

<p style="text-align: center;"><b><u>MEETING</u></b></p> <p style="text-align: center;"><b>FINCHLEY &amp; GOLDERS GREEN AREA COMMITTEE</b></p>
<p style="text-align: center;"><b><u>DATE AND TIME</u></b></p> <p style="text-align: center;"><b>THURSDAY 4TH APRIL, 2019</b></p> <p style="text-align: center;"><b>AT 7.00 PM</b></p>
<p style="text-align: center;"><b><u>VENUE</u></b></p> <p style="text-align: center;"><b>HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</b></p>

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.

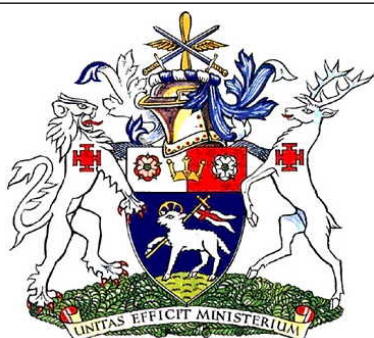
Item No	Title of Report	Pages
1.	RESULTS OF THE STATUTORY CONSULTATION FOR THE PROPOSED GARDEN SUBURB 'GS' CPZ EXTENSION	3 - 18
1.	EAST FINCHLEY CPZ AREA - PARKING CONSULTATION RESULTS	19 - 34

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## Finchley and Golders Green Area Committee

4<sup>th</sup> April 2019

<b>Title</b>	<b>Results of the statutory consultation for the proposed Garden Suburb 'GS' CPZ extension</b>
<b>Report of</b>	Executive Director, Environment
<b>Wards</b>	Garden Suburb
<b>Status</b>	Public
<b>Enclosures</b>	<p>Appendix A – Consultation Plan on Proposals</p> <p>Appendix B – Consultation Boundary Plan</p> <p>Appendix C - Revised Implementation Plan</p>
<b>Officer Contact Details</b>	<p>Sahil Dalsania, Engineer</p> <p><a href="mailto:sahil.dalsania@barnet.gov.uk">sahil.dalsania@barnet.gov.uk</a></p>

### Summary

The purpose of this report is to advise the outcome of the statutory consultation undertaken on proposals to extend the Garden Suburb 'GS' Controlled Parking Zone (CPZ) into Erskine Hill, North Square and Temple Fortune Hill and asks the Committee to consider the Officer recommendations made as a result of those comments and objections received.

### Recommendations

1. That having considered the feedback to the statutory consultation undertaken in respect of the proposed Garden Suburb Controlled Parking Zone (CPZ) extension, the Committee gives instruction to the Executive Director, Environment to introduce the extension to the Garden Suburb 'GS' CPZ into Erskine Hill (between North Square and Temple Fortune Hill), North Square and Temple Fortune Hill (between Willifield Way and Erskine Hill) as originally



**proposed, through the making of the relevant Traffic Management Orders, with the exception of the modification outlined in (a) below, and as shown on the drawing in Appendix C.**

- a. that the proposed ‘at any time’ waiting restrictions on the north-west side of North Square outside Nos. 4, 5 and 6 North Square should not be introduced.**

**2. That the Committee gives instruction to the Executive Director, Environment to introduce the resident permit parking place on Central Square outside St Jude’s Vicarage as originally proposed, through the making of the relevant Traffic Management Orders.**

**3. That the Committee gives instruction to the Executive Director, Environment to prepare a report outlining the feedback to the introduction of the CPZ extension and any other pertinent parking issues, for the Committee’s consideration.**

**4. That the Finchley and Golders Green Area Committee agree to allocate the funding in the sum of £11,000 for the recommended actions outlined in 1, 2 and 3 above from this year’s CIL Area Committee budget**

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

- 1.1 This report provides the Finchley and Golders Green Area Committee with the outcome of the statutory consultation carried out in October/November 2018 and asks the Committee to consider the recommendations made as a result of the feedback obtained through the consultation and seeks a decision from the Committee on how to proceed.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 On 15<sup>th</sup> February 2018 the Finchley and Golders Green Area Committee considered a report outlining the results of parking surveys carried out in the Garden Suburb Ward prior to and following the extension of the Garden Suburb ‘GS’ Controlled Parking Zone (CPZ) into Heathgate and South Square, and decided that Officers should carry out a design and consultation for the purpose of extending the existing Garden Suburb ‘GS’ Controlled Parking Zone (CPZ) to the top of Erskine Hill and North Square.
- 2.2 Having engaged with Ward Councillors it was determined that the unrestricted section of Temple Fortune Hill should also be included in the proposal, and that an additional resident permit parking place should be provided on Central Square in the vicinity of St Jude’s Vicarage
- 2.3 As part of the statutory consultation process the proposals were advertised on notices and published in a local newspaper and in the London Gazette. In addition, similar notices were erected on-street in the affected roads and letters together with an associated plan outlining the proposals were delivered to properties situated in close proximity to the proposals.



- 2.4 The proposals consisted of extending the existing Garden Suburb 'GS' CPZ that operates on Monday to Friday between the hours of 1pm and 2pm, to include the top of Erskine Hill (between Temple Fortune Hill and North Square), Temple Fortune Hill, (between Willifield Way and Erskine Hill, and North Square. The proposals also included a minor layout change so that an additional resident parking space could be introduced in Central Square outside of St Jude's Vicarage. A copy of the consultation plan can be seen in Appendix A.
- 2.5 A total of 360 letters were sent out to the addresses within the consultation boundary plan shown in Appendix B. A total of 77 responses were received back which equates to a response rate of 21%.
- 2.6 10 responses were received from residents within the area of the proposed CPZ extension, wholeheartedly supporting the proposals, a few comments were received back that stated the current parking situation is intolerable, and that a CPZ would assist immensely. It should be noted that these responses were from residents that live within the proposed extension or in very close proximity.
- 2.7 5 additional responses were received from residents living outside of the existing and proposed CPZ that have stated they are happy to support the proposals and urged the Council to consider making the following requests.
- An extension of the CPZ into Southway from Central Square down to Bigwood Road.
  - An extension to the CPZ from Erskine Hill up to Addison Way
  - An amendment to the H2 Bus route to give residents of Erskine Hill a break from the congestion, damaged cars, noise, vibrations and pollution caused by the Bus.
- 2.8 The remaining responses received were objections/comments - a total of 81% overall. The objections are split up into different aspects of the scheme which are mentioned below.

#### North Square (Cul-De-Sac)

- 2.9 Double yellow line "at any time" waiting restrictions were proposed on both sides of the road within the south-western arm of North Square at the bend outside Nos. 4, 5 and 6. Further to the comments received back from residents it should be noted that residents of this immediate area feel that:
- There is no through traffic
  - The street is solely used for resident parking with an unofficial style arrangement between neighbours for many years.

Therefore the objectors (3 responses) feel that this proposal would only reduce available parking spaces and urged the Council to remove the waiting restriction proposal.

#### North Square (opposite Nos. 9 to 11)



- 2.10 Single yellow line “Mon to Fri 1pm to 2pm” waiting restrictions were proposed between the existing double yellow lines on the south-eastern side of North Square, opposite Nos. 9 to 11. The intention was to deter all day non-resident from parking along this side of the road. Comments received in response to this proposal have stated that the H2 Bus route that uses this particular section of North Square continually suffers obstructions issues which lead to damaged vehicles. Residents have stated a preference to this particular section of road by suggesting that:
- Double yellow line “at any time” waiting restrictions be introduced over the proposed single yellow line to allow H2 Bus clear access (5 responses)
  - 2 wheel footway / carriageway parking be introduced in this area to maximise parking. (7 responses)
  - Existing double yellow lines at the junctions be shortened to accommodate additional parking spaces (1 response)

#### Displacement of parking

- 2.11 It should be noted that the majority of correspondence (45 responses) from residents outside of the CPZ/proposed extension of the CPZ had stated their dismay to the proposals on the sole basis that roads immediately outside of the proposals will suffer a major displacement of parking into surrounding roads like, Northway, Southway, Middleway, Bigwood Road, Meadway, Meadway Close. Certain residents have stated they felt the increase after the previous extension of the GS zone in 2017.

#### Requests for further extensions to the ‘GS’ CPZ

- 2.12 Following on from comments regarding the feared displacement of parking, some residents went on to request that the CPZ proposals of the ‘GS’ CPZ should also include additional streets, these include requests to extend the zone into:
- Southway from Central Square to Bigwood Road
  - Erskine Hill from Temple Fortune Hill to Asmunds Hill / or its entire length
  - Meadway between Heathgate and Thornton Way.
  - Meadway Close
- 2.13 It should be noted that a few residents have stated that the Council is adopting a piecemeal fashion to the way it is extending the GS CPZ and some believe that the only solution would be to propose a CPZ to cover the entire Hampstead Garden Suburb.

#### Introduction of double yellow lines at various junctions

- 2.14 Residents also took the opportunity as part of this consultation to request the introduction of double yellow line “at any time” waiting restrictions at the following junctions to keep them clear of parked vehicles:
- Temple Fortune Hill
  - Chatham Close
  - Woodside



- Denman Drive
- Asmunds Hill
- Homesfield
- Barnett Homestead

2.15 Officers' response to the issues raised are as follows:

North Square (Cul-De-Sac)

- 2.16 The concern about the proposed lengths of 'at any time' waiting restrictions is noted, and it is acknowledged that the provision of 'double yellow lines would reduce the lengths of available kerbside space for motorists to utilise to park their vehicles.
- 2.17 The proposal seeks to introduce double yellow lines on both sides of the road at the bend in order to promote a safer environment at the bend and improve traffic flow.
- 2.18 However, having noted the residents' concerns and having reviewed the road, and usage of the road, it is considered that that the proposed restrictions on the outside of the bend (outside Nos. 4, 5 and 6 North Square) should not be progressed.
- 2.19 It is considered that this would better reflect how motorists park in the street, and the introduction of the proposed double yellow lines on the inside of the bend would still be effective in ensuring safety and allowing traffic to flow at the bend.

North Square (opposite Nos. 9 to 11)

- 2.20 Although concern about the H2 bus is noted, Officers consider that the bus can travel along this length even if vehicles are parked both sides of the road. Furthermore, the Monday to Friday 1pm to 2pm waiting restriction proposed is considered sufficient to deter indiscriminate commuter-type parking, which may improve the parking situation along this stretch of road.
- 2.21 Should the situation not improve and buses evidently have issues travelling along this length, consideration of introducing new double yellow lines could take place in the future.
- 2.22 It is considered however that the existing double yellow lines should be retained in order to keep the junctions and bend clear and allow sufficient space for buses and larger vehicles to turn.

Displacement of parking/Requests for further extensions of the CPZ into additional streets

- 2.23 Officers are mindful of the concerns raised from the residents of these roads who responded to the consultation. It is noted that, in the case of some of the roads of concern, parking may already be congested, although it is accepted



that displaced parking could result from the introduction a CPZ in Erskine Hill, North Square and Temple Fortune Hill. It is considered however, that the concerns raised do not take away from the need and local desire for a CPZ to be introduced in Erskine Hill, North Square and Temple Fortune Hill.

- 2.24 With regards to the request for the CPZ to be extended into additional streets, or across Hampstead Garden Suburb as a whole, it is considered that the requests should be considered and assessed separately along with all other similar requests that the Council receives, with a view to determining the requests that should be included for further investigation in future years' work programmes. This would also allow the impact of any CPZ introduction in Erskine Hill, North Square and Temple Fortune Hill to be monitored.
- 2.25 It is acknowledged that, if the Committee determine that the Garden Suburb 'GS' CPZ should be extended into Erskine Hill, North Square and Temple Fortune Hill, this would be the second extension of the CPZ within a few years. It is considered that investigations into piecemeal extensions should be avoided if possible, although it is unclear whether an area-wide investigation is desired across the community.

#### Introduction of double yellow lines at various junctions

- 2.26 It should be noted that Officers have undertaken an exercise of consulting on proposed double yellow lines in the Garden Suburb Ward, as identified by Officers and Ward Councillors and this Committee has decided that a number of locations should be introduced including the following junctions:
- Erskine Hill / Denman Drive
  - Asumuns Hill and Erskine Hill
  - Addison Way / Erskine Hill
  - Erskine Hill / Woodside
- 2.27 With regards to the other locations mentioned, it is considered that the requests should be considered and assessed separately along with all other similar requests that the Council receives, with a view to determining the requests that should be included for further investigation in future years' work programmes.

#### Conclusion

- 2.28 In conclusion, the proposed CPZ appears to be well received by those living in the proposed CPZ extension, with comments received from those living within the proposed CPZ extension being more about the detail of the proposal as opposed to the principal of the proposal itself.
- 2.29 It is therefore recommended that the Garden Suburb 'GS' CPZ be extended into Erskine Hill (between North Square and Temple Fortune Hill), North Square and Temple Fortune Hill (between Willifield Way and Erskine Hill).
- 2.30 Having considered the comments received, it is considered that the proposal be modified so that the proposed 'at any time' waiting restrictions on the north-



west side of North Square outside Nos. 4, 5 and 6 North Square should not be introduced.

- 2.31 In addition, it is recommended that the resident permit parking place on Central Square outside St Jude's Vicarage be introduced.
- 2.32 The revised drawing recommended for implementation is shown in Appendix C
- 2.33 It is acknowledged that concern does exist from residents of local neighbouring roads regarding the potential displacement of parked vehicles into their roads, and this is a possibility although Officers consider that ongoing monitoring of comments received post-CPZ implementation should be undertaken, and given the concern, that a report summarising the feedback should be reported back to this Committee, for the Committee to decide whether they would wish to see any further action taken in respect of parking in the area.

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

- 3.1 The Council could consider not including Erskine Hill, North Square and Temple Fortune Hill in the Garden Suburb CPZ, However, there would be on-going parking issues in these roads which would continue, to the detriment of residents' ability to park near their homes. Therefore it is considered that a do nothing option is not considered 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.
- 4.2 A further report will be drafted for this Committee in respect of comments received after the CPZ is introduced.

### **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, inclusive of the free flow of traffic.
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.
- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.



5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

5.2.1 The costs of introducing a CPZ in Erskine Hill, North Square and Temple Fortune Hill, including 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, in addition to drafting a report to be submitted to a future meeting of this Committee are estimated to be £11,000 and is requested from the 2019/20 Finchley and Golders Green Area Committee (CIL) budget.

## **5.3 Social Value**

5.3.1 The benefits would include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for further problems to arise, would be detrimental to local residents.

5.3.2 The permit holder parking only bays will allow for a fair distribution of parking spaces for local residents by the removal of commuter parking.

5.3.3 Increasing capacity for local residents' and their visitors will create a more pleasant environment with fewer motorists trying to find parking spaces, especially during busy periods and managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.

## **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 their duty.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.

5.4.3 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.4.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2)) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

5.4.5 The Council's Constitution Article 7, Area Committee Terms of Reference, Part



1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within 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 additional measures would improve safety and improve parking facilities in the area to the benefit of all motorists.

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions has resulted in some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads.

5.5.3 In response to this, it is considered that reporting the response to the implementation of the CPZ extension, would allow the Council to consider what, if any, additional action may be appropriate to address any concerns raised.

## **5.6 Equalities and Diversity**

5.6.1 Public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

## **5.7 Consultation and Engagement**

5.7.1 Statutory consultation was undertaken as described elsewhere in this report.

## **5.8 Insight**

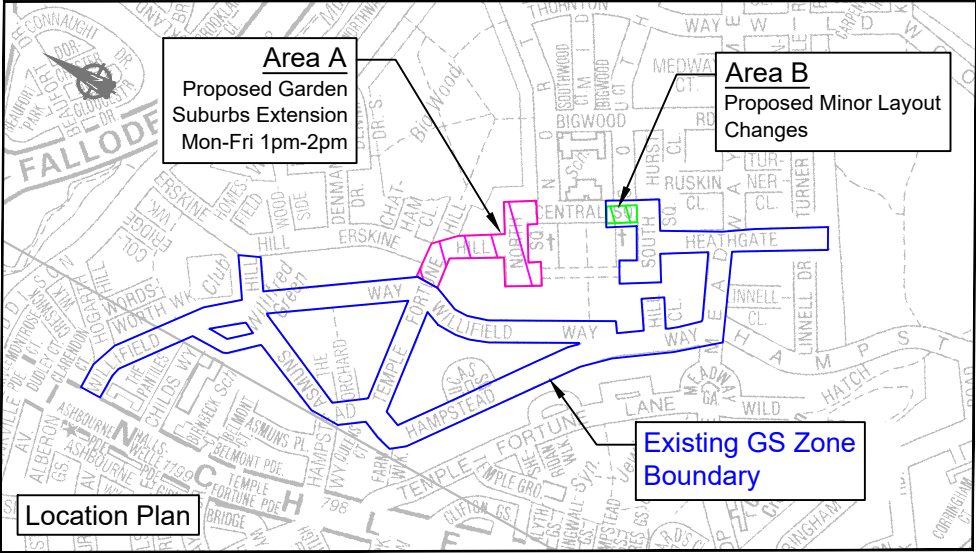
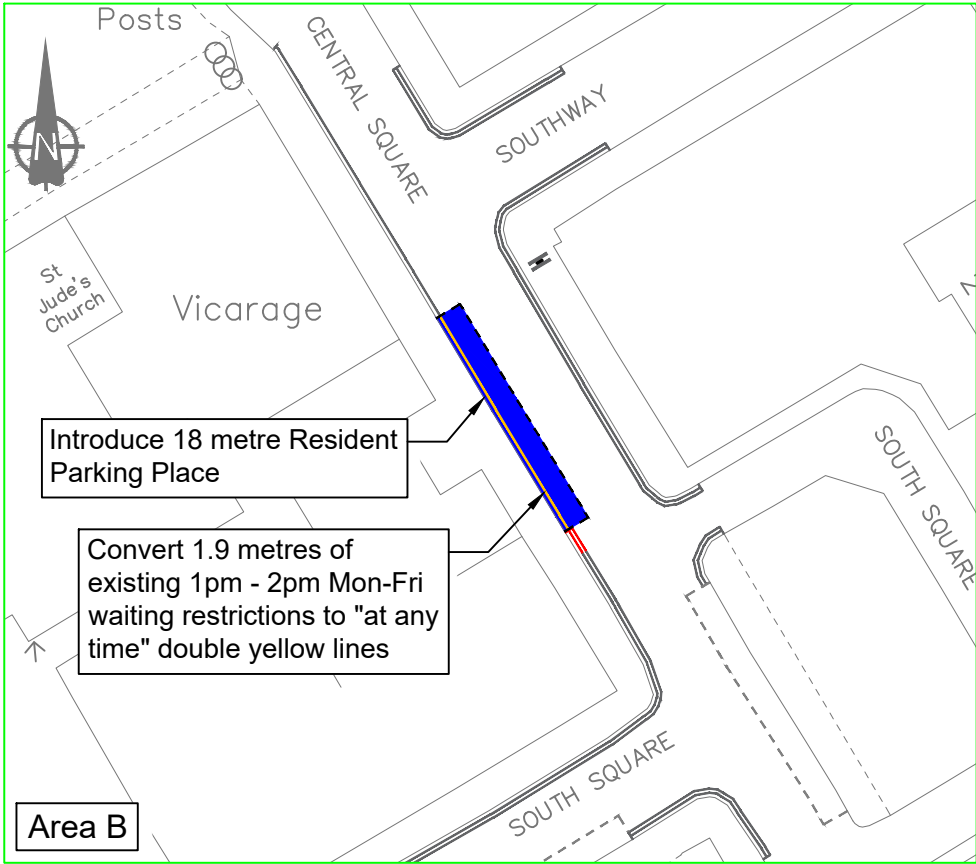
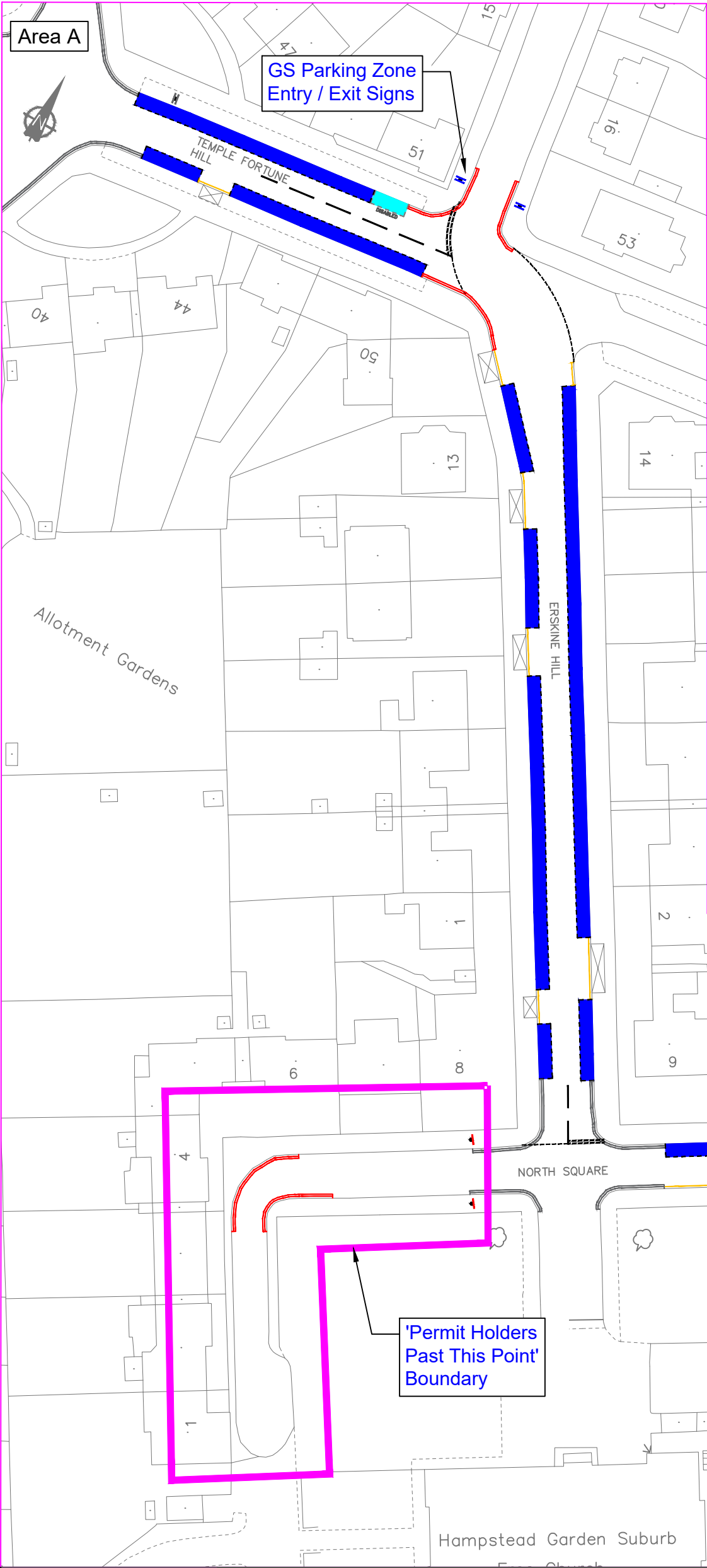
5.8.1 None in relation to this report



## **6. BACKGROUND PAPERS**

- 6.1 Finchley and Golders Green Area Committee – 15<sup>th</sup> February 2018 Garden Suburb Parking Surveys (Agenda Item 27)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9274&Ver=4>
- 6.2 Finchley and Golders Green Area Committee 14th November 2017 – Temple Fortune Area NW11 – Proposed Waiting Restrictions (Agenda Item 17)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9275&Ver=4>
- 6.3 Finchley and Golders Green Area Committee 30th November 2016 – Petitions “Erskine Hill CPZ” and “Hampstead Garden Suburb CPZ” (Agenda Item 7)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9085&Ver=4>
- 6.4 Finchley and Golders Green Area Committee 26th October 2016 – Garden Suburb Controlled Parking Zone (CPZ) – Proposed extension into Heathgate and South Square (Agenda Item 9)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8750&Ver=4>





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**BARNET**  
LONDON BOROUGH  
DESIGN TEAM

SCHEME:  
ERSKINE HILL & NORTH SQUARE  
PROPOSED GARDEN SUBURBS PARKING  
CONTROLLED PARKING ZONE EXTENSION

TITLE:  
CONSULTATION PLAN

Scales: A3 - Not to Scale Date: OCT 18  
Initiated: SD Drawn: SD Checked: AO / GWA

DRAWING NO:  
SCR 247-CP

Acad Ref.  
Layout:-

- Key**
- Proposed Restrictions**
- Proposed Resident Only Parking Bay  
Operational Monday to Friday 1 pm - 2 pm
  - Disabled Permit Parking Bay 061  
Operational "At Any Time"
  - Proposed Double Yellow Line "At Any Time"  
Waiting Restrictions
  - Proposed Single Yellow Line Waiting Restrictions  
Operational Monday to Friday 1 pm to 2 pm
  - Proposed Parking Zone Entry / Exit - Sign Post / Plate
  - Proposed "Permit Holders Past This Point" Signs
  - Proposed "Permit Holders Past This Point" Boundary (PTP) \*\*

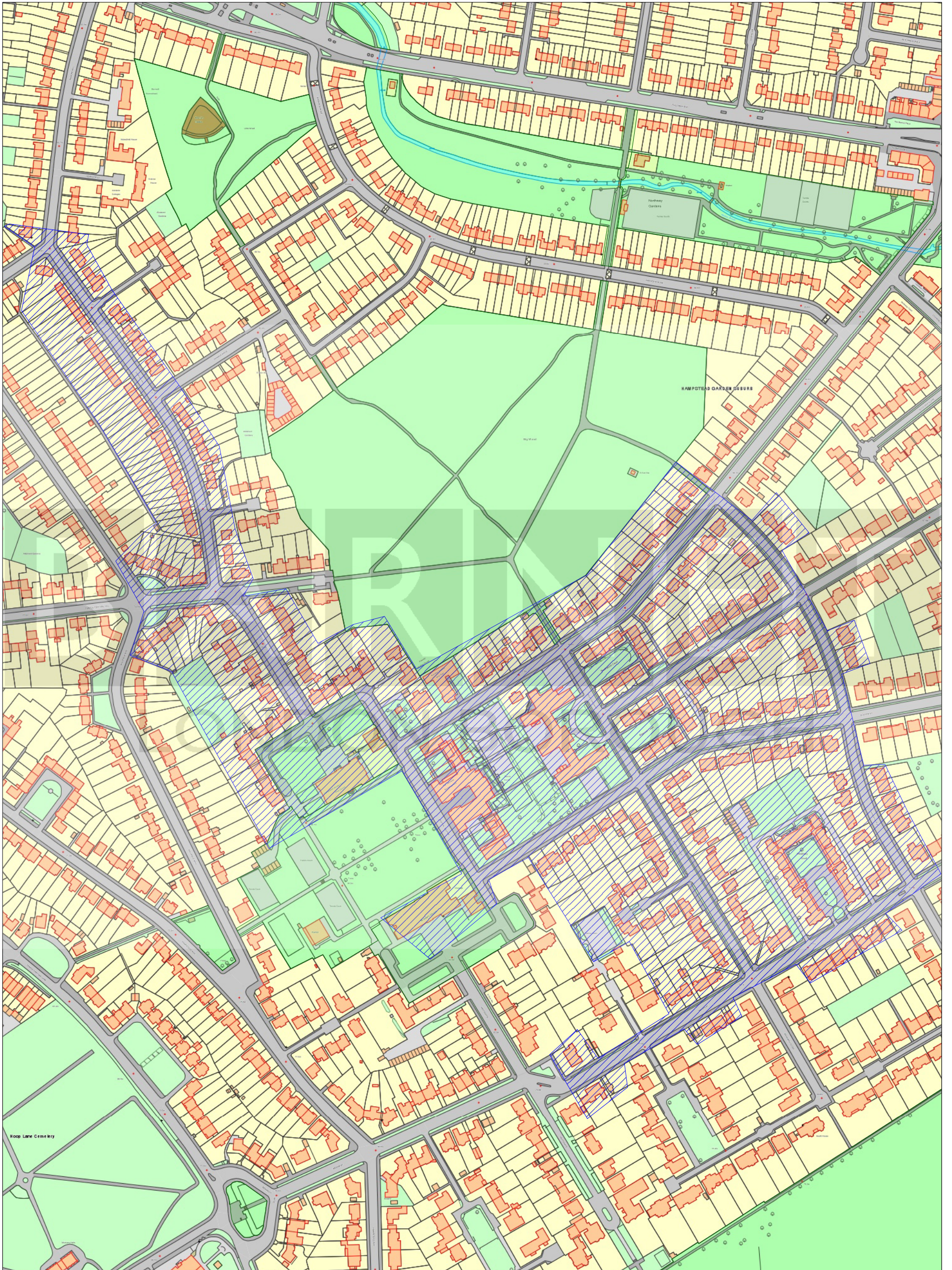
- Existing Restrictions**
- Existing Double Yellow Line "At Any Time"  
Waiting Restrictions
  - Existing Single Yellow Line Waiting Restrictions  
Operational Monday to Friday 1 pm to 2 pm
  - Existing Parking Zone Entry / Exit - Sign Post / Plate
  - Crossovers / Dropped Kerbs
  - Existing Resident Only Parking Bay  
Operational Monday to Friday 1 pm - 2 pm

(PTP) \*\* "Permit Holders Pass This Point" This type of parking area where single yellow lines, bay markings and individual bay parking signs would not be introduced. Alternatively they would have the appropriate signs at the entry and operate in exactly the same way as any other roads within the CPZ; any vehicle wishing to park on the public highway during the restricted hours will need to display a valid permit.



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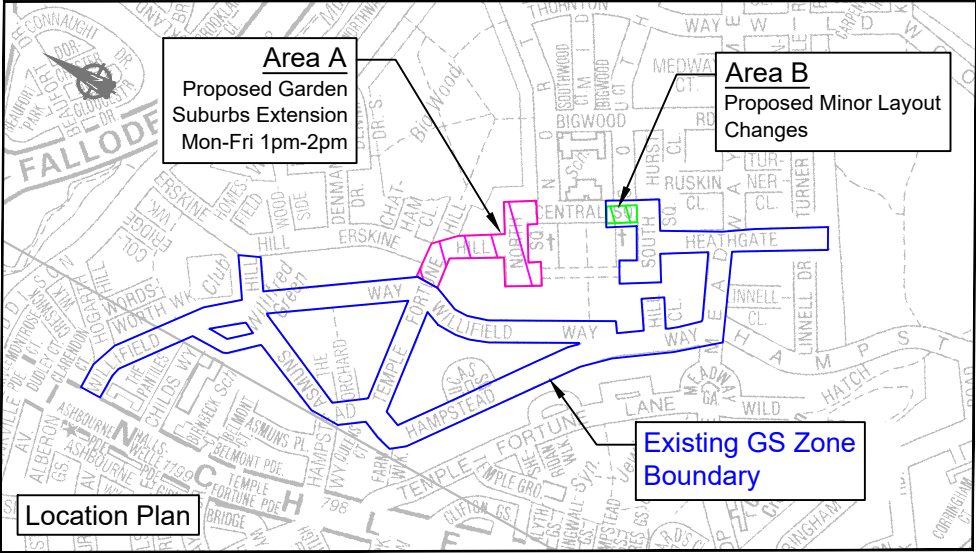
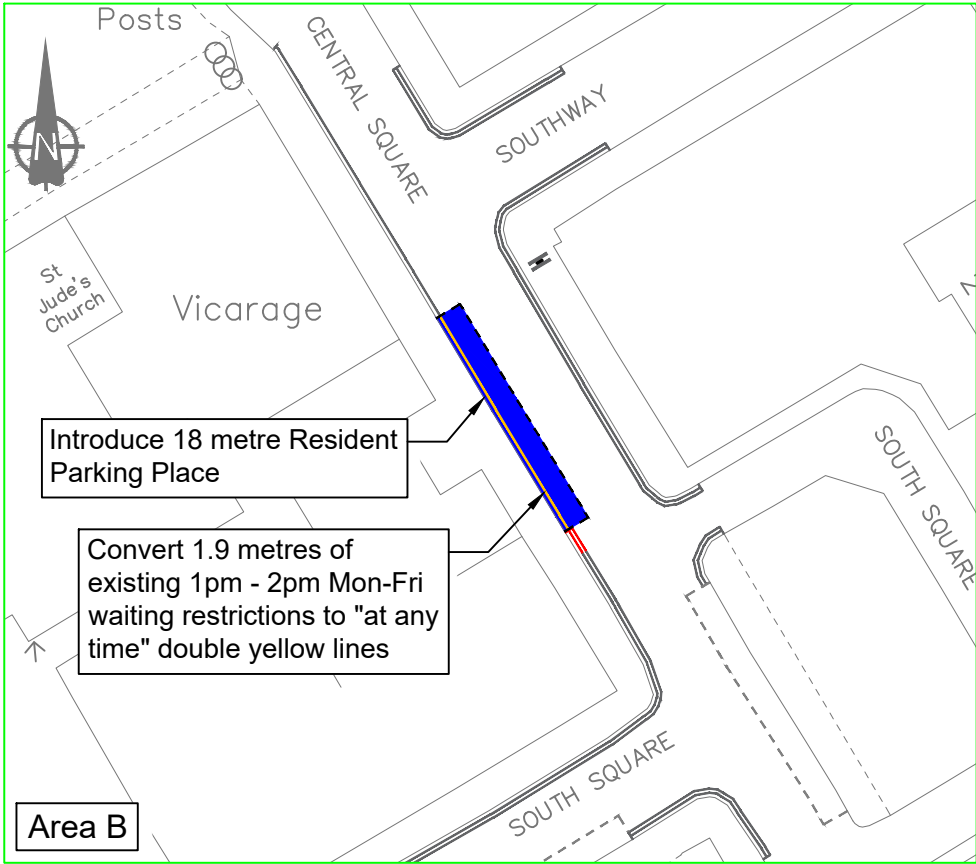
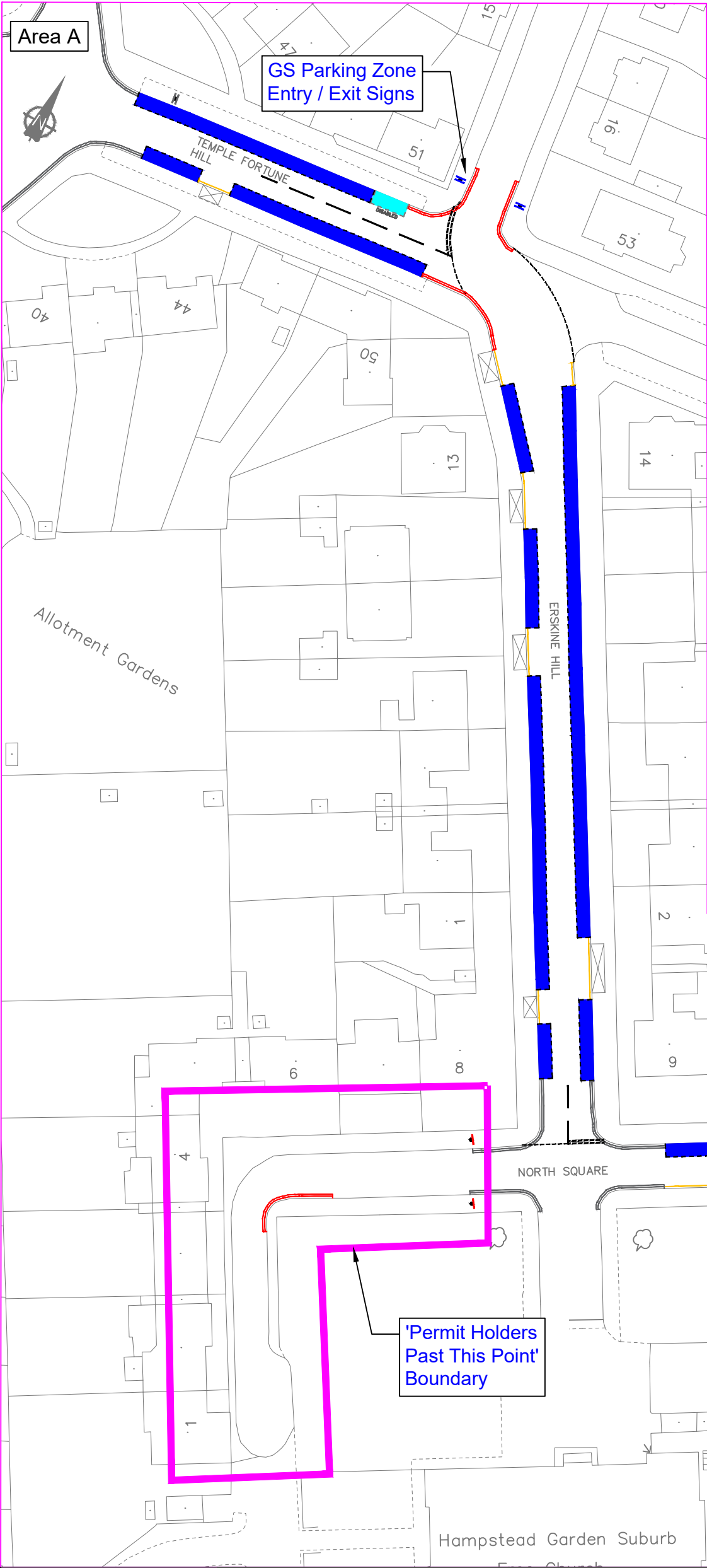






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**BARNET**  
LONDON BOROUGH  
DESIGN TEAM

SCHEME:  
ERSKINE HILL & NORTH SQUARE  
PROPOSED GARDEN SUBURBS PARKING  
CONTROLLED PARKING ZONE EXTENSION

TITLE:  
IMPLEMENTATION PLAN

Scales: A3 - Not to Scale Date: OCT 18  
Initiated: SD Drawn: SD Checked: AO / GWA

DRAWING NO:  
SCR 247- Implementation Plan

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Layout:-

**Key**

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- Proposed "Permit Holders Past This Point" Boundary (PTP) \*\*

**Existing Restrictions**

- Existing Double Yellow Line "At Any Time"  
Waiting Restrictions
- Existing Single Yellow Line Waiting Restrictions  
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- Existing Resident Only Parking Bay  
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	<div>AGENDA ITEM 15</div> <h2 style="text-align: center;">Finchley and Golders Green Area Committee</h2> <h3 style="text-align: center;">4 April 2019</h3>
<b>Title</b>	<b>East Finchley CPZ Area – Parking Consultation Results</b>
<b>Report of</b>	Strategic Director for Environment
<b>Wards</b>	East Finchley, Garden Suburb
<b>Status</b>	Public
<b>Urgent</b>	No
<b>Key</b>	No
<b>Enclosures</b>	Appendix A – Parking Consultation Area Plan
<b>Officer Contact Details</b>	Sahil Dalsania, Engineer <a href="mailto:sahil.dalsania@barnet.gov.uk">sahil.dalsania@barnet.gov.uk</a> tel: 020 8359 3555

## Summary

This report sets out the results of the informal consultation to review the existing East Finchley CPZ in respect of introducing a sub-zone. It seeks the Committee's approval to progress any proposals resulting from this consultation to a statutory consultation.

## Recommendations

1. That having considered the feedback to the informal consultation undertaken as set out in this report, the Finchley and Golders Green Area Committee gives instruction to the Executive Director, Environment to design, and carry out a statutory consultation on proposals to remove the roads shown in Appendix A from the East Finchley 'M' Controlled Parking Zone (CPZ) and re-designate those roads in a new CPZ permit code.
2. That the Finchley and Golders Green Area Committee gives instruction to the Executive Director, Environment to include the conversion of two parking places in Durham Road N2 to allow holders of the new CPZ permit code to park in.



3. That the Finchley and Golders Green Area Committee gives instruction to the Executive Director, Environment to investigate the potential to include additional parking spaces as part of the design referred to in 1. above.
4. That the Finchley and Golders Green Area Committee gives instruction to the Executive Director, Environment to report the outcome of the statutory consultation back to a future meeting of this Committee for a decision to be made on whether the proposals should be implemented or not, and if so, with or without modification.
5. That the Finchley and Golders Green Area Committee agree to allocate the funding in the sum of £7,000 for the recommended actions outlined in 1, 2, 3 and 4 above from the 2019/20 CIL Area Committee budget

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

- 1.1 This report provides the Finchley and Golders Green Area Committee with the outcome of the informal consultation carried out in November/December 2018 and asks the Committee to consider the recommendations made as a result of the feedback obtained through the consultation and seeks a decision from the Committee on how to proceed.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 In November 2017 a report focussing on the potential to progress a “sub zone” within the East Finchley Controlled Parking Zone (CPZ) was considered by the Finchley and Golders Green Area Committee. After considering the report, the Committee authorised the Strategic Director for Environment to instruct Officers to carry out an informal consultation in respect of a sub-zone within some of the streets of the East Finchley CPZ – namely The Causeway, Cedar Drive and Edmunds Walk. It was also agreed by the Committee for Officers to report back the findings to a future meeting for a decision to be made on the way forward.
- 2.2 In February 2018, the Finchley and Golders Green Area Committee also considered matters referred from the Finchley and Golders Green Residents Forum which included a petition submitted from residents living in the East Finchley CPZ which requested *that the two parts of the East Finchley CPZ be split, and that the streets in the all-day part of the zone be allocated a different code letter to the current “M”. This would restrict parking in the all-day zone to only residents within this zone.*
- 2.3 Following consideration of the petition it was unanimously agreed that officers should carry out a consultation to the streets within the new zone boundary as shown on the plan in Appendix A on whether the local population would be in favour of being in a separate CPZ from the ‘M’ CPZ and for completion asking again about the preferred hours and days of operation of CPZ. It was acknowledged in making the decision that the consultation referred to would incorporate the roads subject to the November 2017 decision summarised in paragraph 2.1 above.



- 2.4 Accordingly, an informal parking consultation was carried out between 26 November 2018 and 19 December 2018 with residents and businesses in the area as shown in Appendix A. Approximately 1061 consultation packs were hand delivered to all properties within the new zone boundary as shown on the plan in Appendix A.
- 2.5 All recipients were asked to complete an online 'Survey Monkey' questionnaire. A web page was also set up on the Council's Engage Portal containing details of the informal consultations and link to the online questionnaire. Paper copies of the questionnaire were also made available on request for residents or businesses if they were having difficulties or were unwilling to complete the questionnaire online.
- 2.6 Recipients were asked a range of questions which included whether or not they wanted their road to be removed from the existing East Finchley 'M' CPZ and re-introduced as a separate CPZ, and if yes, were given an opportunity to suggest preferred days and/or hours.
- 2.7 Recipients also had the ability to add further comments and were also asked at the end if they felt that the questionnaire had met the criteria and enabled them to get their views across.

#### Consultation Results

- 2.8 Allowing for the removal of multiple responses from individual households/properties, incomplete responses, where respondents did not answer all of the necessary questions and responses, a total of 316 responses were received, a response rate of 31%. Overall this would be considered a slightly above average response rate.
- 2.9 A summary on the amount of responses received back and response rates on a road by road basis are shown in Table 1 overleaf. A plan showing the boundary of those residents consulted can be seen in Appendix A. It should be noted that strong response rates were received from Baronsmere Road (58%), Cherry Tree Road (54%), Edmunds Walk (90%), Fairlawn Avenue (64%), Ingram Road (80%), Park Hall Road (42%), Summerlee Avenue (47%) and Summerlee Gardens (79%). It should also be noted that the streets with the lowest response rates were, Deansway (12%), Diploma Avenue (2%), Fortis Green (10%), Great North Road (8%), High Road (6%) and the Bishops Avenue (11%).



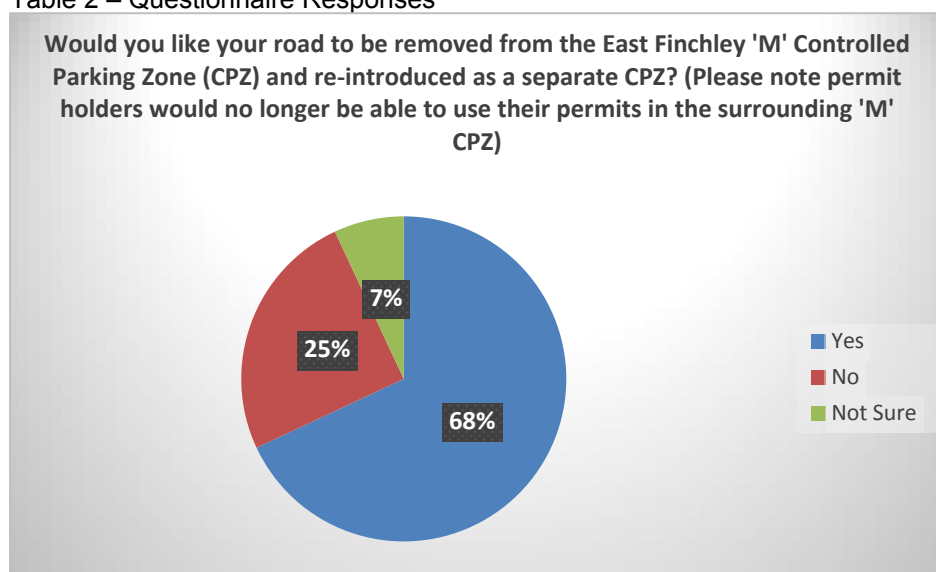
Table 1 Questionnaire Responses

Road Name	No. of Properties	No. of Responses	Response Rate %
Bancroft Avenue	16	4	25%
Baronsmere Road	66	38	58%
Cedar Drive	36	7	19%
Cherry Tree Road	37	20	54%
Deansway	17	2	12%
Diploma Avenue	92	2	2%
Edmunds Walk	39	35	90%
Fairlawn Avenue	33	21	64%
Fortis Green	191	20	10%
Great North Road	53	4	8%
High Road	100	6	6%
Ingram Road	40	32	80%
Park Hall Road	118	50	42%
Summerlee Avenue	87	41	47%
Summerlee Gardens	33	26	79%
The Bishops Avenue	27	3	11%
The Causeway	28	5	18%

- 2.10 The online 'Survey Monkey' questionnaire asked a range of questions to gauge feedback from the local community in relation to a possible proposal to re-introduce a separate CPZ within the 'M' CPZ boundary that would separate proposed streets to an entirely sperate parking zone.
- 2.11 The first question asked about the proposals was would you like your road to be removed from the East Finchley 'M' CPZ and re-introduced as a separate CPZ? It was also noted within the question that permit holders would no longer be able to use their permits in the surrounding 'M' CPZ.
- 2.12 A summary on the responses received are shown in the pie chart in Table 2. Out of the 316 online questionnaire responses, a total of 215 (68%) respondents answered 'yes', 79 (25%) respondents answered 'no' and 9 (7%) respondents answered as 'not sure / don't know'.



Table 2 – Questionnaire Responses



- 2.13 A more detailed breakdown of the responses and response rates on a street by street basis is shown in Table 3. It should be noted that in response to this question, strong support for their street in favour of a separate CPZ was received from, Baronsmere Road (92%), Fairlawn Avenue (81%), Ingram Road (100%), Park Hall Road (80%) and Summerlee Avenue (76%).
- 2.14 Support was also received from Cherry Tree Road (55%), Edmunds Walk (66%), Great North Road (60%) and Summerlee Gardens (50%). Streets that were undecided and who answered in the majority as 'not sure' include Bancroft Avenue (50%) Cedar Road (42%). The Causeway was split between 40% each in relation to a 'yes' and 'no' and 10% who were 'not sure', Diploma Avenue had a 50% 'yes' and 50% 'no' response.
- 2.15 Streets that opposed the proposals by answering 'no' were received from Deansway (100%), Fortis Green (60%), High Road (68%) and The Bishops Avenue (67%). It should be noted that these streets had the lowest response rates.

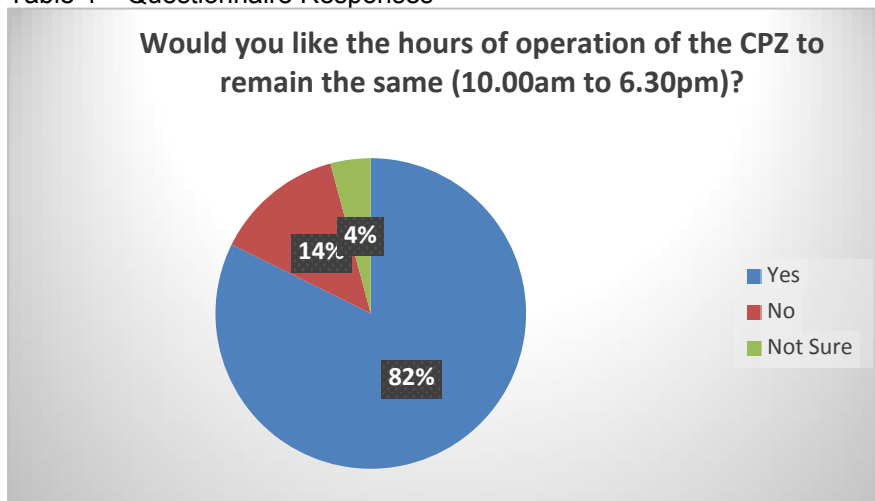


Table 3 – Questionnaire responses

Road Name	Would you like your road to be removed from the East Finchley 'M' Controlled Parking Zone (CPZ) and re-introduced as a separate CPZ?					
	Yes		No		Don't Know	
Bancroft Avenue	1	25%	1	25%	2	50%
Baronsmere Road	35	92%	3	8%	0	
Cedar Drive	2	29%	2	29%	3	42%
Cherry Tree Road	11	55%	9	45%	0	
Deansway	0		2	100%	0	
Diploma Avenue	1	50%	1	50%	0	
Edmunds Walk	23	66%	12	34%	0	
Fairlawn Avenue	17	81%	1	5%	3	14%
Fortis Green	3	15%	12	60%	5	25%
Great North Road	3	60%	2	40%	0	
High Road	1	16%	4	68%	1	16%
Ingram Road	32	100%	0		0	
Park Hall Road	40	80%	9	18%	1	2%
Summerlee Avenue	31	76%	8	19%	2	5%
Summerlee Gardens	13	50%	10	38%	3	12%
The Bishops Avenue	0		2	67%	1	33%
The Causeway	2	40%	2	40%	1	20%

- 2.16 Respondents who answered yes to the initial question mentioned in 2.8 above, had the opportunity to answer 'if they would like the hours of operation of the CPZ to remain the same (10am to 6.30pm)? A summary of the responses is shown in the pie chart in Table 4.

Table 4 – Questionnaire Responses



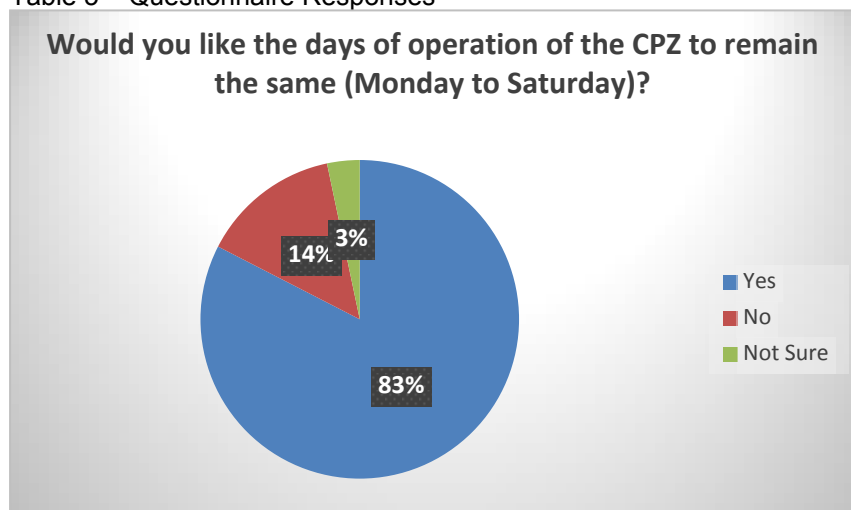
- 2.17 A total of 216 respondents answered this question. It should be noted that 177 respondents answered 'yes', 29 respondents answered 'no' and 9 answered 'not sure'.
- 2.18 The respondents that answered 'no' or 'not sure' had the opportunity to leave a suggestion on what operational hours they think would be appropriate. Out of



the 38 respondents, 29 respondents left comments. 20 of these comments suggested that the operational hours should be made shorter than the existing all day 'M' zone. 9 suggested that they were drastically increased.

- 2.19 The next question asked if the respondent 'would like the days of operation of the CPZ to remain the same (Monday to Saturday)?' A summary of the responses is shown in the pie chart in Table 5.

Table 5 – Questionnaire Responses



- 2.20 A total of 212 respondents answered this question, it should be noted that 175 respondents answered 'yes', 30 respondents answered 'no' and 7 respondents answered, 'not sure'.
- 2.21 The respondents that answered 'no' or 'not sure' had the opportunity to leave a suggestion on what days of parking controls they think would be appropriate. Out of the 37 respondents that left suggestions 32 left comments on days they would prefer. 28 of these comments suggested that Monday to Friday would work best for them, within this, 2 comments were made stating that Saturdays should have a 1 to 2-hour restriction on parking. 4 respondents stated that controls should be applied throughout the week.
- 2.22 To gauge how effective the respondents felt that this exercise was, 291 responses in total were received when asked 'Do you think that the questionnaire has met the criteria mentioned above and enabled you to get your views across? 18 (6%) respondents said 'no', 273 (94%) respondents answered 'yes'.
- 2.23 Respondents that answered 'no' to the initial question mentioned above , had the ability to leave comments to explain why they did not want this to go ahead.
- 2.24 Out of the 25% 79 respondents that did not agree with the proposals, the theme of objections is stated in the below bullet points:

#### Summary of Responses –

- Residents prefer to remain in the 'M' CPZ so that the High Road and local shops are more accessible



- Overflow parking in roads that are within the 'M' CPZ – residents feel they would lose the right to park on other street within the 'M' CPZ.
- Request to extend the hours and days of control for the entire 'M' CPZ instead of introducing the sub-zone
- Concerns that the proposed zone is too small in terms of vehicle spaces vs residential properties
- Request to include more streets within the subzone
- Elderly residents in objection to proposals due to the inability to walk hills etc and prefer to drive and visit residents/local amenities within the 'M' zone.

2.25 A summary on a street by street basis for the roads that voted no to the proposed sub-zone, and a summary of some of the common comments of opposition are mentioned below:

#### EDMUNDS WALK

- Insufficient amount of parking bays to accommodate the number of vehicles and residents of Edmunds Walk, therefore parking is sometime sought in streets outside of the proposed sub-zone ie Brim Hill / Vivian Way.

#### CHERRY TREE ROAD

- Comments was received requesting that the High Road is included within the sub-zone to allow residents to be able to drive to the local shops.
- Cherry Tree Road is not affected by commuter parking therefore residents do not wish to be penalised by not being able to park in the 'M' zone
- Requests for zone to be split either side of the High Road

#### HIGH ROAD

- Comments on the use of the current 'M' CPZ permit which allows parking within the 'M' CPZ and opposes the sub-zone proposal as this will prohibit the resident from parking outside of it.

#### THE BISHOPS AVENUE,

- A resident has stated that very few commuters park in Deansway and there are always plenty of resident parking spaces available at the bottom end of Deansway where it joins The Bishops Avenue, therefore losing the ability to park in the wider M zone is not wanted.

#### DEANSWAY

- Residents of Deansway have objected to the proposal as they do not wish to be separated from the M CPZ, a comment received states that they understand they would no longer be able to park around the High Street.

#### FORTIS GREEN

- A comment received asks that Fortis Green is either excluded from the sub-zone or to allow vehicles to park north of Fortis Green or allow residents in Fortis Green to use permits in both zones.



2.26 Other comments received highlighting other issues include the following:

INGRAM ROAD

- Residents of Ingram Road have raised issues in relation to two, one meter long yellow lines on either side of the Road outside Nos. 1 and 2 . Residents would like to see these yellow lines removed and the bays unified to maximise potential parking spaces.

FAIRLAWN AVENUE

- Fairlawn Avenue have raised issues in relation to Domino's Motorcycle parking whilst the residents appreciate that Motor cycle park for free in CPZ, Domino's business bikes occupy a lot of parking spaces in Fairlawn Avenue that attract antisocial behaviour. Resident would like to see some sort of facility made available to them on the High Road so that it will ease parking spaces for residents.

Officer comments and conclusions

- 2.27 Officers consider that a response rate of 31% is sufficient to draw reasonable conclusions based on the responses received.
- 2.28 The result of the consultation is that overall, the majority of respondents were in favour of removing their respective streets from the 'M' CPZ and them being re-introduced as a separate CPZ. Respondents from the majority of streets consulted were in favour of the change, with only Fortis Green, High Road and The Bishops Avenue respondents favouring retaining the current CPZ permit arrangement.
- 2.29 Furthermore, Cedar Drive, Diploma Avenue and The Causeway returned split responses between 'yes' and 'no' to any change in this respect.
- 2.30 Officers consider that there appears to be sufficient support across the area to remove the streets consulted from the 'M' CPZ and re-introduce them under a separate CPZ permit code.
- 2.31 It is considered that the above change should also include The Bishop's Avenue, Cedar Drive, Diploma Avenue and The Causeway as even though respondents from these streets were not in favour of the change, Officers believe that due to their location near East Finchley Underground Station, they may be subject to high levels of intra-CPZ commuting if they were to retain their 'M' CPZ permit status.
- 2.32 With regards to High Road and Fortis Green, although respondents from those particular roads were against changing their CPZ permit designation, it should be noted that there is no permit parking provision on those roads and permit holders residing or operating in those roads are already compelled to park in neighbouring streets.



- 2.33 In the case of Fortis Green, this road falls between the permit parking to the north which falls within the 'M' CPZ and those to the south which are subject to this consultation exercise.
- 2.34 Officers have checked permit data to establish what addresses permit holders reside at in the street and consider that most of those permit holders would seek to park in the roads to the south. Therefore, it is considered that Fortis Green addresses, for permit eligibility reasons, should be made eligible for the new CPZ permit.
- 2.35 To assist permit holders in Fortis Green however, it is considered that two permit parking places in Durham Road (in the 'M' CPZ) adjacent to Fortis Green properties should be amended to accommodate the new permit code, as well as 'M' resident and 'Q' business permit holders.
- 2.36 With regards to the days and hours of operation of the CPZ, Officers are satisfied that the consultation responses show a clear mandate for retention of the Monday to Saturday 10am to 6.30pm restrictions.
- 2.37 Accordingly, it is recommended that the design and a statutory consultation should take place on the removal of roads subject to the consultation and indicated on the drawing in Appendix A from the East Finchley 'M' CPZ and their re-designation as a new CPZ permit code. It is recommended that the current periods of restriction of Monday to Saturday 10am to 6.30pm should be retained.
- 2.38 Having noted the other comments received during the consultation, Officers consider that the majority cannot be satisfied, although these were considered to not be in sufficient number or content to consider alternative action.
- 2.39 However, it is considered that as part of the design process, Officers should review the parking layout in the area to establish whether any additional parking space can be established. This could include the removal of short lengths of yellow lines separating parking bays, as raised by Ingram Avenue residents.

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

- 3.1 The Council could consider not proposing to introduce the changes recommended in this report, However, there would be on-going parking issues in some of these roads which would continue, to the detriment of residents' ability to park near their homes. Therefore, it is considered that a do nothing option is not considered viable.

### **4. POST DECISION IMPLEMENTATION**



- 4.1 Officers would seek to carry out a statutory consultation on the agreed proposals with a view to implementing those proposals subject to the outcome of the consultation.
- 4.2 Subject to approval, 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 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, inclusive of the free flow of traffic.
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.
- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.
- 5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

- 5.2.1 The costs of designing a scheme and carrying out a statutory consultation in the East Finchley area is estimated to be in the region of £7,000. The costs will be a commitment against 2019/20Area Committee Delegated budget, offset by the £5,000 already allocated to carry out a consultation in the area.
- 5.2.2 The results of the consultation would be reported to a future meeting of this Committee who, subject to the outcome of this Committee, would be asked to determine the way forward and funding.

### **5.3 Social Value**

- 5.3.1 The benefits would include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for further problems to arise, would be detrimental to local residents.
- 5.3.2 The permit holder parking only bays will allow for a fair distribution of parking spaces for local residents by the removal of intra-CPZ commuter parking.



- 5.3.3 Increasing capacity for local residents' and their visitors will create a more pleasant environment with fewer motorists trying to find parking spaces, especially during busy periods and managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.

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

- 5.4.1 The Traffic Management Act 2004 places an obligation on Highways Authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements and take action as they consider appropriate in performing their duty.
- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.
- 5.4.3 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.
- 5.4.4 The Council's powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2)) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 5.4.5 The Council's Constitution Article 7, Area Committee Terms of Reference, Part 1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within 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 additional measures would improve safety and improve parking facilities in the area to the benefit of all motorists.
- 5.5.2 It is considered the issues involved proposing or introducing new parking restrictions has resulted in some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads.
- 5.5.3 In response to this, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation involving our proposals.

#### **5.6 Equalities and Diversity**

- 5.6.1 Public sector equality duty (PEQD) under Section 149(1) of the Equalities Act



2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

- 5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

## **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 28 of the Finchley and Golders Green Area Committee of 15 February 2018 – Matters referred from the Finchely and Golders Green Residents Forum (if any)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9274&Ver=4>
- 6.1.2 Item 9 of the Finchley and Golders Green Area Committee of 14 November 2017 – East Finchley CPZ  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9275&Ver=4>
- 6.1.3 Item 14 of the Finchley and Golders Green Area Committee meeting of 16 February 2017 - East Finchley CPZ review of the hours of operation in roads in the vicinity of Cherry Tree Wood, N2  
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9126&Ver=4>
- 6.1.4 Item 11 of the Finchley and Golders Green Area Committee meeting of 6 July 2016 – East Finchley CPZ review of the hours of operation in roads in the vicinity of Cherry Tree Wood N2  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8749&Ver=4>
- 6.1.5 Item 11 of the Finchley and Golders Green Area Committee meeting of 21 October 2015 – An update on the review of Area Committee Actions (2015-2016)  
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8265&Ver=4>



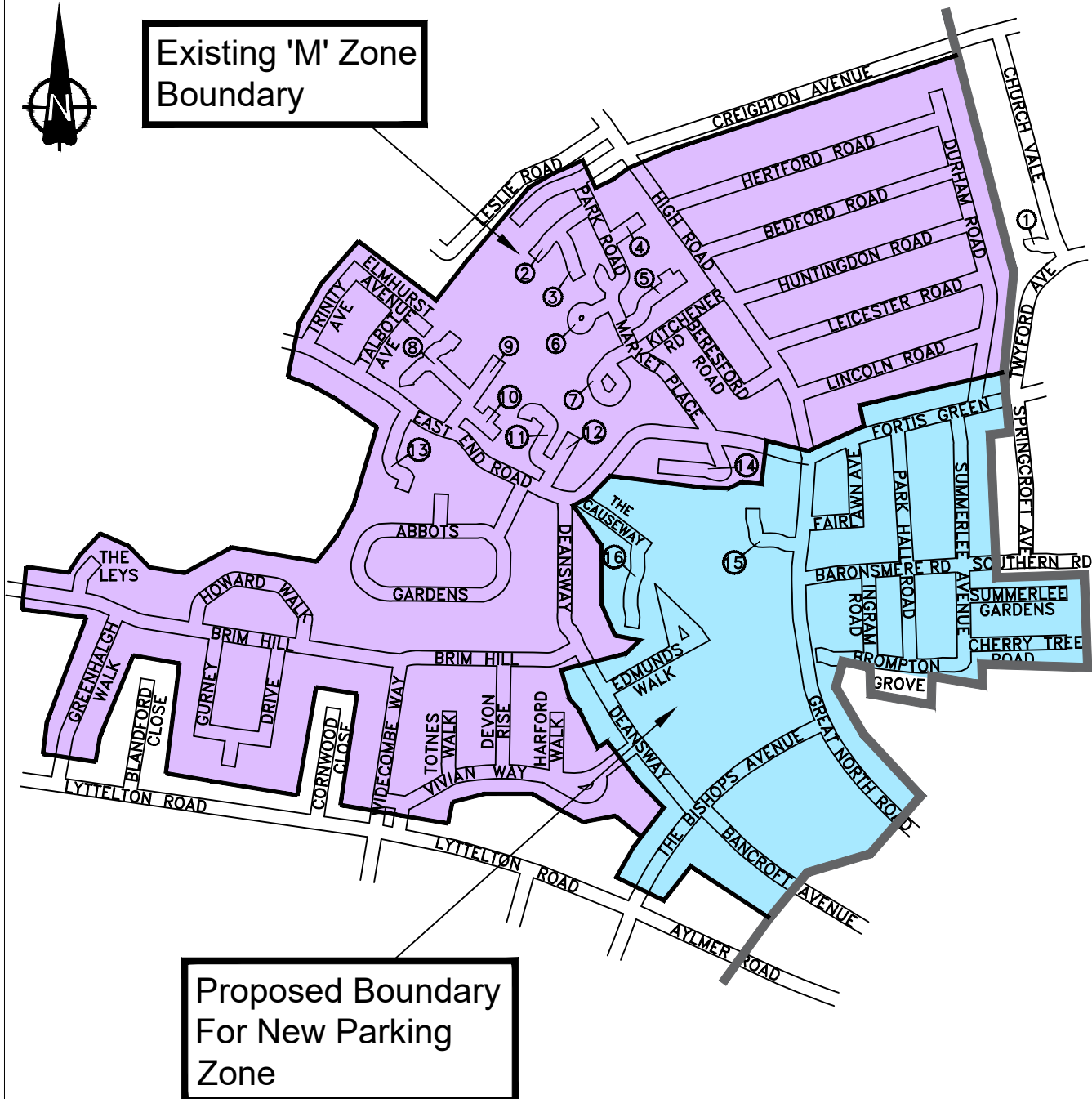
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# EAST FINCHLEY CONTROLLED PARKING ZONE PROPOSED BOUNDARIES



Existing 'M' Zone  
Boundary



Proposed Boundary  
For New Parking  
Zone

## Road Index:-

- |                      |                      |
|----------------------|----------------------|
| 1. Vale Court        | 9. Stanley Road      |
| 2. Oakridge Drive    | 10. Ashburnham Close |
| 3. New Ash Close     | 11. Oakview Gardens  |
| 4. Norfolk Close     | 12. Prospect Place   |
| 5. Chapel Court      | 13. Cromwell Close   |
| 6. Eagans Close      | 14. Deanery Close    |
| 7. Prospect Ring     | 15. Diploma Avenue   |
| 8. Homefield Gardens | 16. Cedar Drive      |

## KEY:-

- Existing 'M' Zone - One Hour Restriction  
Mon - Fri - 2pm - 3pm
- Proposed New Controlled Parking  
Zone Boundary
- Borough Boundary



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