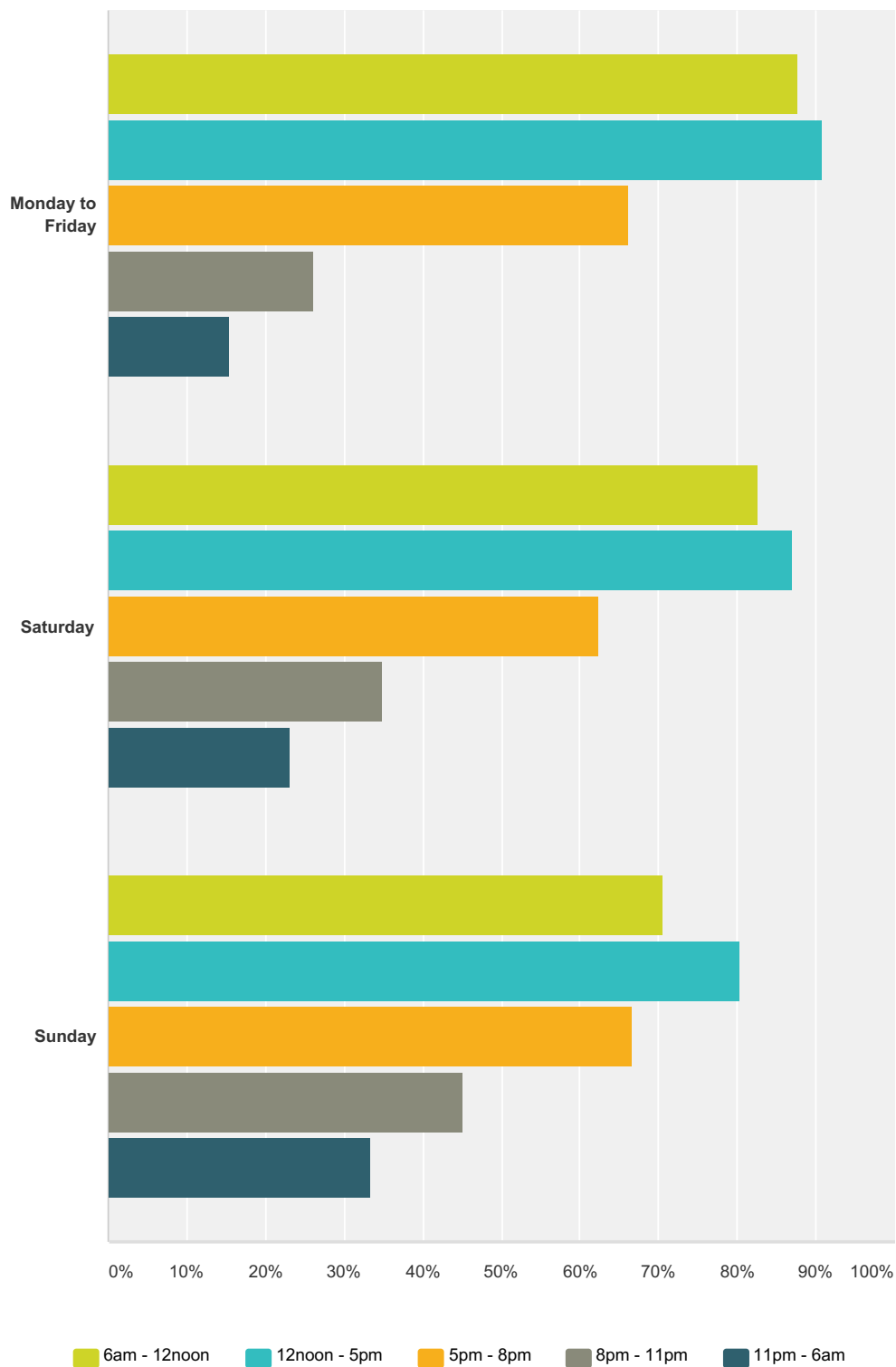


Answer Choices	Responses	
Yes	72.53%	132
No	27.47%	50
Total		182

**Q9 When does this mainly occur? (Please select all that apply)**

Answered: 130 Skipped: 293

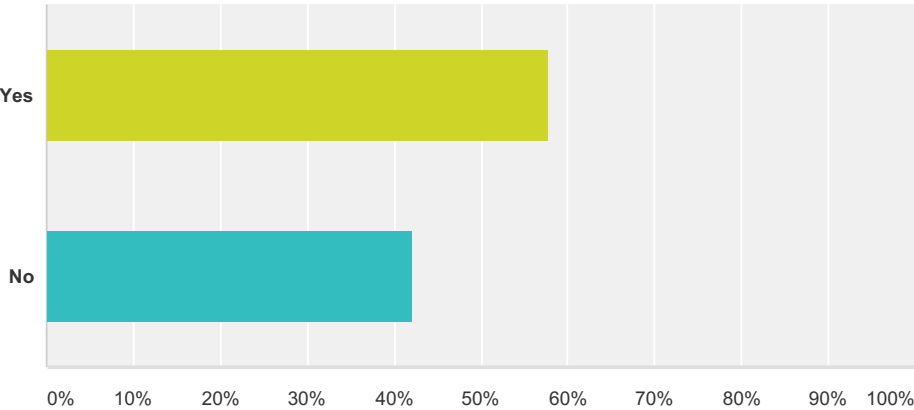
## Barnet Hospital Area Informal Consultation - Parking Questionnaire



	6am - 12noon	12noon - 5pm	5pm - 8pm	8pm - 11pm	11pm - 6am	Total Respondents
Monday to Friday	87.69% 114	90.77% 118	66.15% 86	26.15% 34	15.38% 20	130
Saturday	82.61% 57	86.96% 60	62.32% 43	34.78% 24	23.19% 16	69
Sunday	70.59% 36	80.39% 41	66.67% 34	45.10% 23	33.33% 17	51

**Q10 Do you find that vehicles are regularly parked obstructively, unfairly and/or inconsiderately in your road? (Please select one option only)**

Answered: 412 Skipped: 11



Answer Choices	Responses	
Yes	57.77%	238
No	42.23%	174
Total		412

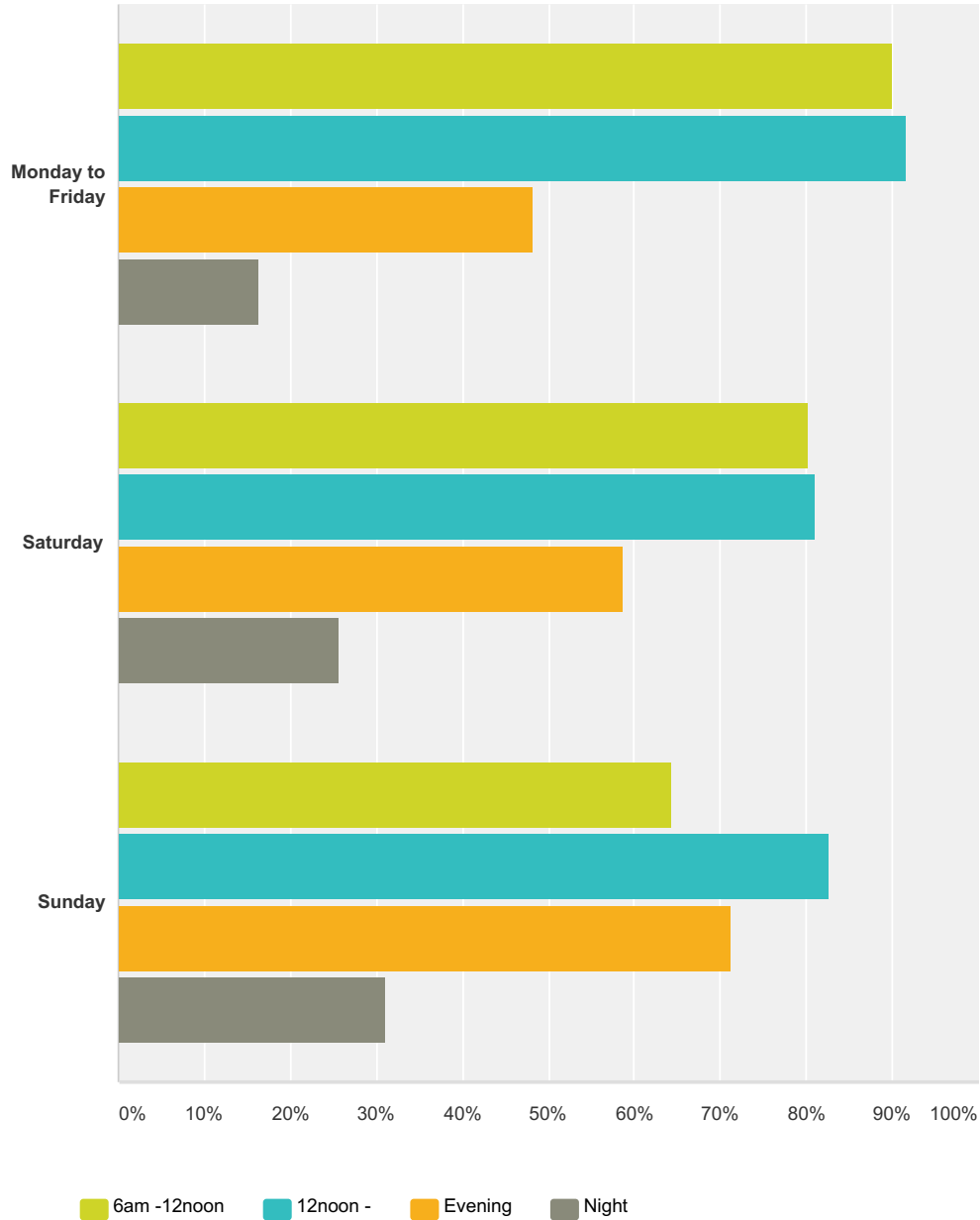
**Q11 If yes, please give details: (Please type in your answer)**

Answered: 223 Skipped: 200

**Q12 When do these problems mainly occur? (Please select all that apply)**

Answered: 229 Skipped: 194

## Barnet Hospital Area Informal Consultation - Parking Questionnaire

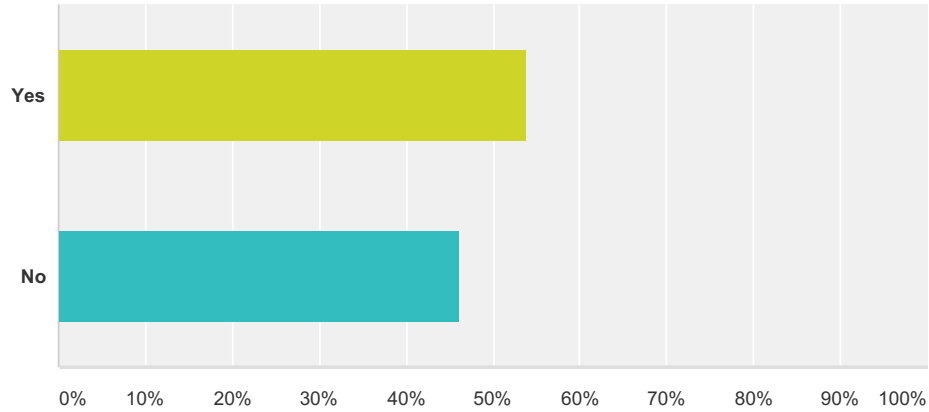


	6am -12noon	12noon -	Evening	Night	Total Respondents
Monday to Friday	89.91% 205	91.67% 209	48.25% 110	16.23% 37	228
Saturday	80.17% 97	80.99% 98	58.68% 71	25.62% 31	121
Sunday	64.37% 56	82.76% 72	71.26% 62	31.03% 27	87

**Q13 Do you find it difficult to turn at junctions in your road due to parked vehicles? (Please select one option only)**

Answered: 407 Skipped: 16

## Barnet Hospital Area Informal Consultation - Parking Questionnaire

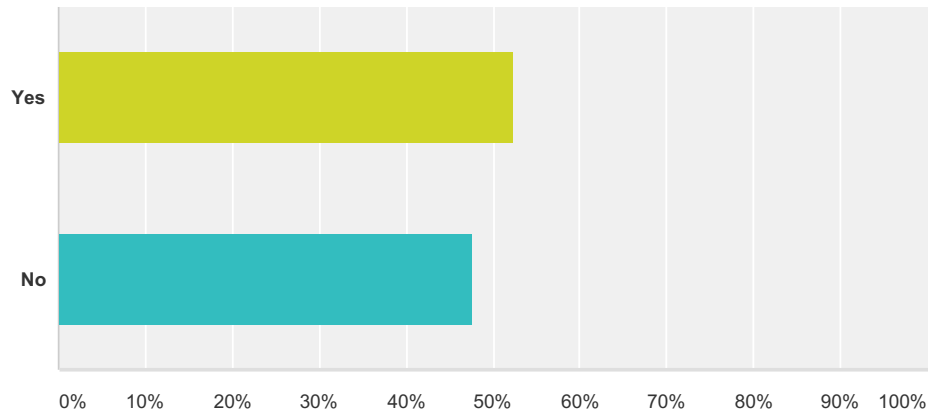


### Q14 If yes, please specify which junctions: (Please type in your answer)

Answered: 10 Skipped: 413

### Q15 Do your visitors have problems parking in your road? (Please select one option only)

Answered: 406 Skipped: 17



Answer Choices	Responses
Yes	52.46% 213
No	47.54% 193
Total	406

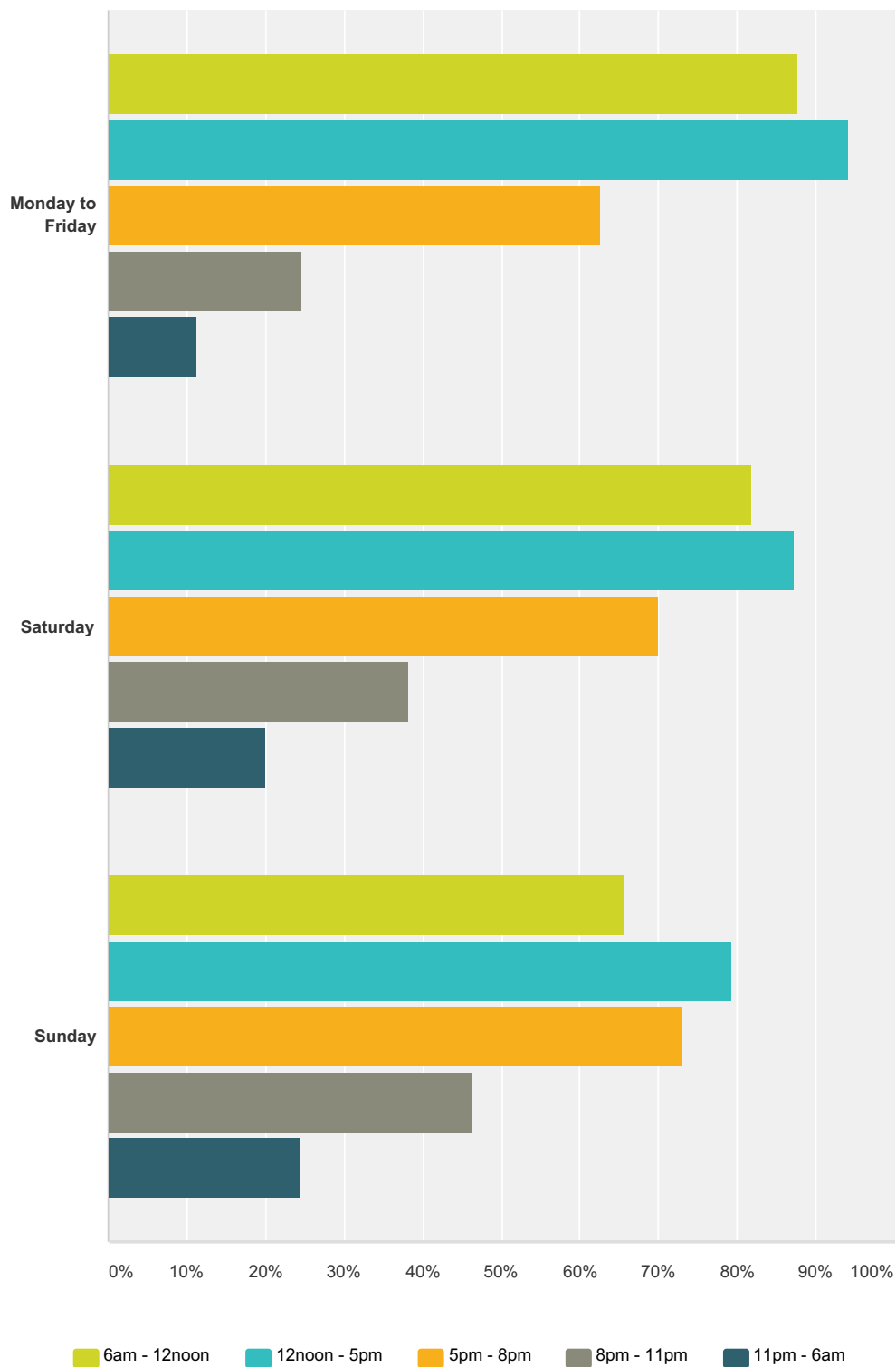
**Q16 If yes, please give details: (Please type in your answer)**

Answered: 191 Skipped: 232

**Q17 When do these problems mainly occur? (Please tick all that apply)**

Answered: 208 Skipped: 215

## Barnet Hospital Area Informal Consultation - Parking Questionnaire

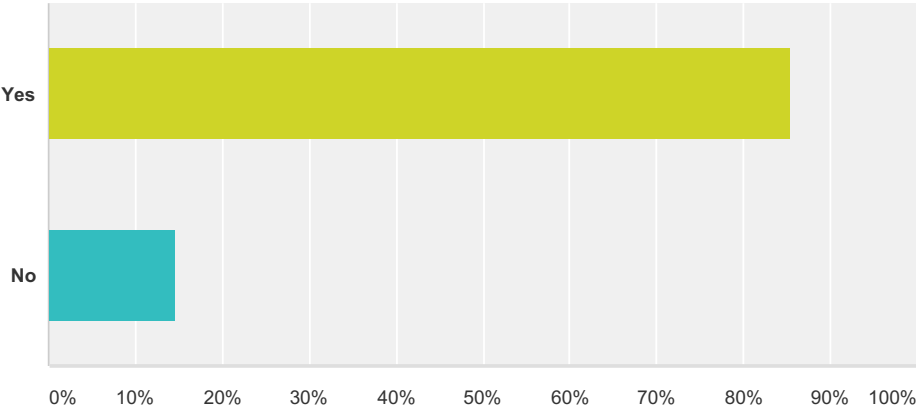


	6am - 12noon	12noon - 5pm	5pm - 8pm	8pm - 11pm	11pm - 6am	Total Respondents
Monday to Friday	87.68% 178	94.09% 191	62.56% 127	24.63% 50	11.33% 23	203
Saturday	81.82% 90	87.27% 96	70.00% 77	38.18% 42	20.00% 22	110
Sunday	65.85% 54	79.27% 65	73.17% 60	46.34% 38	24.39% 20	82



**Q18 When parking, do you experience problems on a regular basis from any outside public or business facilities in close proximity to your road? (For example, schools, hospitals/medical centres, parks and recreation centres, public transport services, shops and restaurants, etc)**

Answered: 219 Skipped: 204



Answer Choices	Responses	
Yes	85.39%	187
No	14.61%	32
Total		219

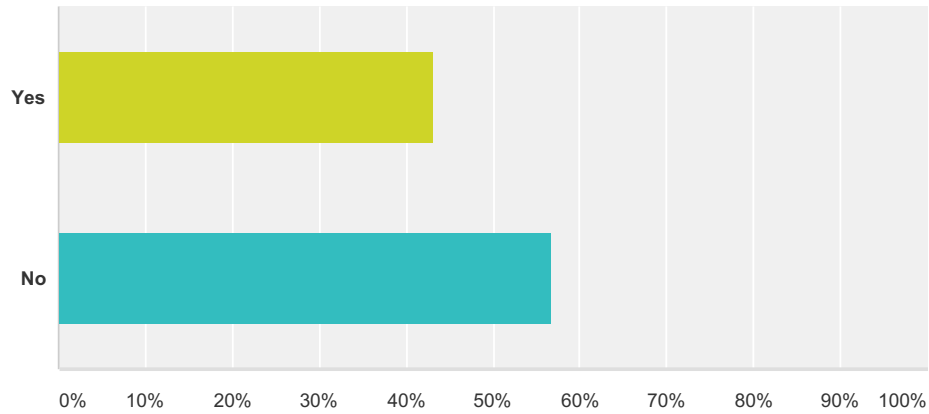
**Q19 If yes, please give details.**

Answered: 184 Skipped: 239

**Q20 Are you happy with the current parking situation in your road? (Please select one option only)**

Answered: 401 Skipped: 22

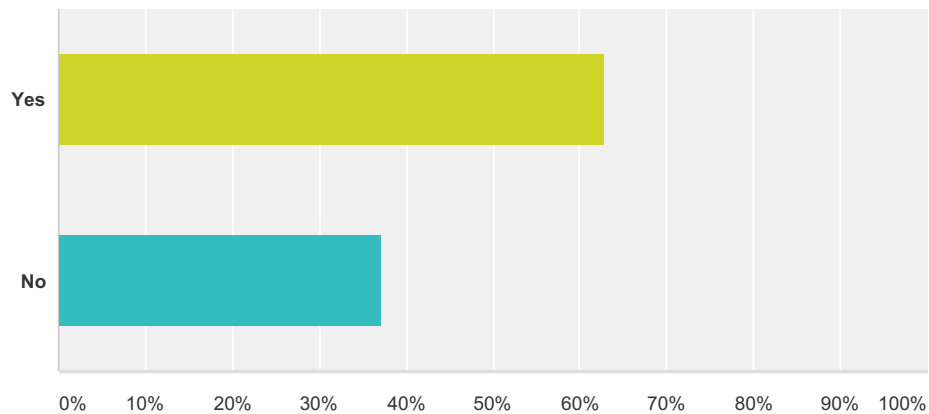
## Barnet Hospital Area Informal Consultation - Parking Questionnaire



Answer Choices	Responses
Yes	43.14% 173
No	56.86% 228
Total	401

### Q21 Would you like parking issues in your road to be investigated further? (Please select one option only)

Answered: 403 Skipped: 20

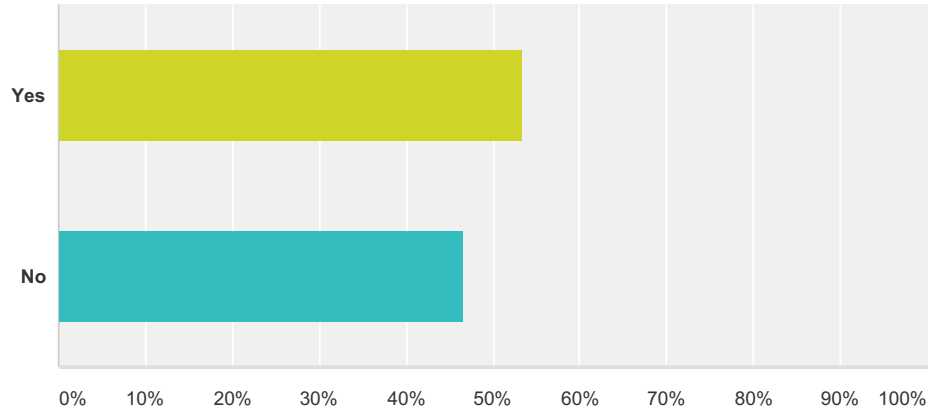


Answer Choices	Responses
Yes	62.78% 253
No	37.22% 150
Total	403

### Q22 Would you like your road to be included as part of a Controlled Parking Zone? (Please tick one option only)

Answered: 397 Skipped: 26

## Barnet Hospital Area Informal Consultation - Parking Questionnaire



Answer Choices	Responses
Yes	53.40% 212
No	46.60% 185
Total	397

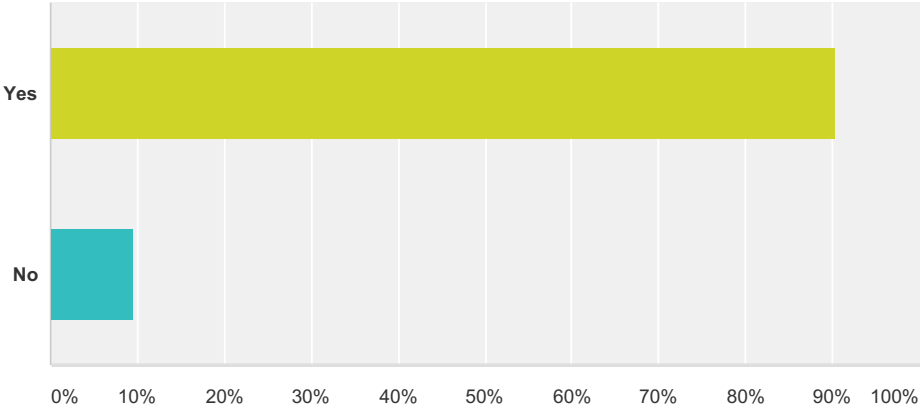
**Q23** If you have any further comments and suggestions regarding parking in your road, or if you have any parking issues elsewhere in the area (see plan of consultation area enclosed) that you would like to raise relating to this questionnaire, please use the space provided below: (Please type in your answer)

Answered: 232 Skipped: 191

**Q24** Do you think the questionnaire has met the criteria mentioned above and enabled you to get your views across? (Please tick one option only)

Answered: 393 Skipped: 30

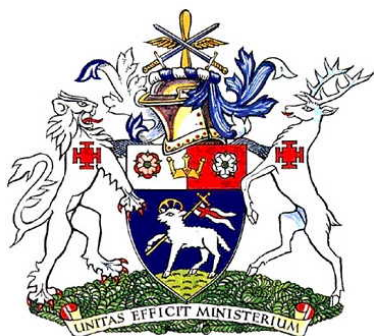
Barnet Hospital Area Informal Consultation - Parking Questionnaire



Answer Choices	Responses	
Yes	90.33%	355
No	9.67%	38
Total		393

Q25 Please give us your comments: (Please type in your answer)

Answered: 169   Skipped: 254



## Chipping Barnet Area Committee

### 6 July 2016

<b>Title</b>	<b>High Street, Barnet - Pavement Build-outs</b>
<b>Report of</b>	Commissioning Director for Environment
<b>Wards</b>	High Barnet
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix 1 — GC2452-CAP-00-XX-SK-C-001 Proposed Conditions 001
<b>Officer Contact Details</b>	Lisa Wright, Traffic and Development Manager Traffic and Development 020 8359 3555

### Summary

This report details the findings of the feasibility study to investigate pavement build-outs in High Street, Barnet and seeks additional funding to implement the recommended Option in full.

### Recommendations

1. That the Committee note the detail of the feasibility study as outlined in this report in relation to the potential pavement build-outs in High Street, Barnet.
2. That the Committee notes the above in 1, and the existing budget of £60,000

**funded from the 16/17 LIP funding for the scheme.**

- 3. That the Committee decides which of a combination of measures should be progressed to detailed design and public consultation, as outlined in Appendix 1, namely:**
  - a. Option 1;**
  - b. Option 2;**
  - c. Whether any of the variation options, described in paragraph 1.11, should be developed further:**
    - i. Widen Footway**
    - ii. Uncontrolled Crossing**
    - iii. Shared Space Feature**
- 4. That, subject to a preferred Option being chosen, the Commissioning Director for Environment to proceed with commissioning a detailed design and associated public consultation with a view to implementation when resources are in place and following liaison with local ward members.**

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

- 1.1 A request was made to the Chipping Barnet Area Committee for a feasibility study to be undertaken on building out full or part of the pavements on the western side of High Street, Barnet. The main driver for the study is to create a better pedestrian environment and improve the townscape along the High Street. Two main feasible options have been developed as part of this study and where the proposed measures, impact on the current arrangement, the advantages, disadvantages and indicative costs have been summarised.
- 1.2 It should be noted that although only two main options have been presented, there are additional measures that could be implemented.
- 1.3 Although Area Committee funding was not agreed at the January 2016 Committee Meeting, alternative funding was identified within the Local Implementation funding for 2015/16 to undertake the initial feasibility study.

## **Background**

- 1.4 High Street, Barnet consists of single carriageway with two-way traffic flows. The study area consisted of a localised section of road approximately 300m in length from Church Passage to St Albans Road. The carriageway width varies from approximately 11.25m outside 'Foxtons' at the southern end narrowing to approximately 8.75m at the northern end outside the 'Sainsbury's Local'.
- 1.5 Existing features include:
  - 2no. existing signal controlled pedestrian crossings onsite located 50m and 200m North of Church Passage;

- Initial enquiries with the statutory undertakers indicate high volumes of utility apparatus in both footways and carriageway;
- 4no. traffic counters;
- 21no. parallel 'pay by phone' parking bays;
- 3no. 12m shared parking/loading bays;
- 2no disabled bays; and
- 4no. bus stops.
- Existing kerblines are 300x200 granite kerbs with varying up stands throughout the site;
- The 12m shared parking/loading bays have been extended to 2.6m wide
- Salisbury Road and Union Street adjoin High Street perpendicularly
- Junction with Union Street includes a 'shared use' feature.

1.6 A site visit was undertaken on the 23 March 2016 and the following observations were made:

- High occupancy of parking and loading bays;
- High traffic volumes in both directions including high numbers of buses and heavy goods vehicles;
- High pedestrian volumes on both eastern and western footways;
- Loading/unloading being undertaken in non-designated areas e.g. outside HSBC Bank causing difficulty for other road users;
- Pedestrian crossing movements were noted to be random and not restricted to formal crossing points;
- Vehicles pulling out of parking and loading bays causing disrupting traffic movements.

1.7 The site constraints include the current built environment, pedestrian movements, vehicular movements on the main road, vehicle movements on the junctions, street furniture and utility apparatus.

1.8 The options are set out below and shown in Appendix A Options Drawing - GC2452-CAP-00-XX-DR-C-001.

### 1.9 **Option 1**

1.9.1 Option 1 includes 5no. localised kerb build-outs on the western side of the carriageway which include narrowing the pedestrian crossings and building out junctions on both Union Street and Salisbury Road.

1.9.2 The measures heading from South to North are:

- The first build-out (ref 1) widens existing footway by approximately 2.6m into the carriageway;
- The existing pedestrian crossing moves to the extent of the new build-out and the return kerbs forms the radius for Union Street junction build-out;
- The second build-out (ref 2) which is again approximately 2.6m forms the opposite radius for Union Street junction build-out;

- The third (ref 3) and forth (ref 4) build-outs are approximately 2.2m wide which form the Salisbury Road junction build-out;
- The fifth build-out (ref 5) widens existing footway by approximately 2.6m into the carriageway.

1.9.3 The existing pedestrian crossing moves to the edge of the new build-out and new drainage facilities including pipe work, gullies and fluted channels are required to accommodate the new build-outs.

1.9.4 As part of the works the two pedestrian crossings including signals, tactile paving, ducting etc will all need to be relocated so that the new crossing is at the exdge of the proposed build-outs.

1.9.5 Throughout the site new road markings will be required as a result of the changes. This includes re-alignment of the centre line, new pedestrian crossing markings, junction markings, refreshment of all parking bays, bus stop markings and 'keep clear' markings. Where the carriageway has been narrowed, a minimum carriageway width of 6m has been maintained throughout the study area.

1.9.6 All the above measures have been indicated on drawing GC2452-CAP-00-XX-DSK-C-001 and can be seen by 'PROPOSED CONDITIONS OPTION 1' in Appendix 1.

1.9.7 **Parking** - This option retains all the existing parking and loading facilities as detailed in 1.5 whilst creating 5 additional parking bays on the Western side between Salisbury Road junction and the Northern pedestrian crossing.

#### 1.9.8 **Advantages and Disadvantages**

1.9.9 The advantages of Option 1 include:

- Increased visibility for pedestrians at Salisbury Road and Union Street junctions, making it safer for pedestrians including the disabled to cross the side roads;
- Narrower carriageways at controlled pedestrian crossings reducing crossing times on the busy carriageway;
- Improved visibility to and from the controlled crossing;
- Wider footways resulting in increased space for pedestrians improving the pedestrian environment;
- Increased visibility for traffic emerging from Salisbury Road and entering Union Street junctions;
- Most cost effective of the two options considered;
- Provides additional parking spaces;
- Although the carriageway is being narrowed, a single carriageway in each direction is maintained keeping impact on traffic to a minimum.

1.9.10 The disadvantages of option 1 include:

- Disruption during construction.

#### 1.9.11 **Costs - Option 1**



The estimated costs to complete the work at LOHAC rates are as follows:

Detailed Design (Including TfL and Road Safety Audit)	£10,000
Consultation	£2,500
Construction (works cost)	£92,139
Implementation, supervision and post implementation costs	£5,000
<b>Sub-total</b>	<b>£109,639</b>
Contingency (44%)*	£48,241
<b>Total</b>	<b>£157,880</b>

\* Optimism bias including potential utility diversions, accommodation, works etc

## 1.10 Option 2

1.10.1 Option 2 includes the same measures as discussed in Option 1 but also creates parking between the build-outs from Union Street Junction to Salisbury Road Junction and from Salisbury Road junction to the Northern pedestrian crossing. These areas of parking will have low up-stand kerbs and paving slabs as per the rest of the footways. The parking areas would be incorporated as part of the pavement but would be used as parking when required. Where the carriageway has been narrowed a minimum carriageway width of 6m has been obtained throughout.

1.10.2 All the above measures have been indicated on drawing GC2452-CAP-00-XX-SK-C-001 and can be seen by 'PROPOSED CONDITIONS OPTION 2'. In Appendix1.

1.10.3 **Parking** - Again this option retains all the existing parking and loading facilities as detailed in 1.5 whilst creating 5 additional parking bays on the Western side between Salisbury Road junction and the Northern pedestrian crossing. Where the 10no parking bays and 1no 12m parking/load bay are located in the new 'off street' parking area.

## 1.10.4 Advantages and Disadvantages

1.10.5 The advantages of Option 2 include:

- Increased visibility for and to pedestrian Salisbury Road and Union Street junctions, making it safer for pedestrians including the disabled to cross the side roads;
- Narrower carriageways at controlled pedestrian crossings reducing crossing times on the busy carriageway;
- Improved visibility to and from the controlled crossing;
- Increased area of widened footways resulting in increased space for pedestrians improving the pedestrian environment;
- Increased visibility for traffic emerging from Salisbury Road and entering Union Street junctions;
- Additional parking provision;

- Although carriageway is being narrowed a single carriageway in each direction is maintained keeping impact on traffic to a minimum.

1.10.6 The disadvantages of Option 2 include:

- Higher disruption than option 1 during construction;
- More expensive than Option 1.

### 1.10.7 Costs – Option 2

The estimated costs to complete the work at LOHAC rates are as follows:

Detailed Design (Including TfL and Road Safety Audit)	£12,000
Consultation	£2,500
Construction (works cost)	£123,477
Implementation, supervision and post implementation costs	£6,500
<b>Sub-total</b>	<b>£144,477</b>
Contingency (44%)*	£63,570
<b>Total</b>	<b>£208,047</b>

\* Optimism bias including potential utility diversions, accommodation, works etc

### 1.11 Variation Options

1.11.1 In addition to the Options 1 and 2 the following variations could be added to either of the options.

1.11.2 Widen Footway - As an alternate to the option to create 5no new parking bays in the area from Salisbury Road junction to the Northern pedestrian crossing, it's proposed that this footway could be completely widened creating large amounts of footway space. This would assist in creating a better environment for pedestrians.

- Cost estimate (including detailed design) - **£12,100**

1.11.3 Uncontrolled Crossing - In order to give more priority to pedestrians another alternative for consideration is to create an uncontrolled crossing using the junction build-outs on Salisbury Road and building out the footways opposite. Again this will create more footway space for pedestrians.

- Cost estimate (including detailed design) - **£6,600**

1.11.4 Shared Space Feature - Share space features are a great way to give the priority to pedestrians, resulting in a better pedestrian environment. Salisbury Road could benefit from using a share space feature at the junction similar to the existing share space feature on Union Street junction.

- Cost estimate (including detailed design) - **£7,700**

1.11.5 The above measures have been indicated on drawing GC2452-CAP-00-XX-DR-C-001 and can be seen by 'PROPOSED ADDITIONAL OPTIONS' in Appendix A.

## **1.12 Further Considerations**

1.12.1 Addition options that could be further explored include but are not included within the current recommendation and costings:

- Table top ramps and 'share space' features at existing pedestrian crossing;
- Replace existing controlled crossing with zebra crossings;
- Narrower build-out could be considered to minimise impact on traffic flows;
- Remove controlled crossing and build-out footways incorporating uncontrolled crossing on both sides.

1.12.2 Reasonable assumptions have been made throughout where appropriate. All options aim to minimise impact on utility apparatus and it is expected that only minor works such as adjusting ironworks will be required.

## **1.13 Conclusion/Recommendations**

1.13.1 Both of the Options that have been presented could prove a viable way to build-out the footways and create a better pedestrian environment in High Street, Barnet. The options aim to facilitate traffic movements and not exacerbate delays by maintaining two way traffic flows, even though the carriageways have been narrowed. Parking provisions have been maintained and scope to increase parking provisions have been identified in both options.

1.13.2 It is recommended that Option 1 is used with the addition of the uncontrolled crossing (1.11.3) and the shared space feature (1.11.4). Option 1 is the most cost effective way to implement the measures whilst aiming to minimise disruption during construction. The addition of the uncontrolled crossing will create an additional crossing point for pedestrians and the loss of parking is compensated by the 5 additional parking spaces being created on the Western side of the carriageway. The shared space feature (1.11.4) will give the priority to the pedestrians helping to create the desired pedestrian environment.

## **2. REASONS FOR RECOMMENDATIONS**

2.1 The recommendation is for the Committee progress with Option 1 to detailed design and public consultation with the funding available as this is the most cost effective Option and addresses the pedestrian improvements requested.

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

3.1 Alternative Option 2 has not been recommended as it is not as cost effective and is more disruptive during construction.

## **4. POST DECISION IMPLEMENTATION**

4.1 If the report's recommendations are approved, the scheme would be progressed to detailed design and public consultation with existing funding

and to consultation and implementation stage subject to the required funding being made available.

## **5. IMPLICATIONS OF DECISION**

### **5.1 Corporate Priorities and Performance**

5.1.1 The proposals here will particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic” and “a responsible approach to regeneration, with thousands of new homes built” by helping residents to feel confident moving around their local area on foot, and in a vehicle and contribute to reduced congestion.

5.1.2 The proposal also helps address road traffic casualties which will also have an impact on Health and Wellbeing.

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

5.2.1 The cost of progressing the Options to detailed design would be £10,000 for Option 1, £12,000 for Option 2 and £1,400 for the variation options and £2,500 for public consultation. There is £60,000 available through 16/17 LIP funding for improvements to the High Street, Barnet which was agreed at Environment Committee on 12 May 2016 which would be sufficient to cover these costs. Additional funding will be required to implement the complete Option and the additional measures and would be subject to a separate Committee Report.

5.2.3 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).

5.2.4 The work will be carried out under the existing LoHAC term maintenance contractual arrangements.

### **5.3 Social Value**

5.3.1 None in the context of this report.

### **5.4 Legal and Constitutional References**

5.4.1 The Council's Constitution, Annex A headed “Responsibility for Functions” and under heading of Area Committees, paragraph (2) states that the Area Committee “May Discharge any functions, within budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local leave” and includes discharging of function for local highways and safety , within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 The Traffic Management Act 2004 places obligations 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.

## **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.

## **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 Proposed changes associated with the proposal are not expected to disproportionately disadvantage or benefit members of the community.

## **5.7 Consultation and Engagement**

5.7.1 A public consultation will be carried out on the proposals and details of the proposals will also be outlined on the council's website.

## **5.8 Insight**

5.8.1 The options developed for the scheme were informed through analysis of injury accident data and on site observations of the issues.

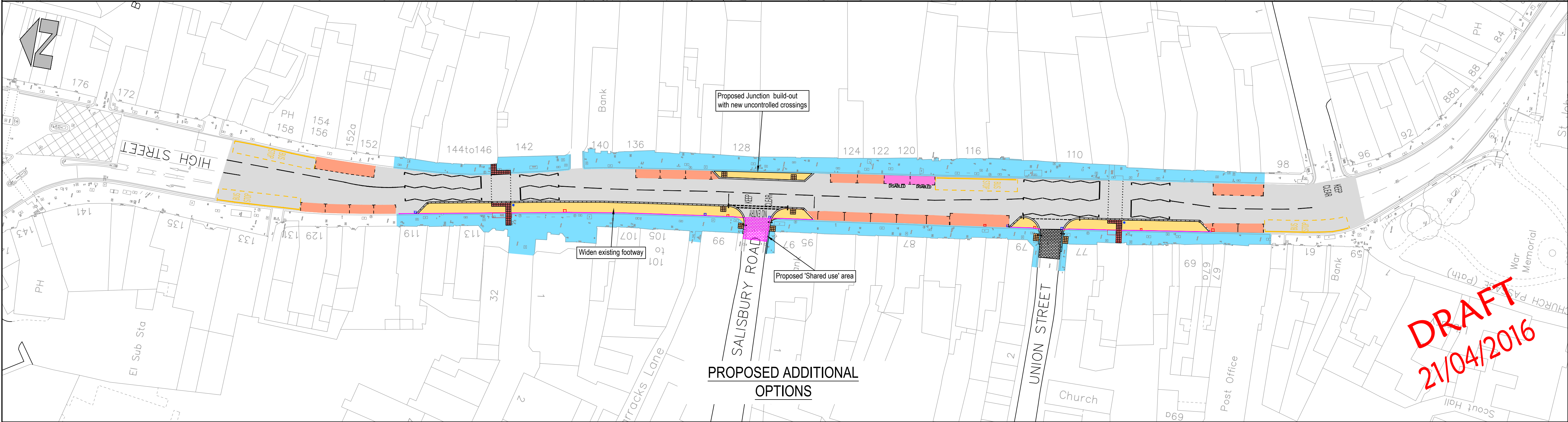
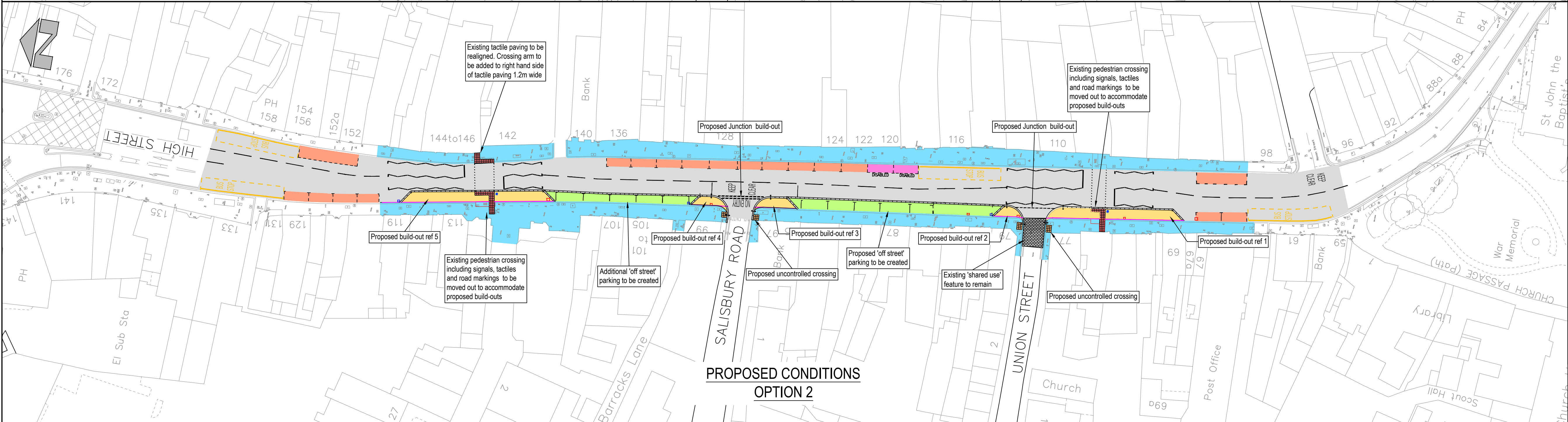
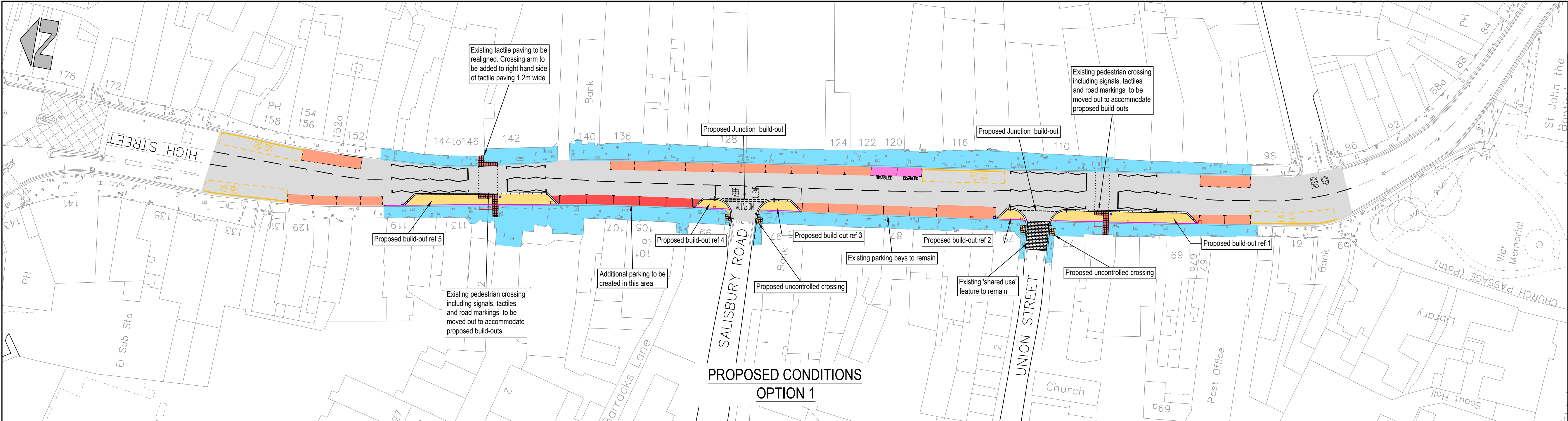
## **6. BACKGROUND PAPERS**

6.1 Environment Committee May 2016

<https://barnet.moderngov.co.uk/documents/s31746/Highways%20Planned%20Improvements%20%20%20Local%20Implementation%20Plan%20LIP.pdf>







**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

For construction, maintenance, cleaning and demolition risk refer to the relevant method statements and risk assessments related to this task for scheme Ref.

In addition to the hazard/risks normally associated with the types of work detailed on this drawing take note of above. All works on this drawing will be carried out by a competent contractor working to a provided appropriate method statement and risk assessment.

**Key:**

- Existing Carriageway to remain
- Existing Footway
- Proposed Build-out
- Existing parking bay to remain
- Existing disabled parking bay to remain
- Proposed 'off street' parking
- Proposed additional parking bays
- Proposed 'share use' feature
- Proposed tactile paving (red in colour)
- Proposed (tactile paving (buff in colour)
- Proposed gully
- Existing gully
- New location of traffic signal
- Drainage Channel

**Notes:**

Proposed road markings are to be undertaken as shown

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REVISION			
Revision Details	Design/Check	Date	Rev.
Initial issue			

Purpose of issue

Feasibility-For Discussion

Client:

**BARNET**  
LONDON BOROUGH

Re Scheme Ref. GC/002452  
Scheme title  
High Stree,Chipping Barnet  
Pavement Build-outs

Drawing title  
Proposed Options

Scale @ A1: 1:500			
Design CF	Drawn JUT	Checked CF	Approved LS
Date: MAR-16	Date: APR-20	Date: APR-20	Date: APR-21

**Re** CAPITA **BARNET**  
LONDON BOROUGH

GC2452-CAP-00-XX-DR-C-001

Rev. P00

**DRAFT**  
21/04/2016



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