

<u>MEETING</u> ENVIRONMENT COMMITTEE
<u>DATE AND TIME</u> THURSDAY 14TH JULY, 2016 AT 6.30 PM
<u>VENUE</u> HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ


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.	ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT - Totteridge and Whetstone Station Controlled Parking Zone	1 - 20

Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

This page is intentionally left blank

	<p>Environment Committee</p> <p>14 July 2016</p>
<p>Title</p>	<p>Referral from Chipping Barnet Area Committee – Totteridge and Whetstone Station Controlled Parking Zone</p>
<p>Report of</p>	<p>Head of Governance</p>
<p>Ward</p>	<p>Totteridge</p>
<p>Status</p>	<p>Public</p>
<p>Urgent</p>	<p>No</p>
<p>Key</p>	<p>Yes – it is significant in terms of its effect on communities living or working in an area comprising two or more wards – Constitution Responsibility for Functions 6.5</p>
<p>Enclosures</p>	<p>Report and Appendices submitted to Chipping Barnet Area Committee – 6 July 2016</p>
<p>Officer Contact Details</p>	<p>Jan Natynczyk Email: jan.natynczyk@barnet.gov.uk Tel: 020 8359 5129</p>

<p>Summary</p>
<p>Chipping Barnet Area Committee have requested that the report attached at Appendix A be considered by Environment Committee as Members expressed a view that the matter cut across Finchley and Golders Green as well as Chipping Barnet and would have a borough wide impact.</p>

Recommendations

- 1. That the Environment Committee note the content of the report and appendices.**
- 2. That the Environment Committee note the resolution of the Chipping Barnet Area Committee on 6 July 2016 which requested that Environment Committee consider and determine the Totteridge and Whetstone Station Controlled Parking Zone as outlined in section 1 of the report.**

1. WHY THIS REPORT IS NEEDED

Chipping Barnet Area Committee concluded that the matter cut across Finchley and Golders Green as well as Chipping Barnet and would have a Borough wide impact, resulting in the requirement for Environment Committee to consider the matter.

2. REASONS FOR RECOMMENDATIONS

- 2.1 The instructions of Environment Committee are required with regard to the recommendation of Chipping Barnet Area Committee for Environment Committee to consider the attached report and its recommendations.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 Not applicable.

4. POST DECISION IMPLEMENTATION

- 4.1 The Committee's decisions will be minuted and any actions arising implemented through the relevant Commissioning Director or the committee, where appropriate, at a future meeting.

5. IMPLICATIONS OF DECISION

- 5.1 Issues will need to be evaluated against the Corporate Plan and other relevant policies.

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


- 5.2.1 None in the context of this report.

5.3 Social Value

None in the context of this report.

5.4 Legal and Constitutional References

Annex A to responsibility For Functions details the Environment Committees specific responsibilities.

	<h2>Chipping Barnet Area Committee</h2> <h3>6 July 2016</h3>
Title	Totteridge & Whetstone Station Controlled Parking Zone (CPZ) - Proposed Extension into Ridgeview Road and Charnwood Place N20
Report of	Commissioning Director for Environment
Wards	Totteridge
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Drawing Number: Ridgeview-SCR121_001 - Proposed CPZ layout Appendix B – Consultation response summary
Officer Contact Details	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 28th 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

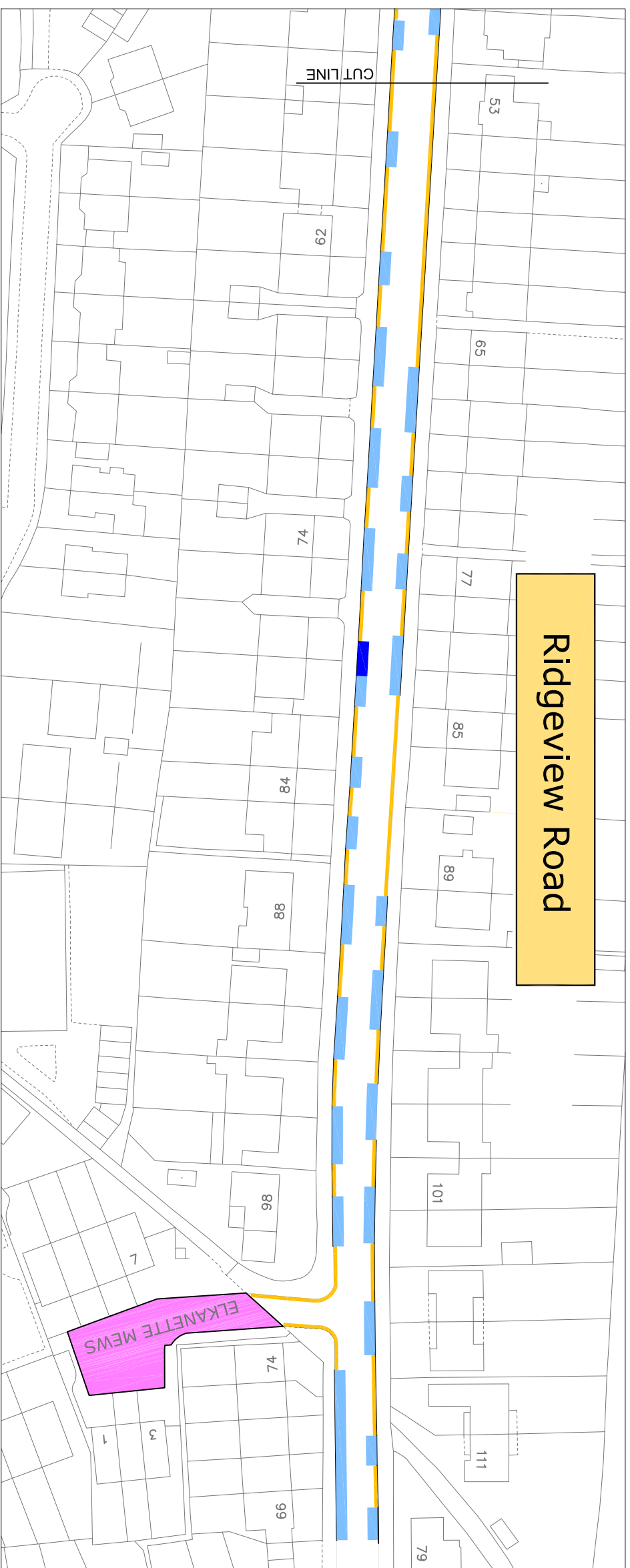
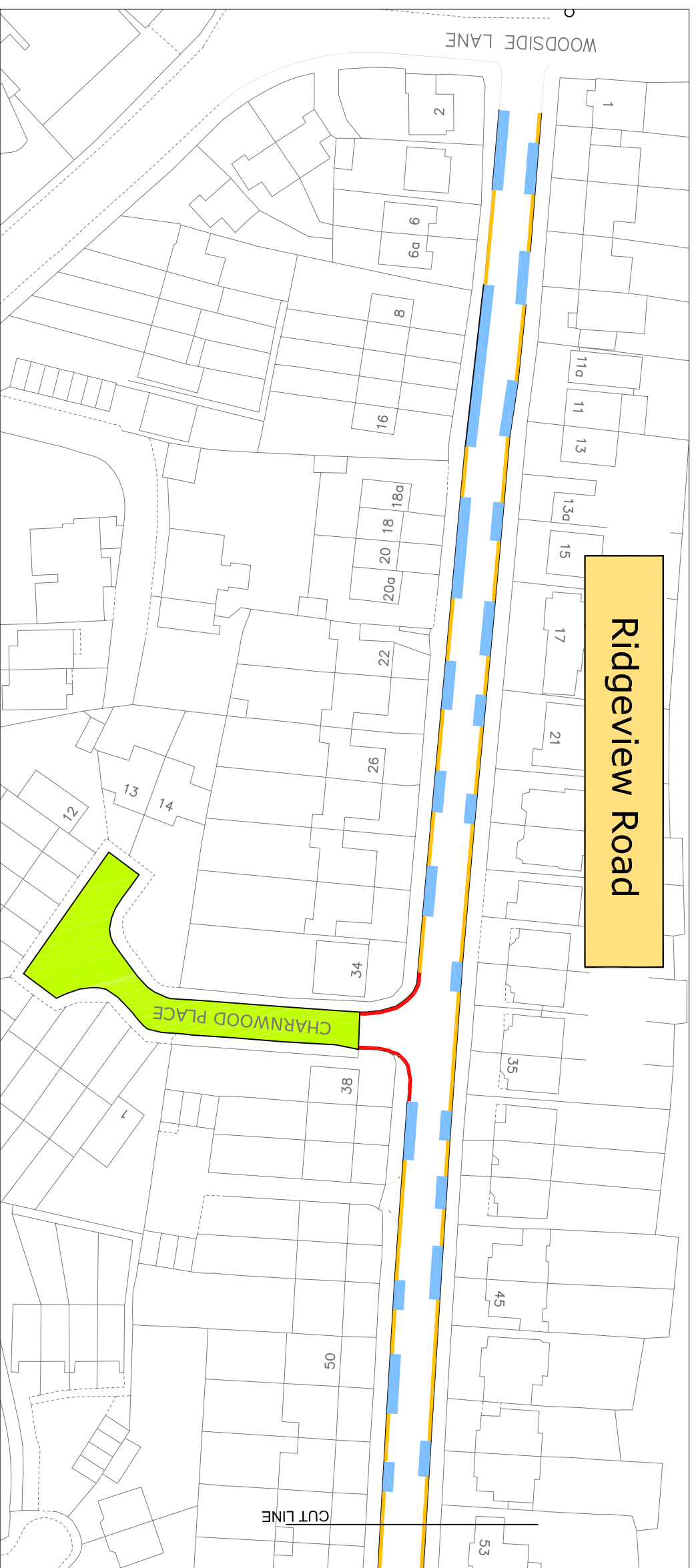
6.1 Agenda and Minutes, Chipping Barnet Area Committee 13 January 2016
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8315&Ver=4>




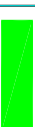


6.2 Agenda and Minutes, Chipping Barnet Area Committee 15 February 2015
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8189&Ver=4>

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>

This page is intentionally left blank



-  New Resident Permit Holder Bay - New CPZ 2pm to 3pm Monday-Sunday
-  New Waiting Restrictions, 2pm to 3pm Monday-Sunday
-  Existing 'At Any Time' Waiting Restriction
-  'Past The Point' - Parking for Resident Permit Holders Only - Part of the CPZ
-  Indicates private road - not eligible for LBB parking controls
-  New Disabled Parking Bay

SCHEME:
 CPZ STATUTORY CONSULTATION
 RIDGEVIEW ROAD /
 CHARWOOD PLACE, N20

TITLE:
 PROPOSED PARKING LAYOUT

Scales: N.T.S.	Date: APRIL 2016
Initiated: GWA	Drawn: MJ
DRAWING NO.: RIDGEVIEW-SCR121-001	Checked:

This page is intentionally left blank

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>always</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>