

MEETING

ENVIRONMENT COMMITTEE

DATE AND TIME

THURSDAY 11TH MARCH, 2021

AT 6.00 PM

VENUE

VIRTUAL MEETING LINK TO MEETING - <https://bit.ly/2NO7N7d>

TO: MEMBERS OF ENVIRONMENT COMMITTEE (Quorum 3)

Chairman: Dean Cohen

Vice Chairman: Peter Zinkin

Councillors

Elliot Simberg

Geof Cooke

Laurie Williams

Alison Cornelius

Felix Byers

Jo Cooper

Laithe Jajeh

Alan Schneiderman

Substitute Members

Sarah Wardle

Nagus Narenthira

Nizza Fluss

Roberto Weeden-Sanz

Kath McGuirk

Tim Roberts

In line with the Constitution's Public Participation and Engagement Rules, requests to submit public questions must be submitted on Monday 08 March 2021 by 10AM. Requests must be submitted to Paul Frost.

You are requested to attend the above meeting for which an agenda is attached.

Andrew Charlwood – Head of Governance

Governance Services contact: Paul Frost 020 8359 2205 paul.frost@barnet.gov.uk

Media Relations Contact: Tristan Garrick 020 8359 2454

ASSURANCE GROUP

ORDER OF BUSINESS

Item No	Title of Report	Pages
1.	Minutes of the previous meeting	5 - 10
2.	Absence of Members	-
3.	Declarations of Members' Disclosable Pecuniary Interests and Non-Pecuniary Interests	-
4.	Report of the Monitoring Officer (if any)	-
5.	Public Questions and Comments (if any)	-
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Decisions of the Environment Committee

18 January 2021

Members Present:-

AGENDA ITEM 1

Councillor Dean Cohen (Chairman)
Councillor Peter Zinkin (Vice-Chairman)

Councillor Alison Cornelius	Councillor Alan Schneiderman
Councillor Felix Byers	Councillor Geof Cooke
Councillor Elliot Simberg	Councillor Jo Cooper
Councillor Laithe Jajeh	Councillor Laurie Williams

1. MINUTES OF THE PREVIOUS MEETING

Resolved: That the minutes of the meeting that took place on 25 November 2020, be approved.

2. ABSENCE OF MEMBERS

None.

3. DECLARATIONS OF MEMBERS' DISCLOSABLE PECUNIARY INTERESTS AND NON-PECUNIARY INTERESTS

The Chairman, Councillor Dean Cohen declared a personal non pecuniary interest in regards to item 9. He noted that a the road where he lives is listed within the appendix to the report, therefore he withdrew from the meeting and did not take part in the consideration or voting process. As a result the Vice Chairman Councillor Peter Zinkin Chaired the item.

4. MEMBERS' ITEMS

None.

5. PUBLIC QUESTIONS AND COMMENTS (IF ANY)

NONE.

6. MEMBERS' ITEMS

None.

7. CONTROLLED PARKING ZONES PROGRAMME

The report was introduced by the Head of Parking. He provided a full outline of the report and noted the contents in appendix A and B. The Head of Parking requested that the Committee give consideration to the report, the recommendations and encouraged questions.

Members of the Committee had the opportunity to consider the report and raise questions.

Prior to the decision making process Councillor Alan Schneiderman requested to add an additional recommendation. He requested to add – that a single Borough wide CPZ will not be imposed on residents and that the needs local residents, businesses and road safety must remain paramount rather than financial considerations’ this was seconded by Councillor Cooke.

The Chairman requested that this be voted on with the report’s recommendations.

Having considered the report the Committee unanimously:

Resolved:

1. That the Environment Committee approved the policy principles outlined within this paper and at Appendix A, with regard to the implementation of controlled parking zone schemes
2. That the Environment Committee approved the development of a three-year programme to create new and review existing controlled parking zone schemes by the Executive Director, Environment in consultation with the Chairman of the Environment Committee, Area Committee Chairs, and ward members. The first year of the programme is anticipated to be financial year 2021/22.
3. That the Environment Committee agreed to receive an annual update on the programme.
4. That the Environment Committee agreed that a single Borough wide CPZ will not be imposed on residents and that the needs local residents, businesses and road safety must remain paramount rather than financial considerations’

8. FLY TIPPING

The report was introduced by the Street Scene Director, Mr Craig Miller. He provided a full outline of the report and requested that the Committee give consideration to the report and the recommendations.

Members of the Committee had the opportunity to consider the report and raise questions.

The Chairman requested that this be voted only along with the report’s recommendations.

Having considered the report the Committee unanimously:

Resolved:

1. That the Environment Committee noted the contents of the report.
2. That the Environment Committee endorsed the implementation of fly tipping working group action plan as set out at Appendix One.

3. That the Environment Committee requested that the Executive Director for Environment reports back in six months with an update on progress of the implementation of the action plan.

9. HIGHWAY NETWORK RECOVERY PROGRAMME 2021/22

Before the consideration of the Item the Chairman reminded the Committee that he had made a declaration earlier in the meeting. He therefore withdrew from the meeting. Vice-Chairman Councillor Peter Zinkin took the Chair and invite the Executive Director for Environment to introduce the report. The Executive Director for Environment provided a full outline of the report and he gave his recommendations as reported.

The Chairman note that Appendix A had been updated and therefore republished and circulated to Members. He requested that Members on the Committee contact the Executive Director for Environment in there were any misdescriptions or matters relating to the appendix.

Members of the Committee had the opportunity to consider the report and raise questions.

The Chairman requested that this be voted only along with the reports recommendations.

Having considered the report the Committee unanimously:

Resolved:

1. That the Committee approved the capital expenditure of £6.738 million for the delivery of the 2021/22 Highway Network Recovery Plan (NRP) Work Programme consisting of carriageway and footway renewal works as listed in Appendix A of this report, carriageway patching and associated works.

2. That the Committee approved, subject to full Council agreeing the final 2021/22 capital programme and Policy and Resources Committee agreeing the £738,000 addition to the programme, the capital expenditure of £6.738 million for the delivery of the 2021/22 Network Recovery Plan Work Programme consisting of carriageway and footway renewal works as listed in Appendix A of this report, carriageway patching and associated works.

3. That the Committee agreed the proposed investment proportions detailed in paragraph 5.2.3 of this report.

4. That the Executive Director, Environment is authorised to alter the programme of carriageway and footway renewal works. 5. That subject to the overall costs being contained within agreed budgets, the Executive Director, Environment is authorised to instruct Re to implement the schemes proposed in Appendix A by placing orders with the Council's term maintenance contractors or specialist contractors appointed in accordance with the public procurement rules and the Council's Contract Procedure Rules.

N.B it be noted that the voting process did not include Councillor Dean Cohen.

10. REFERRAL FROM FPC COMMITTEE TO ENVIRONMENT COMMITTEE

The Executive Director for Environment introduced the report. In doing so he requested the Committee's instructions. He noted that he was grateful for the referral from the Finance, Contract and Performance Committee as he confirmed that information as tabled should not have been reported in this way.

The Chairman noted that the report displayed an error in the recommendation and stated the correct reference was 2.28.

Having considered the report the Committee unanimously:

Resolved:

1. That the Environment Committee noted the report.
2. That the Environment Committee reviewed the information as set out in the report
3. That the Environment Committee requested that the Executive Director for Environment consider the information and review how it can be reported in the future.

11. COMMITTEE FORWARD WORK PROGRAMME

Councillor Alan Schneiderman requested to know the progress on sustainability and green recovery report. The Executive Director for Environment stated that this can be report to the next meeting.

Resolved

- That a report on sustainability and green recovery be reported to the next meeting
- That the work programme be noted.

12. PROCUREMENT OF HIGHWAYS TERM MAINTENANCE CONTRACTOR

The Strategic Service Director introduced the report. He provided a full outline of the report and requested that the Committee give consideration to the report and the recommendations. He noted the exempt report contained exempt information relating to the evaluation information.

Prior to moving into a part 2 session the Chairman requested that the item be voted on.

Having considered the report the Committee unanimously:

Resolved:

1. That the Environment Committee notes the progress with the settlement discussions in relation to the extension of the current contract, aligned with the recommendations approved at the 30 June 2020 Environment Committee.
2. That the Environment Committee notes that TfL have awarded the London Highway Maintenance and Projects Framework (HMPF) for the North Area and the potential alternative option this provides in relation to the provision of Highways Term Maintenance Contract services.
3. That the Environment Committee delegates authority to the Executive Director for Environment following consultation with the Chairman of the Environment Committee to issue a letter of intent to the successful provider in the case that the Authority is unable to conclude the signing of the contract by 1 April 2021.

N.B. recommendations 1-3 as originally shown in the main report.

4. That the Environment Committee are requested to note, consider, and resolve the recommendations as set out in the main report entitled Procurement of Highways Term Maintenance Contractor.

5. That the Environment Committee notes the outcome of the evaluation and agrees to authorise the award of a contract for the replacement Highways Term Maintenance Contract through the TfL HMPF Framework with the TfL North Area contractor subject to completion of the Call Off Contract arrangements as defined in the TfL HMPF Framework contract documentation.

6. That the Environment Committee authorises officers to notify the TfL HMPF Framework North Area Contractor, Tarmac Kier, of the council's intention to call off the contract under the TfL HMPF Framework Agreement.

7. That the Environment Committee delegates authority to the Executive Director for Environment to settle the final contractual terms with the TfL HMPF Framework North Area Contractor, Tarmac Kier to enable an effective go live date of 1 April 2021.

N.B recommendations 4-7 as shown in the supplement to the report.

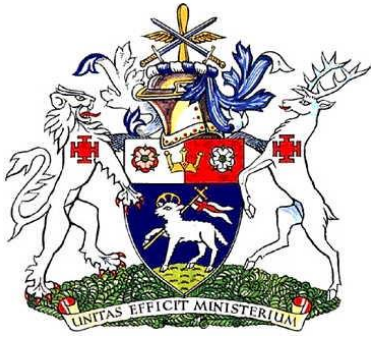
8. That the Environment Committee noted the exempt information.

13. ANY OTHER ITEMS THAT THE CHAIRMAN DECIDES ARE URGENT

None.

The meeting finished at 19:47

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Environment Committee

11 March 2021

Title	<p>Member's Items</p> <p>Councillor Alan Schneiderman – Protect the Welsh Harp</p> <p>Geoff Cooke – Suspension of Enforcement in Controlled Parking Zones</p>
Report of	Head of Governance
Wards	All Wards
Status	Public
Urgent	No
Key	No
Enclosures	None
Officer Contact Details	Paul Frost, 020 8359 2205, paul.frost@barnet.gov.uk

Summary

Members Items have been received for the Environment Committee. The Committee are requested to consider the items and provide instructions.

Officers Recommendation

That the Environment Committee's instructions in relation to these Member's Items are requested.

1. WHY THIS REPORT IS NEEDED

- 1.1 Members of the Committee have requested that the items tabled below are submitted to the Environment Committee for considering and determination. The Environment Committee are requested to provide instructions to Officers of the Council as recommended.

Alan Schneiderman	Protect the Welsh Harp The Welsh Harp is a Site of Special Scientific Interest but is under threat from neglect and enviro-crime. I ask that the Committee considers developing a robust plan for the protection of the Welsh Harp in partnership with Brent Council, the Environment Agency and the Canal & River Trust. This should include a regular clean up, enforcement and maintenance programme and work to protect the Harp's ecology and biodiversity. Barnet's part of the plan should be developed using the circa £200k s106 funding the Council has obtained for biodiversity. The Plan should set-out robust enforcement against fly-tipping, littering and other enviro-crime, a review of what litter bins, re-cycling and waste facilities are needed, a bio-diversity plan, regular community clean-ups harnessing local community capacity and a communications strategy to engage local people. If agreed, a report should come back to Committee setting out options for this Plan and a sustainable future for the Welsh Harp, with regular scheduled reports back on progress throughout the year.
Geoff Cooke	Suspension of Enforcement in Controlled Parking Zones In practice, the service that residents buy when they purchase resident parking permits is the exclusion of ineligible motorists from parking space near their homes. Earlier in the pandemic that service was withdrawn by the Council by allowing anyone to park in a CPZ but no recompense was made available to permit holders either by an extension of permit validity or by a refund. This was unjust, different to the approach taken by other London boroughs and different to the approach taken by Barnet when collection of green waste was suspended. A compensatory extension of validity of resident parking permits would be fair to residents and should be considered by the Environment committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 No recommendations have been made. The Committee are therefore requested to give consideration and provide instruction.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 N/A

4. POST DECISION IMPLEMENTATION

- 4.1 Post decision implementation will depend on the decision taken by the Committee.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 As and when issues raised through a Member's Item are progressed, they 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 Legal and Constitutional References

- 5.3.1 A Member (including Members appointed as substitutes by Council) will be permitted to have one matter only (with no sub-items) on the agenda for a meeting of a committee or Sub-Committee on which s/he serves. The matter must be relevant to the terms of reference of the committee.

- 5.3.2 The referral of a motion from Full Council to a committee will not count as a Member's Item for the purposes of this rule.

5.4 Risk Management

- 5.4.1 None in the context of this report.

5.5 Equalities and Diversity

- 5.5.1 Members' Items allow Members of a Committee to bring a wide range of issues to the attention of a Committee in accordance with the Council's Constitution. All of these issues must be considered for their equalities and diversity implications.

5.6 Consultation and Engagement

- 5.6.1 None in the context of this report.

6. BACKGROUND PAPERS

6.1 None.

Environment Committee AGENDA ITEM 7

11 March 2021



Title	Highways Tree Root Policy
Report of	Chairman of the Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Tree Root Policy Process Flow
Officer Contact Details	Geoff Mee, Executive Director, Environment Geoff.Mee@barnet.gov.uk

Summary

This report seeks the Committee's approval for a draft Highways Tree Root Policy to respond effectively to tree root damage to the footway asset through the delivery of a proportionate risk-based management approach.

The draft policy focuses on:

- a detailed and clear approach to responsive repair of damage to footways by tree roots and the materials options for this repair.
- seeking to ensure that adequate areas of permeable surface exist around trees as part of promoting the use of Sustainable Urban Drainage Systems (SUDS).
- ultimately where it is necessary to remove a tree due its condition, aligned to the Councils adopted Tree Policy.

The draft policy will be subject to consultation in line with the Councils procedures.

Officers' Recommendations

- 1. That the Committee approves the draft Highway Tree Root Policy as set out in this report, subject to consultation. This policy be delegated to the Executive Director for Environment for finalisation of any changes as a result of the consultation and implementation.**

1. WHY THIS REPORT IS NEEDED

- 1.1 Within the Public Highway, which is managed and maintained by the council at public expense, the Footway Asset provides a safe and 'green' means of travel for pedestrians, both residents and visitors to Barnet. In addition, footway safety and accessibility are critical to appraising and holistically planning and maintaining the whole highway network to enable all travel types as most trips begin, end or include access to some part of the footway network.
- 1.2 Further to the safe and sustainable travel mode provided by our footway assets, they also contribute significantly to the unique character, environment and feel of the places in Barnet where our residents and visitors live, work, and play and, therefore, the overall experience they enjoy.
- 1.3 Barnet has a significant and varied tree population planted within the constraints of the public highway, specifically on the footway network. The council is responsible for approximately 30,000 street trees and this population provides many benefits to residents.
- 1.4 Although trees bring many benefits, they also bring potential and locally significant problems, specifically footway heave resulting from root growth which can eventually break and significantly deform the footway surface if this is applied close to the base of trees. This can eventually cause accessibility issues and result in defects identified through the councils approved Highways Safety Inspection regime.
- 1.5 The location, age, and historic planting practices, including species selection, can have a detrimental impact on the structure of the footway asset at a significant number of street tree sites throughout the borough. The essential maintenance works that result have affected the continuity of the footway surfaces in many areas and this is reflected by the type and frequency of both highway safety and environmental 'place' issues which are raised as customer enquiries or complaints on a regular basis. As a result, footway maintenance, together with street tree root issues have, individually and together, become an increasingly scrutinised element of the Highways.
- 1.6 Specifically, trees on the footway asset may create hazards as they and their root systems mature therefore affecting the safety of pedestrians. Unfortunately, due to the nature of the urban environment, as tree roots grow, they can severely affect the level, construction and durability of the surface and lead to potential trip hazards both on the roots themselves and on the surface construction where defects are identified for remedial works.
- 1.7 Where the footway has historically been flag paved the displacement is invariably caused by roots reaching the upper surface of the footway construction. As a result, it is not

possible to simply relay the paving to line and level and it is essential to consider the following options, as part of a risk-based escalation process, at each site:

- Relay existing flag paving to line and level with minimal works to the immediate area
- Relay new flag paving to line and level with minimal works to the immediate area
- Relay asphalt to line and level with minimal works to the immediate area
- Reprofile the footway line and levels within existing limits
- Remove the tree and grind out the roots as a last resort (providing an appropriate replacement nearby)

1.8 The above works can all be emotive and require extensive, time consuming consultations with colleagues and partners, residents and Ward Members followed by expensive and potentially disruptive works on the footway network in order to resolve safety related issues on site. It is therefore proposed to introduce this cost effective, sustainable risk-based Highways Tree Root Policy to the management of tree root damage to footways across the Borough.

2. REASONS FOR RECOMMENDATIONS

2.1 The term 'street tree' refers to any tree situated adjacent to the carriageway of roads and footways. Street trees can negatively impact the footway network and roots can, and regularly do cause damage to traditional materials such as slabbed or block paving, block paving, asphalt and concrete kerbs.

2.2 After now extensive site trials' and subsequent programmes of work the council has progressed new methods of footway repair around trees using 'bound rubber crumb' which is designed to provide a firm finish for pedestrian traffic combined with permeability for air and water to penetrate to the roots. The material itself, often constructed using recycled rubber tyres, is in some cases similar to the surfaces often used in play areas which remain highly flexible.

2.3 This characteristic allows tree root growth and movement without the resultant deformation of the footway typically seen with slabbed or blocked paving or when asphalt has been laid close to the base of a tree. This reduces the potential for trip hazards requiring additional ad-hoc highway inspections and repeated repairs.

2.4 Bound 'rubber crumb' has the additional benefit of acting as a Sustainable Underground Drainage System (SUDS), effectively receiving excess runoff from the footway and hardstanding into nearby tree pits and away from the traditional highway drainage systems which may surcharge during severe weather events. It does need to be noted that bound 'rubber crumb' is an expensive material as a result officers are exploring substitute materials with the Councils new Term Maintenance Contractor.

2.5 Trees also help to improve air quality by absorbing and dispersing Carbon Dioxide (CO²), Nitrogen Dioxide (NO²) and other harmful pollution from the atmosphere as well as benefitting people's overall health and wellbeing. In addition, trees help moderate temperature extremes and assist with the issue of urban flooding. As a result, it is now widely acknowledged that trees are a highly valuable asset and the only highway asset to appreciate in environmental and financial value as they mature.



Positive benefits of street trees to the environment

3. RECOMMENDED OPTION

3.1 This proposed Highways Tree Root Policy focuses in on the delivery of a cost-effective risk-based management approach using the following criteria:

- Prioritising work on areas of the highway which may be unsafe or may potentially become a hazard to residents and infrastructure; for example, in areas where footway heave has occurred, and tree roots are prominent, note that this approach will reduce costs and allow savings to be made over time.
- Driving an Engineering Approach to repair options, unless unachievable the default position is a 'Like for Like' material selection as the i.e., replacement in keeping with the surrounding material such as paving, block or asphalt, or as an alternative utilisation of 'Rubber Crumb' in either black or grey dependent upon the

location. Or such other material as is agreed with the term maintenance contractor.

- Maintaining the safety, integrity, continuity, and aesthetics of the footway through the correct application of materials.
- Seek to ensure that adequate areas of permeable surface exist around trees as part of promoting the use of Sustainable Urban Drainage Systems (SUDS).
- Introducing a Joint Engineering and Arboricultural approach to difficult tree root issues including engagement with Elected Ward Members.
- Introducing the concept of a photographic specification to ensure consistency and repeatability of engineering approach.
- Where it is necessary to remove a tree due its condition, as aligned to the Councils Tree Policy:
 - Replant in the same or appropriate alternative location using a tree species with less invasive root systems, and
 - Install root deflectors to reduce damage in the future.

3.2 Due to our statutory and contractual obligations which manifest through our insurance covenants which then flow through to our Intervention Criteria we must address the Category 1 defects within a 24hr period. To ensure that we:

- Meet the footway expectations and specifications of LBB/Members and residents
- Provide a safe and sustainable asset that is collaboratively managed for the long term

3.3 Recent experience of bound 'rubber crumb' materials in Barnet has identified that this material meets the criteria regarding sustainability, safety, and permeability suitable to support both residential and town centre locations. As will a requirement of any substitute material.

3.4 To ensure the Councils legal and statutory obligations are discharged in line with the intervention criteria Officers propose the process set out in Appendix 1 of this report.

3.5 Aligned to the introduction of the Highways Tree Root Policy the intention is to review the Councils Highways Maintenance Inspection Manual to ensure the intervention criteria align with the emerging Highways Infrastructure Asset Management Plan. This will include the approach to tree roots in the footway.

4. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

4.1 The alternative option of reverting to the blanket application of asphalt where paving has failed due to tree root damage fails to address the Councils approach to the quality of the environment, conservation, and sustainability. In addition, the Councils tree policy significantly restricts the removal of trees except as a last resort.

5. POST DECISION IMPLEMENTATION

5.1 Once the Committee approves the recommendations, the policy will be subject to twelve weeks consultation with residents, businesses and appropriate stakeholders from March 2021, in conjunction with the communication team. A consultation plan will be developed and implemented. This policy be delegated to the Executive Director for Environment for

finalisation of any changes as a result of the consultation and implementation. This timetable is proposed so that the Highways Tree Root Policy can be in place from early June 2021.

- 5.2 A review is undertaken of the Highways Maintenance Inspection Manual is undertaken for the Borough aligned to the emerging Highways Infrastructure Asset Management Plan.

6. IMPLICATIONS OF DECISION

6.1 Corporate Priorities and Performance

6.1.1 The Council's Corporate Plan – Barnet 2024, states in its strategic objectives that it will work with partners to achieve a pleasant, well maintained borough that we protect and invest in.

6.1.2 In particular, the proposed policy will improve the highway network, which in turn will contribute to improving the local environment and the quality of life for the residents and help create conditions for a vibrant economy.

6.1.3 The proposed policy will contribute to the Council's Health and Wellbeing Strategy by making Barnet a great place to live and enable the residents to keep well and independent.

6.1.4 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in short term fixes such as potholes for example, rather than properly planned and implemented longer term solutions. The proposed policy aims to improve the quality and safety of the network ensuring the Councils legal and statutory obligations are discharged.

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

6.2.1 Finance & Value for Money

6.2.1.1 The proposed Highways Tree Root Policy will ensure optimum value for money from expenditure on the highway network. Detailed financial impacts will be included in relevant approval reports to Environment Committee.

6.2.1.2 To deliver the proposed Highways Tree Root Policy it is proposed to access the capital budget allocation of £585k approved by Policy and Resources Committee along with any slippage that may arise at year end. Please note this capital budget allocation covers the allocation of Rubber Crumb for the NRP programme as well as the reactive maintenance activities proposed by the Highways Tree Root Policy for 2021/22. Any

retrospective application of rubber crumb to those roads that were part of the NRP programme (or batch of footways pre NRP) prior to the rubber crumb solution being applied may require a further funding request.

6.2.2 Procurement

6.2.2.1 This section does not apply to this report as the service will be delivered through existing and planned resources and contractual frameworks including the DLO and the TfL HMPF Framework.

6.2.3 Staffing - None as a result of this report.

6.2.4 IT - None as a result of this report.

6.2.5 Property - None as a result of this report.

6.2.6 Sustainability

6.2.6.1 This policy promotes the application of adequate areas of permeable surface around trees as part of promoting the use of Sustainable Urban Drainage Systems (SUDS).

6.3 Social Value

6.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic, and environmental benefits. This report does not relate to procurement of services contracts.

6.4 Legal and Constitutional References

6.4.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment Committee responsibility for all borough-wide or cross-constituency matters related to the street scene.

6.4.2 Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

6.4.3 The Traffic Management Act 2004 places obligations on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

6.5 Risk Management

6.5.1 Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.

6.5.2 The Code of Practice 'Well-managed highway infrastructure' (2016) advocates the

adoption of a risk-based approach to the management of highway infrastructure assets, and the proposed Highways Tree Root Policy will align with this approach.

6.6 Equalities and Diversity

6.6.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the proposed planned highways maintenance programme.

6.6.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor-quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.

6.6.3 There are on-going assessments carried out on the conditions of the roads and pavements in the borough, which incorporates roads on which there were requests by letter, email, and phone-calls from users, Members and issues raised at meetings such as Area Forums. The improvements and repairs aim to ensure that all users have equal and safe access across the borough regardless of the method of travel. Surface defects considered dangerous are remedied to benefit general health and safety issues for all.

6.6.4 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

- a) Eliminate discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-clutter of street furniture and an updating of highway features to meet the latest statutory or technical expectations.

6.7 Corporate Parenting

6.7.1 This section of the report does not apply to this report.

6.8 Consultation and Engagement

6.8.1 As set out in Section 5 of this report A consultation plan will be developed and implemented. This timetable is proposed so that the Highways Tree Root Policy can be in place from 1 June 2021.

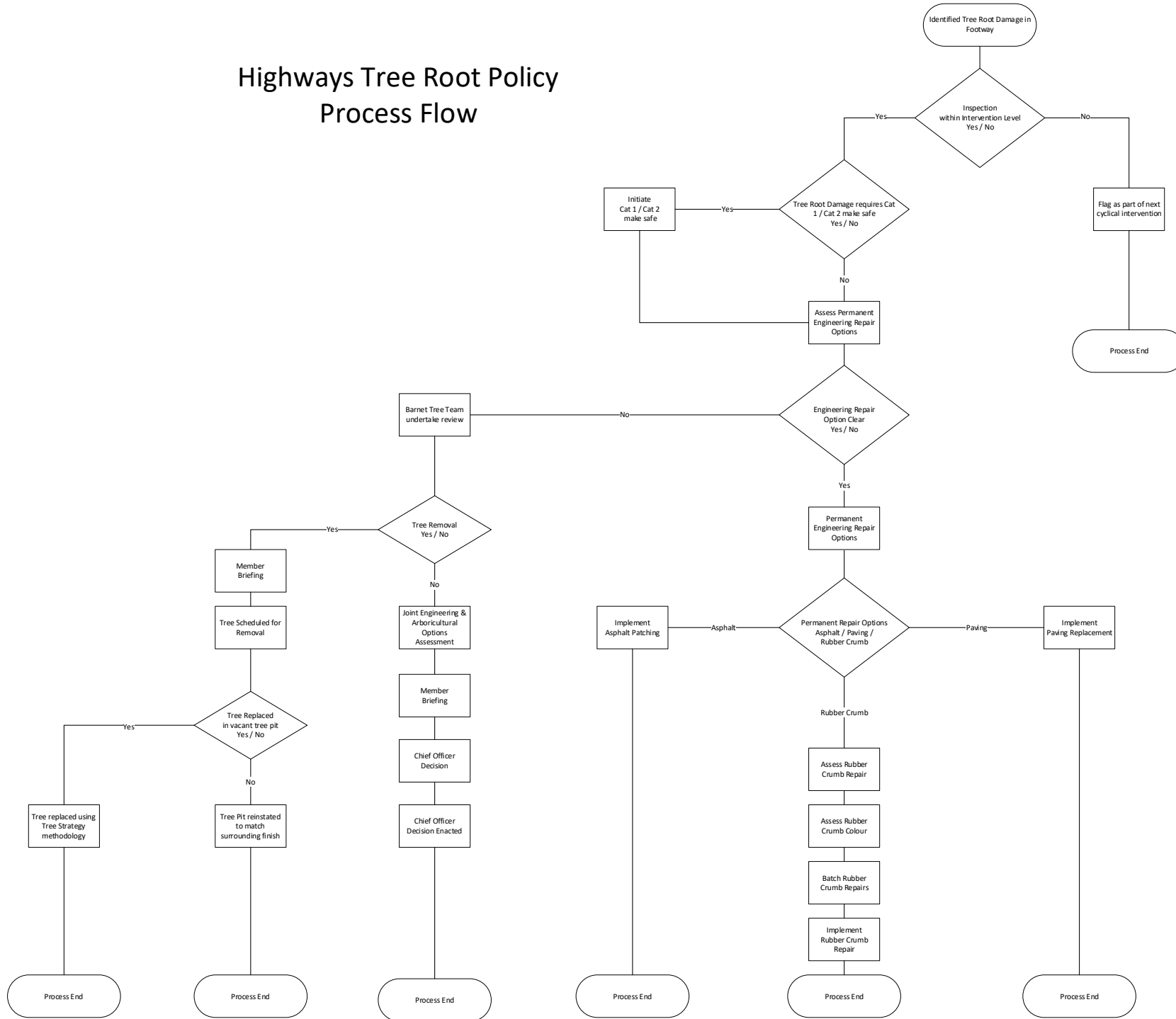
6.9 Insight

6.9.1 This section does not apply to this report.

7. BACKGROUND PAPERS

None

Highways Tree Root Policy Process Flow



Environment Committee

AGENDA ITEM 8

11 March 2021



Title **Social Distancing**

Report of Chairman of the Environment Committee

Wards All

Status Public

Urgent No

Key No

Enclosures None

Officer Contact Details Geoff Mee, Executive Director Environment
Geoff.Mee@Barnet.gov.uk

Summary

At the Environment Committee of 30 June 2020 a number of Coronavirus pandemic emergency decisions were reported and agreed. These included the submission of bids for Government funding for the implementation of temporary/semi-permanent schemes to support social distancing in the Public Realm and support the transport system. The schemes included social distancing improvements to town centres, support for the re-opening of schools and measures to facilitate cycle lanes and cycling.

Schemes addressing all three of these social distancing threads were implemented under Experimental Traffic Management Orders and are commencing or undergoing consultation. In conjunction with these consultations and with the assistance of additional Government funding the various schemes are undergoing design changes and/or extension to reflect feedback and evolving pandemic impacts.

Officers Recommendations

1. That the Environment Committee notes progress with the development, implementation and monitoring of Social Distancing measures arising from the Coronavirus pandemic.
2. That the Environment Committee notes that subject to the agreement of recommendation 1, future reports will provide a review of the experimental schemes, with recommendations to retain, remove or, subject to additional funding, review longer term options incorporating design changes, to reflect community feedback and lessons learned.

1. WHY THIS REPORT IS NEEDED

- 1.1 The Environment Committee of 30 June 2020 agreed a number of Coronavirus pandemic emergency decisions. These included schemes related to Social Distancing, covering 3no threads: cycling and sustainable transport alternatives to public transport, measures to assist the re-opening of schools and measures to assist with the re-opening of town centres.
- 1.2 These measures, undertaken following the offer of emergency funding by the Government have been put in place during the latter half of 2020.
- 1.3 These measures utilised Experimental Traffic Management Orders in order to provide the mechanism to undertake design and implementation within Government imposed short timescales, whilst providing the opportunity for statutory consultation and public feedback on the schemes.
- 1.4 The imposed programme requirements and the consequent sudden impact on daily life for businesses and residents following implementation of these measures is recognised.
- 1.5 Notwithstanding the emergency nature of implementation, all the schemes support the aims and objectives of the Council's Long Term Transport Strategy 2020 to 2041 (adopted 9th September 2020), either specifically or in principle.
- 1.6 This report sets out for information purposes the current position with regard to the three social distancing threads and the schemes within them, as well as the proposed next steps.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Experimental Traffic Management Orders (ETMOs) for the Social Distancing schemes were published between July and September 2020. These last for a maximum of 18 months.
- 2.2 Within this timeframe, the first 6 months comprise the statutory consultation period. If no objections are received in that period, the ETMO can be made permanent or revoked from that point onwards. All affected ward Councillors will be consulted before any final decisions are made.

- 2.3 However, after the first 6 months the statutory consultation period expires and for a maximum further period of 12 months, a scheme can remain under review pending a decision to revoke or make permanent based on the outcome of both positive and negative feedback and full technical assessment of the impact of the measure put in place.
- 2.4 Alterations to the ETMOs beyond the initial 6 month statutory consultation period can be made, with the proviso that those alterations undergo a further 6 month statutory notice period but within the overall 18 month duration of the original ETMO.
- 2.5 In each case, the periods will provide an opportunity for analysis of feedback and survey data and for the scheme to establish properly the benefits that the scheme may provide to the community. Where necessary, for example for the A1000 cycle scheme Phase 1, measures to address specific concerns can be developed and introduced before making an overall decision on whether the scheme should be made permanent with or without modification or revoked.

3. RECOMMENDED OPTIONS

A1000 Phase 1

- 3.1 Tranche 1 emergency funding by the Government (direct and via TfL) provided a total of £314,800 for design and implementation of A1000 Phase 1 (from North Finchley Town Centre southwards to the borough boundary with LB Haringey).
- 3.2 An additional application for Tranche 2 funding was considered in September/October 2020 to address Phase 2 from North Finchley northwards to the Monken Hadley area. However, acknowledging the feedback from Phase 1 officers in consultation with the Chairman of Environment Committee elected to withdraw the application. Instead, following discussions with TfL, on behalf of the Government, it was agreed that further funding amounting to £208,975 be allocated to look to design and implement measures to address concerns raised through feedback.
- 3.3 Officers are in the process of carrying out a review of A1000 Phase 1. During this time the following actions will be taken:
- (i) Utilising available funding, monitoring and data collection will continue, to inform the future decision on retention or removal of the scheme.
 - (ii) Measures will be investigated, developed and introduced to address concerns raised by the local community.
 - (iii) Continued feedback, both positive and negative will be welcomed, reviewed and acted on.

Schools

- 3.4 Funding from Government/TfL totalling £195,695 has been secured since last year. This comprises £92,986 for social distancing work around 9no schools including the introduction of school streets (timed closures to general traffic) at 5no schools; £72,695 to provide camera enforcement at Chalgrove and Holy Trinity schools and £30,000 to address a safety issue on Great Strand around Blessed Dominic and St James schools.

3.5 Officers are now looking to:

- (i) To carry out consultation with residents, parents, and local businesses about making the first 5 school streets permanent and moving to camera enforcement of these school streets. This would potentially involve upgrading 4 of these sites to camera enforcement and these schools would go through an informal consultation for 3 weeks commencing on 11th March 2021.
- (ii) Garden Suburb school already has cameras and letters have gone out this to Councillors and residents and the school advising them that we now propose to make the school street permanent unless we receive objections to the scheme by midnight 7th March 2021.
- (iii) To carry out consultation on the additional schools where proposal have been developed for implementation of experimental school streets through the LIP programme, Consultation on these schools is currently scheduled to commence on 11th March 2021. These schools are Wren Academy, St Agnes, Summerside, St. Paul's, Colindale primary, Edgware primary, Annunciation. All of these schools are currently proposed to operate with camera enforcement. Consultation on these school streets is due to commence on 11th March 2021.
- (iv) With regard to Blessed Dominic and St James schools we are developing proposals for presentation to the schools so that we can have a discussion about the merits or otherwise of developing a school street to deal with the traffic situation outside these schools.

Town Centres

3.6 Officers are looking to:

- (i) Further work to reduce the barrier extent that is planned for Watling Avenue in Burnt Oak.
- (ii) Monitor the ongoing need for barriers placed in the vicinity of vaccination sites in support of GPs and pharmacies undertaking COVID-19 vaccination, always in conjunction with that specific site.
- (iii) Review and monitor barrier use and temporary planters in the Town Centres as they begin to emerge from the latest lockdown.

4. PROGRESS ON REVIEW AND DEVELOPMENT

A1000 Phase 1

- 4.1 Phase 1 of the scheme was completed in November 2020 (though some remedial works by the council's contractor Conway Aecom are still being progressed).
- 4.2 Feedback received to date, as part of the on-going consultation, has, of course been a mixture of support and concern. Primary concerns raised are:

- (i) The impact on businesses from loss of parking in some areas.
- (ii) The impact of the scheme on motor vehicle congestion and traffic queues.
- (iii) The consequent implications for air quality in the immediate vicinity.
- (iv) Cycle uptake.
- (v) A lack of consultation.

- 4.3 At the same time, positive responses from scheme supporters also include suggestions on how the scheme can be improved.
- 4.4 Officers are and will continue to address all these concerns and suggestions over the course of the review period.
- 4.5 In the short term (prior to Christmas 2020), a number of specific business locations were identified through feedback, where loss of parking directly impacted business operations. Mitigations through introduction of alternative loading bays were agreed with business owners in 4no cases and have been implemented. 2no additional locations (a business and a school) are being progressed in discussion with the owner and the school's Principal.
- 4.6 In addition, officers requested support from and worked with TfL to revise signal timings at junctions along the route to improve efficiency of the junctions and reduce traffic queues and congestion. Monitoring of traffic flows are still in progress to determine the level of success of these changes.
- 4.7 During the forthcoming review period, using available funding, officers will be developing further measures to reintroduce some parking bays where possible, further ease congestion and address any design issues highlighted in feedback.
- 4.8 A more thorough and comprehensive monitoring strategy has been developed. This will proceed in time with easing of current lockdown measures, to reflect as closely as possible the performance of the network under 'normal' circumstances. Some surveys have already taken place examining cycle and traffic usage and queueing. The time of year (autumn/winter period) and the changing nature of Government instruction to work from home have had a direct impact on cycling uptake envisaged at the start of the Government's emergency funding response. It is important, therefore, that data collection and analysis continues until a period after easing of lockdown, in order to achieve a more balanced and objective view of the impact of social distancing measures.

Schools

- 4.9 During the summer of 2020 social distancing measures were completed at 9no schools within the borough ahead of the autumn term starting.
- 4.10 School street locations comprising timed road closures to general traffic, were implemented at 5no of these schools with the intention of reducing traffic volumes on the

roads the schools were situated in to allow more space for pupils to socially distance, reduce vehicle conflicts with potential pedestrian movement, reduce traffic congestion in the area and encourage more walking, scootering and cycling to and from the school.

- 4.11 Four of these schools (Chalgrove, Deansbrook, Holy Trinity, St Catherines) used mobile barriers to maintain the school street closure while one school (Garden Suburb) used camera enforcement via ANPR (Automatic Number Plate Recognition) cameras.
- 4.12 Over time it has proved difficult for schools to maintain a group of enthusiastic volunteers, usually staff, to operate the manual barriers and there also appear to be some additional potential safety risks associated with the operation of the manual barriers. Consequently, funding was successfully sought to introduce cameras at Chalgrove and Holy Trinity schools.
- 4.13 As a result of the number of requests received, officers bid for a further £241,730 funding from TFL for establishing four additional School Streets, however, there was no available funding and this bid was unsuccessful.
- 4.14 These four school streets are now being included in the LIP programme for implementation, in addition LIP monies are being allocated to introduce camera enforcement at Deansbrook and St Catherines schools also, subject to successful consultation with residents and parents etc. The LIP programme also includes proposals for new school streets at Wren Academy, Blessed Dominic / St James, St Agnes, Summerside, St. Paul's, Colindale primary, Edgware primary, Annunciation.
- 4.15 In all, within one year the council will have gone from having no school streets to implementing potentially up to 14 such schemes across the borough which is a large programme and a significant achievement. At present work is ongoing around preparing for resident consultation on the implementation of the LIP programme of school streets and residents and parent's views on making the first round of temporary school streets permanent.

Town Centres

- 4.16 During 2020, there was a need for social distancing within six of the main town centres, (Edgware, Finchley Centre, Finchley North, Burnt Oak, Chipping Barnet and Golders Green). Queues were expected and subsequently found to be particularly prevalent at banks and post offices as well as supermarkets, food stores and pharmacies, with other shops, opticians and mobile phone stores generating queues to a lesser degree. Some businesses that traded in part on the street (greengrocers in particular) also generated numbers of people on the footway who would interact with pedestrians passing in a hard to socially distance way.

- 4.17 In order to mitigate this situation, some parking and carriageway capacity was given up to enhance the usable space for pedestrians. Using this reallocated space, the main social distancing measures implemented were the use of water fillable barriers in red and white which were placed on the carriageway to enhance the usable space for pedestrians.
- 4.18 Generally these barriers were supported either by parking suspensions that had been put in place or were on yellow line markings. Ramps have been put in place to help people access this space due to the height difference with the kerb. As far as was possible, any removed blue badge holder bays and loading bays were re-provided and in the case of blue badge bays spaces were kept as near as was practicable to original locations.
- 4.19 Based on operational experience, some of the barrier extents have been reduced, with priority of released space being given to loading and disabled badge holder use.

5. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 5.1 Immediate removal of the various schemes is an option. However, the potential consequences, both financially and reputationally, as evidenced by the removal of the cycling measures in Kensington are deemed considerable. In relation to school streets discussions with the schools suggest that the schemes have generally worked well. Officers therefore proposed to consult on making these schools streets permanent.
- 5.2 Simple removal would be at odds with the vision set out in the Council's Long Term Transport Strategy. This looks to encourage the use of public transport, walking and cycling, to improve air quality, reduce car dependency and to promote the Healthy Street Approach to create better quality environments. Such themes in turn support the Council's Health and Wellbeing priorities.
- 5.3 Removal prior to the completion of a review period will negate the benefits of data collection and the 'bedding in' of the schemes (assisted, where necessary, by design improvements). The Council would be seen to have lost the opportunity of fully trialling a number of innovative ideas that reflect the Long Term Transport Strategy. This lost opportunity may then have a detrimental impact on future design and consultation, as well as funding opportunities for wider sustainable travel, local environmental and well-being initiatives.

6. POST DECISION IMPLEMENTATION

A1000 Phase 1

- 6.1 From April 2021 the following activities will progress:
- (i) The development and implementation of further design alterations to compensate for parking loss, to ease congestion and to seek other improvements to the scheme to benefit all users. Proposals will be brought before and discussed with ward members prior to presentation to residents and businesses along the route on a site by site basis.
 - (ii) The collection of monitoring data including cycle and motorised traffic usage, traffic queueing, the impact on side roads and air quality.

- (iii) Increased engagement with the community through a more proactive use of the Council's web-based tools, specifically the Engage Hub.

School Streets

- 6.2 To carry out consultation with residents, parents and local businesses about making the first 5 school streets permanent and moving to camera enforcement of these school streets. This would involve upgrading 4 of these sites to camera enforcement (This consultation is currently due to commence on 11th March 2021).
- 6.3 Garden Suburb school already has cameras and so for this particular school the question solely relates to whether to make the scheme permanent. Letters have been sent to relevant councillors and residents etc seeking to get their views on this prior to the end of the 6 month experimental period which concludes on 7th March 2021. If no objections are received then the decision on whether to make this scheme permanent can be made via a Chief Officer Decision pursuant to the Executive Director for Environment Scheme of Delegation (updated 9th November 2020).
- 6.4 To carry out consultation on the additional schools where proposal have been developed for implementation of experimental school streets through the LIP programme, Consultation on these schools is currently scheduled to commence on 11th March 2021. These schools are Wren Academy, St Agnes, Summerside, St. Paul's, Colindale primary, Edgware primary, Annunciation.
- 6.5 For Blessed Dominic and St James schools in Colindale options for dealing with the schools traffic and safety issues are currently being investigated and will be put before the education service and the schools for consideration prior to any consultation taking place.

Town Centres

- 6.6 To monitor the performance of the barrier system and any temporary planters as the Town Centres emerge from the latest lockdown.

7. IMPLICATIONS OF DECISION

7.1 Corporate Priorities and Performance

- 7.1.1 The Council's Transport Strategy

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

- 7.2.1 Finance & Value for Money

Current available funding and sources comprise:

Social Distancing Thread	Govt Direct Funding	Govt (via TfL Funding)	LIP Funding
A1000			
Phase 1 – LB Haringey to Tally Ho Corner	£ 51,000	£ 263,800	
Phase 1 - review and mitigation measures		£ 208,975	

Schools			
Distancing & school streets at 9no. schools	£ 15,000	£ 77,986	
ANPR Enforcement at 2no schools		£ 72,965	
Safety issues on Grand Strand		£ 30,000	
Additional school streets programme in the LIP			£ 435,000
Town Centres			
Government emergency funding	£ 33,600		
Re-opening High Streets Safety Fund	£ 352,546		
Totals	£ 452,146	£ 653,726	£ 435,000

7.2.2 Procurement

This section does not apply to this report.

7.2.3 Staffing

The design will encompass staff from Re, assisted by Third Party companies providing surveys and data analysis. Construction resource will be through a combination of the current contractor (Conway Aecom) addressing outstanding remedial and ongoing short-term measures and the proposed replacement contractor, Tarmac Kier for ongoing mitigation implementation.

7.2.4 IT

This section does not apply to this report.

7.2.5 Property

This section does not apply to this report.

7.2.6 Sustainability

As well as addressing the short term needs of the Coronavirus pandemic, the schemes support the council's plans for a sustainable Transport Network as outlined in the Long Term Transport Strategy

7.3 Social Value

7.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. In the short term, the schemes directly support Government policies to mitigate the Coronavirus pandemic.

7.4 Legal and Constitutional References

7.4.1 The Traffic Management Act 2004 places obligations on highway authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make

arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

7.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Experimental Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.

7.4.3 The terms of reference for the Environment Committee under Article 7 of the Council's Constitution includes responsibility for all borough-wide or cross-constituency matters relating to the street scene including, parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health.

7.5 **Risk Management**

7.5.1 The Council, as Highway Authority, has various responsibilities and duties. To address these responsibilities and duties the council has established policies, systems and processes that are regularly audited, reviewed and amended where necessary to reflect current good practice and guidance.

7.5.2 The social distancing schemes look to introduce measures to reduce the impact of the Coronavirus pandemic on the health and well-being of the local population.

7.6 **Equalities and Diversity**

7.6.1 The Equality Act 2010 requires organisations exercising public functions to demonstrate that due regard has been paid to equalities in:

- Elimination of unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010.
- Advancement of equality of opportunity between people from different groups.
- Fostering of good relations between people from different groups.

7.6.2 The Equality Act 2010 identifies the following protected characteristics: age; disability; gender reassignment; marriage and civil partnership, pregnancy, and maternity; race; religion or belief; sex and sexual orientation.

7.6.3 To assist in meeting the duty the council will:

- Try to understand the diversity of our customers to improve our services.
- Consider the impact of our decisions on different groups to ensure they are fair.
- Mainstream equalities into business and financial planning and integrating equalities into everything we do.
- Learn more about Barnet's diverse communities by engaging with them.

7.6.4 The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design of policies and delivery of services.

7.6.5 Good roads should provide facilities for all road users and will have a positive impact on the quality of life for those who travel along them, or live and carry out business on the.

7.6.6 Similarly, measures to support the prime function of a road or sections of a road eg Town

Centres and School Streets reflect better the needs of the users, again promoting well-being.

7.7 **Corporate Parenting**

7.7.1 In line with the Children and Social Work Act 2017, the council has a duty to consider Corporate Parenting Principles in decision-making across the council. There are no implications for Corporate Parenting in relation to this report.

7.8 **Consultation and Engagement**

7.8.1 The programme imposed by the Government to design and implement measures proposed during 2020 did not allow as comprehensive a consultation and engagement as would normally take place. Officers recognise this. Notwithstanding the statutory consultation periods set out by the ETMOs, officers will look to engage with Ward Members and residents and businesses directly affected by further proposed measures, including mitigation measures to reflect feedback received to date.

7.8.2 Officers are aware of the TfL appeal against the findings of the High Court in the A10 Bishopsgate Corridor court case. No date has yet been set for this appeal and Officers are consequently in the process of seeking guidance from TfL in this matter

7.8.3 Officers are also aware of the potential impact of the mayoral election on up-coming consultation and engagement.

7.9 **Insight**

7.9.1 This section does not apply to this report.

8 **BACKGROUND PAPERS**

8.1 Environment Committee Report 30 June 2020.

<https://barnet.moderngov.co.uk/documents/s59138/Covid%2019%20Decisions.pdf>

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Environment Committee

11 March 2021

Title	Update on Barnet Sustainability Strategy
Report of	Chairman of Environment Committee
Wards	All
Status	Public
Urgent	No
Key	No
Enclosures	N/A
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Summary

As was requested at January Environment Committee, this report provides an update to the Environment Committee on the development of Barnet's first Sustainability Strategy. The report provides information on the work undertaken to date in relation to the production of the strategy as well as an overview of the chapters within the strategy.

Officers Recommendations

1. The Committee are requested to note this update on the progress of the Barnet Sustainability Strategy and that a draft strategy will be presented to Policy & Resources Committee for approval

1. WHY THIS REPORT IS NEEDED

Why is a Sustainability Strategy needed?

- 1.1 Work began last year on the development of Barnet's first Sustainability Strategy which looks to bring together the work being done on existing strategies, as well as proposing actions to support a green recovery from COVID-19. There is a clear case for the development of a strategy which looks to combine the sustainability aspects of existing strategies and plans, such as the Long Term Transport Strategy, the Growth Strategy and the Air Quality Action Plan. The development of a Sustainability Strategy is an opportunity for the Council to consider the merit of highlighting environmental outcomes by being more explicit about measures where there is an environmental focus or benefit.
- 1.2 The Sustainability Strategy will also serve to outline the Council's response to existing and emerging legislation, such as the Environment Bill, while creating a framework which will assist the Council in the development of future strategies, and when reviewing existing strategies. Such a framework is increasingly becoming a prerequisite for securing a range of GLA and Central Government grant funding initiatives. It also helps to clarify our plans and vision for the sustainability of the borough to support any applications for funding.
- 1.3 In order to recover sustainably from COVID-19, we must appropriately prioritise a green recovery and make the most of all available funding which will allow us to prepare for the future by reducing our carbon footprint and facilitating growth in a sustainable way. Barnet's commitment to remaining a green and pleasant borough goes hand-in-hand with the Council's commitment to fighting air pollution. As such the importance of the positive environmental considerations of such a strategy, and the role it and the borough can play in helping to deliver on national and local targets relating to climate change, must be recognised.
- 1.4 Furthermore, the Resident Perception Survey, carried out in Autumn 2020, highlighted that 87% of residents strongly agree / tend to agree that tackling environmental issues should be included in the Council's priorities and future plans. The Children and Young People's Residents Perceptions Survey 2020 also identified 'litter and dirty streets' and 'air quality' as top concerns.

Update on the development of the strategy

- 1.5 Initial discussions around the production of a Sustainability Strategy took place with relevant lead members and the Leader over Summer 2020. Following this, officers were instructed by the Leader to begin work on the production of a strategy.
- 1.6 Following this approval to begin the work in September 2020, officers have begun work on developing Barnet's Sustainability Strategy, including identifying themes for the Strategy and documenting the work already being done and achieved by the Council as well as identifying areas for further action.

- 1.7 This work involved organising officer working groups to develop objectives and actions. These working groups have allowed us to garner an overview of the work currently being done to address sustainability across the organisation, in order to identify gaps and areas on which the Sustainability Strategy can focus.
- 1.8 The structure of the Sustainability Strategy has been considered and is being developed along the thematic approach detailed below. The overall strategy will require objectives, actions and targets. It is too early to specify in detail what these will be as insufficient engagement has taken place with Barnet residents, key stakeholder groups, Barnet Councillors, and internal officer groups. However, the Sustainability Strategy will be cross cutting in nature, including actions and objectives relating to: transport, housing and buildings, waste and energy, the natural environment, business and the green economy, and the Council's own operations.
- 1.9 The Sustainability Strategy will respond to, and develop themes from, a number of Barnet strategies with specific cross cutting actions. The Environment Committee is taking a lead on the development of the draft strategy but this will require wider endorsement across the Council before consideration for adoption by Policy and Resources.
- 1.10 Once developed, the Sustainability Strategy will detail:
- 1) Why the strategy is needed to ensure cohesive action and protect and enhance the natural environment of the borough.
 - 2) Baseline contextual information on the borough, including our international, national and regional legislative obligations, and work the Council has already undertaken or is currently working on.
 - 3) Vision: our vision for the future sustainability of the borough.
 - 4) Themes: we have identified cross cutting themes for the strategy, all of which are part of the wider sustainability agenda. The strategy's themes will look to support the vision by addressing specific areas of action we need to pursue. They will include high level objectives and specific actions which will look to link the work of different departments and facilitate intra-organisational working.
 - Transport: we will look to continue to reduce vehicle emissions through encouraging active travel and supporting a modal shift. This will require input from Highways and Transport, Parking, Estates, Public Health and the Town Centres Team among others.
 - Housing & Buildings: this will look to ensure that both existing and new housing throughout Barnet is built to an efficient standard, whilst also looking at ways in which the Barnet corporate estate can be made greener. It will require input from Estates, Growth and Regen, Barnet Homes, Greenspaces and Planning among others.
 - Waste & Energy: we must continue to look for all avenues to improve energy efficiency and reduce emissions to the best available standards, while reducing waste and increase recycling across the borough. This will require input from Street Scene, Greenspaces, Town Centres, Estates, and Capital Works among others
 - The Natural Environment: through improving our understanding of the biodiversity and ecology, and water management systems of the borough we can continue to make Barnet a greener and more sustainable place to live, work and study. This will require input from Greenspaces, Planning, Public Health, and Highways among others.

- Business and the Green Economy: in order to continue to facilitate a green recovery from COVID-19, we must engage with businesses to ensure they are as sustainable as possible, while upskilling the Barnet population to ensure they are qualified for more sustainable and better paying jobs. This will require input from Town Centres Team, Public Health, Finance, and Growth and Regen among others.
 - Council Operations: it is important that we lead by example by making staff actions and Council operations more sustainable; this may also prove to be financially beneficial in the medium to long term as we develop more efficient and sustainable ways of operating. This will require input from HR, Procurement, Finance, and Estates among others.
- 5) Action Plan: a subsequent action plan will provide more specific detail on how we will meet our obligations laid out in the Sustainability Strategy, including specific timeframes and delivery plans

1.11 Further work will continue throughout 2021, in order to expand upon the objectives and actions proposed by the Sustainability Strategy. A draft strategy will be presented to Policy & Resources Committee for approval.

2. REASONS FOR RECOMMENDATIONS

2.1 This report provides an update on the progress of Barnet's first Sustainability Strategy. A draft version of the strategy will be taken to a future Policy and Resources Committee. As noted, the Sustainability Strategy will look to draw together existing Council strategies and plans, and propose a route forward in supporting a green recovery. All measures outlined in this report and the Sustainability Strategy, will align with Council strategy and priorities, for example, as set out in the Corporate Plan, Growth Strategy 2020-30 and the Long Term Transport Strategy 2020-41.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 That Barnet does not prepare a Sustainability Strategy. This would not be recommended due to our duty to respond to the legislation and guidance put forward by the government, and its responsibility to the stewardship of the environment. The government recognises that there is a clear and scientific case, and growing public demand, for increased environmental protection, and greater action to combat the negative effects of climate change. It would also represent a significant lost opportunity for the borough, to be more ambitious and deliver better outcomes for our residents.

4. POST DECISION IMPLEMENTATION

4.1 Work will continue on the development of the Sustainability Strategy. The draft strategy will be presented to Policy & Resources Committee for approval.

5. IMPLICATIONS OF DECISION

5.1 **Corporate Priorities and Performance**

- 5.1.1 The Council's Corporate Plan, Barnet 2024, is focused on three main outcomes:
- A pleasant, well maintained borough that we protect and invest in.
 - Our residents live happy, healthy, independent lives with the most vulnerable protected.
 - Safe and strong communities where people get along well.

- 5.1.2 The Council's key areas of focus include:
- Delivering quality services – improving the overall approach to planning and enforcement, including taking action against environmental crime such as littering and fly tipping.
 - Delivering services that our residents value most to a high standard, including keeping our neighbourhoods and town centres clean, safe and healthy, maintaining our parks and open spaces, ensuring that our roads and pavements are well looked after.

5.1.3 The Sustainability Strategy will support the Council's Long Term Transport Strategy (2020-2041), Growth Strategy (2019-2030), and draft Local Plan (2021-2036) to ensure planning for future housing and transport need is delivered in a sustainable way. In addition, the Strategy will also support the delivery of outcomes from other adopted Council strategies and policies, including the Joint Health & Wellbeing Strategy and the Air Quality Action Plan by improving air quality, and helping residents to keep well and independent.

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

5.2.1 Finance & Value for Money: it is envisaged that the Sustainability Strategy will provide value for money in both the long and short term. In the short term, the creation of clear guidance and policy will enable officers to apply for grants and other means of additional funding to support sustainability measures. In the long term, through upgrading the sustainability of Council property and capital it will provide better value for money for our residents. Additionally, by creating a more joined-up and focused approach to the Council's strategies, it will allow the organisation to streamline its approach to sustainability.

5.2.2 Procurement: the design of the Sustainability Strategy will need to consider the impact on any existing procurements and contracts the Council holds. Additionally, any projects or programmes proposed will need to be procured in line with national, regional, and local procurement policy.

5.2.3 Staffing: at this time there are no implications. This will be monitored as the strategy progresses

5.2.4 Property: the Sustainability Strategy could influence our approach to estates management, and the function and purpose of our assets. This will be considered as the strategy is developed.

5.2.5 IT: at this time there are no IT implications in developing the Sustainability Strategy.

5.2.6 Sustainability: the purpose of the Sustainability Strategy is to facilitate a review of the actions of the Council with regard to sustainability, and maximise all available opportunities to act in a sustainable and forward looking way.

5.3 Legal and Constitutional References

5.3.1 The Mayor of London's statutory powers and responsibilities vary across the different environmental issues covered in the London Environment Strategy.

5.3.2 The statutory framework for local air quality management is via national Air Quality Regulations and Part IV of the Environment Act 1995.

5.3.3 The Mayor of London is required to produce a municipal waste strategy under the Greater London Authority Act 1999, however, the Mayor is not a waste authority.

5.3.4 The Climate Change Act 2008 sets out the statutory framework for addressing climate change risks in the UK. The Greater London Authority Act 1999 requires the mayor to consider the impact of climate change and potential mitigation for Greater London.

5.3.5 The Environment Bill was introduced into parliament on 15 October 2019. It was re-introduced to parliament following a general election on 30 January 2020. The Environment Bill 2020 sets out how the government plans to protect and improve the natural environment.

5.3.6 Due to the breadth of the issues impacted, the preparation of the Sustainability Strategy should be developed in consultation with the relevant theme committees across the Council.

5.4 Insight

5.4.1 Some data and insight gathering has taken place, for example the Green Infrastructure Supplementary Planning Document outlines the capacity of Green Infrastructure to deliver a wide range of benefits and how these might be promoted and delivered through existing policies and processes.

5.4.2 The Air Quality Action Plan (2017-2022) outlines the action the Council will take to improve air quality in the borough. It identifies actions under six broad topics: emissions from developments and buildings, public health and raising awareness of causes of pollution, delivery servicing and freight, borough fleet actions, localised solutions, and cleaner transport.

5.4.3 Facilitated by London Councils, the Local Authority Performance Solution (LAPS) is a project to share, compare and analyse local performance data collected by London boroughs. With data provided quarterly, the LAPS delivers timely and relevant information to enable participating authorities to identify potential areas for improvement and to highlight where there may be examples of innovation or best practice. Barnet will remain engaged with the development of LAPS, to continue to evaluate how it can best facilitate our own benchmarking and data gathering.

5.4.4 In conjunction with the above policies and proposals, work will be performed to ascertain where data already exists to inform the strategy and what additional data gathering will need to be commissioned in order to adequately identify trends and cater for the borough's needs.

5.5 **Social Value**

5.5.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic, and environmental benefits. This will be done as part of any contract procurement.

5.5.2 The strategy will have to consider where social value outcomes could impact environmental outcomes.

5.6 **Risk Management**

5.6.1 While there are some risks associated with the production of the Sustainability Strategy, the main risks come from inaction. Risks will be considered throughout the production of the strategy and managed in accordance with the Council's Risk Management Framework.

5.6.2 The Council's Strategic Risk Register highlights the impact of climate change, stating 'An inability to adequately manage the environmental impact of resident and business activities (such as air quality, insulation, renewable energy, packaging resource management and climate change) could lead to negative long-term consequences to the local environment resulting in statutory environmental duties and targets not being met; financial consequences; and not protecting the environment for future generations.'

5.7 **Equalities and Diversity**

5.7.1 The Equality Act 2010 sets out the Public Sector Equality Duty which requires public bodies to have due regard to:

- Eliminate discrimination, harassment and victimisation, and other conduct prohibited by the Act.
- Advance equality of opportunity between persons who share a relevant protected characteristic and person who do not.
- Foster good relations between persons who share a relevant protected characteristic and person who do not.

5.7.2 The relevant protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.

5.7.3 The proposed Sustainability Strategy will consider equalities by producing an Equalities Impact Assessment as the Strategy is developed, and prior to implementation of the Strategy.

5.8 **Corporate Parenting**

5.8.1 Concerted action on sustainability will demonstrate to the young people in our care that

we are taking the issues that matter to them seriously. The Children and Young People's Residents Perceptions Survey 2020 identified 'litter and dirty streets' and 'air quality' as top concerns. This also provides an opportunity for them to have a role in the development of Council policy, and the future of the borough.

5.9 Consultation and Engagement

- 5.9.1 The consultation requirements will be considered and outlined in the report to Policy & Resources Committee. Consultation feedback from all residents, including those from protected characteristics, will be utilised to produce the best strategy possible to benefit the diverse communities of Barnet.

6. BACKGROUND PAPERS

- 6.1 London Borough of Barnet – Council – 30 July 2019 – Climate Emergency Motion, amended by Cllr Dean Cohen:
<https://barnet.moderngov.co.uk/mgAi.aspx?ID=28972>
- 6.2 Draft Long Term Transport Strategy 2020-2041:
<https://barnet.moderngov.co.uk/documents/s57231/Appendix%20A%20Draft%20Long%20Term%20Transport%20Strategy.pdf>
- 6.3 London Borough of Barnet Air Quality Action Plan 2017-2022:
<https://www.barnet.gov.uk/sites/default/files/assets/citizenportal/documents/Environment%20Health/ScientificServices/AirQualityActionPlan2017consultationdocument.pdf>
- 6.4 The Growth Strategy - Housing and Growth Committee – 27 January 2020 – Item 16: Growth Strategy:
<https://barnet.moderngov.co.uk/documents/s57407/Growth%20Strategy.pdf>
- 6.5 The Environment Bill (2020):
<https://services.parliament.uk/Bills/2019-21/environment/documents.html>
- 6.6 London Borough of Barnet Green Infrastructure Supplementary Planning Document:
<https://barnet.moderngov.co.uk/documents/s42496/Appendix%20B%20-%20Green%20Infrastructure%20SPD.pdf>



Environment Committee

11 March 2021

Title	Car Park Charging - Parks
Report of	Chairman of Environment Committee
Wards	Hale, Mill Hill, Underhill and West Hendon
Status	Public
Urgent	No
Key	No
Enclosures	Appendix 1 – New Car Parks Fees and Charges Appendix 2 – Statutory Consultation Report Appendix 3 – Public Consultation Report Appendix 4 – Consultation Poster
Officer Contact Details	Cassie Bridger: Assistant Director: Greenspaces and Leisure 020 8359 2308: Cassie.Bridger@barnet.gov.uk Matthew Gunyon: Greenspaces Service Manager 020 8359 7403: Matthew.Gunyon@barnet.gov.uk

Summary

In January 2019 the Committee were asked to consider the implementation of charging for the use of car parks in parks and open spaces. The Committee subsequently requested that the Executive Director for Environment undertake public consultation on each location and report back the findings to be considered on a site basis prior to any implementation.

This report sets out the statutory consultation delivered between August – September 2019 and the resident consultation undertaken from November 2020 – January 2021, providing responses to each of the Phase 1 proposals located in Appendix 2 and 3 of this report.

The findings indicate the range of uses for each car park which has been considered when developing the proposed charging schedule for each individual location. Thus, also providing mitigations to the concerns raised by residents.

Any revenue generated through implementing this scheme will contribute towards the ongoing maintenance of parks and open spaces across Barnet.

, Committee are requested to approve the implementation and charging across the following sites.

- Mill Hill Park
- Old Courthouse Recreation Ground
- Scratchwood Open Space
- West Hendon Playing Fields

Officers Recommendations

1. That the Environment Committee having considered the consultation responses set out in Appendix 2 and 3 of the report agrees charging for the use of the car park in Mill Hill Park as proposed in this report.
2. That the Environment Committee agrees to the implement new fees and charges for Mill Hill Park car park as set out in Appendix 1, which were included in the budget proposals submitted to the Policy and Resources Committee
3. That the Environment Committee having considered the consultation responses set out in Appendix 2 and 3 of the report agrees charging for the use of the car park in Old Courthouse Recreation Ground as proposed in this report.
4. That the Environment Committee agrees to the implement new fees and charges for Old Courthouse Recreation Ground car park as set out in Appendix 1, which were included in the budget proposals submitted to the Policy and Resources Committee
5. That the Environment Committee agrees having considered the consultation responses set out in Appendix 2 and 3 of the report charging for the use of the car park in Scratchwood Open Space as proposed in this report subject to a suitable alternative enforcement system or approach being implemented
6. That the Environment Committee agrees to the implement new fees and charges for Scratchwood Open Space car park as set out in Appendix 1, which were included in the budget proposals submitted to the Policy and Resources Committee
7. That the Environment Committee agrees having considered the consultation responses set out in Appendix 2 and 3 of the report charging for the use of the car park in West Hendon Playing Fields as proposed in this report.
8. That the Environment Committee agrees to the implement new fees and charges for West Hendon Playing Fields car park as set out in Appendix 1, which were included in the budget proposals submitted to the Policy and Resources Committee

1. WHY THIS REPORT IS NEEDED

1.1.1 The parks identified in this report all have a car park in which the primary function is to service the park and its users. The car parks are used by a range of users to; access park facilities, visit local businesses, provide access to town centres and for those commuting to and from the area. The proposed approach is designed to safeguard parks facilities primarily for users with the associated revenue contributing towards the cost of maintaining parks and open spaces across the Borough

This report sets out the results of to the statutory consultation completed by Highways between 8 August to 7 September 2019 (for Old Courthouse Recreation Ground, Scratchwood Open Space & West Hendon Playing Fields) and between 28 November to 24 December 2019 on each of the proposed Phase 1 charging locations In addition to the public consultation undertaken between 30 November 2020 to 10 January 2021.

- 1.1.1.1 The 2019 Statutory Consultation followed the statutory process under sections 6, 30, 32, 35 and 124 and Part III for Schedule 9 of the Road Traffic Act 1984. During this consultation residents expressed their concern over the type of consultation undertaken.
 - 1.1.1.2 In consideration and following advice from HB Public Law the Council delayed any reporting the proposals to Committee until a public consultation was completed.
 - 1.1.1.3 In November 2020 the Council launched a public consultation under Section 19 of the Local Government Miscellaneous Provisions Act 1976. The public consultation was designed to ascertain how the car parks were used in addition, providing residents with an opportunity to express their views on the individual site proposals
 - 1.1.1.4 The results of which are located within Appendix 2 and Appendix 3.
 - 1.1.1.5 It is proposed that all sites identified within Phase 1 will be set up to accept Pay by Phone only, the service will monitor the accessibility of this approach for a minimum of six months. If this method is considered to cause a negative impact and where deemed appropriate, alternative solutions such as parking machines can be installed.
- 1.1.2 Should the committee be minded to approve this report it is proposed that the charging model commences in the 2020/21 fiscal year in line with the fees and charges set out in the Business Planning Paper approved at Policy and Resources Committee February 2021.
- 1.1.3 This report sets out the site-specific charging schedule for each location which has been developed based on the results of the consultation findings and benchmarked using fees applied at existing locations such as Hendon Park.

1.2 Car Parks within Parks & Open Spaces

The table below sets out a list of all car parks locations within parks and open spaces in the borough.

Table 1

Park Name	Road name	Town	Ward
Barnet Playing Fields*	Barnet Lane	Underhill	Underhill
Bethune Recreation Ground	Beaconsfield Road	Friern Barnet	Coppetts
Brook Farm/Wyatts Farm	High Road	Whetstone	Totteridge
Copthall Playing Fields	Page Street	Mill Hill	Mill Hill
Glebelands	Summers Lane	Finchley	Woodhouse
Hendon Park	Queens Road	Hendon	West Hendon
King George V Playing Fields*	Barnet lane	Barnet	Totteridge
Mill Hill Park	Daws Lane	Mill Hill	Mill Hill
Moat Mount Open Space	Barnet Way	Mill Hill	Hale
Oak Hill Park	Parkside Gardens	East Barnet	East Barnet
Old Courthouse Recreation Ground	Manor Close	High Barnet	Underhill
Scratchwood Open Space	Barnet Way North Bound	Mill Hill	Hale
Tudor Sports Ground	Clifford Road	New Barnet	High Barnet
Victoria Rec Recreation Ground	Park Road	East Barnet	East Barnet **
West Hendon Playing Fields	Goldsmith Avenue	West Hendon	West Hendon

*Barnet Playing Fields and King George V Playing Fields have been removed from Phase 1 as this would be linked to the future proposed Sports Hub Master Plan and as the site currently has low levels of usage.

**This is the park car park off Park Road not the Leisure Centre car park off Lawton Road, which is outside of these proposals.

Key	
	Existing scheme in place
	Phase 1
	Possible future sites

1.2.1.1 Phase 1 Sites

1.2.1.1.1 Two separate consultations were completed for each location.

- A statutory consultation which was completed on a site by site basis, the consultation report is provided under Appendix 2 of this report.
- A public consultation which covered all four sites, a consultation report is provided under Appendix 3 of this report.

1.2.1.1.2 Communication was provided via Statutory Notices which were placed in each car park location in addition to Ward Members, local stakeholders and community

organisations who were informed of the consultation. In addition, posters were displayed within each park outlining the consultation information.

1.2.1.1.3 A summary of site-specific information can be found in sections 1.2.1.2, 1.2.1.3, 1.2.1.4 and 1.2.1.5

1.2.1.1.4 Key headline information from the public consultation indicated.

1.2.1.1.4.1 A total of 537 residents responded to the online consultation and a further 11 responses were received via email.

1.2.1.1.4.2 The most popular car parks used were the Mill Park car parks (Daws Lane and Wise Lane).

1.2.1.1.4.3 When asked for what purpose users used the car parks (multiple responses were permitted).

- 82% of respondents noted that they use the car parks to visit the parks
- 26% of respondents noted that they use the car parks to either visit or work in local area (includes local workers, visiting local shops and residents).

1.2.1.1.4.4 82% of respondents either tended to disagree or strongly disagreed with the proposals.

1.2.1.1.4.5 334 respondents provided further comments which along with the 11 emailed responses were read and coded into key themes

Theme	No Comments
Proposals will affect parks user / parks should be free	138
Negative Comment in relation to proposed tariff / Suggested alternative approach	127
Positive Comment in relation to proposed tariff / Suggested alternative approach	72
Proposals will impact on local residential roads	70
The car park supports local businesses & Schools	32
Proposals will impact low income families	24
The legality of parking charges being introduced	17
No evidence has been provided of commuter parking	15
There is no evidence this is an issue	12
Parks covenants need to be considered	10
Negative comment in relation to the approach to the consultation	10
Income should be ring fenced for parks and open spaces	4
How will the car parking be managed?	4
Concerns over the payment systems	2

1.2.1.1.4.6 The main concern raised through the consultations related to maintaining access to parks and open spaces.

1.2.1.1.4.7 The proposals have been developed on a site by site basis taking into consideration, location, existing use, proximity to amenities and connections to public transport. For, e.g. Old Courthouse Recreation Ground has a small car park and is very close to Chipping Barnet town centre and Mill Hill Park, which is in proximity to public transport, offering connectivity.

1.2.1.1.4.8 Alternative models were proposed through the consultation such as having a short charged for period in the middle of day to discourage commuter and all-day parking. Whilst it is noted this would meet the aim to protect the car parks for genuine parks users it would not provide the opportunity to generate revenue to offset the cost of maintaining the boroughs parks and open spaces.

1.2.1.1.4.9 Respondents also noted that the car parks supported staff from local businesses and schools as such as noted in 1.2.1.2 Mill Hill Park and 1.2.15 West Hendon Playing Fields the proposed tariff structure allows for the provision of Business Permits to be sold for these car parks.

1.2.1.2 Mill Hill Park (Daws Lane and Wise Lane car parks)

Park Name	Road Name	Town	Ward	Number of Bays	Time Band		Proposed Tariff	
Mill Hill Park – Daws Lane Car Park	Daws Lane	Mill Hill	Mill Hill	92 spaces 50/50 split between Short and Long Stay Bays.	Monday – Saturday 8:30-18:00	Short Stay Bays	Up to 2 hours***	FOC
						Short Stay Bays	Up to 3 hours	£2.00
						Short Stay Bays	Up to 4 hours	£3.00
						Long Stay Bays	All Day	£6.00
Mill Hill Park – Wise Lane Car Park	Wise Lane	Mill Hill	Mill Hill	Approx. 20 mix of marked and unmarked bays	Monday – Saturday 8:30-18:00	Short Stay Bays	Up to 2 hours***	FOC
						Short Stay Bays	Up to 3 hours	£2.00
						Short Stay Bays	Up to 4 hours	£3.00
Permits will be issued to the Café, Nursery and Bowls Club for their use.								
Post Consultation amendment – Business Permits to be made available for purchase for local businesses and schools								

*** To cover usage by football pitch bookings

1.2.1.2.1 Through both consultations a number site specific concerns and suggestions were raised these have been noted below.

Concern/Suggestion	Response/Mitigation
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The legality of raising revenue through car parking charges	Under section 19 of the Local Government (Miscellaneous Provisions) Act 1976, the council has wide powers to provide such recreational facilities as it thinks fit. Section 19(1)(f) specially states that the facilities that the authority is empowered to provide under the section include "facilities by way of parking spaces" and sub-section (2) states that "a local authority may make any facilities available for use either without charge or on payment of such charges as the authority thinks fit."
Restrictive covenants in place for the park	Upon inspection of the parks covenants there are no restrictions that would that would not allow implementation of the proposals
The approach to the consultation	Following the close and review of the previous statutory consultation it was decided a second public consultation should be completed as set out in section 1.2.1.1.2 and Appendix 3 of this document

1.2.1.3 Old Courthouse Recreation Ground

Park Name	Road name	Town	Ward	Number of Bays	Time Band	Draft Price	
Old Courthouse Recreation Ground	Manor Close	High Barnet	Underhill	Approx. 20	Monday – Saturday 8:30-18:00	Up to 30 mins	FOC
						Up to 1 hour	£1.00
						Up to 2 hours	£1.50
						Up to 3 hours	£2.00

1.2.1.3.1 Through both consultations a number site specific concerns and suggestions were raised these have been noted below.

Concern/Suggestion	Response/Mitigation
Will impact users of the high street	Whilst it is acknowledged that the car park is often used by visitors to the nearby High Street, the car park is fundamentally available to provide and support access for users of the park.
30 mins free is not enough / Suggested 1 hour free of charge	The proposed model of 30 minutes free of charge is currently available in Hendon Park, which is also located near to a High Street. There is currently a dedicated car park to the High Street on Moxon Street which offers one-hour free parking. As such, there are no amendments proposed to the charging structure outlined.

1.2.1.4 Scratchwood Open Space

Park Name	Road name	Town	Ward	Number of Bays	Time Band	Draft Price	
Scratchwood Open Space	Barnet Way North Bound	Mill Hill	Hale	Approx. 80 unmarked	Monday – Sunday 24 hours per day	Up to 1 hour	50p
						Up to 2 hours	£1.00
						Up to 3 hours	£2.00
						Up to 4 hours	£3.00
						All Day	£6.00

1.2.1.4.1 Through both consultations a number site specific concerns and suggestions were raised these have been noted below.

Concern/Suggestion	Response/Mitigation
2 Hours free of charge	The proposed tariff has been developed to discourage the car park being used by those that do so for anti-social purposes

1.2.1.4.2 Due to the remoteness of the open space the council is keen to investigate an alternative approach for management and enforcement for example using Automatic Number Plate Recognition.

1.2.1.4.3 As such should the committee be minded to approve recommendation 5 & 6 the council will delay implementing the proposals for this location until such options have been explored thoroughly.

1.2.1.5 West Hendon Playing Fields

Park Name	Road name	Town	Ward	Number of Bays	Draft - Time Band	Draft Price	
West Hendon Playing Fields – Large Car Park	Goldsmith Avenue	West Hendon	West Hendon	Approx. 70	Monday – Saturday 8:30-18:00	Up to 2 hours***	FOC
						Up to 3 hours	£2.00
						Up to 4 hours	£3.00
						All Day	£6.00
West Hendon Playing Fields – Small Car Park	Goldsmith Avenue	West Hendon	West Hendon	The car park would be locked with access only permitted to the Nursery and Bowls Club.			
Post Consultation amendment – Business Permits to be made available for purchase for local businesses and schools							

*** To cover usage by football pitch bookings

1.2.1.5.1 No specific comments were received in relation to West Hendon Playing Fields.

2. REASONS FOR RECOMMENDATIONS

2.1 In January 2019, Committee requested consideration of each individual site and to report back on the outcome of the consultation process. There is a total of 4 sites included within Phase 1 delivery and it is anticipated that a Phase 2 review is undertaken in 2021/22, the results of which reported back to a future meeting.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The proposals form part of the Environment Committee Savings Plan (MTFS) for 2020/21. No alternative options have been considered as the above recommendations will contribute to the delivery of the Parks and Open Spaces Strategy.

4. POST DECISION IMPLEMENTATION

4.1 If the Committee is minded to approve the recommendations set out in this paper, then the Greenspaces Team will arrange for the installation of any infrastructure and signage required to commence implementation from April 2021.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The Council's Corporate Plan says: -

- Barnet's Parks and Greenspaces will be amongst the best in London.
- Resident feedback consistently shows that Barnet's Park and Greenspaces are amongst its biggest assets and a strong influence for people deciding to live here.
- The Council recognises this and will continue to ensure that the Borough's Parks and Greenspaces are looked after.
- The Council will develop more innovative ways of maintaining its Parks and Greenspaces; including through greater partnerships with community groups and focus on using parks to achieve wider public health priorities for the Borough.

5.1.2 Local Plan Policy CS7 says the Council will create a greener Borough by: -

- Enhancing open spaces to provide improvements in overall quality and accessibility.
- Meeting increased demand for access to open space and opportunities for physical activity.
- By tackling deficiencies and under provision.

5.1.3 Investment in and improvement of Barnet's greenspaces to support growth and wellbeing in Barnet will also result in the delivery of a range of outcomes linked to other Council strategies: -

- Growth Strategy: creating the environment for growth.
- Regeneration Strategy.
- Community Safety Strategy.

- Entrepreneurial Barnet Strategy.

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

5.2.1 Finance, Value for Money, and Procurement –

5.2.2 The proposed charging model is based on the tariff schedule currently in place and effective at Hendon Park. Initial indicative modelling suggests a net revenue in the order of £150,000 per annum is achievable based on delivering all the Phase 1 locations.

5.2.3

5.2.4 If capital costs are required to install infrastructure and enable the introduction of charging in park car parks. A capital bid will be made to Policy and Resources Committee for acceptance and inclusion in the capital programme.

The Constitution requires that all changes to fees and charges should be included in the budget proposals submitted by theme Committees to the Policy & Resources Committee.

5.3 **Staffing** – Delivery of the Parks and Open Spaces Strategy will require appropriate capacity and capability in the organisation, including within the commissioning arrangements.

5.4 **IT** – None currently

5.5 **Sustainability** – The Parks and Open Spaces Strategy and associated initiatives detailed in this report seek to protect, improve, and enhance the natural environment of Barnet. The individual projects to be delivered during implementation of the strategy will be developed and delivered in accordance with both environmental and financial principles.

5.6 Social Value

5.6.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic, and environmental benefits. The key themes within the Parks and Open Spaces Strategy are:

- Social outcomes and benefits.
- Environmental Outcomes and Benefits.
- Economic Outcomes and Benefits.

5.7 Legal and Constitutional References

5.7.1 Local authorities have several different statutory powers in relation to parks and open spaces, the purchase and maintenance of public walks or pleasure grounds under the Local Government (Miscellaneous Provisions) Act 1976, including wide powers to provide recreational facilities. The Open Spaces Act 1906 provides that local authorities shall hold and administer open space in trust to allow the enjoyment of it by the public and shall maintain and keep the open space in a good and decent state.

5.7.2 The Council's Constitution (Article 7 – Committees, Forums and Partnerships) sets out the terms of reference for the Environment Committee: -

- 1) "Responsibility for all borough-wide or cross-constituency matters relating to the street-scene including parking, road safety, lighting, street cleaning, transport, waste, waterways, refuse, recycling, allotments, parks, trees, crematoria and mortuary, trading standards and environmental health;
- 2) To submit to the Policy and Resources Committee proposals relating to the Committee's budget for the following year in accordance with the budget timetable.
- 3) To make recommendations to Policy and Resources Committee on issues relating to the budget for the Committee, including virements or underspends and overspends on the budget. No decisions which result in amendments to the agreed budget may be made by the Committee unless and until the amendment has been agreed by the Policy and Resources Committee.
- 4) To receive reports on relevant performance information and risk on the services under the remit of the Committee."

5.7.3 The council's Financial Regulations can be found at:<https://barnet.moderngov.co.uk/documents/s60716/Appendix%20L%20-%20Financial%20Regulations%20Tracked.pdf>

5.7.4 Changes to fees and charges should be included in the budget proposals submitted by theme Committees or the relevant committee to the Policy & Resources Committee. The budget recommended by Policy and Resources Financial Committee to Full Council will incorporate the latest projection of income from fees and charges. Full Council will approve all fees and charges as part of the budget report

5.8 Risk Management

5.8.1 The management of risk is undertaken on a continual basis and reported as part of the Council's Quarterly Performance regime and considered as part of the Performance and Contract Management Committee quarterly monitoring report.

5.8.2 Risks are managed through the project boards and are reviewed and revised at board meetings. The current key risk areas are: -

	Rating Criteria	1: Low	2: Medium	3: High
1.	Total investment required	X		
2.	Potential benefits	X		
3.	Return on investment	X		
4.	Planning	X		
5.	Political sensitivity		X	
6.	Fit with corporate objectives	X		
7.	Users/DU's impacted		X	
	Total score	9		

5.9 Equalities and Diversity

5.9.1 Under section 149(1) of the Equality Act 2010 (EA 2010) the Council must, in the exercise of its functions have due regard to the need to: -

- Eliminate discrimination, harassment, victimisation, and other conduct prohibited by the Equality Act 2010.
- Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.9.2 Relevant protected characteristics are: - age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

5.9.3 The purpose of the initiatives described in this report is to ensure that the broad diversity of Barnet's residents and communities continue to enjoy the benefits of these community assets and that their needs and aspirations are reflected in the provision that the Council makes.

5.9.4 Equalities Impact Assessments will be developed on a scheme by scheme basis to ensure compliance with the requirements of the Equality Act 2010 and that the needs of the communities and groups are fully taken into account in the development of schemes.

5.10 Consultation and Engagement

5.10.1 Mill Hill Park, Old Courthouse Recreation Ground, Scratchwood Open Space and West Hendon Playing Fields all followed a statutory consultation approach used for the implementation of a Traffic Management Order (TMO); a notice was placed in the local newspaper and at each site setting out the proposals and how to make a representation.

5.10.2 Following the completion of the statutory consultations advice was received which identified that a public consultation would be more appropriate and that the council should utilise the statutory powers under the Local Government (Miscellaneous Provisions) Act 1976 as set out in 5.7.1 of this report rather than a Traffic Management Order.

5.10.3 To remedy this the council undertook a six-week public consultation from 30 November 2020 to 10 January 2021 results of which are set out in Appendix 3 of this report. Posters (Appendix 4) were displayed in the parks and all ward members, stakeholder groups and tenants within the respective parks were written to directly informing them of the consultation, this communication included a copy of the poster.

6. BACKGROUND PAPERS

6.1 [21 January 2019 Environment Committee, Item 8 – Car Parking Charging - Parks](#)

6.2 [28 November 2018 Environment Committee, Item 11 - Implementation of the Council's Parks and Open Spaces Strategy](#)

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Fees and Charges 2020/21

Department: Environment
 Area: Greenspaces and Leisure

Reference/ Area	Fee/Charge Title	Area	Description	Service Lead (person submitting charge)	Unit of Measure	Charges 2020/21	Charges 2021/22	Change from prior year (actual)	Change from prior year (%)	Required approval	Comments	Statutory Basis for Charging (i.e. the legislation that permits you to charge for this service / product)	Basis of charging (Statutory prescribed, Statutory discretionary, statutory costs recovery or Discretionary)	Additional detail for new charges / above inflation
	Mill Hill Park Car Parks	Greenspaces	Mill Hill Short Stay Bays - Up to 2 hours	Matthew Gunyon	Per Visit	£0.00	£0.00	£0.00			New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2094	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Mill Hill Park Car Parks	Greenspaces	Mill Hill Short Stay Bays - Up to 3 hours	Matthew Gunyon	Per Visit	£2.00	£2.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2095	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Mill Hill Park Car Parks	Greenspaces	Mill Hill Short Stay Bays - Up to 4 hours	Matthew Gunyon	Per Visit	£3.00	£3.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2096	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Mill Hill Park Car Parks	Greenspaces	Mill Hill Long Stay Bays - All Day	Matthew Gunyon	Per Visit	£6.00	£6.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2097	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Old Courthouse Recreation Grounds Car Park	Greenspaces	Old Courthouse Rec Car Park - Up to 30 mins	Matthew Gunyon	Per Visit	£0.00	£0.00	£0.00			New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2098	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Old Courthouse Recreation Grounds Car Park	Greenspaces	Old Courthouse Rec Car Park - Up to 1 hour	Matthew Gunyon	Per Visit	£1.00	£1.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2099	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Old Courthouse Recreation Grounds Car Park	Greenspaces	Old Courthouse Rec Car Park - Up to 2 hour	Matthew Gunyon	Per Visit	£1.50	£1.50	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2100	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Old Courthouse Recreation Grounds Car Park	Greenspaces	Old Courthouse Rec Car Park - Up to 3 hour	Matthew Gunyon	Per Visit	£2.00	£2.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2101	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Scratchwood Open Space Car Park	Greenspaces	Scratchwood Open Space - Up to 1 hour	Matthew Gunyon	Per Visit	£0.50	£0.50	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2102	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Scratchwood Open Space Car Park	Greenspaces	Scratchwood Open Space - Up to 2 hour	Matthew Gunyon	Per Visit	£1.00	£1.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2103	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Scratchwood Open Space Car Park	Greenspaces	Scratchwood Open Space - Up to 3 hour	Matthew Gunyon	Per Visit	£2.00	£2.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2104	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Scratchwood Open Space Car Park	Greenspaces	Scratchwood Open Space - Up to 4 hour	Matthew Gunyon	Per Visit	£3.00	£3.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2105	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	Scratchwood Open Space Car Park	Greenspaces	Scratchwood Open Space - All Day	Matthew Gunyon	Per Visit	£6.00	£6.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2106	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	West Hendon Playing Fields Car Park	Greenspaces	West Hendon PF Short Stay Bays - Up to 2 hours	Matthew Gunyon	Per Visit	£0.00	£0.00	£0.00			New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2107	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	West Hendon Playing Fields Car Park	Greenspaces	West Hendon PF Short Stay Bays - Up to 3 hours	Matthew Gunyon	Per Visit	£2.00	£2.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2108	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	West Hendon Playing Fields Car Park	Greenspaces	West Hendon PF Short Stay Bays - Up to 4 hours	Matthew Gunyon	Per Visit	£3.00	£3.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2109	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	
	West Hendon Playing Fields Car Park	Greenspaces	West Hendon PF Long Stay Bays - All Day	Matthew Gunyon	Per Visit	£6.00	£6.00	£0.00	0.00%		New fee for 20-21 unused in year as awaiting committee decision	Local Government Act 2003/Localism Act 2110	Discretionary – here the authority is not obliged to provide the service but if it does so then the charges must be based on costs recovery, based on the statutory power to charge in Local Government Act 2003/Localism Act 2011	

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Appendix 1 – Statutory Consultation Report

Consultation Responses to Statutory Consultations

1. Statutory Consultation

1.1 Mill Hill Park – 28 Nov – 24 Dec 2019

A total of 31 representations were received; 28 were received via email and 3 via written letter. Copies of the emails have been provided section 2 of this document with any personal information removed. The three letters have not been included in this document as they contain personal information although the key points raised were extracted and included in the analysis contained below;

1.1.1 – Summary of responses

View	Number	%
Support	4	13%
Objection	26	84%
Neutral	1	3%
TOTAL	31	100%

1.1.2 – Summary of comments in support of the proposals

Supporting Comments		
Protects use for parks users	2	6%
Car park is often full	2	6%
A CPZ is needed for this area	1	3%

1.1.3 – Summary of comments in objection to the proposals

Objection Comments		Response/Mitigations
Will impact local residents	12 39%	In parallel the Highways Team undertook an informal consultation regarding on street parking in this area.

2 hours free is not enough	3	10%	2 hours free of charge was designed to allow users to visit the park and its facilities with the need to pay.
Will have a negative impact on genuine parks users	6	19%	The main purpose behind the plans is to safeguard the car park for parks users.
Will affect Bowls Clubs members	1	3%	The Bowls Club, Nursery and Café Staff will be provided access to an area of the Wise Lane Car Park for their use.
The car park is a free public amenity	5	16%	The main purpose of the car parks is to service Mill Hill Park and the car park is often full by non-parks users.
Should not include weekends	2	6%	The proposals include Saturdays in order to safeguard the car parks for parks users at this time too.
Charges are too high	1	3%	The charges are in line with other parks car parks proposals or existing tariffs.
Approach to the consultation	15	48%	The council followed the Statutory Traffic Management Order Process; <ul style="list-style-type: none"> - Notice in the local paper - Notices were displayed in the car parks Additionally; <ul style="list-style-type: none"> - The Highways Team noted the proposals as part of the informal consultation regarding on street parking in the area. - The 21 day consultation was extended by a further six days following concerns raised by local residents and the Residents Association.

1.1.4 – Summary of suggestions received through the consultation

Suggestions		Response/Mitigations	
Restrict charges for one hour per day	7	23%	This approach could be confusing if users come to the park at different times.
Income should be ring fenced for Mill Hill Park	2	6%	The income received will be paid into the Greenspaces budgets and will offset the management and maintenance costs for the parks and open spaces portfolio.
The use of Auto Number Plate Recognition (ANPR) Cameras for enforcement	1	3%	Local authorities are not permitted to enforce car parks through ANPR cameras.

1.2 Old Courthouse Recreation Ground – 8 Aug – 7 September 2019

A total of two representations were received in relation to Old Courthouse Recreation Ground Copies of the emails have been provided section 2 of this document with any personal information removed. Below is a summary of the responses received;

1.2.1 – Summary of responses

View	Number	%
Support	0	0%
Objection	1	50%
Neutral	1	50%
TOTAL	2	100%

1.2.2 – Summary of comments in support of the proposals

Supporting Comments		
Protects use for parks users	1	50%
Regularises the opening of the park	1	50%

1.2.3 – Summary of comments in objection to the proposals

Objection Comments			Response/Mitigations
Will impact users of the high street	1	50%	Whilst it is acknowledged that the car park is often used by visitors to the nearby High Street, the car park is fundamentally available to provide and support access for users of the park.
30 mins free is not enough	2	100%	The proposed model of 30 minutes free of charge is currently available in Hendon Park, which is also located near to a High Street.
Will have a negative impact on genuine parks users	1	50%	The proposals have been designed to safeguard the car park for genuine parks users
Timing of the consultation	1	50%	The council followed the Statutory Traffic Management Order Process; <ul style="list-style-type: none"> - Notice in the local paper - Notices were displayed in the car parks
Parking should be free in parks and open spaces	1	50%	The main purpose of the car parks is to service Old Courthouse Recreation Ground and the car park is often full by non-parks users.

1.2.4 – Summary of suggestions received through the consultation

Suggestions		Response/Mitigations	
1 Hour free of charge	2	100%	The proposed model of 30 minutes free of charge is currently available in Hendon Park, which is also located near to a High Street. As outlined within the consultation response, there is currently a dedicated car park to the High Street on Moxon Street which offers one-hour free parking. As such, there are no amendments proposed to the charging structure outlined.

1.3 Scratchwood Open Space – 8 Aug – 7 September 2019

A total of one representation was received in relation to Scratchwood Open Space which can be found in section 3 of Appendix 1. Below is a summary of the response received;

1.3.1 – Summary of responses

View	Number	%
Support	0	0%
Objection	1	50%
Neutral	0	0%
TOTAL	1	100%

1.3.1.1

Objection Comments		Response/Mitigations	
Will have a negative impact on genuine parks users	1	100%	The proposals have been designed to safeguard the car park for genuine parks users.

1.3.1.2

Suggestions		Response/Mitigations	
2 Hours free of charge	1	100%	The proposed tariff has been developed in order to discourage the car park being used by those that do so for anti-social purposes
Charge in bands of 2-4 hours and over 4 hours	1	100%	The proposed tariff has been developed in order to discourage the car park being used by those that do so for anti-social purposes

2. Consultation Responses Received

No:	Park	Comment	Opinion
1.	Mill Hill Park	<p>Subject: Mill hill park changes</p> <p>Hi</p> <p>I wanted to write in support of the proposed changes to the car park at mill hill park. Currently the car park is full of cars from first thing in the morning leaving it unable to be used to visit the park. Making it 2 hours free and then paying for further use is totally reasonable and allows you to use the park for a normal amount of time and allowing for extra.</p> <p>It's 100% the right thing to do and I support it wholeheartedly.</p> <p>Many thanks</p>	Supports
2.	Mill Hill Park	<p>Subject: PLEASE DO NOT DO THIS</p> <p>If they do this, the next thing they'll do is introduce resident permit holding for poets corner. It's a revenue generating activity as far as I'm concerned.</p> <p>There isn't a problem at the moment. The car park although full, isnt really a problem for the very local residents. As soon as restrictions go in there, commuters will park on poets corner which will "create a problem" for the residents. Then, parking restrictions come in Which might not seem so bad now - but when you have family and friends wanting to pop in etc and you're paying for a visitor permit every time it will be frustrating.</p> <p>Currently, if you are visiting the park and need to drive and the car parks are full, you can park anywhere in the surrounding roads. So there isn't even a real issue there.</p> <p>The council just recently put parking restrictions in where I live in Colindale and it's an absolute nightmare as far as I'm concerned. Don't get fooled in to thinking it will be better. There was no problem in our residential streets and now there is. And they said they did a full consultation, which they definitely didn't. First time I heard about it was when I got a letter saying the restrictions were being put in. By which time it was too late to contest!</p>	Objects

		<p>How many of you actually use that carpark regularly so you can visit the park? Versus how many of you use the roads in poets corner daily because you live there? Which is more important to you?</p> <p>(And I am usually a supporter of the overall work that local councils do for their communities).</p>	
3.	Mill Hill Park	<p>Subject: Daws Lane Car Park</p> <p>I have been advised by Val Duschinsky that I may email my views to you on the proposed charges in Daws Lane Car Park as the Chairman of The Friends of Mill Hill Park.</p> <p>I am disappointed in the short time allowed for remarks and objections and the lack of information available.</p> <p>1 The two hours free parking is too short a time for families to enjoy an afternoon of relaxation and sport . The time should be increased to three hours at least. I can also see arguments breaking out as people vie for spaces.</p> <p>2 There is already enormous pressure on the roads in Poets Corner which will only increase as people try to park there to avoid paying the charges.</p> <p>3. Is there any guarantee that the monies collected will be used in Mill Hill Park as I believe has been claimed.</p> <p>I am not in favour of the proposed charges. This is my individual opinion and does not represent the collective views of the Friends of Mill Hill Park Committee, who may email you with their own ideas.</p> <p>Regards</p>	Objects
4.	Mill Hill Park	<p>Subject: New Car Parking Charges Daws Lane/Wise Lane</p> <p>It seems Barnet goes out its way to upset the residents of this borough.</p> <p>There can be no reason to suddenly start making a parking charge other than greed on the behalf of the council.</p> <p>I object to any charges as it will prevent young and old people making use of the play ground, visiting this public amenity, playing tennis, football or watching the Bowling Club. Also parents with children at</p>	Objects

		<p>the school will have fund each and every visit to it. As usual vehicles will start parking in residential streets and this will escalate in further expansion of the CPZs.</p> <p>The council seem to forget that we already pay for this park and parking via our massive Council Tax payments.</p> <p>We shall be complaining to our councillors and our MP to stop this charge.</p>	
5.	Mill Hill Park	<p>Subject: Charging for car park at Mill Hill Park</p> <p>Good afternoon.</p> <p>I am writing in response to information that I have been given about charging for parking at both Mill Hill Park carparks. I am not 100% sure that my information is correct but based on what I have heard I would like to make a few comments.</p> <p>As I understand it there will be free parking for up to 2 hours at the park which I am not completely against.</p> <p>My only real concern is for the elderly people that use in Mill Hill Bowls club. For many it is an important place for socialising and keeping fit. A game of bowls lasts more than two hours so it would mean that Mill Hill Bowls club members would have to pay every time they went to the Bowls club.</p> <p>I do not feel that this is an acceptable way to treat the older residents of Mill Hill community.</p> <p>In addition many older Mill Hill residents use the car park to gain access to the limited bus routes that we have. This would be in again they could not get the bus to Barnett or Edgware hospital which is badly serviced as it is.</p> <p>Maybe they could be given a get out of car park charges sticker to attach to their cars when they pay their bowls club Subscription.</p> <p>In addition many older Mill Hill residents use the car park to gain access to the limited bus routes that we have. Having to pay for the service seems very unfair.</p> <p>I would be interested to be given the correct facts if the information I have is not accurate.</p>	Neutral
6.	Mill Hill Park	<p>Subject: car park charges</p> <p>I am writing to object to the Council's plan to start charging for car parking in Mill Hill park. I belong to the bowls club in the park and it would be a great expense to us and to visiting teams if we have to pay</p>	Objects

		to be able to park. Our matches last for 3 hours or more with teams arriving a good hour before hand and leaving at least half-an-hour afterwards. What sort of concessions would be available to us as a club and our visitors? Our club is open all year round with the car park being used by us all the time and would be a costly extra expense to our members if any charges were to be enforced.	
7.	Mill Hill Park	<p>Subject: proposed parking charges in car parks in mill hill park</p> <p>The large car park generally has cars parking in it from 6 in the morning and is usually full by late morning. by bringing in charges will mean those using the car parks will i suspect park in the surrounding roads. I live in Byron rd .controlled parking is a necessity . and has been for a long time.parking is difficult at anytime of the day so I'm more than happy if the proposed changes are successful. yours sincerely</p>	Supports
8.	Mill Hill Park	<p>Subject: Daws Lane, Parking charges</p> <p>Dear Sir,</p> <p>Since Daws Lane Car Park was refurbished, people kept to the parking within the designated places. Now people are leaving their cars parked overnight, parking in the yellow lines, which means on many occasions you cannot manoeuvre your car around to get out of the car park. It is full of commuters who leave their cars there all day long, which leaves so room for people to park for a short space of time, like taking children into the park or visiting the shops opposite. The car park is even full over the weekend. If charges are to be enforced, then obviously the car park has to be monitored. As a resident who lives in Mill Hill I feel very strongly about the ongoing situation.</p> <p>I did not see any signs in the car park informing us about the consultation that was going to take place. The residents should have been better informed.</p> <p>To summarise I am certainly very much in favour of car park charges.</p> <p>Yours faithfully,</p>	Supports
9.	Mill Hill Park	<p>Dear Sirs,</p> <p>Thank you for your letter of 9th December regarding the proposed CPZ in poets corner and the proposal to charge for parking in the car parks serving Mill Hill Park.</p> <p>As the amount of time allowed to respond is very short I am writing today about Mill Hill Park.</p>	Objects

		<p>I have several comments the gist of which is that I am against the introduction of charging for either of the car parks.</p> <ul style="list-style-type: none"> • I believe the park was given to the community and it would be against the spirit of that gift should there be a charge for using what should be a free public amenity • I understand that something needs to be done to reduce the amount of all day parking and I don't know the answer to that except to perhaps have the same principle as the current CPZ and not allow parking between 11 and 12 or even 11 and 11.30. • If you decide to introduce charges then they should be just Monday to Friday, definitely not including Saturday. It is not difficult to spend more than two hours at the park on a lovely sunny day and if cricket is played at the park it would not be fair to expect the players to spend £6 each on parking. • I object to any of the spaces being used by staff or parents using the Etz Chaim school as provision should have been made at the time of the school being built. If the school does not have sufficient space for staff parking or for parents at pick up and drop off then they should use public transport or, as we were told when the school was proposed, walk. • I do have sympathy for the workers at the Post Office and provision should be made for them in some way. <p>I strongly believe the park should be free to use for all members of the community and that making a charge of any sort for parking is making a charge to use the park which I object to.</p> <p>Yours faithfully,</p>	
10.	Mill Hill Park	<p>Subject: Car Park at Mill Hill Park</p> <p>To whom it may concern.</p> <p>The car park at Mill Hill Park does require improved management, however, it should remain free.</p> <p>It should be possible to instigate a parking system that prevents people from parking all day so that children can utilise the facilities at all times.</p> <p>KEEP THE CAR PARK FREE.</p>	Objects
11.	Mill Hill Park	<p>Subject: Proposed parking charges in car parks in Mill Hill Park- Daws Lane and Wise Lane</p>	Objects

		<p>Dear Sir/Madam</p> <p>I am writing to OBJECT to proposed parking charges in car parks in Mill Hill Park- Daws Lane and Wise Lane. The car park should be free for people wishing to use the park's facilities. The council should be encouraging residents to use green spaces for healthy outdoor sports and activities not discouraging them with parking charges. Older people have difficulty using the council's telephone payment system or credit/debit card pay and display machines which could discourage them from using the park. Finally, parking charges in the car park will result in commuters parking in the surrounding roads making it difficult for residents to find available kerbside space.</p> <p>Yours faithfully</p>	
12.	Mill Hill Park	<p>Subject: PROPOSED CHARGING FOR PARKING IN THE TWO MILL HILL CAR PARKS - DAWS LANE & WISE LANE</p> <p>To whom it may concern,</p> <p>I would suggest there be one hour free parking before any charges are incurred so as to allow for regular dog walkers to be able to walk their dogs without incurring a daily charge and residents to enjoy the park. This would also stop commuters parking in either car park all day.</p> <p>30 minutes free parking would also be a good idea in Mill Hill Broadway and would go a long way to helping local shops.</p>	Supports
13.	Mill Hill Park	<p>Subject: YOUR LETTER ON PROPOSED PARKING CHARGES IN CAR PARKS IN MILL HILL</p> <p>Dear Traffic and Development Design Team Thank you for your undated letter received here on 10th December 2019. We have the following comments about your proposals for parking charges in the Daws Lane and Wise Lane car parks.</p> <ol style="list-style-type: none"> 1. The land of Mill Hill Park (which includes the Daws Lane and Wise Lane car parks) was given to the residents of Mill Hill in perpetuity. Any funds raised should therefore be specifically for Mill Hill and not absorbed into the Barnet authority. Mill Hill Park would be a natural beneficiary. 2. The policy of short stay parking being free and long stay being charged has unfortunate consequences. <ol style="list-style-type: none"> (i) Long stays will be driven mostly into Poets Corner. This means that Poets Corner residents will be coerced into seeking a CPZ. CPZs isolate communities by making it difficult for visitors to park without anxiety and they cause additional 	Objects

		<p>stress to care workers, tradespeople and all needing to deliver important services. With a growing elderly population, these services will be in greater demand and a CPZ will discriminate against the most vulnerable among residents. The no-parking time bands employed by CPZs encourage fine-avoiding traffic movements – this is stressful and environmentally damaging.</p> <ul style="list-style-type: none"> (ii) For the Mill Hill economy to be encouraged, the proposed two hours of free parking is insufficient for people to enjoy shopping, perhaps a gym session and a meal in Mill Hill. (iii) The proposed scale of charges places a burden on those wishing to park for work including low paid local workers, those commuting from Mill Hill station and even the less mobile who need to drive to an appropriate bus stop. All groups are important to the diversity of our community and passing trade. The current system allows vehicles to be parked for a working day which means they are neither mobile nor searching for new spaces. This is already as good as it can be for air quality and general stability. (iv) Travelling to work is now the single highest causes of stress among those working in London. Car parking policies should be directed toward easing the burden on those working to support the economy. Commuters are not a nuisance and they should not be seen as fair game for parking charges. Our free long term car park has encouraged responsible parking rather than the cluttering of residential roads. (v) Free short stay parking will do nothing to discourage unnecessary traffic movements such as school runs. These should be your target for charges because such traffic movements at busy times of day are particularly environmentally damaging and expose children to poor air quality. The Daws Lane traffic is frequently stifled at school drop off and collection times. <p>3. We believe that a more environmentally-friendly approach with better community outcomes, would be to charge for short stays (for example less than 30 minutes) and allow long stays to remain free. APNR technology is capable of handling this. Any charges including penalty charges should be open and transparent and directly reimbursed to Mill Hill park, the area to which the land was given in perpetuity as a community asset and covenant for Mill Hill Residents.</p> <p>Thank you for the opportunity to comment on your proposals. We hope you will give due weight to our views in your response. Kind regards</p>	
14.	Mill Hill Park	Subject: Consultation on charging for parking at Mill Hill Park car park.	Objects

		<p>I have been advised by the Mill Hill Residents Association that there is a live consultation that closes tonight on introducing parking charges at Mill Hill Park. I have just visited the Council website and used the search facility but have been unable to find any details.</p> <p>I would like to register my objection to the introduction of charges as I believe that the park is a valuable resource for others living in the local area who are not lucky enough to live within walking distance of the park and who wish to bring equipment to play sports, have picnics, walk their dogs etc. which is not always possible using public transport. There are few activities and facilities that are free to families on low incomes and I would not wish to see them deterred from using the park due to the introduction of car parking fees.</p> <p>If the Council's concern is to deter commuter parking this could be addressed by introducing a requirement to display a timed ticket for just one hour in the day e.g. 2-3pm</p> <p>I trust that you will consider my objection in this email as I have not been able to check that this is the correct method to raise my objection due to lack of access to information available on the website or local publicity.</p> <p>Kind regards</p>	
15.	Mill Hill Park	<p>Subject: Daws Lane car park</p> <p>To whom it may concern, I would like to take part in the consultation for charging at Daws Lane car park. I am very much against this as the park is used by many people and free parking encourages people to use it.</p>	Objects
16.	Mill Hill Park	<p>Subject: Charging for parking at daws lane car park , I do not think this is in the interest of mill hill or its residents or visitors. A Mackenzie</p>	Objects
17.	Mill Hill Park	<p>Subject: Daws Lane car park</p> <p>Dear Parks department</p> <p>I am concerned that I have received no notification of the Barnet Council consultation on bringing in charges to the car park in Daws Lane, and possible residents parking on Poets Corner.</p>	Objects

		<p>I have, however, received notification of planning permission for developments some distance away.</p> <p>When are you planning to alert residents to these possible changes? As a resident of Marion Road, I will be affected hugely by such plans and have a right to know what's happening and have my voice heard.</p> <p>Looking forward to hearing from you,</p>	
18.	Mill Hill Park	<p>Importance: High</p> <p>I am writing to strongly object to LBB's current consultation on introducing parking charges into the Daws Lane car park.</p> <p>I believe that LBB has failed to consult properly for a number of reasons. Firstly the consultation must take place while the proposals are still at a formative stage and this is not the case with Daws Lane Car Parking Charges – LBB are way beyond the formative stages.</p> <p>I also believe that LBB has failed to consult and provide information which is accurate and sufficient to enable those consulted to make a meaningful and educated response.</p> <p>As your Legal Department will know, the High Court found that the London Borough of Barnet did not consult properly in the proposed re-opening of Partingdale Lane (Partingdale Lane Residents Association –v- London Borough of Barnet). The Judge found that the Council had pre-determined the reopening of Partingdale Lane without an adequate consultation process. Consequently a High Court judgement was made and Barnet Council not only had to pay their own costs of many thousands of pounds but also that of the Plaintiff. This was a complete waste of taxpayers' money simply because Barnet Council had failed to go through a legitimate legal process and it appears the Council is about to make the same mistake.</p> <p>Please now act in a correct and legitimate way with regard to this</p>	Objects
19.	Mill Hill Park	<p>Subject: Objection to the Consultation Process for the Daws Lane Car Park Charges</p> <p>To whom it may concern,</p> <p>I would like to register my objection to the so-called Consultation regarding the Daws Lane Car Park charges.</p>	Objects

		<p>In my mind a consultation is by definition something that involves dialogue at the initial stages of planning not as an afterthought to a fait accompli.</p> <p>I would expect to be offered the opportunity to indicate whether I felt there was even a problem to solve in that car park and subsequently to be invited to offer any suggestions for remedying any issue that was identified. Finally all those concerned should be able to consider the suggestions and to debate which, if any, should or could be implemented.</p> <p>The short notice period coinciding with the start of the holiday season implies that the Council is hoping that no one will be aware of the decisions being discussed and that no objections or suggestions will consequently be forthcoming. This is a rather underhand tactic that undermines the democratic agenda of local government.</p> <p>If this is not the case then I would expect the consultation to be paused and re-started in the New Year at a time when normal business has resumed and with a notice period that provides sufficient time for residents to engage in a meaningful dialogue with the Council.</p> <p>Regards,</p>	
20.	Mill Hill Park	<p>Subject: Dawes lane car park</p> <p>In line with the High Court ruling that consultations need to be instigated at the formative stages of any new proposals put forward and that residents need sufficient information, it seems rather churlish of the Council has not yet provided ALL the information needed for us to have an opinion and instead award JUST ONE WEEK'S extension to consult. This does not replace our need for information and instead could be construed as giving no more than 'lip service' to the Court, without applying the Court's absolute decision to give proper information and then consultation time.</p> <p>The Dawes lane Car Park has for many years been an exclusion zone to residents as all the bays are taken up early morning by commuters. If the Council levied a charge on them for just one hour ie during lunchtime it would free up the bays for residents who need more parking spaces than the limited ones already provided. This would be enough. No need to charge all day, 6 days a week to free up spaces properly.</p> <p>This whole process needs to go to debate which will only be satisfied by instigating a NEW, FULL consultative process!...</p>	Objects
21.	Mill Hill Park	Dear Sir,	Objects

		<p>I am writing as a committee member of Friends of Mill Hill Park to express my views about the proposed parking charges in the car park.</p> <p>I feel that if it is necessary to implement this charge 2 hours parking time will not give those who drive there enough time to enjoy the many activities available, especially in the summer. I am wondering if the charge applies to weekends. If so it will curtail the use of the park considerably.</p> <p>As a long time resident I have always been aware of a covenant that was made for the park to be For the community to use and enjoy.</p> <p>Would it not make sense to have restricted parking at certain times thus leaving spaces free for locals. Limiting time in the park which is enjoyed by many is another facility taken away from the residents of Mill Hill.</p> <p>Yours sincerely,</p>	
22.	Mill Hill Park	<p>Subject: Daws Lane Parking Consultation</p> <p>I am writing to object to this legally flawed “Consultation”. The High Court ruling against a case Partingdale Lane v LB B said “the consultation must take place while the proposals are still in the formative stage.” This is in no way the formative stage. More like a fait accompli stage! The High Court also stated that “those consulted must be provided with information which is accurate and sufficient to enable them to make a meaningful response”. This is in no way the case as xxxxxxxxxx Chair of Mill Hill Residents Association has spelled out.</p> <p>There is so little time left in this mess of a consultation that I will not write more at this point. It must be better thought out and started again. Some residents have suggested they haven’t had time to respond at all at this highly pressured time of year and the ridiculously short period given.</p>	Objects
23.	Mill Hill Park	<p>Re: Objection to the Daws Lane Car Park Consultation from the Friends of Mill Hill Park</p> <p>Following my objection to you in my personal capacity as a resident of Mill Hill, I am now in a position to further object to the Daws Lane consultaiton, this time in the name of the Friends of Mill Hill Park.</p> <p>After receiving majority support from my committee, we officially object to this consulation on the following grounds:</p> <p>The written reason for these charges is to “effectively manage the car park”. If this means to prevent commuters (and others) from parking all day in the car park, then we feel that charging all day including Saturdays is far too severe a solution. This kind of excessive charging will amount to another taxation on motorists and is not necessary to achieve your stated objective.</p>	Objects

		<p>There are other ways of preventing all day parking – by charging for just one hour in the day (for example from 11am-12pm), by introducing a CPZ of sorts (also for an hour like there is already in so mahy part of Mill Hill) or by limiting free parking to a longer period (4 or 5 hours) with no return for one hour, etc. These other types of mechanisms are in place in many other parts of the UK so we don't see why you need to implement such wide ranging charging hours in our park – unless, of course, the real reasn to use this as a way of generating extra revenue.</p> <p>Further, we object to the fact that we were at no point consulted at the beginning of this process to get our views of the nature and extent of the alledged problem in the first place and to find out our ideas and thoughts for different types of solutions to be considered and looked into. To be honest, we feel that our park users and our residents have been excluded from your decision making process from the start.</p> <p>We trust that you will take note of our objections.</p>	
24.	Mill Hill Park	<p>Importance: High</p> <p>Dear Sirs,</p> <p>I have just been told that there is a proposal to charge for parking at Mill Hill Park car park. I understand that there has been some sort of consultation period which has expired or is about to expire. As a resident of a very nearby road this is the first I have heard of this. I do not receive any copies of the local newspaper and have not been informed by any other means of this until now. (I may add that likewise I was not in any way informed of the stopping of the green waste collection either). I found out about that from a friend who lives on the other side of the Borough. The timing of this proposal does seem rather suspect given that the Christmas period is so imminent and I do feel that people local to the proposal should be informed and given an opportunity to air their views in a more positive way than has been the case this time.</p> <p>I do not think any purpose would be served by charging for parking for Mill Hill Park and that it would actually have a malign influence on the use of the park if families have to pay to use it. The only improvement charging would make is to the coffers of Barnet Council and I cannot see how it would benefit the park or its users in any way.</p> <p>I really feel let down by a Council that I voted for to represent my interests when it appears that my interest has been totally ignored by lack of information.</p> <p>Yours faithfully</p>	Objects

		<p>Subject: Re: Daws Lane Parking</p> <p>Dear Sir, I have now returned home from a very serious operation in hospital and on my first outing to Mill Hill park last Sunday 29th December I looked for your notice, a photo of which you attached to your previous reply. I looked from Daws Lane pavement and it was invisible. I then looked just inside the entrance to the car park. I found it crumpled and immediately behind the large notice for the car park. If one is walking into the car park one would only see it if one was coming from the direction of Wise Lane. If one was driving one would pass it without seeing it at all as one would be looking for hazards within the car park. I really see this as underhand and cannot see how this informs the general public that there is any form of consultation. If you request it I will send photos. Yours faithfully.</p>	
25.	Mill Hill Park	<p>Subject: Parking Charges at Mill Hill Park</p> <p>I noticed in the Barnet Times that you are carrying out a consultation re introducing parking charges in Mill Hill Park.</p> <ol style="list-style-type: none"> 1. Please can you forward us full documentation regarding this consultation as urgently as possible so that we have time to study it , talk to our residents and members, and still have time to respond. 21 days is very little time so you need to send us the documentation very quickly please. 2. Also, please can you let me know why so many other consultations are published online of the LBB website for residents to see ... but not this one? Surely ALL consultations should be published online, not just select ones? <p>Regards,</p> <p>Subject: Parking Charges at Mill Hill Park</p> <p>Firstly, thank you for your time and for the meeting the other day. I look forward to working with you and your team to develop ideas that can get more residents more involved in community building projects.</p> <p>On the matter relating to the car park consultation, as I mentioned, I have been talking to a lot of residents and our members and have been compiling a list of comments and concerns that I am hearing. I am planning on sending this list to our membership database later today and will add any further comments that I receive before sending it to you.</p>	Objects

	<p>I know you said that the consultation started on 28th Nov but it is not actually clear how to count. For example, is the 28th day 1 or is the 29th day 1? Also, is the last day up to midnight or up to midnight the day before?</p> <p>To make life easier can you confirm the last day of the consultation and can you confirm the deadline time too?</p> <p>Thanks</p> <p>Subject: RE: Parking in Mill Hill Park</p> <p>Thanks for your reply to Mr XXXXXXXX's concerns.</p> <p>I must admit that I am very confused by your reply.</p> <p>You keep saying that there is no further information available. However, as I told you already last week when we met, in the public notice that was placed in the Barnet Times it clearly states that there is a copy of the proposed orders that can be requested that includes details of the Council's Statement of Reasons for proposing to make the Orders. That is what you guys wrote, not us. So where is that information that you refer to in your published notice for public viewing? You keep telling us that this does not exist! So why it is written that there is?</p> <p>For this consultation to take place and to be legal, that advertised document with that type of information is very important and should be freely and quickly available to anyone requesting it. All that has been provided in the newspaper is a short executive summary of the intended outcome and proposed decision following whatever internal deliberations you have undergone internally on your side. What you have not provided yet is a proper document outlining the exact problem that you are trying to solve in the first place and what solution options you are formulating to try to address whatever the problem is that you are trying to solve. There is no document detailing the background information, no reasons, no options for formulating solutions, nothing!</p> <p>Without this information in a formal consultation document and in writing, a full public consultation is simply not possible and cannot start to take place. A little note on the lamp post and in the newspaper is nothing more than a notice of a proposed decision and simply not sufficient information for the public to have a meaningful consultation.</p> <p>So I am afraid that I agree with Mr XXXXXXXXXX on his point.</p> <p>Subject: RE: Parking in Mill Hill Park</p> <p>Thanks for sending over part of the additional information. What is interesting is that your document actually provides less information than the notice in the newspaper. The advert says to contact LBB if you want MORE information, not LESS!</p>	
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Also, in this document is states that the reason is to manage the car park, while you have made it clear to me that the reason is to generate income for the upkeep of the parks. I am sure you will appreciate that these are two very different reasons that will generate two very different sets of responses from residents.

Matt, please don't take this personally as I appreciate that you are simply relaying what you have been told, but I (and many of my residents and MHRA members) really think that this consultation process is very flawed and needs to be properly prepared before any real and meaningful consultation process can even begin.

Would you like me to forward you a list of points that need to be considered and included into any information that is made public before any meaningful conversion / consultation with residents can start to take place?

I appreciate that the first response from the people on your side might be a resounding NYET but I really think that the process of the consultation process itself is far more important than the result, and I firmly believe (supported by High Court decisions) that this process has been seriously compromised and will negatively impact on the democratic process itself.

I am happy to work with you on this and I feel that all of us will benefit and win as a result of what I am proposing and offering.

What do you think?

Subject: RE: Parking in Mill Hill Park

Thanks for your email.

Without knowing exactly what the background and reason is for your proposed solutions of charging, it is really hard to know how to respond. For example, if the reason really is that of managing the spaces better, then a non-financial solution is probably better for residents and cheaper for the Council to setup and implement.

However, if the purpose of the proposals is to generate revenue then this becomes a very different type of consultation with very different types of response.

So not knowing the real reason for this charging is hindering any meaningful discussion and therefore hindering the democratic process itself.

Further, according to the High Court ruling against LBB that I referred to in a previous email, for a consultation to be meaningful and legal, it must be done at the **formative** stages of the process. In this case, the solution has been decided already by LBB, with all the details very well developed already. This consultation is nothing more than LBB putting its solution on the table for approval or rejection by the residents. So we are way past the

	<p>formative stages of this decision making process and, according to the High Court, this would not pass the criteria for being a legal consultation.</p> <p>So when you say that you want us to respond, I can only repeat that I am not sure what you are asking us to respond to.</p> <p>All the best,</p> <p>Subject: Daws Lane Parking Charges Consultation</p> <p>Following our conversations on the matter, below is the official response from the Mill Hill Residents’ Association.</p> <p>*****</p> <p>Following an internal consultation process with our membership and residents, the Mill Hill Residents Association objects to the proposed charges at the two car parks in Mill Hill Park.</p> <p>Below are some of our concerns:</p> <p><u>The proposed charges are not necessary to achieve the official stated objective of effectively managing the car park</u></p> <p>According to you (and after I confirmed this with you) the official reason for these proposed charges is to “effectively manage the car park”. If this means to prevent commuters (and others) from parking all day in the car park, then we feel that charging all day (including Saturdays) is far too severe and excessive a solution. AS a result of this kind of overkill charging, we feel that this will really amount to not much more than yet another form of taxation on locals and on motorists and is, in our opinion, not necessary to achieve your stated objective.</p> <p>There are other ways of preventing all day parking - by charging for just one hour in the day (for example from 11am-12pm), by introducing a CPZ of sorts (also for just one hour, just like already exist in so many parts of Mill Hill) or by limiting free parking to a longer period (4 or 5 hours) with no return for one hour, etc.</p> <p>There are a number of such alternatives that will be just as effective and these types of alternatives are already in place in so many other parts of the UK. So we don’t see why you need to implement such wide ranging charging hours in our park to achieve your states objectives of managing the car park – unless, of course, the real reason for these charges is to generate additional revenue (commonly known as taxation).</p>	
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The proposed charges will just transfer the problem away from Mill Hill Park towards the adjacent streets, such as Poets Corner

Many of our members have expressed concerns that those commuters and others, who might be deterred from parking in the Mill Hill Park by these proposed charges, will simply move towards Poets Corner and other adjacent streets to park all day.

So, while these charges are not required in order to resolve LBB's stated problem in the first place, they will create and augment the same problem in the adjacent streets, making it even more difficult for those residents, who live in those adjacent streets, to park in their own streets without paying LBB further fees for a CPZ (or other solutions).

We are aware that LBB has started a consultation of sorts regarding a CPZ in Poets Corner but we assert that until there is an agreed solution that will protect the residents of Poets Corner and in a manner that is agreeable and satisfactory to them, there should be no further discussion of charging or restricting parking in the car parks in Mill Hill Park.

The two issues should be discussed and agreed as one, and at the same time.

We object to the consultation process itself, which we feel is flawed, not legal and is contributing to the erosion of trust in our Council and the erosion of the democratic process:

We are very concerned that the consultation process itself, as carried out by LBB, is flawed and not legal and, as a result, has compromised the democratic process in many ways.

Below are some of our concerns regarding the consultation process itself:

The process disregards a High Court Ruling

The **High Court** ruled against LBB in a case called **Partingdale Lane v LBB**. Like us, they too claimed that their consultation was legally flawed and the High Court agreed with them and ruled against LBB.

In its ruling, the High Court stated that for a consultation to be a legal, it must satisfy two important criteria:

Criteria 1: "that the consultation must take place while the proposals are still at a formative stage".

In the case of the Daws Lane Car Park Charges, it is clear that LBB is way beyond the initial formative stages of this process. They have already decided on the nature of the problem (without consulting with us first to see if we even agree that a problem exists in the first place) and they have already decided upon a solution (without consulting with us and without discussing different options with us first). Furthermore, it is clear from the working of the notice that most (if not all) of the details of LBB's solution has already been worked out. This includes, for

	<p>example, how this will work, what days and times charges will be levied, how much will be charged, which stakeholders and groupings will be exempt from these charges, etc.</p> <p>And all this formative stage decision making was carried out without consulting with us first.</p> <p>So on this point, LBB does not meet the High Court’s criteria for this consultation being legal.</p> <p>Criteria 2: “those consulted must be provided with information which is accurate and sufficient to enable them to make a meaningful response”.</p> <p><u>Let’s look at the requirement for “sufficient information”:</u></p> <p>In the notice that was published in the Barnet Times, it provides certain details and then states specifically that there is further information.</p> <p>To this end, we asked LBB for this further information and more details many times and each time we were told that there was no further information. Eventually, after many emails insisting on this information, LBB finally agreed (and only about a week before the end of the consultation period) that there was indeed a further document with information, which they sent us.</p> <p>However, unfortunately this document actually provided LESS information than the notice in the Barnet Times, not MORE.</p> <p>So where is this advertised “more information”? And why has it still not been produced for inspection by residents during the consultation period? It is now the end of the consultation period and still no “further information” (as advertised) has been forwarded to us.</p> <p>Moreover, we subsequently discovered additional documentation that LBB did not divulge that shows that the information that they provided in the notice in the Barnet Times and in subsequent emails to us is actually not accurate (see below in the section about accuracy of information)</p> <p>On a related matter, it is also our understanding that there is a covenant covering the park and we were provided with no information regarding this covenant and how it could affect any decisions made by the Council. From our understanding, no legal opinion has yet been sought or indeed provided by Harrow Legal to ascertain if this has any bearing on the Council’s intention to charge or any bearing on which stakeholders need to be exempt from these charges. For example, there is an assertion that Etz Chaim School and 80 Daws Lane are also, according to the covenant, full stakeholders in the park and we understand that a proper legal opinion has not been sought yet.</p> <p>As there is so much relevant information that is still missing, we feel that the High Court’s criteria for “sufficient information” has not been met.</p>	
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	<p><u>Let's also look at the requirement of "information which is accurate":</u></p> <p>Despite the fact that we requested further relevant information, and no further information was provided, near the end of the consultation process we discovered a document that LBB did not provide which shows in writing that the real reason for these charges has nothing to do with their stated objective of "managing the car parks".</p> <p>The document is the Minutes of the Environment Committee meeting about a year ago. (https://barnet.moderngov.co.uk/documents/s50629/Car%20Park%20Charging%20-%20Parks.pdf).</p> <p>In this document it makes is clear that the purpose of these charges is to generate a predicted £150,0000 per annum for the upkeep of the parks. <i>There is no mention of the management of parking spaces at all</i>, only mention of revenue generation.</p> <p>From our reading of the above, not only is this consultation not legal according to the High Court's ruling requiring the provision of accurate information, but it is also misleading. Misleading because LBB claims that the purpose of the charges is to "better manage the parking spaces" when, according to the Minutes of the Environment Committee, it is really a tax on parking spaces to generate extra revenue from people using the car parks.</p> <p><u>Why is this important?</u></p> <p>An important element of any consultation for the Mill Hill Resident's' Association is that it is not only legal but that it is seen and felt to be open, inclusive and democratic. What matters to us is that the consultation process itself in this case is flawed and disorganised and does not serve the democratic nature of the fundamental purpose of a consultation.</p> <p>As mentioned above, the problem with LBB carrying out this consultation in this manner is that it impedes and obstructs the democratic process and excludes residents from having a full and meaningful "discussion", which is the entire purpose and real intent of any consultation.</p> <p><u>Lack of Publicity and Lack of Promotion of this Consultation</u></p> <p>While our concerns above are directly related to the High Court's rulings and strongly suggest that this consultation is not legal, we are also very concerned about the way that LBB has proactively decided to keep this consultation as quiet and as hidden as possible.</p> <p>Yes, a notice was placed in the Barnet Times but we all know that there are a considerable number of residents who do not get this newspaper anymore and do not read it. So, exposure here is far too limited.</p>	
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	<p>And yes, a small notice was placed on a lamp post in an obscure part of the car park in Daws Lane parking lot but almost no one walks past that particular lamp post that is inside the car park itself and not on a pedestrian walkway. So here again, exposure is extremely limited.</p> <p>So, while this might have ticked off the bare minimum of the legal requirements for a consultation, we all know that it is not enough.</p> <p>The result is that a significantly large number of residents were simply not aware of this consultation (and still aren't) and so could not participate.</p> <p>We question why our Council made such a proactive decision not to make more people aware of this?</p> <p>For example, we know that our Council has a very active social media communications programme and invests a lot of time and budget (our tax money) to promote a large number of positive messages to inform us how good they are and how effective they are as a Council. We see our Council invest in communications regarding how well they clean our streets, how amazing they are upgrading playing fields, and so much more.</p> <p>However, what we did not see was any promotion of this consultation in its social media communications programme to inform more people of this consultation and make them aware of the fact to enable them to participate.</p> <p>Why not? Surely for a Council that is so savvy on social media, they could (and should) be using their social capabilities (and our tax money) to inform as many of us residents as possible about important consultations such as Daws Lane that would have such a considerable impact on our pockets?</p> <p>This glaring omission in LBB's social media communications programme further strengthens our feeling that LBB has made some very proactive decisions to keep this consultation as quite as possible so that as few residents as possible are aware of this.</p> <p><u>Why this is important?</u></p> <p>Many residents have expressed anger as they were simply not aware of this consultation and they feel very strongly that their Council has tried to keep this consultation as hidden as possible.</p> <p>This is important to note as it gives out a very strong message to residents that their Council does not really want them to know about and get involved in these types of consultations.</p> <p>In our opinion, this kind of behaviour further erodes the democratic process by making residents feel excluded and by making them feel that there is no point in getting involved as the Council has already made up its mind and is not really listening.</p>	
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		<p>Conclusion:</p> <p>For all the above reasons (and more), we object to this consultation and to the proposed charges.</p> <p>We further call on our Council to start this consultation again. To this effect, we have already offered to work with Officers and Councillors alike to ensure that this consultation (and hopefully others in the future) will be prepared, planned and carried out not only according to the letter of the law but also (very importantly) according to the spirit and intent of the law and in a manner that fully supports and promotes the democratic process and proactively encourages more engagement and input from our residents.</p> <p>All the best,</p> <p>Chair - Mill Hill Residents Association</p>	
26.	Mill Hill Park	<p>Subject: Parking in Mill Hill Park</p> <p>Can you please point me in the direction of the full documentation relating to the proposed parking charges that you plan to introduce at Mill Hill Park</p> <p>Don't consider an advert in the local rag enough notification for these drastic changes being proposed</p> <p>Subject: Re: Parking in Mill Hill Park</p> <p>Many thanks for this, but these are just notices, do you have any documentation relating to the proposed introduction of parking charges</p> <p>Subject: Re: Parking in Mill Hill Park</p> <p>Thank you for your email dated 10th December.</p> <p>In response to my request to you dated 2nd December for further information, you have stated in your email that there is no further information. However, I just discovered over the weekend that on the 9th December (a day before you sent me your email) you sent further information to Mr XXXXXXXX of the Mill Hill Residents' Association. I have cc'ed him into this email.</p>	Objects

		<p>As you may know, I have a Facebook group of almost 7,000 members in Mill Hill and many of my members have contacted me for further information and clarification on this consultation. That is the reason I contacted you for further information.</p> <p>As you know, you kept me waiting 8 days (that is over a third of the consultation period) to tell me that there was no further information. However, it took me a further few days to discover that your statement is not the complete truth and that further information does indeed exist.</p> <p>As a result of keeping me waiting so long and misinforming me, you have prevented me from informing my almost 7000 members about this consultation and prevented me from giving them sufficient information to learn about the details of this consultation and be able to participate and formulate a view.</p> <p>I have been made aware by Mr XXXXXXXX and one of his MHRA members, who is a lawyer specialising in this field, of a relevant ruling by the High Court in the case of Partingdale Lane vs LBB where LBB lost on a matter of a consultation that was ruled by the court as “flawed” and therefore illegal.</p> <p>One of the main points from that ruling that applies directly to this consultation is that "those consulted must be provided with information which is accurate and sufficient to enable them to make a meaningful response"</p> <p>By miss informing me and "hiding" this further information from me and not enabling me and my Facebook membership to have the full facts and to make a meaningful response, I feel that this consultation is flawed and not valid. It simply does not serve the democratic process as intended.</p> <p>In addition, there are a number of other relevant points raised by the court that make this consultation very flawed and I think you need to go back and do some better fact finding and start this consultation again.</p> <p>Regards,</p>	
27.	Mill Hill Park	<p>Subject: Mill Hill Park Parking</p> <p>I am incredibly alarmed that the planned consultation for the proposed parking charges in Mill Hill Park has proceeded despite the residents being without an MP during Purdah .</p>	Objects

	<p>Please can you confirm from Harrow Legal that this is indeed a legally safe consultation given that even if you had consulted our MP he cannot possibly know and have spoken on behalf of the residents relaying thier views.</p> <p>I note that some lease holders within the park have been given dedicated parking in principle. Please can you urgently reply under what policy , covenant , contract and rational has this been included in the plans?</p> <p>There is the former Civil Defence building in Daws Lane that has limited use ancillary to the park that must be considered and as I have failed to find any background documents which exclude Etz Chaim and 80 Daws Lane from the same advantages.</p> <p>Please consider this correspondance as a request for further information so that I may make and informed and considered response.</p> <p>I look forward to hearing from you as a matter or urgency.</p> <p>Subject: Re: Mill Hill Park Parking</p> <p>Thank you for your email, in 2011 I submitted a Freedom of Information request to the LBB with regards to the covenant of Mill Hill Park , the result is a copy of the attached document and accompanying map, As you can clearly see , contrary to your email "<i>As you noted below the proposal includes to provision for free parking for lease holders these include the Bowls Club, Café and Nursery as these three operators are based within the park. The neighbouring School and Hub are not part of the park and so are not included within this provision.</i>" both the school and The Hub are , in fact , in the park unless you can provide further documents to the contrary dated post 2011 and details of the submissions to the Upper tribunal (lands division) to have either the covenant destroyed or a variation to remove Etz Chaim and the Hub.</p> <p>At a Planning meeting in 2012 Natalia Levine from Landmark Chambers was asked to consider the covenant, none of which was tested for a ruling within the Royal Courts of Justice or via the Secretary of State for communities. following extensive research I have unequalled counter evidence of that given by Ms Levine that now requires you to review all matters relating to the park as the covenant is mentioned in many detailed documents and seems to runs with the land.</p>	
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		<p>Following the 1963 London Government Act which came in to force in 1965 reserved all matters of Parks Open Spaces, and Green Belt for 5 years, in 1971 all those pieces of land were handed over to The London Borough of Barnet on a statutory instrument paper 230 " with hereditaments for and against the Local Authority intact". This, we are led to believe, means that the LBB have to adhere to the covenant. Further research has shown that in matters of land swap at Copthall playing fields between the LBB and the Jewish Secondary Schools Movement a public enquiry took place and indeed a memorandum was added to the conveyance, this single act and steps that Barnet took indicate that they are indeed aware of the need to adhere to the deeds of transfer.</p> <p>Barnet Archive holds extensive minutes that agree with my research and indeed the London Metropolitan Archive has the corresponding documents, copies of Minutes and resolves in the parks and open spaces as the complexities of creating the GLA and its lands. even the creation of the Lido in the 30's mention the fact that the covenant runs with the land.</p> <p>In 1981 it was decided that the only proposal acceptable for the former swimming pool was a Garden Centre as it was considered a hobby ancillary to the park, all of this information is in the public domain. The former Civil Defence building was erected under special measures and was intended to be demolished. It was allowed to be retained by the LA on the condition that it could only be used for matters ancillary to the park and as a community centre.</p> <p>In December 2016 ARG committee meeting I noted that Barnet Museum was removed from the ARG assets strategy as it was noted that the restricted covenant meant that it could only be used as a Museum.</p> <p>Please can you, as a matter of urgency relay this information to Harrow legal and see advice as to how to proceed as clearly the status of the ark and its lessees within is a matter of confusion. I am happy to share any information i have or indeed to signpost you to the whereabouts of the original documents.</p> <p>I understand that the purpose of the charging is not a matter of allowing a regular turnover of parking spaces but is indeed considered to be a revenue stream potential. I am not clear whether the vendors' successors would be entitled to compensation in this case as they would be at Copthall . Large swathes of that land was indeed owned by the same family.</p>	
28.	Mill Hill Park	Subject: Mill Hill Residents' Association	Objects

	<p>Dear Elliott,</p> <p>I wish you and your family a very happy Chanukah and all good wishes for a healthy and peacefully exciting 2020.</p> <p>Just after midnight on Sunday 22nd December I received this notification from a friend who was notified by the Mill Hill Residents Association informing us for the first time that LBB are intending to charge for parking in the Daws Lane car park in Mill Hill Park</p> <p>The notice advises us that we have barely 2 days, until Christmas Eve, 24th December 2019 to raise any objections.</p> <p>For all I know you may have been at the meeting proposing these changes but for anyone connected with the Etz Chaim primary school this proposal is a major inconvenience, an outrageous interference, and having regard to the secrecy of this announcement, a vicious and malicious proposal.</p> <p>I ask in all seriousness is this proposal legal? The mysterious way that this proposal has appeared is very worrying. My Granddaughter is a pupil at Etz Chaim school. It would impossible for the parents and the school itself not to have been aware of the proposals unless the LBB and the Councillors tried very hard to hide the proposal from residents, the adjoining school and other interested parties.</p> <p>Instead, the underhanded and deliberately secretive way that LBB appear to have have slipped this proposal under the table determined not to allow local residents and other interested parties the opportunity to appeal is very disturbing.</p> <p>I appeal to you to use your influence to put an immediate stop on this proposal until interested parties have the opportunity to appeal against this proposal.</p> <p>I am also copying Matthew Offord MP in the hope that he might be able persuade the Council to act in a more honest and appropriate way.</p> <p>I question the legality of the way Barnet Council and its counsellors have slipped this proposal in. This proposal gives us virtually no time to make representation or appeal against this ruling.</p>	
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Even more disturbing is your likely response to tell me that the offices of the Council are not open until after Christmas meaning that no objections can be raised.

This cannot be right. We are entitled to expect more transparent behaviour from our Local; Authority and the Counsellors.

I would ask you to please let me know what on earth is going on and how can such a proposal be so dishonestly considered without giving the opportunity for interested parties to raise objections.

I am sorry that I have no option other than to Email you. The last thing I would want to do is disturb you but the way this has been explained we only have until 24th December - just 2 days - to raise any concerns.

Yours sincerely

Subject: Re: Mill Hill Residents' Association

23rd December

Dear Mr Gunyon and Mr Simberg

Firstly may I thank you both for replying so speedily to my concerns to impose charges for parking in the Daws Lane Car Park. I am responding to you both with equal urgency because I realise that we only have until tomorrow to voice our objections to the proposed charges for Daws Lane Car Park.

My first objection is that I do not believe that the residents of Barnet and those using the recreational park adjoining the Daws Lane Car Park have been supplied with sufficient detailed information to understand why Barnet Council are suddenly proposing to impose charges on motorists using the Daws Lane Car Park.

Matthew Gunyon has confirmed to me that Barnet Council have actually done all that they are legally entitled to do by publishing the statutory notices as required by law.

I am not qualified to understand if that is correct but I would suggest that the Council have deliberately failed in their duties to transparently notify residents and users of the park of their intention to suddenly impose charges on those using the Car Park.

		<p>I suggest the Council have failed in their obligations to explain their reasons for imposing these charges. I do understand that we residents of Barnet are absolute entitled a fair period of consultation after all the facts are clearly explained. I suggest that the Council have failed in their obligations to explain and justify their motives</p> <p>If the intention is to stop Commuters from using this Car Park then why not have a couple of hours during the day when parking is not permitted. The Council surely does not need to impose a blanket ban on all free car parking.</p> <p>I heard about these proposals less than 24 hours ago which gave me less than 2 days to write to the Council with my objection. For you to only give us until 24th December – Christmas Eve – to object, which I suggest is monstrously unfair.</p> <p>You claim to have openly served notice and complied with the statutory rulings. You may have done so but you have deliberately failed in your efforts to ensure that those using the Car Park would see and understand details of the intended charges.</p> <p>I am under the impression that the Councillors are in office to stand up for the interests of those living in the Barnet area. Regardless of where we stand politically the interests of Barnet Residents and those member of the public using the facilities of the Park.</p> <p>Instead, the interest of all those people have been deliberately ignored. These people include:</p> <ul style="list-style-type: none">Residents of Barnet visiting the park.Children using the playgroundAdults taking children for a walk.Children and adults playing football and cricketEveryone walking safely around the parkEveryone using the CaféThose using the Tennis CourtsThose using the Bowling GreenParents safely dropping off children at the adjoining SchoolParents safely collecting children from the adjoining School	
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		<p>With very little alternatives to legalised parking around this Car Park how can Parents be expected to safely drop off and collect children from their school.</p> <p>When Planning permission was given for Etz Chayim school I believe the retention of the adjoining free car park was assured. I suggest the Council's plans are quite unfair and need to be reconsidered. Children need to be encouraged to use the park. Maybe for walking or for recreational purposes – using the excellent playground, visiting the Park Café is all part of a safe and important Community Lifestyle.</p> <p>You claim you advised the public on 28th November. I have spoken to a number of Parents at the adjoining school and no one that I contacted knew about the Council's intentions. They are in a worse position than me. I was introduced to the proposed charges yesterday, giving me just 2 days to voice my concerns. Certain parents are hearing this for the first time the day before Christmas Eve which is the final day you are allowing the public to voice their concerns.</p> <p>I suggest the Council are failing in their duties to clearly set out their intentions and that they should withdraw their proposals until they explain their motives for imposing charges</p> <p>Matthew Gunjoy suggests that he was following a statutory consultation process which included a notice in the newspaper and detailed notices were put up at the locations (see attached image from Daws Lane). The public notices displayed at the locations provide the details of the proposals.</p> <p>I object most strongly to you suggesting that you, the Council, have provided a 21-day statutory consultation which ran from the 28 Nov – 18 Dec however it was agreed to extend the time line to the 24 Dec to allow for further responses to be received. This was done so secretively that no one I have come across has been aware of the Council's plans</p> <p>I say again that I have only just heard about these proposals. It is possible that I am misunderstanding exactly when and how charges are being imposed but that only confirms my concerns that the Council have not provided sufficient or adequate information.</p> <p>I admit that I no longer buy a local newspaper which used to be delivered to our door when we lived in Edgware. Perhaps details were explained in clearer terms.</p>	
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		<p>Like many others, the park and the use of the Car Park is very important to me and that is why I am writing to implore the Council to reconsider the proposed charges for parking in the Daws Lane car park.</p> <p>Yours sincerely</p>	
29.	Old Courthouse Recreation Ground	<p>I refer to the notice dated 8th August and apologies for not emailing earlier but I'm been away. The timing of the notice comes at a time when people are away or looking after children in the school holidays!</p> <p>The half hour proposed is simply not long enough and could adversely affect the cafe which operates in the gardens and be a restraint of trade.</p> <p>I think there shouldn't be a charge for parking in a recreation ground as it may affect the ability of some people to enjoy the park.</p> <p>Moxon St offers an hour free and believe the courthouse should as well if indeed a charge is actually appropriate in a civic asset like a park.</p>	Objects
30.		<p>With reference to the NOTICE dated 8th August relating to parking fees in the Old Courthouse Recreation Ground, we have no objection in principle to charging but half an hour free does not make sense. We would argue one hour is required for several reasons.</p> <ul style="list-style-type: none"> • This is not simply a municipal car park but is a parking area integral to a recreation ground. • The Old Courthouse Recreation Ground - as its name would indicate - provides facilities, in particular, a childrens' playground, a cafe, tennis courts and the Bowls Club as well as gardens and seating for the enjoyment of the local people. • Council Tax payers already pay for the upkeep and maintenance of the park and these facilities • Moxon Street car park, which is closer to the High Street, offers one hour free. Equivalence would seem fair. <p>The benefits are :</p> <ul style="list-style-type: none"> • All four park gates can be opened and closed simultaneously in the early morning and at dusk and avoid the inconsistency of opening these gates at variable times. This inconsistency frequently results in chaos with several cars entering Manor Close, which is a single track lane, while others are trying to depart having found the park locked. This is inconvenient for those of us who live here and we are often open to dialogue with irritated and disappointed drivers. 	Neutral

		<ul style="list-style-type: none"> • Fees may deter those who park all day or for lengthy periods while shopping, • and, presumably the Council intends to derive some income. <p>The arguments in favour of a One Hour free period are :</p> <ul style="list-style-type: none"> • A family bringing small children to play probably take nigh on 10 minutes to get out the car and on to the swings and likewise to depart. • Similarly, it may take 10 minutes or so to get to The Old Courthouse Cafe** and get served. 20 minutes is insufficient to enjoy a coffee and one of the delicious sandwiches or cakes or offer. • On a summer's day families take a picnic, sitting at the table or on the grass - one assumes to get away from the confines of a flat or housing with no garden • Half an hour is insufficient time to pop a prescription into the doctors' surgeries or to pick one up from the pharmacies. <p>The notice indicates that organisations will receive parking vouchers, by which one assumes the Bowls Club will benefit. Who else will qualify? **If our understanding is correct that Barnet Council has leased the Old Courthouse Cafe, for which the lessee is paying rent with the not unreasonable intention of making a profit, then the Cafe should be given special consideration when reaching a conclusion.</p>	
31.	Scratchwood Open Space	<p>I am writing to object to the proposed parking charges at Scratchwood Open Space. Scratchwood Open Space is the nearest wooded area for me to take my dog on walks.</p> <p>I can understand that you want to put off people who might dump their cars there but I think that it should remain free as a resource for local people to take their dogs for exercise or to have a picnic.</p> <p>Therefore as an alternative, I would like to suggest that the car park is free for the first 2 hours and then you charge in bands of 2 - 4 hours and then over 4 hours.</p>	Objects

Appendix 3

Car Park Charging – Parks Consultation 2021

Final Consultation Report

**30 November 2020 to 10 January 2021
Public Consultation**

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1. Consultation Methodology and Respondents

The council is considering the introduction of car parking charges to car parks in parks for the purpose of protecting these particular car parks for park users and also to help generate income that would be used to offset the costs of maintaining the borough's parks and open spaces. As part of informing this proposal, in December 2019 the council carried out a statutory consultation (under sections 6, 30, 32, 35 and 124 and Part III for Schedule 9 of the Road Traffic Act 1984) on this proposal.

Residents' feedback from the consultation indicated that they wanted more opportunity to have their say. As a result we reopened the consultation (under Section 19 of the Local Government Miscellaneous Provisions Act 1976).

The proposals are to introduce parking charges in the following parks:

Mill Hill Park

Old Courthouse Recreation Ground

Scratchwood Open Space

West Hendon Playing Fields

You can view the details of the proposed tariffs here.

The income generated from the parking charges will be used to contribute towards the upkeep and maintenance of the car parks and our parks and open spaces. This income will also help alleviate the budget gap as outlined in the council's [Medium Term Financial Strategy](#).

1.1 Technical details and method

In summary, the consultation was administered as follows:

- The Consultation was open for six weeks, from 30 November 2020 to the 10 January 2021 inclusive.
- The consultation was published on Engage Barnet <http://engage.barnet.gov.uk> together with the proposed tariffs; <https://engage.barnet.gov.uk/car-parking-charges-parks>
- Respondent's views were gathered via an online survey. Paper copies of the questionnaire were also made available on request. A number of responses were also received via email.
- Relevant members of the Council were contacted and made aware of the consultation.
- The consultation was promoted via posters in and around the respective parks car park.

1.2 Questionnaire design

The questionnaire was developed to ascertain how the car parks are currently used and to gauge opinions on the proposed tariff structure.

To enable further understanding and to permit residents the opportunity to express their views:

- An open ended question, where respondents were invited to write any further comments on the proposals, well as more general comments was included;
- As were key demographic questions to help understand the views of different demographic groups.

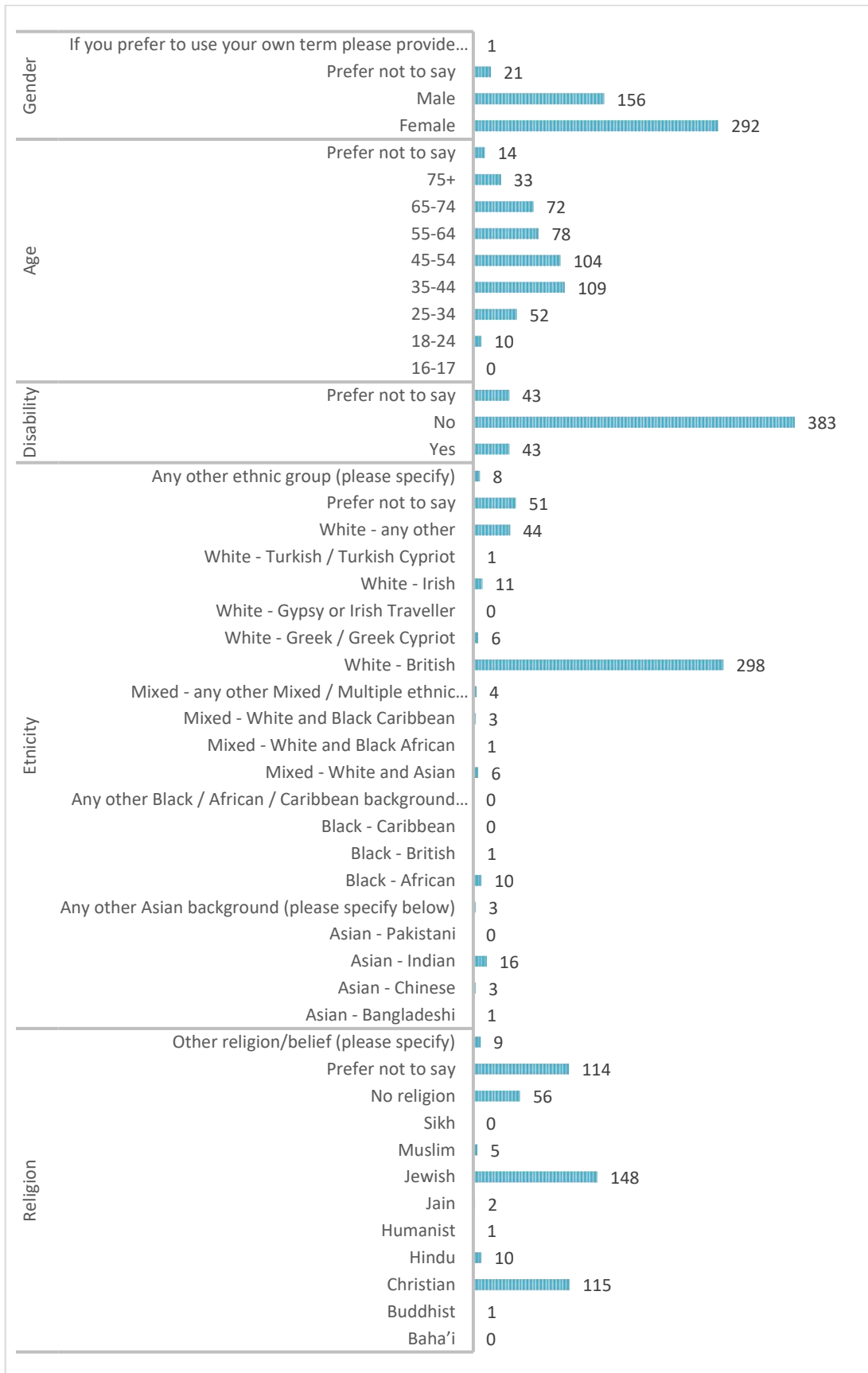
1.3 Response to the consultation

A total of 537 residents took part in the online questionnaire. In addition, a further 11 responses were received via email.

1.4 Respondent profile from questionnaire

The chart below shows the demographic profile of those who responded to consultation questionnaire.

Figure 1: General public consultation sample profile – key demographics



1.5 Interpretation of the results

In terms of the results of the questionnaire it is important to note that:

- The public consultation is not representative of the overall population of Barnet but provides information, in particular on the opinion of a specific demographic of residents and stakeholders who are more engaged with the council and their local park.
- All open-ended responses to the public consultation have been classified based on the main themes arising from the comment, so that they can be summarised.

1.6 Calculating and reporting on results

The results for each question are based on “valid responses”, i.e. all those providing an answer (this may or may not be the same as the total sample) unless otherwise specified. The base size may therefore vary from question to question.

2. Consultation Results

The results are provided under the following headings:

- Online questionnaire
- Other Contact including emails and phone calls.

2.1 Online Questionnaire

Residents were asked a series of questions in order to ascertain who uses the car parks, how often and for what purpose.

i. Respondents were asked ‘Do you use any of the car parks in the following parks? (Please tick all that apply)’

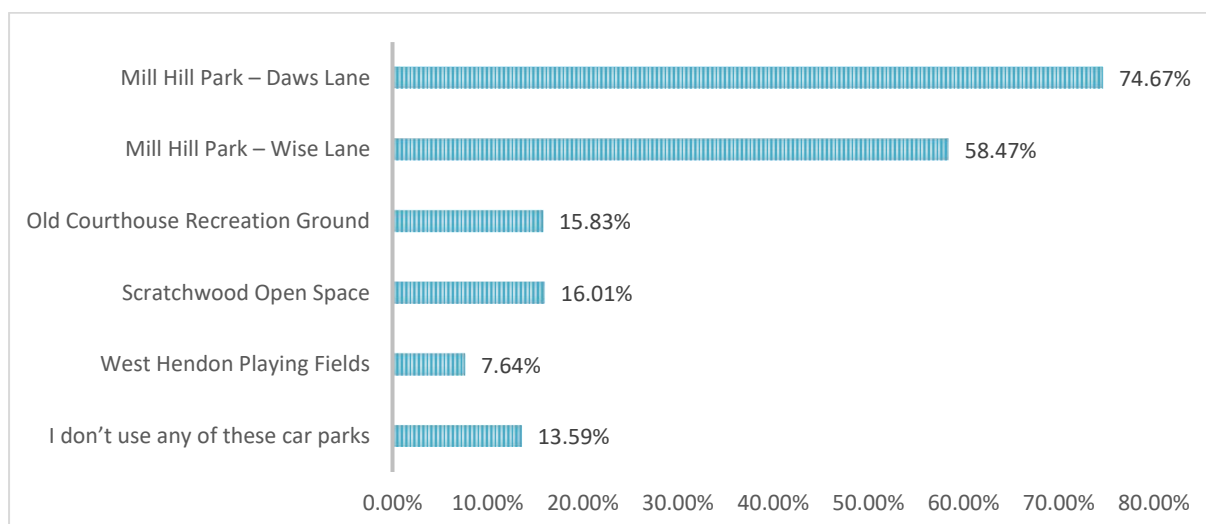
In summary:

- 537 people answered this question.

Answer Choices	Responses
Mill Hill Park – Daws Lane	401
Mill Hill Park – Wise Lane	314
Old Courthouse Recreation Ground	85
Scratchwood Open Space	86
West Hendon Playing Fields	41
I don't use any of these car parks	73

Respondents could select multiple responses

Figure 2: Percentage of users by park within the proposals



ii. Respondents were asked 'How frequently do you use the car parks? (Please tick one option on each row)'

In summary:

- 442 people answered this question, 95 people chose to skip the question.

	Mill Hill Park – Daws Lane	Mill Hill Park – Wise Lane	Old Courthouse Recreation Ground	Scratchwood Open Space	West Hendon Playing Fields
Daily	11.32%	6.75%	0.70%	0.68%	1.09%
	48	26	2	2	3
A few times a week	21.46%	17.40%	3.52%	4.41%	1.81%
	91	67	10	13	5
Weekly	17.69%	15.84%	7.04%	4.41%	2.90%
	75	61	20	13	8
Less than once a week	12.26%	12.73%	10.21%	6.78%	3.99%
	52	49	29	20	11
Occasionally	29.95%	31.95%	13.03%	21.69%	11.59%
	127	123	37	64	32
I don't use this car park	7.31%	15.32%	65.49%	62.03%	78.62%
	31	59	186	183	217
Total	424	385	284	295	276

iii. Respondents were asked ‘For what purpose do you use the car park(s)? (Please tick all that apply)’

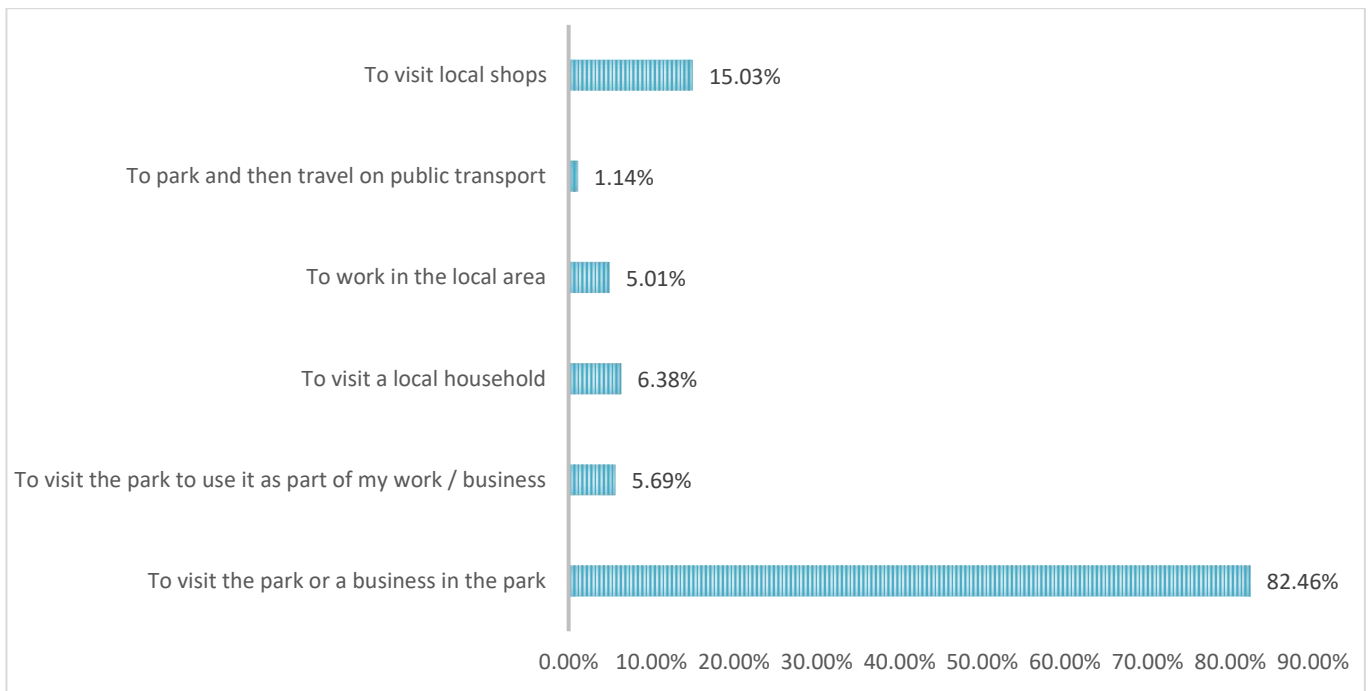
In summary:

- 439 people answered this question, 98 people chose to skip the question.
- 71 respondents provide a response under ‘Other’ all of which have been coded against the relevant choices included as part of the question. The full breakdown of these responses is provided in Annexe 1 of this report.

Answer Choices	Responses
To visit the park or a business in the park	412
To visit the park to use it as part of my work / business	25
To visit a local household	29
To work in the local area	43
To park and then travel on public transport	5
To visit local shops	66

Respondents could select multiple responses

Figure 3: Percentage of how users use the parks

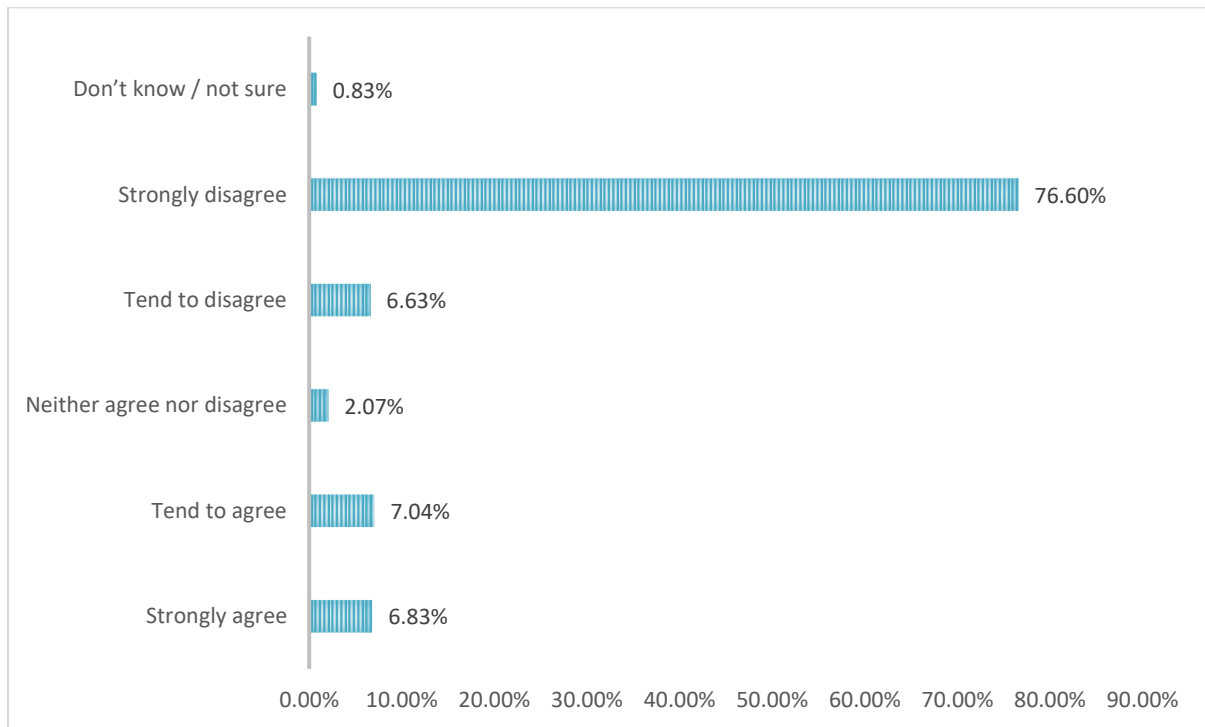


iv. Respondents were asked ‘To what extent do you agree or disagree with the proposed car parking tariffs? (Please tick one option only)’

In summary:

- 483 people answered this question, 54 people chose to skip the question.

Figure 4: Percentage to the extent that users agree with the proposals

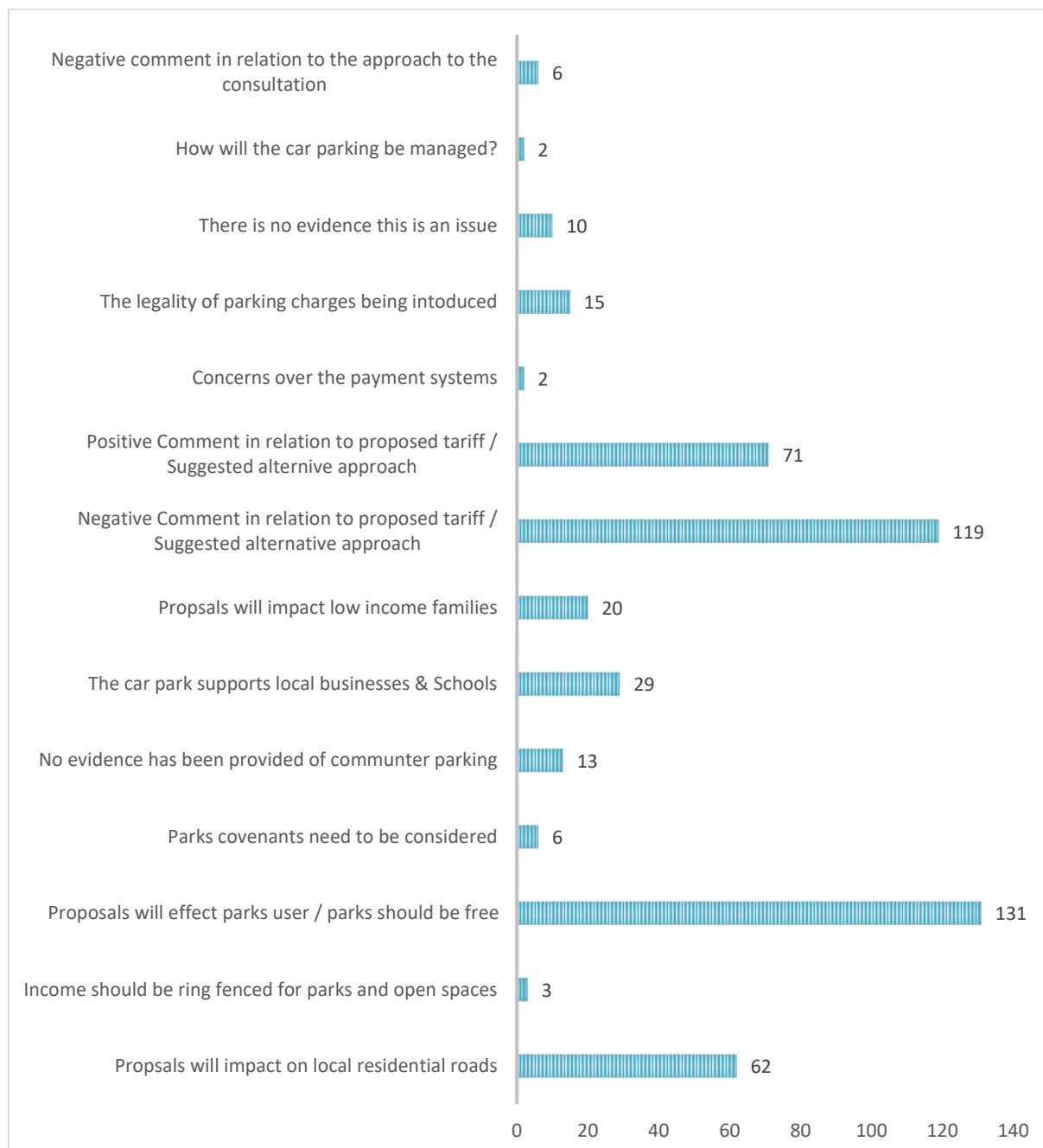


v. Respondents were asked ‘If you have any further comments about the proposals for the introduction of car parking charges for these parks please provide them here: (Please type in below)’

In summary:

- 334 provided further comments, 203 chose to skip this question.
- All responses in this question were reviewed and coded into key themes. The full breakdown of these responses is provided in Annexe 1 of this report.

Figure 5: Summary of key themes raised as additional comments received through the questionnaire

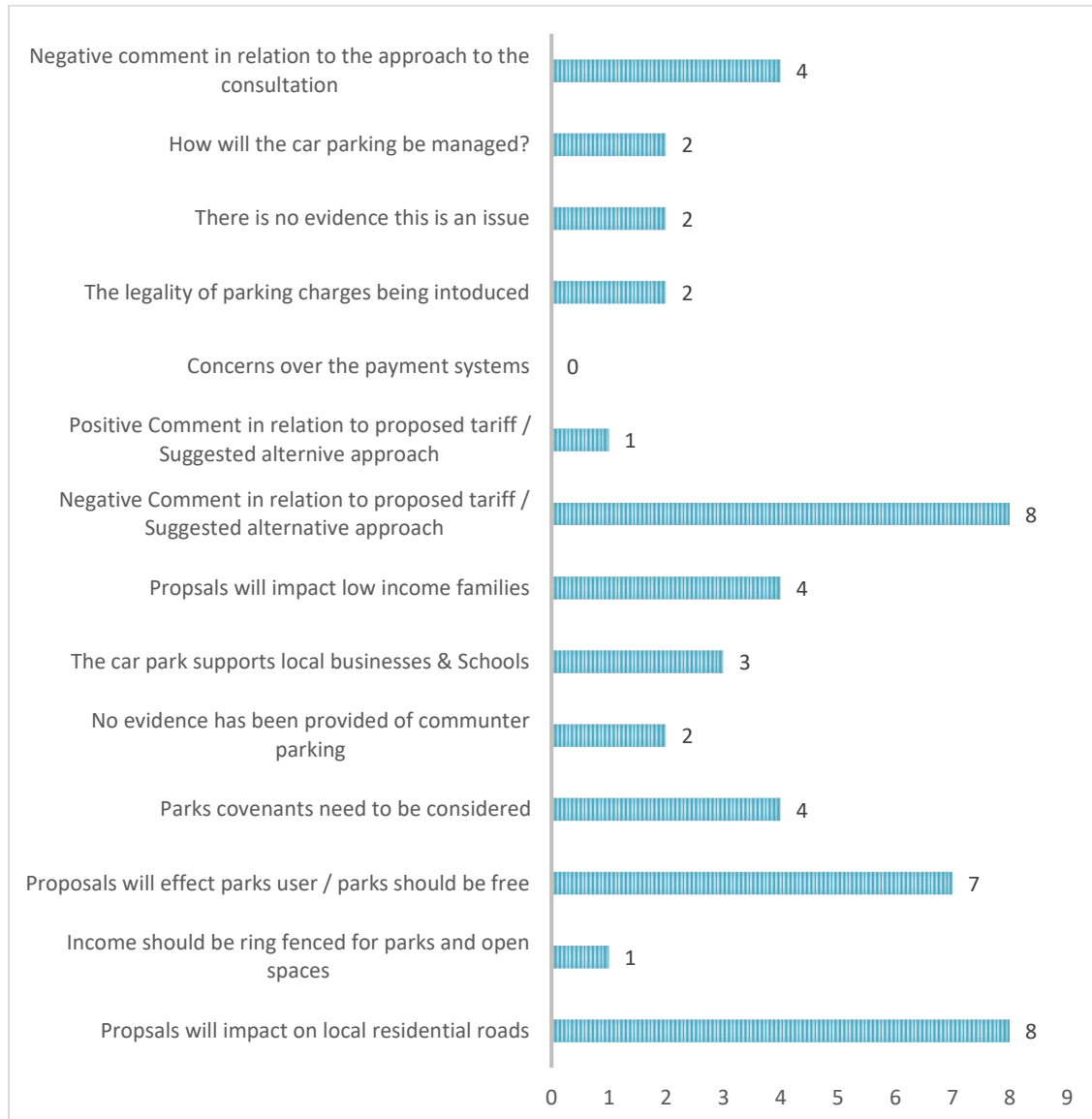


2.2 Other responses received

In summary:

- 11 responses were received via email and coded into key themes. The full breakdown of these responses is provided in Annexe 1 of this report.

Figure 6: Summary of key themes raised as additional comments received by email



Annex 1

1. Responses provided under 'Other' to 'How frequently do you use the car parks? (Please tick one option on each row)'

Respondents	Response Date	Other (please specify)	To visit the park or a business in the park	To visit local shops & shops	Local parking
1	Jan 10 2021 01:52 PM	To collect post or parcels from the Royal Mail Sorting Office, and occasionally to vote during elections.		1	
2	Jan 08 2021 03:20 PM	to take disabled person to the park for access reasons	1		
3	Jan 04 2021 03:43 PM	Dog walking	1		
4	Jan 04 2021 11:29 AM	Walking, leisure & social	1		
5	Jan 04 2021 08:03 AM	Recreational use	1		
6	Jan 03 2021 08:37 AM	Meet friends and their families	1		
7	Jan 02 2021 09:47 PM	Excercise, pleasure, meet friends and use the cafe	1		
8	Jan 02 2021 01:51 PM	To bring kids to play in the park	1		
9	Jan 02 2021 10:50 AM	To enjoy the outside space	1		
10	Jan 02 2021 08:36 AM	Exercise / fitness	1		
11	Jan 01 2021 10:43 PM	When no space outside my house	1		

12	Jan 01 2021 07:54 PM	As parking because there is no parking on my street.			1
13	Jan 01 2021 05:50 PM	To enjoy the park	1		
14	Jan 01 2021 05:17 PM	I park in a park for the park. Weird it isn't an option.	1		
15	Jan 01 2021 05:02 PM	To walk my dog	1		
16	Jan 01 2021 12:23 AM	To walk and get exercise	1		
17	Dec 31 2020 05:05 PM	to collect children from Etz Chaim School		1	
18	Dec 31 2020 05:00 PM	visit the park	1		
19	Dec 31 2020 12:13 PM	Park used for healthy recreation	1		
20	Dec 31 2020 12:00 PM	School run		1	
21	Dec 31 2020 11:12 AM	Walk my dog and to take my children to the playground	1		
22	Dec 31 2020 10:42 AM	Option 2 should read to use/visit the park	1		
23	Dec 31 2020 12:41 AM	To visit the park with the children	1		
24	Dec 30 2020 11:54 PM	Leisure	1		
25	Dec 30 2020 09:59 PM	School drop off		1	
26	Dec 30 2020 01:43 PM	To do my child off at etz chain school as I love to far away to walk		1	
27	Dec 29 2020 04:48 PM	collect and pick up children from adjoining school		1	

28	Dec 28 2020 03:07 PM	D*****g	1		
29	Dec 28 2020 01:23 PM	To play football and do exercises	1		
30	Dec 27 2020 06:47 PM	To play bowls in the park	1		
31	Dec 26 2020 06:18 PM	For exercise & meeting people	1		
32	Dec 26 2020 12:43 PM	Park my car and go for long walks. I'm resident in mill Hill, it is my near park a d Carl park.	1		
33	Dec 25 2020 10:55 AM	Also collect children from local school		1	
34	Dec 23 2020 08:21 PM	to collect parcels from the post office sorting office		1	
35	Dec 23 2020 10:52 AM	visit the park only why is this not an option ???	1		
36	Dec 23 2020 08:05 AM	To walk in the park	1		
37	Dec 22 2020 11:30 PM	To collect and drop child at school		1	
38	Dec 22 2020 10:44 PM	Leisure and exercise in the park	1		
39	Dec 22 2020 10:08 PM	School		1	
40	Dec 22 2020 10:08 PM	Pick up/ drop of at school, up to 5 min		1	
41	Dec 22 2020 09:32 PM	To park for the school run		1	
42	Dec 22 2020 09:31 PM	To collect my daughter from school		1	
43	Dec 22 2020 09:31 PM	Etz chaim		1	

44	Dec 22 2020 08:45 PM	School		1	
45	Dec 22 2020 08:18 PM	Exercise. When grandchild is on school holidays he likes to visit the park for a game of football and also to take his dog for a daily walk. We also like to use the park cafe	1		
46	Dec 22 2020 08:07 PM	Exercise for myself, wife and grandson and his dog	1		
47	Dec 22 2020 07:14 PM	Walk our dog	1		
48	Dec 22 2020 07:03 PM	School drop off and to go to the park with my children	1	1	
49	Dec 22 2020 12:23 PM	For walks and regular exercise	1		
50	Dec 14 2020 10:40 AM	To exercise by walking during lockdown	1		
51	Dec 13 2020 06:17 PM	To walk with my grandchild	1		
52	Dec 13 2020 09:41 AM	Doctors surgery		1	
53	Dec 12 2020 05:53 PM	Exercise classes (outside Covid)	1		
54	Dec 12 2020 05:18 PM	To let my child play in a playground	1		
55	Dec 12 2020 03:03 PM	The parks	1		
56	Dec 09 2020 11:13 AM	To take regular exercise as I live locally and use the park all the time	1		
57	Dec 07 2020 06:00 PM	To take children to playground and also walk.	1		
58	Dec 07 2020 02:28 PM	Take my kids for a walk	1		

59	Dec 07 2020 01:54 PM	Live nearby and use park	1		
60	Dec 07 2020 01:53 PM	Take dogs around the park	1		
61	Dec 07 2020 08:44 AM	I walk my dog in the park	1		
62	Dec 07 2020 05:56 AM	To walk my grandsons dog	1		
63	Dec 06 2020 11:42 PM	Drop off at school		1	
64	Dec 06 2020 11:37 PM	To park to collect school kids		1	
65	Dec 06 2020 11:10 PM	To walk	1		
66	Dec 05 2020 10:49 AM	I teach at the school next door to the park. We currently can not use the school carpark because the space is needed for a class bubble		1	
67	Dec 05 2020 10:29 AM	Recreation	1		
68	Dec 04 2020 01:59 PM	To go to work in the school next door		1	
69	Dec 04 2020 01:21 PM	Daily wakings	1		
70	Dec 03 2020 09:33 AM	i work in the nursery	1		
71	Dec 02 2020 03:57 PM	walking in the park	1		
TOTAL			50	21	1

2. Responses provided under ‘If you have any further comments about the proposals for the introduction of car parking charges for these parks please provide them here: (Please type in below)’

Respondents	Response Date	Responses
1	Jan 10 2021 08:55 PM	Parks are a lifeline to people and restricting access to them, by introducing charges, is morally wrong. Once more, it is lower income residents that will lose out.
2	Jan 10 2021 07:44 PM	Charging for carparks is charging for use of public space. Lockdown has shown how important access to green space is. Introducing charges will only make it harder to access outdoor space in or out of a pandemic. This will disproportionately adversely impact those in flats and shared accommodation.
3	Jan 10 2021 01:57 PM	Parking charges could increase parking in the surrounding streets in Poet's Corner, making it difficult for local residents to park outside their own homes.
4	Jan 09 2021 04:16 PM	First call on any charges must be to maintain the car parks, pick up rubbish and empty bins BEFORE they are used elsewhere
5	Jan 08 2021 03:51 PM	<p>Dealing with the parks as one composite approach does not do justice to the variation in circumstances in relation to different neighborhoods - the key justifications for charges are not well evidenced in that:</p> <p>1) Mill Hill Park has a legacy covenant that makes the park an area of free space for mill hill residents and includes the car parking areas</p> <p>3) the implied vilification of commuters is not borne out by evidence, in contrast it is suggested from prior local surveys that:</p> <p>only a handful of commuters seeking access to Mill Hill Broadway station use the car park, in one survey over a number of days this was four people (cars) consistently using for access to the station</p> <p>4) the vast majority of people using the park car parks are those enjoying the facilities of the park, and accessible parking for local businesses such as hair dressers and others in the lower paid industries to which the introduction of a daily fee would cause hardship</p> <p>5) the parking is currently used by users of the park with key bottlenecks being in the morning and afternoon school collections (the proposal will not in any way address this issue)</p>

6) inconsiderate parking in the surrounding areas is not currently remedied by car parking charges and in some ways exacerbates the problems - a campaign of civic education would better suit the handful of issues that arise in this respect with a response number for parking across drives to be towed away, this is currently working well in poet's corner has lessened inconsiderate parking. the idea of splitting residents into resentment for commuters into the area is not in the spirit of the diversity and community culture of mill hill.

7) income generation in relation to penalty fees will be the main revenue benefit for Barnet and this will hit our vulnerable population who have no gardens or access to open spaces and to which the park is a vital necessity in their lives. it is not unusual for people to spend 3-4 hours in the park with friends and some activities bowling, picnics, and social gatherings will end up paying the penalty when this is exactly the sort of communal and family activity to be encourage in this difficult times of social and economic inequality and health issues which is part of the Barnet community health promotion.

8) The changing demographic of Mill Hill and surrounding areas in the over 70s and 80s age group makes the park a key focal point for health, this is also a group with limited and restricted income to which the increased charges of council tax and other subsidies and the green bin payment will/is hitting hard and will restrict their life chances and mobility and independence at this important stage of their lives

9) The council does not set out how the charging approach is proposed to be managed, i.e. if it will be by video camera, and if commissioned out to a parking contractor - all of which will impinge on the privacy of pedestrians entering the park and by commission will lessen any potential revenue for the parks.

10) there is also no real transparency in how revenue from other parking in the borough e.g Hendon directly impacts on services in the parks.

11) it is my belief that the introduction of charges will generate hardship for locals including additional parking and safety hazzards into Daws Lane and surrounding areas to which CPZ inferred solutions are not a remedy.

12) the use of parking charges and penalties for income generation to the Borough is also questionable as to lawfulness

13) the consultation and financial strategy is also silent on the Capita draw on Barnet's Funding.

		14) I recommend that this is the worst time to consider charges as we are in a volatile environment of health and social hardship, London today announced in emergency measures by the Mayor and this is also a point of insensitivity and my objection to the proposals. we need much clearer evidence on the propositions that we have a commuter (abuse of parking) issue in the car parks and more attunement to the small businesses that make up the economic life of mill hill.
6	Jan 08 2021 12:33 PM	I live not far from the park. If charges are introduced, my road (Parkside) will become a congested car park.
7	Jan 07 2021 10:52 PM	I rarely park for more than an hour sometimes I go twice a day as i have dogs. Sometimes in bad weather I might only stay for 10 minutes. I would have to park in the surrounding roads to avoid the cost as the cost would be prohibitive for me. Finding change is inconvenient & using a cc would also be difficult especially in bad weather, seeing numbers and punching them in is difficult too.
8	Jan 07 2021 08:28 PM	<p>1. Why are they needed? Usually no problem parking.</p> <p>2. How collect? Not everyone can pay by phone, and alternative means vandalism of cash handling machines.</p> <p>3. Would require costly monitoring. Self-defeating.</p> <p>4. Illegal to raise general revenue from charging for parking.</p>
9	Jan 06 2021 12:04 PM	When parking charges are introduced anywhere I make it my mission to park on nearby streets for free instead or come at a time when I know restrictions aren't in place. The friction of paying for parking completely skews how I decide what to do or where to go.
10	Jan 06 2021 11:25 AM	Nobody can afford extra charges at the moment and when all we have are parks to walk its inhuman to make parks less available to local residents and their families.
11	Jan 06 2021 11:21 AM	There are such few free spaces to park in Mill Hill and should be kept for the residents to enjoy local facilities such as the park and high street especially in lockdown.
12	Jan 06 2021 10:59 AM	elderly people use the park for exercise
13	Jan 06 2021 07:13 AM	There is literally no need to impose charges on these car parks. I have lived in Mill Hill nearly my entire life and the system has always worked well as it is.
14	Jan 05 2021 06:58 PM	The car parks work perfectly well as they are. They're two of the few examples of cost-free, hassle-free ways to conveniently use a place that's of vital importance to our exercise and well-being as a family. We rarely have problems finding a space and it's a relief not to have to think about paying and parking fines. The system already works perfectly well for those of us who use Mill Hill Park regularly.

15	Jan 05 2021 04:26 PM	These spaces are for the public already we already pay enough council tax for parks and recreation. If you propose charges this will seriously affect the wellbeing of the public. Taking away the garden centre seriously affected the public depriving residents if all ages locally to enjoy the tea rooms and facilities and plants. Now you want to make residents pay to visit a park, the only affect this will have is to stop residents visiting the park because you should not have to pay to visit a park!! This will affect the health and wellbeing of all residents as due to covid people are not allowed to travel out and need fresh air locally!
16	Jan 05 2021 02:32 PM	I feel that as Mill Hill Park is a public amenity it should offer free and unrestricted access to all park users at all times
17	Jan 04 2021 11:45 PM	This is not viable for low income families.
18	Jan 04 2021 03:43 PM	This would be a dreadful introduction to what remains a rare opportunity to visit an open space without being able to park and walk without worrying about a meter about to expire
19	Jan 04 2021 02:20 PM	It's not necessary to have restrictions all day. It is becoming increasingly difficult to live or visit in Barnet due to all these parking restrictions.
20	Jan 04 2021 01:33 PM	I would get less exercise and have no opportunity to spend time in the park if I were unable to park. I am on a low income and charges would reduce how often I could visit. I am sure that I am not alone.
21	Jan 04 2021 11:34 AM	<p>I object to the proposed introduction of charges for the car parks. The concept is in contravention of the Covenant which provided for the Mill Hill parks. Has this been conveniently lost or overlooked? I have been a resident in Mill Hill for over 50 years and this facility has always been available for the benefit of young and old.</p> <p>Any parking charges could place a further burden of dangerous congestion in nearby side streets. People will not wish to pay (or maybe cannot afford to) for one of the few amenities left in Mill Hill. The local shops are already struggling, parking charges will "drive" potential customers to free supermarket car parks.</p> <p>If the intention is nevertheless to override the above and supposed to keep the parking for park users then we would like to suggest that a maximum free stay (say 1 - 2 hours) should be available before payment is required. What about sports players? As a nation we are supposed to take more exercise, and make better use of our open spaces.</p> <p>I would like to see a proper legal public consultation on this matter.</p>
22	Jan 04 2021 09:54 AM	This will push parking on to residential roads. The parks are essential to wellbeing and this would make them harder to access for people, especially those with disabilities or young children. Not all disabled have a blue

		<p>badge. My mother and sister both have limited physical ability at times due to ill Health but have not been permitted a badge. This would exclude them from visiting the park or park cafe in Mill Hill.</p>
23	Jan 04 2021 08:05 AM	I think it would be fair to park free for 1 hour then charge there on as commercial dogs walkers and personnel trainers take upmost of the spaces the whole day .
24	Jan 03 2021 10:25 PM	The park is a free and easily accessible space, suddenly a free day or morning out costs
25	Jan 03 2021 10:19 PM	I am a mill hill resident and use the park on average once a week for my kids to go to the playground. By charging for parking you would be depriving mine and others children from using the playground which is essential to their health.
26	Jan 03 2021 03:12 PM	3 hours free for mill hill park (kids to play in playground plus having lunch)
27	Jan 03 2021 02:31 PM	I work at mill hill sorting office which is located 1 minute walk away, the council should provide parking permits for the royal mail staff or allot bays for us. If charges are brought in then many of the side streets will be clogged up with parking. We typically work 8-10 hours monday -sat and cannot pay £6 a day or £36 a week to park
28	Jan 03 2021 12:53 PM	I agree there needs to be a way to enforce parking only for park users but tariffs punish mostly those that use parking for the right reason. Surely the community can brainstorm some better alternatives
29	Jan 03 2021 11:00 AM	<p>I have so far not seen ANY positive or convincing evidence in favour for implementing parking charges. Especially now in this time of Covid-19 when all we can do safely is meet outside. As such it is not the time to introduce any action that would make this more difficult and costly for people.</p> <p>As such I am absolutely against this proposal.</p>
30	Jan 03 2021 10:24 AM	<p>I work for Royal Mail , I start work at 5am and finish at 3pm...</p> <p>I can't walk to work , specially in winter and also I need to pick up my children from school and nursery , buses are not running early in the morning, there's no direct bus service from burnt oak to daws lane.</p> <p>It will be a disaster as so many of us have to travel by car....</p>
31	Jan 03 2021 08:49 AM	People won't pay and will try to park in residential roads which are already full with parked cars. That will then result in parking permits for the residents which would not be fair to those living there.
32	Jan 03 2021 08:41 AM	It is unnecessary as only locals use this park, it will put pressure on neighbouring roads. Public parks are for residents to enjoy, so it will put people off using park with their children or to exercise, which is very important,

		especially in current circumstances. For me it is too far to walk to the park, yet it is my nearest park
33	Jan 02 2021 09:35 PM	Worst idea I have ever seen the area is full of cars and removing the free car park will completely ruin any relationship with poet corner residents - disgusting to suggest this
34	Jan 02 2021 09:33 PM	I live on daws lane and to park here currently is nightmare and I never get parked in front of my own house. Commuters use the Car park and my street so to exclude the car park would make poets corner hell to live in. They park over the pavement and litter and companies leave cars here for weeks on end. If you were to introduce this you also need to introduce permits to poets corner for the sanity of the residents - please consider us!!!
35	Jan 02 2021 08:12 PM	Long term users / commuters should be charged
36	Jan 02 2021 07:56 PM	Please use logic - not everyone can afford parking costs on a regular basis especially for nature I served to protect this country and others and find it ridiculous that you can't find a better way to this solution such as a time ban to stop those who aren't using it to visit the parks. Alternative thinking! Maybe have a meeting with people who have experience in this field clearly no one does anymore at the council?
37	Jan 02 2021 07:15 PM	It will stop the car park at Mill Hill being used by commuters. And I believe the same is true at West Hendon.
38	Jan 02 2021 05:34 PM	To stop commuters parking in the Park, then have a specific time that people have to pay, same as we do in most of the other roads.... no need to penalize those just visiting the park! Also, if the commuters are a problem then how about providing them with specific car park to help those working without over charging since they are already paying enough on public transport!
39	Jan 02 2021 03:31 PM	Car park should be free to Barnet residents visiting the parks. Pay enough in council tax just another money making exercise by the council. Local streets will end up being used instead of the car park. I would stop visiting the park if I had to pay for parking
40	Jan 02 2021 01:56 PM	What else is left for us ? Yhis is yhe only place where we can have a bit of air and relax with kids. Didn't we stayed locked enough ?
41	Jan 02 2021 11:17 AM	Parking in poets corner is stressful. Commuters park for hours on the street and block the area. Many parents dropping children to the school cause issues and several commercial companies used the streets for days like taxi companies and vans
42	Jan 02 2021 11:10 AM	The streets are not permitted and free to park in and already have a huge issue with parking around my home in daws lane, so I would be hugely opposed to charging the car parks as this would worsen this already bad situation!!!!
43	Jan 02 2021 10:52 AM	As I visit the parks for enjoyment, physical exercise and mental good health I feel this is the least Barnet can offer me in the way of helping my well being as I can't afford going to gyms or Cophthall or Finchley Lido

44	Jan 02 2021 10:11 AM	It's a good rate as most people using the park won't stay more than 2 hours so it won't change things for us and likely to give us a chance of getting a space and the car park not being full.
45	Jan 02 2021 10:06 AM	I live in the roads surrounding Mill Hill Park and object to the proposal on the grounds that if applied then as a resident will endure additional parking in what are already full of parked cars which will then enable the council to impose CPZ in the area which they have been trying to do for years!! Then I have to pay to park outside my own home let alone in a public park!
46	Jan 02 2021 08:42 AM	By applying a charge to park you will force more cars onto the local street, where parking is available. This has the potential of not only increasing traffic to the side streets but also increases the chance of accidents taking place as well as more pollution from vehicles driving around. You will also create a significant challenge for parents taking & collecting their children to & from school (Etz Chaim). Dog walkers will also be forced to park on roads because of the proposed cost to park. I strongly urge you to consider dropping the idea of introducing car park fees. Life is already financially difficult. Thank you!
47	Jan 02 2021 07:57 AM	Living in poets corner is already a nightmare with cars parked outside residential housing all day. Many companies , like cleaning companies and taxi firms regularly park outside of residential houses for days. Surely this will be worse if the car parks aren't free.
48	Jan 02 2021 06:41 AM	It is actually a joke that the council even think about charging for those parks. You can't make a move currently in Mill Hill without having to pay !! Starting to think it is time to move to another council focused on delivering value instead off looking opportunity to charge us.
49	Jan 02 2021 12:04 AM	The Car park charges would not be fair on people because they need somewhere to park to do their free exercise and take children which especially during the lockdown is needed but should also be encouraged at all other times to get out of the house and encourage people to exercise it And use the recreational grounds
50	Jan 01 2021 11:43 PM	I live near Mill Hill park and during the pandemic we have had a large increase in cars parking / blocking access in our road.
51	Jan 01 2021 10:44 PM	This will mean even more commuters parking long hours on Daws Lane, free, meaning that I can not park anywhere near my own home
52	Jan 01 2021 09:51 PM	I hope if you implement this disabled cars will still be able to park for free. I do think you would be better of installing security cameras in the car parks as many cars have been vandalized in them, including mine.

53	Jan 01 2021 08:58 PM	Living on Byron Road, opposite mill hill car park daws lane- our road would be extremely impacted. Cars already park over my driveway meaning I cannot get in or out. This will only increase.
54	Jan 01 2021 08:56 PM	I think it is fair to have 2 hours free of charge as people who are only using the park would generally not need to pay and it will free up spaces that commuters use. Thanks
55	Jan 01 2021 08:00 PM	I think car parking tarrifs should only be introduced on the condition that resident parking and parking limitations are introduced on Goldsmith Avenue, Hendon. As there is unregulated free parking, residents don't have space to park their cars and are forced to park in the park. As many non residents park on Goldsmith Avenue as it is, if the free street parking became residents only non residents would park in the park and thus pay the tarrifs. That would be a win for everyone including helping with costs for the park.
56	Jan 01 2021 05:20 PM	Tired of rip off charges for parks. Residents pay council tax already and it is used for parks. This is a con. Barnet council.... like the mafia with clipboards.
57	Jan 01 2021 04:59 PM	I feel that it is important for park users to be able to safely travel to and use these facilities free of charge, particularly given the present pandemic and lack of private outdoor space available to many Barnet residents. In addition, I have concerns that introducing charges/ time restrictions will only encourage park users to park in unrestricted surrounding streets. These streets are already very busy, particularly at school pick up and drop off times.
58	Jan 01 2021 04:46 PM	We live on Daws Lane, opposite the Mill Hill Park car park. On road parking is unrestricted and becomes particularly competitive during school pick up for Etz Chaim or on a sunny day when people use park. We are concerned people will park on our road to avoid paying for the car park. Are residential permits being considered for Daws Lane and surrounding roads?
59	Jan 01 2021 01:12 PM	I think local shops have a very hard time as it is. I would be in favour of a 20-30min grace period throughout Mill Hill to enable people to pop down and buy products and go home. It is so illogical to prevent people from making short trips to the shops.
60	Jan 01 2021 11:39 AM	Barnet should not use parking charges for revenue generation. All revenue for general maintenance should come from existing taxation i.e. Council Tax. Provision of a free 5 hours would be reasonable and would prevent supposed misuse (is this really a problem?!) of the facilities. I believe overuse of automated outsourced parking restrictions have contributed to the fall of our highstreets.
61	Jan 01 2021 12:27 AM	What is the evidence that these car parks are used by others than park users? Dawes Lane and Scratchwood are not near train station etc - money generating scheme. Charges will be a disincentive for people to exercise particularly those on low income. Council should be encouraging use - not discouraging by charging!

62	Dec 31 2020 11:17 PM	It is very difficult already to entertain 4 children when there isn't much extra money around. The pars are the only places we can go to exercise and have some fun for free. It is ludicrous that you are looking to introduce parking charges
63	Dec 31 2020 10:56 PM	Maybe free for short time then pay? I have young children and it means paying to visit the park with them.
64	Dec 31 2020 09:10 PM	As the parent of young children living locally that use open spaces and parks fairly frequently but also cannot walk to them, having somewhere where you are able to go and do not have to worry about paying for parking is invaluable and allows us to access the facilities. Having to pay for parking to access these open spaces would present a barrier to us for using them.
65	Dec 31 2020 07:43 PM	This is another example of misguided people seeking to make misguided decisions on a basis which is misleading for purposes other than stated and as a means to spoil and create less enjoyment of local amenities.
66	Dec 31 2020 07:06 PM	If the point of this is to protect the car park for park users what is the point of long stay bays. Who stays in the park for that long. Offer the cafe owners a business permit so they don't get penalised and can keep up the great offer they provide park users and leave everything else for park users with up to 3hrs free. Then charge after that at £2/hr increasing to a much higher amount £10 for longer than say 5hrs. This will be enough to stop commuters. Anything else is just profiteering from the people you say you want to help.
67	Dec 31 2020 07:03 PM	If the point of this is to protect the car park for park users what is the point of long stay bays. Who stays in the park for that long. Offer the cafe owners a business permit so they don't get penalised and can keep up the great offer they provide park users and leave everything else for park users with up to 3hrs free. Then charge after that at £2/hr increasing to a much higher amount £10 for longer than say 5hrs. This will be enough to stop commuters. Anything else is just profiteering from the people you say you want to help.
68	Dec 31 2020 05:50 PM	The roads in the area could be controlled and the car park should have a free parking period to avoid commuters using it.
69	Dec 31 2020 05:07 PM	if anything one hour a day 11-12 am only should be charged for. the car parks are rarely full except at drop off and pick up for school. one hour as above will deal with commuters if that is necessary. these facilities should not be used to raise revenue for the council
70	Dec 31 2020 01:57 PM	Only allowing 2 hours free parking in the 2 car parks in Mill Hill park is severely restricting those who visit this park for recreation. It's a large park with plenty for visitors to do so access must not be limited.
71	Dec 31 2020 01:02 PM	Should be accessible to all.. it is the only place we can safely go in COVID times
72	Dec 31 2020 12:16 PM	1. There is NO EVIDENCE that local residents feel that there is a need to protect the car parks for park users.

a) The Council have not presented any case/information, nor any supporting evidence for this. They need to allow Mill Hill residents to make an informed decision by showing that;

this is a problem for local residents.

that local residents feel that this issue needs a solution.

b) A full day charging model that runs 6 days per week is overkill and a totally inappropriate model. Parking restrictions for just one hour per day (from 11 am to 12 pm) as in many other streets in Mill Hill or offering 4-5 hours free can be equally effective.

c) Charging in these car parks is not as a resolution but only shifts the problem to the adjacent streets. No information is provided about how charging for these car parks will affect residents nearby, specifically those in Poet's Corner. In the last consultation last December, many local residents expressed concern that these charges would simply force more cars to try to park in the already overloaded and over parked streets in Poets Corner.

2.To generate revenue for LBB's coffers is NOT PERMITTED.

a) The latest statutory guidance by the Department of Transport (updated 22 June 2020) states that charging for parking should not be used as a way of raising revenue.

b) In the case of Attfield vs LBB (2013), the High Court ruled against LBB stating that the Road Traffic Regulation

		<p>Act of 1984 (that gives Councils the ability to charge for parking) is not a revenue-raising or taxing statute.</p> <p>3) NO INFORMATION is provided about the existing legal COVENANT that dictates what the Council can and can't do in our park. We need to know if the charging for parking in the park is permitted according to this Covenant as an integral part of the renewed consultation process.</p> <p>4) THE CONSULTATION PROCESS is FLAWED as it does not serve the democratic nature of the fundamental purpose of a consultation. In the case of Partingdale Lane v LBB, the High Court ruled that for a consultation to be valid;</p> <p>a) it must take place while the proposals are still at a formative stage.</p> <p>b) Those consulted must be provided with information which is accurate and SUFFICIENT to enable them to make a meaningful response.</p> <p>Neither the residents, nor the Mill Hill Residents' Association (MHRA), nor the Friends of Mill Hill Park (FMHP) were consulted with proposals and ideas for resolution at the formative stage, but only at the end once a final decision had already been made by the Council.</p>
73	Dec 31 2020 12:02 PM	How would parents do the school run (Etz Chaim), there isn't enough Street parking and the school's catchment area is far beyond walking distance.
74	Dec 31 2020 12:00 PM	Adding parking charges will make it harder to use the park for regular exercise and penalise those of us who live outside of walking distance

75	Dec 31 2020 11:56 AM	If you want to protect the park fir park users just introduce a one hour parking ban during the day which will stop commuters parking there all day
76	Dec 31 2020 11:13 AM	I think it's an awful idea people that use this parks on a daily basis will end up spending a fortune not a great idea in the current climate either.
77	Dec 31 2020 10:56 AM	Parking should be free for a period of time such as 3 hours for the people to be able to park their cars and enjoy the park. A blanket charge throughout the day will inconvenience the local residents who use the parks for recreation.
78	Dec 31 2020 10:44 AM	It's not necessary, or if it is just say it can't be used for one hour. It will only make the surrounding residential area even busier.
79	Dec 31 2020 10:27 AM	It's another way for the council to make funds. Do we not pay enough council tax? It's a Crazy idea to charge locals to use their own parks. That's what it boils down to. Please don't do it.
80	Dec 31 2020 09:30 AM	I frequently use the car parks to nip to local businesses. I would not be prepared to pay to leave my car for these very short periods of time, therefore would simply stop using the local businesses. LBB should, at this most precarious of times, be encouraging local people to shop local and be exercising /enjoying their local park. If LBB is genuinely concerned about non-park users using the car parks then introducing no more than X hours or restricted parking [P] in the middle of the day would be more effective.
81	Dec 31 2020 09:17 AM	Cars will move into local roads which will affect my ability to park near my home - I am well but do have arthritis so it's important to be near - this will also encourage more people to pave over their gardens , which is impacting on the natural environment in poets corner and affecting water drainage
82	Dec 31 2020 09:17 AM	Access to parks and recreational land should not be charged for - LBB should not treat this as a revenue generating activity. Access should be available for all
83	Dec 31 2020 09:16 AM	Many people in these hard times cannot afford to pay anymore charges. It will discourage them from getting out and exercising and enjoying the parks
84	Dec 31 2020 08:41 AM	No need to charge park users to park their cars
85	Dec 31 2020 08:12 AM	Cars will be pushed to nearby roads and that will lead to permit parking for local residents.
86	Dec 31 2020 08:03 AM	You keep charging motorist but they see nothing in return. Winter has just started and the roads in Barnet are again full of pot holes which don't seem to be being repaired.

87	Dec 31 2020 07:54 AM	Pushes car parking issues on to surrounding streets which do not have controlled hours including Bunns Lane which is already heavily congested
88	Dec 31 2020 07:44 AM	If residents of the area are happy with present arrangements then there is no need.
89	Dec 31 2020 07:30 AM	This would not protect car parks for park users. It would do the opposite and force park away with parking charges. Parking restrictions for just one hour per day (from 11 am to 12 pm) as in many other streets in Mill Hill or offering 4-5 hours free can be equally effective.
90	Dec 31 2020 07:15 AM	Whilst I note 2 hrs is FOC I don't trust the council to then change this to generate revenue.
91	Dec 31 2020 06:51 AM	Many local people have no choice but to drive to the park, due to health issues. Please don't penalise them further by charging for the time they spend there. Parks are hugely important for mental and physical health. Please find other ways to increase the borough's income. The time limit for free parking is particularly short in Old Courthouse - people should be able to enjoy time outside without feeling restricted. Older people find it stressful to deal with parking apps so will be particularly reluctant to use these parks.
92	Dec 31 2020 12:47 AM	The parks should be used for children and their families to enjoy them. Why is it that the council are always finding a way to penalise residents? The council needs to come up with other ways of making money-this clearly is not the way! In difficult times like this when people are struggling financially and mentally the parks may be the only place that they may find some peace and solitude. Don't take something that should be free and put a price on it!!
93	Dec 31 2020 12:10 AM	The parks are for the residents and we should not be charged
94	Dec 31 2020 12:06 AM	These car parks should be free to encourage use of the parks. Charging a fee is not warranted and may be illegal under the covenant of the parks v
95	Dec 30 2020 11:56 PM	Barnet residents who have permits at their homes should be allowed to park free of charge.
96	Dec 30 2020 10:36 PM	2 hour free parking for park users. This would discourage commuters from parking there all day
97	Dec 30 2020 10:26 PM	The car park is full all day every day with people parking dangerously so they can commute. Makes it unusable for the park goers.
98	Dec 30 2020 10:21 PM	The daws lame car park should be free for Barnet residents
99	Dec 30 2020 10:17 PM	The introduction of charging will mean car park users will park in the surrounding roads causing problems for residents.

100	Dec 30 2020 10:11 PM	Do not charge us to use the park. It's ridiculous
101	Dec 30 2020 10:01 PM	Used by post office workers and commuters for all day parking so eliminating this is a good idea. Should be free all weekend for park usage
102	Dec 30 2020 09:41 PM	<p>residents walk to these parks so you are not saving the parking for locals.</p> <p>IF tariffs are imposed, the surrounding roads will be badly and dangerously congested. The local school collection times are dangerous with the numbers of cars clogging up the roads. If the car parks charge, we could see kids being injured.</p>
103	Dec 30 2020 03:23 PM	Everything is about generating funds. What does our council tax pay for?
104	Dec 29 2020 05:12 PM	Why should I have to pay to park to visit the playground with my grandchildren. I tend to go a lot if the weather is fine.
105	Dec 29 2020 04:53 PM	Very upset to see Council has failed to notify us of these charges. No consultation is surely against the regulations of Local Government. Also I did not realise that the Local Council were permitted to apply car parking charges as a means of fund raising. The absence of any consultation is surely not right or fair.
106	Dec 29 2020 03:38 PM	With respect to Mill Hill Park (Daws & Wise lanes) we need first 3hr free for Park users, substantial fees thereafter for commuters; possibly with dedicated Commuter space (e.g. 25% of total). Post-COVID, commuter numbers from MHBroadway are likely to be much reduced, and Park use increase, as working/ shopping-from-home becomes the norm generally.
107	Dec 29 2020 03:04 PM	<p>If people have to pay to park in Mill Hill Park then some of them will park in Wills Grove, just by my road (Winterstoke Gardens). It can get so busy along Wills Grove sometimes that it is very difficult to drive up and down it from Winterstoke Gardens and also it can mean that delivery drivers, friends etc of people in Winterstoke Gardens and Wills Grove have nowhere to park.</p> <p>I have also seen people who can't get into the car park off Wise Lane end up parking at the very top of Daws Lane, meaning that it is very difficult for the 240 to turn from Hammers Lane into Daws Lane. I have actually seen a 240 bus driver get out of the bus at that junction and wait for the police because he couldn't get round the corner!</p> <p>My Dad, who lives in Randall Court, Page Street, cannot walk very far these days so he and his girlfriend need to drive to the park in order to walk round it. He cannot manage the walk to the park up Page Street. It seems very unfair for two people in their late 70s/80s (my dad is 82) to have to pay to get a little bit of very necessary exercise</p>

		in the park.
108	Dec 29 2020 02:23 PM	<p>I can see no other reason for the fees other than a money-making scheme for the Council. To make this a full-time fee-paying parking area will deter people from using the park and surrounding walks and facilities, including local shops (parking already restrictive) and park cafe. Local business needs more help, especially in the current environment not less.</p> <p>One of the reasons given for the introduction of the fees is to protect the car park, this is nonsense. I am a member of OWL, the local police facility that advises on all crime in the area, this includes house break-ins and vehicle crime/theft. To date I have not seen a single crime committed to a vehicle in any of the parks you are proposing to make money from.</p> <p>The absolute maximum charge if any should match the surrounding streets of one hour per day between 11.00 and 12.00 and the only good reason for this is to deter people parking their cars all day and using the train.</p>
109	Dec 29 2020 01:28 PM	Not acceptable as this will prevent users from visiting the park. There can be no social reason to raise charges and must surely be against policy raising revenues from this source.
110	Dec 29 2020 01:09 PM	It would stop people using the car park all day, when I just want to go to the park for an hour or so!
111	Dec 29 2020 12:39 PM	<p>Parking charges would limit footfall through the park.</p> <p>Parking charges would only apply to those with vehicles. How does charging go across to non vehicles users?</p>
112	Dec 29 2020 10:49 AM	I like to walk in the park and to take my grandchildren there to the playground. It's disgusting to charge people to go for a walk, you should be encouraging people to take exercise. The council needs to pay for this. I would not object to a free limited time of 3 or 4 hours to discourage commuters using this car park.
113	Dec 29 2020 10:42 AM	I enjoy a walk in the park all year round and in the good weather sometimes take my grandchildren there to the playground. This should be a free service provided by the council, this is what we pay our taxes for. It would be disgusting if they now charge us just to go for a walk!
114	Dec 29 2020 10:30 AM	STRONGLY AGAINST INTRODUCTION OF FURTHER PARKING CHARGES IN THE AREA!!!
115	Dec 29 2020 09:25 AM	I am there walking every day (sometimes twice a day) with my dog and cannot afford to pay for parking every day. This is my only form of exercise and meeting people and if I were unable to do this because of cost it would have a massive impact on me.

116	Dec 28 2020 07:23 PM	Parks are the only form of exercise for a majority of the population, at a time when obesity is an increasing risk and exercise is strongly encouraged. This amenity should not attract a charge.
117	Dec 28 2020 06:29 PM	<p>I am not aware of any evidence being presented by the Council to show that Mill Hill residents feel charging for parking in these car parks will benefit them.</p> <p>If charges are to be used as a deterrent to commuters parking all day then there is (1) no need to charge on six days per week (only Monday-Friday is required) and (2) no need to charge outside just the one hour per day to resolve such a problem (say 11 to noon as in some of the nearby streets).</p> <p>Also, additional car park charges will harm the fortunes of local businesses at a time when they do not need yet another blow to their hopes of survival.</p> <p>Lastly, it appears obvious to the more cynical observer that this proposal will merely shift cars to parking in the local residential streets - which will lead to the Council making the unwelcome proposal at some future date to put further controls on these self same streets.</p>
118	Dec 28 2020 03:09 PM	No consideration has been given to the impact at Scratchwood, which is a traditional venue for the local d*****g community. Why should we have to pay the council for exercising our right to healthy outdoor activity, and social intercourse with other local enthusiasts?
119	Dec 28 2020 01:27 PM	<p>The parking should be free for the first 3 hours.</p> <p>Any parking more than 3 hours should be paid.</p> <p>This charge will put people off exercise and other sports.</p> <p>The council shouldn't look at everything thing at money generating point of view.</p> <p>People physical and mental health is more important than a couple of thousands of pounds.</p> <p>I strongly disagree.</p>
120	Dec 27 2020 09:52 PM	Charges will discourage families on lower incomes from coming to the park.
121	Dec 27 2020 06:24 PM	You could make an overnight charge - from 6.0 pm?

122	Dec 27 2020 05:35 PM	<p>With lack of large playgrounds within walking distance, we regularly drive our zero tailpipe emission EV to the parks to allow the kids enjoy themselves.</p> <p>Introducing parking charges make sense to reduce other uses, but it also makes visiting the park very difficult if don't live locally.</p> <p>I think EV exemption is a good middle ground, the borough can showcase its green credentials and also reduce emissions around kids play area.</p>
123	Dec 27 2020 05:07 PM	This will cause parking congestion in side streets.
124	Dec 27 2020 01:24 PM	I'm glad to see the Council considering free parking for a period of time. However I believe free parking should be for 2 hours in all parks. For Old Courthouse, we would go to the cafe, then playground, then walk around. 2 hours would be sufficient.
125	Dec 27 2020 12:10 PM	I would be happy if the charge applied Monday to Friday only - that way you stop the commuters and not the locals using the park at the weekend
126	Dec 27 2020 09:57 AM	This is absurd it will ruin business for the local shops and the children's recreation area. Please reconsider.
127	Dec 27 2020 04:57 AM	By not charging money for use f car parks many families can spend an unlimited amount of time in these parks. This is crucial if they don't have access to a garden at home.
128	Dec 26 2020 07:01 PM	<p>What do I pay Council Tax for?!</p> <p>One of the few pleasures we have, particularly during COVID, is the pleasure of going to the Park to exercise and enjoy the surroundings. We use the car as it would be too far to walk there. Some people do not have gardens and need to go daily for walking dogs or letting kids play safely.</p>
129	Dec 26 2020 06:20 PM	It is difficult to persuade people to go out for a walk in the park. If you are going to have to pay to park people won't want to meet up. It is a crazy idea. What are the benefits v disbenefits? I'm sure that this will go down like a lead balloon. Let people exercise freely please and stop thinking about paying to park.
130	Dec 26 2020 01:51 PM	That is totally wrong!!!
131	Dec 26 2020 12:46 PM	Their are many families with children, old people, disabled people that drive and park in those two car parks.

132	Dec 26 2020 12:44 PM	We feel that there should be a two hour free allowance for genuine park users and that commuters should have to pay for any longer time. Definitely no charge for the weekend.
133	Dec 25 2020 05:07 PM	Parking for park usage should be FREE but could be limited in time
134	Dec 25 2020 11:26 AM	Tariffs will prevent me from using the park for exercise, e.g. walking, also for taking my grandchildren to play on the children's equipment
135	Dec 25 2020 11:09 AM	It penalises families especially with young children and imposes an expense to use the parks and playing facilities
136	Dec 24 2020 02:38 PM	We already pay enough in council tax and it just another way of getting money from local residents and totally disagree
137	Dec 24 2020 01:15 PM	This is simply an outrage . You cannot ask residents to pay to use public amenities . You need to focus on business people walking dogs , coaching football , keep fit camps who use the parks for commercial purpose . We pay already with rates and this is criminal and will be rolled out to all parks .
138	Dec 23 2020 10:15 PM	Please ensure there are enough short term spaces for park users
139	Dec 23 2020 10:13 PM	Please ensure that there are enough short term spaces available for park users ie not commuters.
140	Dec 23 2020 09:29 PM	The park is free to use and we have already paid council tax, why do we need to pay to access the use of the car park? Besides it will only encourage park users to park in the residential streets nearby which cause nuisance to the local residents.
141	Dec 23 2020 09:25 PM	They should not be used as station car parks. There should be a 1 hour Charge to stop all day parking. warden operated.
142	Dec 23 2020 09:06 PM	I am on the normal govt. pension and any increase to local shopping costs, are most unwelcome.
143	Dec 23 2020 08:26 PM	I think it is very important that the car park is free to encourage people to use the park. Many flats have been built that are not in walking distance and with no access to usable green space so people need to be able to park to take advantage of the park. Restricting use of the car park to a three hour free use or with no parking for one hour a day would make sure the car park stays available for genuine users of the park or local shops. I strongly object to the proposal

144	Dec 23 2020 06:02 PM	as a mill hill resident for 28 years and lived in poets corner and wise lane i feel that the car park in daws lane and wise lane are necessary for persons visiting the park. I do not agree with charging all day maybe if you have to - introduce a 2 hr slot at a quiet time of day. the park is very heavily used by various groups of people.
145	Dec 23 2020 06:02 PM	Regarding Mill Hill Park and Daws Lane car park: 1. There has been no direct consultation with local residents. 2. Local residents fear parking being pushed on to local roads by parking charges in Daws Lane car park. 3. Local residents have resisted a CPZ in Poets Corner which would be necessary if commuters park in local roads. 4. What about the covenant that applies to this car park? 5. Parking fees and a CPZ would be disastrous for Goodwyn School as they have no staff car park. Where would staff park?
146	Dec 23 2020 05:47 PM	Regarding Mill Hill Park and Daws Lane car parks: 1. There has been no direct consultation with local residents. 2. Local residents fear commuter parking being pushed on to local roads. 3. Consequently many residents have also resisted a CPZ in Poets Corner which could be necessary as a result of car parking charges in Daws Lane car park. 4. What about the covenant that applies to this car park? 5. Car parking charges would be disastrous for Goodwyn School nearby. They have no staff car park. Where will staff park?
147	Dec 23 2020 02:59 PM	This will deter people from using the park and clog up the local streets which already are congested with school traffic.
148	Dec 23 2020 01:16 PM	1. To protect Car Parks to Car Park Users - we should have restoration for 1hr a day. 2. By introducing the Parking charges, you will only 'push' the drivers to the already congested Poets Corner. As it is already congested during the School days.

		<p>3. At the Moment residents of Daws lane (opposite Esso where their are charges) are also hogging the paces on streets of Poets. This proves that 'poets-corner' will be congested and the streets cannot handle it due to parents who are already aggressive - double partaking - blocking drive ways -unless Council is using this to justify parking charges on all the streets of Poets Corner</p> <p>4. the reason will mean more 'monitoring' and hence Council will not save money but only hassle residents.</p> <p>5. Why should all the residents suffer for a few unreasonable people?</p>
149	Dec 23 2020 01:14 PM	Car parking should be for a one or two hour slot and not for weekends
150	Dec 23 2020 11:48 AM	At a time that we should be encouraging people to utilise parks more.Your strategy will discourage them,"absurd".
151	Dec 23 2020 10:53 AM	This will not help low income families that live in high rise flat if which the council have allowed to be built in the borough. Park are already paid for and this will stop families visiting
152	Dec 23 2020 10:50 AM	This will prevent low income families from using park facilities that are not within walking distance. Lots of new build flats that have children and no garden. This is not good for the community
153	Dec 23 2020 09:29 AM	There should be a charge for those who want to park all day. They do take up short term spaces.
154	Dec 23 2020 09:17 AM	You will prohibit people using the park which help people with their health and mental well-being. It should remain a free service to the community
155	Dec 23 2020 09:04 AM	You should get the first 2 hours free
156	Dec 23 2020 08:38 AM	Why we should we have to pay to use our local park. More importantly why should older members of our community have to pay to use the facilities like the bowling club and cafe. It is disgusting
157	Dec 23 2020 08:32 AM	You should not charge people whose only reason to park is to use the ark for leisure reasons. If the sole purpose is to prevent the car park being used by commuters then you should and can set up a system that limits parking for say 4 hours
158	Dec 23 2020 08:18 AM	This is my local park why Do I have to pay to park there . I cannot afford extra charges . It's the only free facility to take my kids to.

		<p>You are sneaking this in in December when people are distracted .</p> <p>You are trying to making money and stopping people from using the park.</p> <p>If you do introduce a charge is this legal ?</p> <p>If you introduce a charge it should only be for 1 hour a day as I assume you trying to stop commuters .</p> <p>Who told you parking was an issue no one has done a survey. I am local and received no survey . Why are you trying to fix problem that does not exist or you have no evidence that it exists.</p>
159	Dec 23 2020 08:09 AM	Do not introduce charges.
160	Dec 23 2020 08:06 AM	Please don't introduce charges to the car parks
161	Dec 23 2020 06:58 AM	There should not be a time restriction placed as it would deter parents from spending valuable time outdoors with children. Not everyone who uses the park can walk there. In addition car park charging should not be used to make money for the council as per the words of the government
162	Dec 23 2020 05:45 AM	<p>I think you may like to consider an alternative to introducing charges all day, which, will hinder many local residents who want to use the facilities of the park, but cannot get there with out driving for varying reasons. Why not make parking free to Barnet residents ? This could easily be done by using information held by the DVLA and introduce charges for others or offer reduced charges for those visiting a Barnet Resident (the resident has to organise the parking)</p> <p>Create an area for Commuters from outside the Borough charging them a reasonable day rate.</p> <p>Introduce Parking Attendants, the alternatives to charging all the time are out there, workable and need to be fully</p>

		investigated, reported on then Barnet Residents should be consulted again.
163	Dec 23 2020 02:23 AM	Firstly, we have seen no information or evidence from the Council to show that Mill Hill residents feel that this is a problem for them or they feel that this issue needs a solution. Secondly, if the Council believe that charging will stop commuters from parking all day, then there is no need to charge 6 days per week and all day to resolve this apparent problem. LBB could for example create parking restrictions for just one hour per day (from 11am to 12pm), as we already have in many streets around Mill Hill. Another reason, charging for these car parks will affect residents nearby, simply force more cars to try to park in the already overloaded and over parked streets .
164	Dec 23 2020 01:17 AM	We are supposed to be encouraging use of parks for exercise and to encourage people to use local businesses. Totally wrong approach.
165	Dec 22 2020 11:38 PM	I don't think that the car park should be designed as a source of income to the council. If the council is concerned over the use by daily travellers, then perhaps allocate an hour a day like 11-12am for ticketed parking . This should ensure that the parking would be mostly for park users.
166	Dec 22 2020 11:32 PM	Should have a 30 min to 1 hour free option
167	Dec 22 2020 11:23 PM	Perhaps to make allowance for families visiting the park, the first hour of parking could be free and subsequent hours need to be paid for. This will benefit families while also ensuring those parking for commuting have to pay for the facility rather than abusing the free access preventing parents from parking to use the park itself.
168	Dec 22 2020 10:46 PM	The council should not be charging for residents to use the park for leisure purposes or visiting shops. The council should not be proposing charges for purposes of generating income.
169	Dec 22 2020 10:22 PM	To impose the proposed parking tariffs at Mill Hill Park this will penalise local residents who try to use the park and cause them to pay for visiting our local park. I believe if the council wish to prevent commuter parking then it would be far better to impose a 1 hour parking tariff between 11am and Noon. Imposing the proposed tariffs revenue is contrary to the Road Traffic Regulation Act of 1984 as it is not a revenue raising or taxing statute (Attfield vs LBB (2013))
170	Dec 22 2020 10:11 PM	Charges should be only for one hour a day possibly 11-12pm
171	Dec 22 2020 10:09 PM	Will strongly agree if charges won't apply up to 10 min parking

172	Dec 22 2020 10:04 PM	Would be helpful to state what the time restrictions would be and how this won't end up being a burden on the neighbourhood side streets where I live.
173	Dec 22 2020 09:54 PM	I think there should be the first hour is free
174	Dec 22 2020 09:42 PM	Totally unfair to introduce parking fee. Kids need outdoor time and parents do not need for penalised for this and should not feel pressured to enjoy park time and worry about how much time they have left to enjoy being outdoors and rushing back to their cars. There are a very few things in life that are free and this should remain one of them.
175	Dec 22 2020 09:38 PM	You don't need to make money from people all the time! Give people a break... times are tough enough and taking kids to the park shouldn't come with a cost attached!
176	Dec 22 2020 09:35 PM	We need this so we can come with children to play area and use cafe
177	Dec 22 2020 09:35 PM	Instead of parking charges I would fine those parking in disabled bays without permits or parking on the crosshatched squares or not in bays. People are filling the car parks beyond the parking bays and it's dangerous
178	Dec 22 2020 09:33 PM	Introducing charges for the Daws Lane car Park will really create traffic and bad parking around the area and will affect residents of the surrounding streets
179	Dec 22 2020 09:27 PM	The cost should be for computers that park for the whole day not for people using the park for an hour.
180	Dec 22 2020 09:24 PM	I think that the first hour should be free
181	Dec 22 2020 09:20 PM	There are families with low income who have not access to gardens and the parks are essential for their physical and mental health, parking charges would be a deterrent for them .
182	Dec 22 2020 09:15 PM	If these car parks cost then it will ruin the park. Families wont go there and it will stop dog walkers in the area. This is an awful idea!!!
183	Dec 22 2020 09:09 PM	Car parking charges are/have already crippled the high street, now you are seeking to make using outdoor space which benefit peoples mental health taxable - unless you can walk there (with kids for instance, which many cannot). This is a regressive tax and will be detrimental to our social infrastructure. Find another more creative way to raise money to maintain the parks.
184	Dec 22 2020 09:08 PM	I don't agree with charging at the weekends.

185	Dec 22 2020 08:50 PM	Should be completely free on Saturdays as never that busy with people parking for their commute. Also first 3 hours should be free not 2. This would still deter commuters from parking there all day.
186	Dec 22 2020 08:47 PM	The park should be accesible to everyone, perhaps a 11am to midday charge or deter people using it for comuting parking.
187	Dec 22 2020 08:47 PM	The council should not be using these car parks as an opportunity to raise revenue and to take money from taxpayers and residents, when there is no issue about parking availability or is there any specific need to do so from a parking-stand point. This is a cynical proposal which is simply about money rather than need and it would cause damage to the community.
188	Dec 22 2020 08:46 PM	There would need to be a period for free parking to allow people to visit the park without having to pay
189	Dec 22 2020 08:43 PM	I don't believe there is a problem with the car park at Dawes lane being used for non park users.
190	Dec 22 2020 08:37 PM	I agree with parking charges as I find the car park to be full when I take my kids to play. However, a full day charge is not required. One hour in the middle of the day will stop commuters parking.
191	Dec 22 2020 08:36 PM	The car park needs to be used by people using shops and the park not for the school which seems to be the main users. The shops need customers desperately and parking charges would further discourage users. The park is also used by people who need the open space and charges would discourage fitness and wellbeing.
192	Dec 22 2020 08:34 PM	It's so hard to park already in mill hill. When businesses are already struggling to survive why introduce parking charges which will deter people from supporting them
193	Dec 22 2020 08:28 PM	We need some freedom of parking use
194	Dec 22 2020 08:27 PM	This will just push further traffic onto local roads to park, and disadvantage local residents
195	Dec 22 2020 08:27 PM	Not far away from charging people for the air they breath
196	Dec 22 2020 08:24 PM	A lot of older Mill Hill Residents use that car park for the Bowls club and for walks and use of the café. All the other amenities have been shut and many of them cannot afford park car parking.
197	Dec 22 2020 08:21 PM	It would deter local people who cannot walk a longer distance from accessing the park fir recreational purposes
198	Dec 22 2020 08:21 PM	Introduce charges for one hour only during the day ie beyween 11-12, to stop commuters patking all day in these car parks

199	Dec 22 2020 08:17 PM	<p>As a resident of Poets Corner in Mill Hill, I am appalled that the council is yet again threatening to bring in charges. It is already impossible to park my car on my own street due to the schools at either end. By bringing in charges the cars that regularly park there, often in order to support the shops on the Broadway, will simply look to park elsewhere, namely the streets of Poets Corner.</p> <p>If you wish to put off commuters, surely bringing in charges for just an hour in the middle of the day will suffice and be cheaper for the council to control.</p>
200	Dec 22 2020 08:15 PM	<p>Barnet Council must not introduce charges for car parking in parks. This is not an acceptable way of raising funds and may not be legal. I have seen no evidence that introducing charges will protect the parks for park users. On the contrary, introducing charges will discourage/prevent people from using the parks, and access to open space in the current Covid pandemic should not be restricted, which introducing charges would do. I strongly disagree with the proposal.</p>
201	Dec 22 2020 08:09 PM	<p>1. I don't believe the council is within its rights to raise funds from parking, as per the statutory guidance by the Department of Transport. As a local resident I am firmly opposed to charging to use the Mill Hill Park car park.</p> <p>2. I am a daily park user and very rarely do I have trouble with parking at the car park and charging for parking on an 8x6 basis seems like a step far too far to resolving the commuter issue. Why not just implement charging between, say, 11 and 12? This would seem to be to be the perfect compromise to any perceived or actual issue.</p> <p>3. If you are looking for funds to assist in the maintenance of the park, can I suggest you put out a plea for volunteers. My guess is that you will receiving an overwhelming response from local residents keen to help versus the local backlash you are likely receive if fees are introduced!</p>
202	Dec 22 2020 08:04 PM	<p>At a time when the only option for meeting friends is in public spaces, parking charges are an outrageous suggestion.</p> <p>When the pandemic is a memory, charging to park for exercise is also outrageous.</p> <p>Additionally, Barnet is forbidden from using parking as a source of revenue.</p>
203	Dec 22 2020 07:59 PM	<p>I'd rather have a small charge on the car parks that end at say 5pm than a rise in other taxes!</p>
204	Dec 22 2020 07:57 PM	<p>perhaps you can charge only if people use for a full day. ie operate a timed ticket free for up to 4 hours as I remember having young kids & not in desperate need of getting them to a park- please don't make it difficult or an</p>

		additional expense for them.
205	Dec 22 2020 07:53 PM	A system of 1 hour restriction (or even 20 minutes) is all that is needed to stop commuters
206	Dec 22 2020 07:44 PM	Charges are not required as spaces always available, this Barnet yet again taxing car users. It will make drivers park in the streets of Poets Corner. You could just charge fir parking 11-12 like in the rest of Mill Hill. Six days a week charging is taxing as commuting is a 5 day a week activity, but now even less with home working.
207	Dec 22 2020 07:42 PM	If you introduce the charges, I will not visit any of the shops / Amenities in Mill Hill Broadway which will put another nail in the coffin of businesses, I will not go to the parks anymore, I would rather walk in the streets. You ought to help businesses and people and not add to their destruction. I feel very strongly about this matter.
208	Dec 22 2020 07:41 PM	Charging for parking will simply push visitors and users to the surrounding streets which will cause huge problems for local residents
209	Dec 22 2020 07:37 PM	If you start charging for parking, people will just park in the streets and clog up the roads
210	Dec 22 2020 07:35 PM	The Mill Hill park, Daws Lane gets used lots by the parents of Etz Cheim school. Myself a local dog-walker and parent need the space for using the park for dog walking.
211	Dec 22 2020 07:30 PM	This is completely inappropriate. At a time when people are strapped for cash and trying to keep themselves and their families occupied this is just going to add to their difficulties. No one has provided any evidence that there is actually a problem with commuters parking.
212	Dec 22 2020 07:30 PM	The park is a vital resource for local residents to exercise and relax particularly during these stressful days. To impose a charge would have a drastic effect on residents and deter many from using this fantastic facility. It is vital that people have access to spaces for exercise right now and they do not need yet another problem thrown into their already very stressful daily lives.
213	Dec 22 2020 07:19 PM	It will clutter the residential roads nearby and is simply unnecessary.
214	Dec 22 2020 07:12 PM	there is no evidence to show this is a problem, there is not any information gathered that use of the park is currently being impacted by not having park charges, there could be knock on effect of discouraging local residents to visit local shops which is much needed in the current climate, charging will force more ppl to park on the streets nearby which again would have a knock on impact on local residents, there is no supporting evidence that council has considered this. Department of Transport clearly stated parking charges should not be used a way of revenue generating.

		A full consultation has not reached to residents where possible so it must be taken seriously that many people impacted are not given an opportunity to voice their opinions.
215	Dec 22 2020 07:12 PM	Parking charges should not be used to raise funds for councils.
216	Dec 22 2020 07:12 PM	It is outrageous that you consider changing for parking at the park - sorry I pay council tax and that is what I expect it to be used for - maintaining the park.
217	Dec 22 2020 07:09 PM	There are plenty of alternatives to revenue raising through car parking charges. As access to this park is so important for physical and mental health, charging would be wrong. Implement a reasonable maximum time, say 2 hours or 3 hours no return for 1 hour, demonstrated by a Free ticket which must be used. To charge is to burden the already challenged purses that coronavirus has caused.
218	Dec 22 2020 07:09 PM	I agree that all day parking should not be permitted but for leisure a minimum free stay of 3 hours would be reasonable.
219	Dec 22 2020 07:07 PM	Why should I have to pay tp go for a walk in my local park? It's obscene?
220	Dec 22 2020 07:05 PM	Please make sure this is partnered with a one hour restriction residents only in the surrounding streets - I don't want to see commuters spilling out to adjacent roads
221	Dec 22 2020 07:04 PM	I would agree with charging for an hour in the middle of the day Monday-Friday to stop commuters parking there all day
222	Dec 22 2020 07:02 PM	Not necessary. Will make visiting these open spaces harder for families. Can't afford paying everytime. Neighbourhood roads will get congested with parked cars.
223	Dec 22 2020 07:01 PM	Too many commuters use it during week
224	Dec 22 2020 12:27 PM	these parks are a necessary outlet for the public for healthy walks in the open air and are essential for the health and wellness of the local population
225	Dec 21 2020 04:11 PM	I do no wish there to be parking charges but if you have to introduce them they should be short term use only be for people who are using the park and can prove it.
226	Dec 21 2020 09:19 AM	Re the Daws Lane car parks - charging will deter people from coming to the park and excaberate the parking problems in the Poets Corner area (btw I do not live there) ALL day parking will just ensure commuters will fill the space before park users even get there and allocating half the space to that is ridiculous

		If you really need to raise money look at cost saving, as that will raise much more. My road has recently had all the lampposts replaced - WHY, - the previous ones were perfectly adequate. STOP wasting money !
227	Dec 21 2020 06:20 AM	ergaerg
228	Dec 18 2020 09:21 AM	30 mins free parking is too short to enjoy the park with family. The restriction of opening up the Old courthouse at midday prevents commuters parking there. If parking charges are introduced the car park should be open earlier.
229	Dec 15 2020 09:26 PM	It would put us off going to the park with our children or visiting the cafe in the park which is a real shame.
230	Dec 14 2020 09:01 PM	Working with children as a key worker throughout pandemic this is something we can do in difficult economic times. Parks should be free to use the car park is not over used for example for the tube.
231	Dec 14 2020 01:04 PM	It's unfair for parents & carers to pay to bring their children to the playground
232	Dec 14 2020 10:42 AM	Mothers collecting children from school will be forced to park in main Daws Lane causing congestion and leading to unsafe parking
233	Dec 14 2020 09:46 AM	I think it's disgusting that Barnet Council want to fleece us of yet more money. Is there anything yet that can still be monetised? Given the push on getting people active and outside, particularly during this pandemic, it is utterly absurd that you would put a financial barrier on people accessing parks. All this encourages is irresponsible parking elsewhere that would impact on residents
234	Dec 14 2020 08:20 AM	<p>1. 2 hours free is not enough if I wish to go shopping and meet friends for coffee. This will stifle local business. Maybe offer 3 hours free as a starting point?</p> <p>2. You have stated that the reason for these charges are to generate revenue. I understand that Councils can not charge parking in order to generate revenue. Can I please ask that this legal issue be adhered to.</p> <p>3. By "solving" the parking issue in the car park, all you are doing is pushing the problem elsewhere, to the adjacent streets around Poets' Corner.</p>
235	Dec 13 2020 06:46 PM	This is a dreadful idea it will just stop people using and enjoying parks.

236	Dec 13 2020 06:38 PM	I feel the charges should be introduced from 4 hours to prevent people parking all day and prevent the people who wants to enjoy the park from parking there
237	Dec 13 2020 06:25 PM	I feel that the charges should be introduced from 4 hours to prevent the commuters to park all day and prevent other people from parking there who want to go for a walk in the park specially during this pandemic
238	Dec 13 2020 01:11 PM	There are not enough parking bays for the residents
239	Dec 13 2020 11:11 AM	This Park is a hub for local people. Introducing parking charges will create more congestion in the roads around the park as people will not want to pay.
240	Dec 13 2020 10:37 AM	Lots of people take the kids there to play and no parking charges, the cafe will be the 1st to go
241	Dec 13 2020 10:30 AM	If you go to the park with children you spend more than 30 minutes there. Should be 1 hour free of charge. Anything more than that I think is fair enough to charge.
242	Dec 13 2020 09:43 AM	The car park is never full or busy, in all honesty I would not be able to visit the park and drive if I have to pay for parking. There is no free parking areas in or around the high street for me to be able to take the children to the doctor's surgery. Sad that I would need to pay for this privilege.
243	Dec 13 2020 09:11 AM	Parking should be free. These areas are used by families for recreational purposes. Why impose penal charges on facilities already covered by council tax, hitting low income families and pensioners who use the area for exercise and a sense of freedom
244	Dec 13 2020 09:08 AM	Parks should be accessible to all
245	Dec 13 2020 06:29 AM	As a retired pensioner on limited income I take my 2 year old granddaughter to this park which would be harder to do if I had to pay to park there.
246	Dec 12 2020 11:11 PM	You have decimated what you can of Barnet, it's high street and now you're trying to make money from me taking my kid to the park - it's disgraceful ! Leave the park alone !!!
247	Dec 12 2020 10:11 PM	Money grabbing scum bags comes to mind
248	Dec 12 2020 09:15 PM	I use the Old Courthouse car park to take my Granddaughter to the playground. Introducing parking fees in any of these parks makes them less accessible to local people who use them for leisure, exercise and to take their children to. Parks are extremely important to their local communities. Never more so than during the last year.

249	Dec 12 2020 09:09 PM	I have this park as a child, my parents used to take me there, I have used this park as a parent and parking their has made it easy and enjoyable, if parking charges are applied I doubt I would go there.
250	Dec 12 2020 08:42 PM	I think all parks should be free of charge for at least an hour. Or if half an hour, then cost should only be 50p
251	Dec 12 2020 06:40 PM	All aspects of parks should remain free
252	Dec 12 2020 05:59 PM	Parks are one of the few free things to do and to add a charge would seriously hinder the ability of low income parents being able to take their kids out to places that don't then have a knock on effect to their weekly budget. If you're going to add charges at least make it free for the first 2 hours to stop people using them to commute into London
253	Dec 12 2020 05:58 PM	To charge for this car park would have a severe detrimental effect on Barnet town centre. It is currently undergoing something of a resurgence, with several new - independent - shops opening. We need to give them a helping hand by offering free parking within walking distance. It's hard enough to open a new business but if customers have to pay to park there isn't the same incentive to visit. This car park being free is one of Barnet's main attractions. Moxon St car park has an hour free parking but that is often insufficient if we wish to encourage shoppers to spend money with local traders. This is a terrible scheme.
254	Dec 12 2020 05:50 PM	I strongly disagree with any proposed charges at this car park. It is used by shoppers and Barnet retailers need as much assistance as possible in getting as much footfall near to their premises. Car parking charges in the town have been cited previously as being too high for the facilities offered, ie it's not worth paying for what's on offer. However we have some new independent shops opening so this is a great time to give them a chance to get the customers that they require by offering some free parking nearby; not just the 1 hour offered in Moxon Street as some of the businesses are hospitality venues which wouldn't give people time to socialise.
255	Dec 12 2020 05:35 PM	Barnet council are thieves that steal our souls whilst stealing our community.
256	Dec 12 2020 05:33 PM	Barnet council are outright thieves who will steal our very souls whilst destroying our community.
257	Dec 12 2020 05:19 PM	Please do not put a charge on children playing in a playground!
258	Dec 12 2020 04:02 PM	It should be free to use the car park if you are using the park

259	Dec 12 2020 01:58 PM	Parking charges will stop families enjoying the open space, especially those who live in flats without gardens.
260	Dec 12 2020 01:02 PM	At a time when keeping healthy is so important please do not discourage people from using these spaces. The elderly, sick and disabled need to be able to drive and park in these areas and to charge them is an unnecessary burden
261	Dec 12 2020 12:47 PM	Why are the proposed charges for Old Courthouse car park different from the other car parks? It's is completely unreasonable to charge users of this car park after only 30 minutes and if visiting other car parks under your potential plan you can get up to 2 hours FOC. If the purpose is to protect the car park for park users and discourage commuters then this should be extended to a reasonable amount of time across all car parks. When taking my family to the park we would spend up to 2 hours or more in the park. Putting unreasonable charged in place would make me consider using other local parks instead.
262	Dec 12 2020 12:19 PM	Money Grab
263	Dec 12 2020 11:54 AM	The courthouse car park is never full and doesn't require payment options. Find another way of raising cash, having already raised our council tax last year. Also try managing your funds better, and try not outsourcing the running of the council to a company like capita. Sincerely A tax payer.
264	Dec 12 2020 11:46 AM	In my view this will discourage the use of the.park, users will just use an alternative park where there is no charge for parking.
265	Dec 12 2020 09:45 AM	It's good to drive to the park abs let the kids ply for a bit without l'm having to rush home for nap or lunch times. The car park is often only half full and people use it for the park. Having charges could deter people from using the park.
266	Dec 12 2020 09:12 AM	Charging for parking will deter people from using the parks when it is so important for everyone to get out in fresh air and to exercise. No doubt, charging for these car parks would be a gateway to charging for all park and open spaces parking areas in Barnet. It would especially deter older people, disabled people and parents of young children. I think fewer people using these parks and open spaces would also increase crime and anti-social behaviour. A terrible idea.

267	Dec 11 2020 09:39 PM	First 2 hours free to discourage commuters.
268	Dec 10 2020 10:48 AM	People should be encouraged to go to the local parks for health and well-being. Adding a charge may hinder families or people from visiting
269	Dec 09 2020 11:15 AM	Being an OAP, it will make it extremely difficult to keep paying when I have used this Car Park since I moved to Mill Hill 18 years ago
270	Dec 08 2020 07:47 PM	prefer not to have this but given funding restrictions this is acceptable - if we have cars we have enough money to be able to pay a little !
271	Dec 08 2020 05:47 PM	Allow two hours free parking
272	Dec 08 2020 01:37 PM	abolish car park tickets. waste of money!!!
273	Dec 08 2020 01:37 PM	How will you ensure that by introducing charges to these car parks that drivers don't park on neighbouring roads instead
274	Dec 08 2020 01:23 PM	1st 2 x hours should be free.
275	Dec 08 2020 11:55 AM	I absolutely disagree with putting parking charges in the car parks. Give people a break from having to pay for everything. It's stressful. The language used is interesting "protect" parks (from what? awful people who need somewhere to park whilst just living their life?)
276	Dec 08 2020 11:19 AM	i dont think putting a charge on something thats currently free and does nt have an issue isnt an honest or fair way to raise money. Those who are elderly or with children would be most hit as they drive to the parks...
277	Dec 08 2020 10:50 AM	It will just push parking into local roads - an excuse for more CPZs, bureacracy and hidden taxation.
278	Dec 08 2020 10:15 AM	The ability to use our open spaces should not come at a cost - I strongly disagree with charging
279	Dec 08 2020 07:48 AM	During the week it can be hard to find a space, as typically there are a lot of commuters who use the Daws lane car park all day, making it more difficult for those visiting the park.
280	Dec 08 2020 07:14 AM	Parks are already paid for from our tax and local tax. We should not have to pay again. Kills our community!

281	Dec 07 2020 11:03 PM	<p>Parks and green spaces should be free for all.</p> <p>Charging for parking mitigates this, irrelevant if they give the first two hours free or not.</p> <p>As a resident in Barnet Im interested to know why my council tax doesn't already cover the maintenance of the park and car park.</p>
282	Dec 07 2020 09:46 PM	Don't allocate 50 percent of daws lane parking for long term parking. That's too high. Rather encourage more short term space
283	Dec 07 2020 06:42 PM	It would deter me form visiting. The car park is rarely full so the demand is not their. I don't understand the reason to enforce restrictions. Saying it will be channelled to other funds to help the borough is not adequate
284	Dec 07 2020 06:02 PM	If first 2 hours are free abd it stops all day parking
285	Dec 07 2020 04:55 PM	I strongly support introducing car parking charges at Scratchwood Open space because it is a nightmare to walk on the pavements especially in the Spring and Summer months. Visitors to Scratchwood litters the whole side of the A1 especially near Mill Hill Golf Course. They dump everything including human faeces. The residents of my road, Hankins Lane NW7 are fed up with the situation. I'm surprised that we haven't yet had serious accident due to the double parking almost on the dual carriageway itself. I believe introducing car parking charges and enforcement will deal with this criminal antisocial behaviour.
286	Dec 07 2020 02:30 PM	It's the one place I can go with my children to have a walk and get away from home and get fresh air.it is somewhere I can park for free without another charge in life. I think it would be ridiculous as then people will stop using the park. I'd just have to walk on the streets then
287	Dec 07 2020 01:58 PM	You will simply push cars into the local streets and residents will not be able to park their cars. Then the council will charge for CPZs, which are awful. The car park was left as part of the park to the general public and should be free.
288	Dec 07 2020 12:19 PM	Think there are pros and cons to this, firstly we pay enough in council tax, secondly if there was better parking facilities near the station people wouldn't park there to go to work, the staff of the school next door use the facility as do the parents to pick up, by charging you will encourage people to park in the already crowded side streets, people always park at the bottom of my road to use the station and I'm 6 mins away from the park. You cannot cause anymore congestion round here it's crowded enough, and you cannot park on Daws Lane anyway.
289	Dec 07 2020 10:21 AM	It seems as if Barnet council is yet again trying to get additional revenue from residents. What is our council tax for?

290	Dec 07 2020 09:43 AM	will stop a number of users who cannot walk too far
291	Dec 07 2020 09:29 AM	We pay council taxes already, it's enough. This is just another tax by stealth.
292	Dec 07 2020 08:46 AM	there needs to be a way of monitoring to ensure users are not parking for the day - as the car park is meant for users of the park! dont make it unfair on those who genuinely do use the park for the right reasons.....
293	Dec 07 2020 08:34 AM	Provide 2 free hours for park users. This will stop the commuters parking all day. But please consider impact on surrounding roads. Maybe no parking between 10 to 11am?
294	Dec 07 2020 05:58 AM	We are pensioners and it is so nice to be able to use this car park and not paying to park. We can then use this money to buy a cup of coffee in the cafeteria in the park
295	Dec 06 2020 11:58 PM	As long as you keep the 2 hour foc charge to allow park users, dog walkers etc to park. I agree this would be beneficial to restrict the use of the car parks by commuters.
296	Dec 06 2020 11:45 PM	I think as long as the aim is ensure commuters are abusing the parking then it makes sense (ie 2 hrs max stay - or payment between 1-2 pm only) park users and parents dropping and collecting from the school next door should not be affected. If parents are unable to safely drop and collect their children you are putting safety at risk and will clog up daws lane
297	Dec 06 2020 11:41 PM	Fine with any ways to get a space (ie not allow commuters). Simple no parking between 11-12 etc or part of the 2 hour foc
298	Dec 06 2020 11:38 PM	Will result in parents parking in local roads that are already busy.
299	Dec 06 2020 11:37 PM	This car park works fine and was never intended to be a paying one. It will only cause problems for the people that use it the most .The old, young disabled special needs parents grandparents.
300	Dec 06 2020 11:35 PM	i only agree for charges for people who are not using the park itself or a short while when using the shops opposite. so at least 2 hours for people using the park should be free
301	Dec 06 2020 11:31 PM	I do not live in walking distance to mill hill park so I need to drive so we can use the park and play area by implementing a charge it will have an impact on families in a similar situation as not everyone who uses the play area with small children live close so it helps to be able to drive there and park. Unless you do a few hours free which will also give families time at the park which is very important for young

		ones.
302	Dec 06 2020 11:11 PM	I think it is wrong as I walk there everyday for at least an hour to walk my dog and I do not think it's right to charge people who go there to exercise at their local park. Who will monitor the tickets ? There are a lot of people who come and do drug deals will that stop them coming ?
303	Dec 06 2020 11:04 PM	It will push people away from visiting the parks. If money is to be raised it should be done in other ways
304	Dec 06 2020 11:00 PM	These public open spaces should be free to use, effectively introducing parking fees is an entry fee, I live near Mill Hill Park so walk there but many people do not live near open spaces and need to travel to them. People use the park often all day for picnics or sports and a charge would be restrictive. If cricket were to return to the park it would be unreasonable to make a charge for an all day activity. Perhaps a nominal charge or even just the necessity for displaying a ticket which is free for half an hour a day during the middle of the day would stop commuter parking. I don't see why staff from the post office shouldn't be able to park there. The sorting office provides an important role which we should help to preserve.
305	Dec 06 2020 10:39 PM	If you must charge - which I object to, using a park should be a pleasure, especially now- Make it first 3 hours free.
306	Dec 06 2020 10:09 PM	This will push parking into nearby residential roads which will no doubt please the council enough to introduce CPZ
307	Dec 06 2020 09:48 PM	Terrible idea, this will prevent visitors, it's not necessary
308	Dec 06 2020 09:45 PM	All residents should have to provide proof that they are a resident and should receive the parking fee from their council tax bill
309	Dec 06 2020 08:47 PM	Detrimental to local community, dog walkers and the shops in the proximity of certain parks. Introducing a time limit of 2 to 3 hours free park would be more beneficial to local residents and could eliminate the possible use from commuters
310	Dec 06 2020 07:28 PM	There should be a strict limit on the number of long stay parking places serving Mill Hill Park as there is an generous number adjacent to The Station. Make this charge £10 per day.
311	Dec 06 2020 07:28 PM	Ridiculous. I work as a Dog Walker. Scratchwood Open Space car park has been shut since the 1st lockdown. It's a great dog walking site. Parking charges where would you want me to unload/ load the dogs into my car. The A1. Another example of Barnet Council not thinking through policy decisions. Typical.

312	Dec 06 2020 07:27 PM	The council want to do this and combine it with a parking zone in this area at more expense to local residents who also use the car park for friends visiting . Please be open and honest about this proposal
313	Dec 06 2020 07:22 PM	It's not fair to keep charging families and elderly people who use these parks for exercising. Now that we are in and out of lockdown, it's vital that these people get their exercise in and have a safe space to do it with NO time restrictions
314	Dec 06 2020 02:57 PM	2-3hours FREE. Then charges should apply to get movement/circulation of vehicles during each day and stop long stayers blocking the spaces.
315	Dec 06 2020 02:42 PM	We live in Mill Hill but not in walking distance of the park. I have 3 children and on many occasions we have not been able to enjoy the park as the car parks are full all day - presumably due to vehicles parked by commuters or people who work in the local area. I welcome some controls being brought in, perhaps the first 2 hours could be free so people who are just visiting the park can do so without paying.
316	Dec 06 2020 02:22 PM	It is clear when going to the park it is being used as a commuter car park resulting in no or very limited parking being available for park use. This is especially challenging when with small children looking to visit the playground.
317	Dec 06 2020 01:34 PM	People should be encouraged to use the parks not dissuaded. The local roads will get full with people parking alternatively.
318	Dec 06 2020 12:57 PM	It would be better instead of charges unless you leave a couple of hours free to have no parking say from 11-12.
319	Dec 06 2020 12:14 PM	I work in a school next to Daws lane car park so use the car park 5 days a week all day. If a day rate of £6 was introduced I would spent £30 just on parking a week, which would be £1,560 annually. Working in a school the salary is not great and to add another cost it not be worth my while to work there.
320	Dec 06 2020 09:08 AM	I understand the council wants to generate more money but the families with young kids probably need to go to the parks occasionally and they have to pay for them every time. Why do we have to pay for every single facility in Barnet (and the country in general), so what happens to all those council tax we paying and still not getting the service we deserve!
321	Dec 06 2020 12:51 AM	Is this the same consultation that started 8 years ago?
322	Dec 05 2020 10:51 AM	I think the split between short and long stay is a bad idea. If you are going to introduce the charges (and I think now is a really bad time to do this) but if you are, then all spaces should have the same status with 2 hours free and then charging from 2 hours to the whole day. I also think that staff of the school should be exempt/
323	Dec 05 2020 09:06 AM	I live in a road near Mill Hill Park which has no parking restrictions by going ahead with your proposals the local roads will be overwhelmed by new cars wanting to park which will restrict parking for local residence near their home's

324	Dec 04 2020 01:55 PM	If you want to keep people healthy encourage them to use the park not dissuade them. I walk my dog twice a day there and it is a wonderful community. Please don't destroy this.
325	Dec 04 2020 01:44 PM	As a teacher in the school next door to the Daws Lane car park, I have to park there everyday due to our school car park being inaccessible due to Covid measures in place. If the parking charges are to go ahead, could permits be given to the school for use by the staff?
326	Dec 04 2020 01:28 PM	I am going to walk 5 times a week , for 1 hour. I don't understand why I have to pay ! We pay tax for everything again must pay for to use park ! It is shameful for Barnet council to want earn money from parks 😞😞
327	Dec 03 2020 05:46 PM	There should be paid parking for anyone there all day like the commuters. Should still be free for a short period say 2 hours for those who actual just wish to use the park.
328	Dec 03 2020 11:42 AM	If commuters are taking up spaces, they will park on the side streets instead. There is an abandoned car in Daws Lane for the last months, why not get rid of it? Keep them free, its a nice thing to offer.
329	Dec 03 2020 09:46 AM	Unfortunately, the park is used mainly by inconsiderate people who park to go to their place of work who are not bas magistrates court where the entrance is blocked with cars which makes it extremely difficult and dangerous for my p meant for pedestrians NOT cars. For me, as the nursery owner, it has always been a concern about the number of c
330	Dec 02 2020 08:14 PM	Make it free of charge for 3 to 4 hours and charge a fee for all day parking in the Mill Hill Park car parks to deter commuters and Royal Mail vehicles from the delivery office clogging up the spaces.
331	Dec 02 2020 04:00 PM	when we are encouraged to keep fit by exercise, the parks provide us with the perfect area to do this and charging to access the parks will discourage people to use them and exclude those who can't afford to pay for regular access
332	Dec 02 2020 01:19 PM	I regularly visit the park to walk my dog and use the playground with my children. The introduction of parking charges would limit use from doing this. I realize people use the car park who are not visiting the park but it seems very unfair to penalize those who do enjoy visiting the park.
333	Dec 02 2020 12:38 PM	x
334	Nov 30 2020 03:06 PM	I am a member of Mill Hill Bowls club and the fee would be detrimental to the running of the club as it would put off visitors coming to play

3. Responses received via email

Respondents	Response Date	Responses
Emailed response 1	Dec 22 2020 19:48	<p>Thank you but I have read the papers and I have not only voiced my concerns but have also made my neighbours and other local community contacts aware of the consultation so that they can do the same.</p> <p>The car parks at MH park are very rarely completely full preventing park use, I mostly walk there but it is a rare day that I don't see an empty space or two. commuters who are prepared to park in the park and walk to the station should be welcome as the alternative is that they park on the nearby roads which would be worse, it is not so close to the station that many people use it that way and it doesn't cause a problem in my experience.</p> <p>Parking in our parks must remain free for park users</p>
Emailed response 2	Dec 30 2020 15:18	<p>Sirs</p> <p>Re: Barnet Council Undemocratic and should be immediately dismantled!</p> <p>Reference the attempt to introduce car parking charges at the Daws Lane and Wise Lane parking lots simply is outrageous; that the Council, i.e., employees of the tax and rate payer should be dismissive, so dismissive of Mill Hill Residents' Association and other bodies where once again trying to introduce these car parking charges.</p> <p>As a long-term resident of Mill Hill; my private home being on Highwood Hill, would happily contribute £5,000 to a fighting fund to call for the dismemberment of Barnet Council, its various officers (sic) and other employees who quite frankly operate against the public interest and put in their place properly-elected finance business forum who listen and are subservient to the "shareholders".</p> <p>This really is the asylum being run by the lunatics and it is high time the Chairman of the Council and subordinates are brought to heel and reminded of the purpose they serve which most certainly is not for self-aggrandisement but is being subservient to the tax / rate payer and functioning under their demands.</p>
Emailed response 3	Jan 03 2021 18:34	<p>Hi</p> <p>I have looked at your consultation on car park charging at Mill Hill Park's 2 car parks on Daws Lane and on Wise Lane.</p>

		<p>I have seen the charging tariff but there is no mention of charges for disabled drivers with a blue badge that I could see. Please let me know whether you expect disabled drivers to pay or whether there will be no charge for disabled drivers.</p> <p>Also if the proposed charges go ahead, what is the expected annual income from these charges after installation costs?</p>
Emailed response 4	Jan 04 2021 11:43	<p>Parks Department, London Borough of Barnet Dear Sirs Parking Charges - Mill Hill Park</p> <p>We object to the proposed introduction of charges for the car parks. The concept is in contravention of the Covenant which provided for on the site. Has this been conveniently lost or overlooked? We have been residents in Mill Hill for over 50 years and this facility has always been available for the benefit of young and old. Any parking charges could place a further burden of dangerous congestion in nearby side streets. People will not wish to pay (or maybe cannot afford to) for one of the few amenities left in Mill Hill. The local shops are already struggling, parking charges will "drive" potential customers to free supermarket car parks.</p> <p>If the intention is nevertheless to override the above and supposed to keep the parking for park users then we would like to suggest that a maximum free stay (say 1 - 2 hours) should be available before payment is required. What about sports players? As a nation we are supposed to take more exercise, and make better use of our open spaces.</p> <p>We would like to see a proper legal public consultation on this matter.</p>
Emailed response 5	Jan 04 2021 15:41	<p>Dear Sirs, Introduction of Car Parking Charges in Parks: Statutory Consultation</p> <p>We have examined details related to this Consultation and we understand it relates to Mill Hill Park – which encompasses the Daws Lane and Wise Lane car parks, Scratchwood Open Space, Old Courthouse Recreation Ground and West Hendon Playing Fields. Of these Mill Hill Park and Scratchwood Open Space are of most concern as they are within our area of operation. The Society has offered support and advice to our members in the area, and we are interested in the outcome without having developed policy on the issues. Notwithstanding this, we do have some comments that we believe are relevant to the Consultation.</p> <p>The Society is unaware of any detailed documentation regarding the current use of the car parks designated, in particular any surveys conducted to ascertain who actually uses these car parks as a basis upon which to determine, for example, the days or periods on which charges would be levied. The Society is naturally concerned that such a scheme will not affect adversely the enjoyment of these valuable local open spaces by the resident community. We feel, on the information currently available, or more exactly the lack of it, that the Society cannot present a detailed view on the proposal.</p>

		<p>That said, there are important issues that we hope are being considered:</p> <ol style="list-style-type: none"> 1. The lands comprising the present car parks are part of lands acquired for public use in the 1920s. We assume therefore that the proposed change is consistent with any conditions or covenants contained in that acquisition. 2. The consultation response document contains an invitation to park users to submit comments on the proposal. Have any public notices been displayed at the sites involved such that all park users are aware of the proposed scheme? 3. It is our understanding that revenue derived from the scheme will be devoted to the maintenance specifically of those open spaces covered by this proposal. Is this correct? 4. We note that permits will be issued to the Cafe, Bowls Club and Nursery. There is no indication as to whether this will simply be by voucher or be facilitated by designated bays which will affect the overall number of spaces available for other park users. We note that there is no such provision for Scratchwood café. 5. We are also aware that there is a current planning application with the Council for the new NW7Hub, adjacent to the Daws Lane car park, a community building that will also house the local library. Can we be assured that at a future date similar parking permits will be allowed in connection with the functioning of this building. <p>In conclusion we feel the Council should be encouraging residents to use green spaces for healthy outdoor sport and activities as set out in the Local Plan, not discouraging them with parking charges. Finally, we need to be convinced that these proposals are well formulated and will not result in commuters, used to using the car parks for free, to seek parking on the surrounding roads and having a knock-on effect on local residents parking. If you wish to have any further discussion on these matters please contact the writer.</p> <p>Yours faithfully</p>
<p>Emailed response 6</p>	<p>Jan 06 2021 17:25</p>	<p>I am writing to object to the above proposal.</p> <p>Barnet Residents Association are against the proposals for the following reasons:</p> <ol style="list-style-type: none"> 1. Useful for patients of the surgery and customers of the cafe 2. Will set a precedent for others car parks e.g., Barnet Lane 3. Goes against own guidance that stats specifically should not be used for revenue generation. 4. Consultation states funds will be used to protect the car park for park users. Other than rubbish there is no significant ASB. 5. No commuter parking so 6 day charging excessive proposed. 6. Charging will only impact local residents (already pay via Council and Business Rates) with children, mobility issues and members of the local bowls recreational club. The car park in High Barnet is not is not always open to use. 7. Minimal revenue usage generated on current usage patterns

<p>Emailed response 7</p>	<p>Jan 08 2021 16:18</p>	<p>I understand that you have asked that responses to the Parking Charges for Parks Consultation should be sent to you. Here are the comments submitted on behalf of Friern Barnet and Whetstone Residents' Association:-</p> <ol style="list-style-type: none"> 1. The primary purpose of parks is to provide places where residents can exercise and take recreation. They are not "profit-centres." 2. Charges should not be set at a level which will discourage use of the park and should recognise that even moderate charges will mount up for frequent users. It should also be recognised that pensioners and others with limited incomes are significant users of parks . Thus generous "free of charge" periods suitable for participation in the activities usually carried on in the park concerned are always appropriate. 3. The principle of charging is acceptable where a car park is heavily used by commuters and others who are parking for reasons other than using the park, but only where the level of charges and design of the tariff are structured to discourage use by such persons, whilst not discouraging use by those who are using the park. 4. The principle of charging is also acceptable where a car park is very heavily used by those using the relevant park (so that parking availability might reasonably be considered inadequate), but the level of charges and design of the tariff should be structured to encourage "turnover" of users and not to maximise revenue. 5. There is no point in imposing charges where free parking is available at other locations in the immediate vicinity to the car park in question as that will merely lead to increased congestion on the roads concerned. 6. Some at least of the car parks concerned are poorly maintained and poorly marked out. Whilst we see no objection to parking charges to raise income to adequately maintain the car parks on the basis that it is reasonable for those who use the car parks to contribute to their costs of maintenance , to set charges at a level greater than that required to achieve this objective would have the result that car drivers would be being treated unfairly. Consequently, except in those cases where the circumstances described in paragraphs 3 or 4 above apply we would not support parking charges set at a level where there would be an element of contribution to the general running costs of the parks. 7. It is essential that parking authorisation/payment is not only available through the medium of "pay by phone" and we are pleased to see that on-site ticket machines will be provided. We suggest this should be at all locations and not merely some of them. Further, it would be unacceptable for penalty charges to be issued where the on-site ticket machine (tickets from which would presumably be used to demonstrate time of arrival and thus that one was within the permitted free of charge period) were out of order. Consequently multiple ticket machines should
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		<p>be in place at all car parks and frequent checks of the machines by staff would be required. The costs of such arrangements should be fully factored into the financial appraisal of the proposals.</p> <p>8. In relation to the specific tariff proposals in the consultation, we question whether a 2 hour free of charge period is adequate for some sports and suggest that the duration of such periods needs to be given further consideration. We also suggest that where charging is desired to discourage parking by commuters and the like, it is sufficient to set one or more one hour time periods where charges apply and that it is unnecessary to impose charges on “park users” at other times.</p> <p>9. The current consultation is only for 5 parks. We do not know whether there are any signs posted at these parks asking users to respond to the survey, but better publicity is desirable to ensure the consultation is as wide as practicable We suggest that this should be done for future consultations and also that the consultations should not be limited to a specific question asking for comments on the charging tariffs and a general "other comments" question, but should also ask specific questions on other relevant points, such as whether restrictions would be welcomed and if so why, and whether restrictions are required to ensure reasonable availability of parking spaces for all.</p>
<p>Emailed response 8</p>	<p>Jan 08 2021 21:39</p>	<p>Thank you for the opportunity to respond to your consultation. I hope you will be able to receive my response by this email rather than by the survey questionnaire through which I am unable to convey my views.</p> <p>I do not think we should be vilifying commuters, they are a vital part of our economy and society. A survey done in the car park a few years ago (July 2013) showed that very few people from outside Barnet were using the park as a station car park, just 4 in fact: most long term parking (19) was by those who worked locally in Mill Hill and one might understand that some of these who might work in nurseries, care establishments, shops, restaurants, the gym, and the beauty and pet enterprises are not high earners. They are instead a hugely important part of our community and I do not think it is fair to expect them to subsidise the car park through discriminatory long term charges. Those driving to Mill Hill to work for the minimum wage could likely be unable to continue to afford to work here if a £6 /day charge were introduced. Instead, such people should be welcomed into Mill Hill and fully appreciated.</p> <p>Since COVID, seldom is the Daws Lane car park at full capacity and as we look forward to post-COVID, the new normal of homeworking is unlikely to result in more pressure on the car park. Conversely if charges were introduced, parking would be displaced to the already-limited kerbside parking in the local roads. A CPZ is not the answer: CPZs reduce the kerb-side accommodation, tend to seal off communities and they put unfair pressure on carers and other visitors who are part of the community’s life blood. And from an environmental perspective, CPZs encourage the destruction of front gardens as homeowners convert their green spaces into driveways.</p> <p>I am sympathetic to the need to cover costs and believe this can be done by the Council managing its resources to sow seeds for businesses rather than exacting funds through the dead weight of charges and penalties. With</p>

		<p>possible spare capacity available in the car park, a car washing/valet/refuelling/reparking franchise could operate possibly with staff shared with other Council enterprises. By using a smart-locker secure key arrangement, it could offer opportunities for car collection, shared car use and for local shops to load cars with their goods, dry cleaning and etc. Collect and return arrangements could be negotiated with local garages for car servicing. Additionally, long-term car parking provides an ideal opportunity for electric vehicles to be recharged. If enough work were available to sustain a full-time employee, then there would be further opportunities for park maintenance, to hire out sports equipment, to manage the tennis, crazy golf and other sports in the park. The land of Mill Hill Park was gifted to the people of Mill Hill for them to enjoy freely and I believe the above would maintain the spirit of the gift.</p> <p>Kind regards</p>
Emailed response 9	Jan 10 2021 13:37	<p>Please find below the MHRA's official response to the proposed parking charges in the Daws Lane and Wise Lane parking lots of Mill Hill Park.</p> <p>As far as we understand, the two main reasons furnished for these charges are:</p> <ol style="list-style-type: none"> 1. To protect the car parks for park users 2. To generate revenue for LBB's coffers. <p>The MHRA has serious reservations about both these official reasons.</p> <p>To protect the car parks for park users:</p> <ol style="list-style-type: none"> 1. As part of this consultation the Council has provided residents with no information or evidence to show that Mill Hill residents a) feel that this is a problem for them and b) that they feel that this issue needs a solution. Was there a recent survey of park users or local residents to determine if this was indeed a problem in the first place? If so, we have not seen any information or data to support the Council's assertion. And without information, we are not able to form an opinion to make a meaningful response to this consultation. <p>Based on the responses that we have received it is true that a few of our members have told us that, pre-Covid, they sometimes experienced problems finding a space but this was only at school drop off time (around 8am). However, for the most part, many of our members have told us that, while the parking lots are usually heavily used through the day, they generally can and do find a spot.</p> <p>Further, as we are still in the thick of this pandemic and probably will be for most of this upcoming year, the feeling is that any problem that might have existed will be a lot less until (and if) life gets back to normal. In fact no one really knows what the new "normal" will be and how this will affect the parking spaces in the future, so there might be even less of a need to resolve this apparent problem in the future.</p>

As such they do not feel that this is a high priority problem that needs a solution.

2. Secondly, if the Council believes that charging will stop commuters from parking all day, then there is no need to charge 6 days per week and all day to resolve this apparent problem. This feels like an overkill solution.

For starters, the alleged commuter problem is far less on Saturdays so no need to charge on Saturdays too.

Further, there are lots of other charging models that are less expensive to run (read, will cost us taxpayers less) and that will be as effective, without the knock-on effect of also discouraging residents from parking in order to support our local shops on the High Street.

Of the many options, LBB could for example create parking restrictions for just one hour per day (from 11am to 12pm), as we already have in many streets around Mill Hill.

Another option could be to extend the proposed free parking period from 2 hours to 4 hours. Many of our members have pointed out that 2 hours is simply not enough for many park users, including those who play sport or for those with children who arrange play dates in the park, etc. They are telling us that with just two hours free parking, they will not be able to relax for fear of overstepping the mark by 10 or 15 minutes and then incurring fines. Many of our members are asking to extend the free parking period to 4 hours so that they can relax and get on with enjoying their time in the park. We believe that this will still achieve the same parking management objective and will also vastly reduce.

It is our understanding from past Environment Committee minutes that other ideas have not been considered at all. Surely in order to reach any decision, other options should be considered and looked into?

Again, without any information about the pros and cons of other charging models, we feel that the residents or the MHRA are not able to form an opinion to make a meaningful response to this consultation.

3. On a related matter, the Council has provided residents with no information about how charging for these car parks will affect residents nearby, specifically those in Poet's Corner. In the last consultation last December, many of our members who are local residents expressed concern that these charges would simply force more cars to try to park in the already overloaded and over parked streets in Poets Corner. They saw charging in these car parks not as a resolution of any issues but one that simply shifts the problem to the adjacent streets.

To Generate Revenue for Council Cooffers:

From our understanding of the latest statutory guidance by the Department of Transport (updated 22 June 2020), it states that charging for parking should not be used for the purposes of generating revenue. The Department of

Transport is very clear on this and they repeat this message a number of times in their guidance document.

Further, we understand that Barnet Council has already been challenged in the High Court over this matter in the case of Atfield vs LBB (2013), where the court ruled against LBB and determined that the Road Traffic Regulation Act of 1984 (that gives Councils the ability to charge for parking), is not a revenue raising or taxing statute. We certainly understand that Councils across the land (including LBB) need to find ways of generating revenue for their requirements but surely there are other legal ways of generating additional revenue and surely we do not need to resort to methods that both the Department of Transport and the High Court say are illegal?

Additional Concerns:

In addition to the concerns raised above, we have a number of additional concerns.

The Covenant

There is in existence a legal Covenant that dictates what the Council can and can't do in our park. Last year, we asked the Council to get a formal determination from its legal department regarding the Covenant in order to understand if the charging for parking in the park is permitted according to this Covenant. At the time, we were assured that this would be done but, one year on, we have not been given any information about the outcome of this legal determination.

Under the circumstances of this being so important, we are concerned that this information has not been provided to us at any point throughout the year, nor has it been provided now, as an integral part of the renewed consultation process.

Concerns about the consultation process itself:

Again, as we pointed out in last year's consultation, this consultation is once again legally flawed. As mentioned last year, in the case of Partingdale Lane v LBB, the High Court ruled that for a consultation to be valid, the consultation a) must take place while the proposals are still at a formative stage and b) that those consulted must be provided with information which is accurate and sufficient to enable them to make a meaningful response.

Regarding the former criteria of being consulted at the formative stage of the decision making process, despite the MHRA offering and requesting involvement a year ago, neither the residents, nor the MHRA, nor the Friends of Mill Hill Park (FMHP) were approached or consulted with proposals and ideas and options at the formative stage

of this proposal. We would very much have liked to be part of the consultation, to be party to all the figures and facts and have the opportunity to offer some of our own ideas and suggestions. On the contrary, we have only now been informed of the decision at the end of the decision making process, and are only now being asked to comment on LBB's final decision.

Regarding the criteria of being provided with enough information to make an informed and meaningful response, other than being told what LBB's decision is and the two reasons for them wanting to charge for parking, we have not been given any information at all about the background to the problem, the different options for resolution that were put on the table, or anything other information, reports or facts to help any of us form a meaningful response.

Why is this important?

For the Mill Hill Residents' Association, an important element of any consultation is that it not only be legal but that it is seen and felt to be open, inclusive and democratic. What matters to us in this case is that the consultation process itself is flawed and does not serve the democratic nature of the fundamental purpose of a consultation.

As mentioned above, the problem with LBB carrying out this consultation in this manner is that it impedes and obstructs the democratic process and excludes residents from having a full and meaningful "discussion", which is the entire purpose and real intent of any consultation.

This creates and augments the sense of apathy from residents that we are working so hard to counter.

Our objection

For all the above reasons, we feel that we need to object to the current proposal to charge for parking in Daws Lane and Wise Lane parking lots of Mill Hill Park.

Residents would really like more involvement in local decisions that are made about our park and our Mill Hill.

Last year, when the Council wanted to charge for parking, we requested to be more involved in the decision making process on matters that directly affect us in general and, in this case, that affect our Mill Hill Park. However, it seems that both the Council and our local Councillors once again went ahead without consulting with us at the outset to get our opinions, our thoughts, our ideas, our suggestions, etc.

As mentioned above, we have two very active and established resident groups here in Mill Hill that have a direct

		<p>interest in our Mill Hill Park. The first is the Friends of Mill Hill Park (FMHP) and the second is the Mill Hill Residents' Association (MHRA).</p> <p>We once again reach out and urge both our Council and our Councillors to involve us residents in the decision making process on matters that affect us here in Mill Hill. We once again ask to be given the opportunity to work actively as full partners to help find solutions that work for the residents and that the Council are able to action and implement for us. We believe that this kind of partnership can be very beneficial for both sides and will prove to be very effective.</p> <p>Many thanks for the opportunity to express our views and concerns</p>
<p>Emailed response 10</p>	<p>Jan 10 2021 20:20</p>	<p>Mill Hill Park has two free parking lots, the larger (92 bays) accessed from Daws Lane, the smaller (about 20 bays) accessed from Wise Lane. The Council's proposal is to bring in staged charges, free for the first 2 hours, £2 and £3 for stays of 3 to 4 hrs, and £6 for longer stays, "for the purpose of protecting these car parks for park users and also to help generate income that would be used to offset the costs of maintaining the borough's parks and open spaces". Permits for Café, Nursery and the bowling club will enable free parking for their staff/members.</p> <p>The considered view of the Executive¹ of Friends of Mill Hill Park is that there has been neither appropriate consultation of park users on the details of this proposal, nor assessment of counter-proposals, sufficient for us to support this proposal at this time. However, should the Council shelve this plan until Covid19 is brought under control and the changes it is making permanently in our lives become evident (probably by 2022), we will be pleased in the meantime to continue to work with our local Councillors and LLB to assess and prioritize the needs of residents to use the Park. This plan for selective car parking fees could provide a starting point.</p> <p>The logic of the Council's plan is that the income raised by an all-day £6 fee will enable them to offer free, or at least low, parking charges for the majority of Park users. The assumptions behind this need to be tested by professional user surveys. A local survey last year identified, from 31 all-day parkers in the Daws Lane car park, 12 Thameslink commuters, who, faced with £6 a day parking charges, would probably drive directly to Mill Hill Broadway car park to save a 20 min walk. The largest group of all-day parkers were 19 tradespeople whose business is in Daws Lane. Faced with charges for Daws Lane parking, they would first look for free parking in Poet's Corner – not an outcome we, or the Council, want. Given their input into the local economy, their needs must be determined by consultation and considered in any plan.</p>

		<p>That survey identified only 31 all-day users in a car park of 92 places, probably an underestimate, but anecdotally, pre-COVID we found the car park to be heavily, but never fully, used even at busy times (e. g. 9 am during school terms). Post COVID, the number of commuters is expected to decrease significantly while overall park usage is expected to increase as people working at home want to get out into a park. The premise of the current proposal, that the £6 fees will pay for free or reduced fees for short-term users, needs to be assessed accurately with professional surveys, post-COVID. Will the expected reduced commuter use leave enough car-parking spaces for short term car parking without introducing any charges? If so, this would nullify the justification of this proposal, save the Council money immediately, and allow us to get on with other priorities in the Park.</p> <p>This unanimous response of the Executive Committee has been arrived at by discussion by email and Zoom by the participants listed overleaf.</p>
Emailed response 11	Jan 11 2021 14:59	<p>Re: Introduction of car parking charges in parks consultation</p> <p>We are writing to express our objections to proposals for the introduction of car parking charges for Mill Hill Park, Old Courthouse Recreation Ground, Scratchwood Open Space and West Hendon Playing Fields.</p> <p>Barnet Council's obsession with privatisation continues. The Council couldn't privatise the parks because of a huge community campaign, led by Labour Councillors, so now it wants to privatise the car parks. This is another assault on the poorest in the borough, and especially families with young children. This unstinting vision of "pay as you go" for public services is part of the ignominious "easycouncil" model, which has thus far failed. The Conservatives never learn from their mistakes, they just apply them to different services.</p> <p>The Coronavirus pandemic has shown how vital local parks are for residents, especially those without gardens. With more people working from home for the foreseeable future, it is all the more important we keep good access to green spaces. It is morally wrong to be taking these measures at a time of financial hardship for many families and when the need to use local parks is at its strongest.</p> <p>We therefore urge the council not to go ahead with these proposals.</p> <p>Yours sincerely,</p>

Have Your Say

Consultation – The Introduction of Car Parking Charges in Parks

30 Nov 2020 – 10 Jan 2021

Background

The council is considering the introduction of car parking charges to car parks in parks for the purpose of protecting these particular car parks for parks users, and to also help generate income that would be used to offset the costs of maintaining the borough's parks and open spaces. As part of informing this proposal, in December 2019 the council carried out a statutory consultation (under sections 6, 30, 32, 35 and 124 and Part III for Schedule 9 of the Road Traffic Act 1984) on this proposal.

Following residents' feedback from this consultation, residents indicated that they wanted more opportunity to have their say. As result of this feedback we have now reopened the consultation (under Section 19 of the Local Government Miscellaneous Provisions Act 1976).

The proposals are to introduce parking charges in the following parks:

- Mill Hill Park
- Old Courthouse Recreation Ground
- Scratchwood Open Space
- West Hendon Playing Fields

You can view the details of the proposal and access the consultation here;

<https://engage.barnet.gov.uk>



For any further information, or to request a questionnaire in an alternative format, please email parks@barnet.gov.uk or telephone the Greenspaces Team on 020 8359 4600. Alternatively, you can write to us at: The Greenspaces Team, London Borough of Barnet, 7th Floor, 2 Bristol Avenue, London, NW9 4EW.

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**London Borough of Barnet
Environment Committee Work Programme**

March 2021 – May 2022

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
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02 June 2021

Time Banding Review	Committee to consider the review of Time Banding and recommendations for change.	Chairman of the Environment Committee	Non-Key
LIP Programme 2021/22	Committee to consider the draft programme for 2021/22 Local Implementation Plan based on the capital funds agreed with TfL	Chairman of the Environment Committee	Key
Street Works Utility Company Charter	Committee to consider a draft charter to promote collaborative working with utility companies on the highway in Barnet	Chairman of the Environment Committee	Non-Key

23 September 2021

Highways Planned Maintenance Programme	Seeking the Committee's approval for the delivery of the 2022/23 Highway Network Recovery Plan (NRP) Work Programme to be funded from the agreed NRP Capital allocation for 2022/23.	Chairman of the Environment Committee	Key
Social Distancing Measures	Committee to consider the outcome of data collected and measures put in place over the past year and consider if the Social Distancing measures introduced under experimental traffic orders should continue in the longer term	Chairman of the Environment Committee	Non-Key

Title of Report	Overview of decision	Report Of	Issue Type (Non key/Key/Urgent)
Fly Tipping	Committee to receive an update on the progress of the implementation of the action plan.	Chairman of the Environment Committee	Non-Key
Controlled Parking Zone policy	Committee to review recommendations for policy changes in relation to Controlled Parking Zones	Chairman of the Environment Committee	Non-Key
15 November 2021			
Business Planning	Committee to approve the business planning report	Chairman of the Environment Committee	Non-key
Fees and Charges	Committee to approve the fees and charges	Chair of the Environment Committee	Non-key
13 January 2021 – items to be allocated			
Update on the Parking Programme	Committee to receive an update on progress with the Parking Programme	Chairman of the Environment Committee	Non-Key
08 March – 2022 – items to be allocated			

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