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|  | <h2 style="text-align: center;">Finchley and Golders Green<br/>Area Committee</h2> <h3 style="text-align: center;">2<sup>nd</sup> July 2015</h3>   |
| <b>Title</b>  | Outcome of informal parking consultation with residents of The Vale (Cricklewood end) and its surrounding roads NW11/NW2   |
| <b>Report of</b>  | Commissioning Director, Environment  |
| <b>Wards</b>  | Childs Hill  |
| <b>Status</b>   | Public   |
| <b>Enclosures</b>   | <b>Appendix A</b> – Consultation data<br><b>Appendix B</b> – Analysis of consultation data and responses and Officer comments<br><b>Appendix C</b> - Statutory Consultation Areas/Proposed CPZ boundaries – Drawing No. THEVALECWGG_02<br><b>Appendix D</b> - Proposed CPZ parking layout - Drawing No. THEVALECWGG_03 |
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## Summary

Following receipt of a petition from residents of The Vale NW11 requesting for the Golders Green Controlled Parking Zone (CPZ) to be extended due to on-going issues being suffered in the area due to commuter parking. At its meeting on 22 October 2013, the Finchley and Golders Green Area Environment Sub-Committee resolved to undertake a statutory consultation with residents in respect of a proposal to extend the Golders Green Controlled Parking Zone (CPZ) to include the section of The Vale between Hendon Way and Wayside.

At that meeting the Committee also resolved that an informal parking consultation should also be carried out with residents in the 'Cricklewood end' of The Vale advising them of the proposal to extend the Golders Green CPZ and asking whether they consider that a CPZ should be introduced into their road.

On 27 February 2014, officers carried out a statutory consultation (in respect of the Golders Green CPZ extension) and an informal consultation with residents living within the

uncontrolled section of The Vale NW11, between: Hendon Way and Claremont Road (including Woodvale Way, Hamlet Square, Pentland Close, Elsinor Gardens, Compton Close, Ophelia Gardens; and to the east of Hendon Way between The Vale and Cloister Road (including Granville Road, Garth Road, Cloister Road). Having considered all comments received during the statutory consultation, the Golders Green CPZ was extended into the section of The Vale between Wayside and Hendon Way as proposed.

Accordingly, this report details the outcome of the informal parking consultation and asks the Committee to consider the recommendations made as a result of the feedback obtained through the consultation.

## **Recommendations**

**That the Committee note the outcome of the informal consultation as detailed within this report and approve the following, at an estimated cost of £7,000:**

- 1. That statutory consultation is carried out on the proposals, as illustrated on Drawing Numbers 22251CWTV\_02b, to**
  - (a) extend the Monday to Friday 11am to 12midday Golders Green 'H' CPZ into Granville Road NW2;**
  - (b) extend the Monday to Friday 10am to 11am Cricklewood 'C1' CPZ into The Vale NW11, between Hendon Way and Claremont Road, and into Pentland Close and Woodvale Way NW2;**
  - (c) introduce a length of 'At any time' waiting restriction on Mendip Drive NW2;**
  - (d) convert a resident permit holder only parking bay on Sanderstead Avenue NW2 to business permit holders only;**
  - (e) introduce a new CPZ operational between 1pm and 8pm Monday to Sunday into Garth Road and Cloister Road NW2.**
- 2. In the event that no objections to the statutory consultation are received, or officers are able to resolve any such objection(s),authorise officers to implement the measures through the making of the relevant Traffic Management Orders;**
- 3. That any unresolved material objections to the statutory consultation referred to in 1 above, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.**

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

This report provides the Committee with the outcome to The Vale area informal parking consultation carried out on the 27<sup>th</sup> February 2014 and to consider the recommendations made as a result of the feedback obtained

through the consultation and to seek a decision from the committee on how to proceed.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 At the Finchley and Golders Green Area Environment Sub-Committee on 22<sup>nd</sup> October 2013 members resolved to consult residents in the 'Cricklewood end' of The Vale (between Hendon Way and Claremont Road) as to whether they consider that a CPZ is required as an extension of the Cricklewood CPZ in light of a proposal to extend the Golders Green CPZ.
- 2.2 Following that meeting and upon further investigation it was considered appropriate to extend the consultation area into adjacent and nearby uncontrolled roads that could also be currently affected by parking issues.
- 2.3 The subsequent Delegated Powers Report of 26th February 2014, titled 'Extension of the Golders Green CPZ into The Vale NW11 (Golders Green end) and informal parking consultation with residents of The Vale (Cricklewood End) and its adjoining roads NW11/NW2' outlined the decision, to carry out a statutory consultation on proposals to extend the Golders Green CPZ into The Vale, between Wayside and Hendon Way, and to undertake an informal consultation with residents in the 'Cricklewood end' of the Vale (between Hendon Way and Claremont Road), and other identified uncontrolled roads in the area, to inform them of the proposal to extend the Golders Green CPZ in the stretch of The Vale NW11 between Wayside and Hendon Way, and to ask them whether they consider a CPZ is needed in their road.
- 2.4 The informal consultation commenced on 27th February 2014, and was carried out by way of questionnaire delivered to all properties on The Vale, between Hendon Way and Claremont Road, Compton Close, Woodvale Way, Hamlet Square, Ophelia Gardens, Elsinore Gardens, Pentland Close, Garth Road and Cloister Road, Hendon Way between Nos. 38 to 108 and 45 to 113, and Granville Road.
- 2.5 The questionnaire consisted of three questions asking residents:
  - if they had problems parking due to non-resident/commuter type motorists parking in their road;
  - whether or not they would like a Controlled Parking Zone introduced in their road;, and if so
  - what type of CPZ would they like, i.e. what operational hours and days would they prefer.

The questionnaire also allowed for additional comments to be submitted.

- 2.6 A total of 1123 questionnaires were delivered and 175 were returned, which equates an overall response rate of 16%. The majority of respondents across the area (58.3%) said they have problems with parking and (57.2%) said that they would like a CPZ introduced.

- 2.7 However, when analysis of the responses received is broken down on a road by road basis the response rate is noticeably higher from some roads which may indicate where the highest levels of concerns may be. Appendix A shows detailed data analysis of the responses received.
- 2.8 Of the 11 roads consulted, 4 are private and 1 (A41 Hendon Way) is part of the Transport for London Road Network (TLRN) and therefore CPZ restrictions would not be introduced on these roads. Properties in private roads are not automatically eligible for permits and are generally assessed on their individual merits, this is the same for properties on the TLRN although properties in these cases are more likely to be made eligible as parking is generally prohibited (by Red Route “No Stopping” restrictions) on those roads and therefore residents may need alternative parking options. These issues are generally taken into account when carrying out more detailed analysis, as residents of these types of roads may not encounter the same type of issues as those residing on public borough roads.
- 2.9 Upon detailed analysis, it is clear that the consultation area can naturally be broken down into 3 geographical areas: Granville Road (Area 1), Cloister Road and Garth Road (Area 2), and the section of The Vale west of Hendon Way, and its adjoining roads (Area 3).
- 2.10 The response rate from Area 1 is 13%, Area 2 is 23% and from Area 3 the response rate is 27%, excluding the private and TLRN roads.
- 2.11 The road by road analysis, Officer’s responses and comments and recommendations for each road are detailed in Appendix B to this report.
- 2.12 Furthermore the statutory consultation on proposals to extend the Golders Green CPZ into section of The Vale between Wayside and Hendon Way, which was carried out simultaneously to this informal consultation, has resulted in the CPZ extension being introduced as proposed and came into operation in September 2014.

### Recommendations

- 2.13 From the overall response received, it seems that there is a general agreement from the community that residents’ parking provision is affected due to all day commuter-type motorists utilising the area for parking. In addition, Garth Road and Cloister Road also experience additional conflicts due to the hotel situated between these roads on Hendon Way. The responses also show an overall majority of respondents who desire the introduction of a CPZ in the area.
- 2.14 The data received, indicates that in respect of a few roads, the majority of respondents are against CPZ controls. However, upon further inspection of the comments received concern in relation to the additional cost of living in a CPZ appears to be a contributing factor as to why some residents are content with the current parking situation and do not want a CPZ introduced in their road. Although comments of this nature have been received throughout the area, this type of comment is particularly prevalent in Garth Road and

Granville Road. It is also noted that residents of private roads or those who have alternative parking options have also commented that they do not have problems with commuter parking and therefore do not want parking controls.

- 2.15 The responses also indicate that there is in some cases a substantial desire for the introduction of CPZ controls in areas. This is also supported by known historical and on-going local concerns. As such, Officers are satisfied that there is sufficient demand to justify the introduction of such controls.
- 2.16 Whilst Officers sympathise and understand the concerns regarding the additional costs that residents may incur following the introduction of a CPZ, it is considered that a CPZ is conducive in the protection and improvement of parking provision for residents and their visitors. The degree of financial impact a CPZ has is also influenced by the duration of controls, as longer hours may increase the need for permits and visitor vouchers. However, it is considered that the positive impact of a CPZ can generally outweigh any negatives on the day to day impact on residents of the area.
- 2.17 It is considered that CPZ controls could also help manage the parking layout with a resultant improvement in safety and access for through vehicles. This could be particularly beneficial on roads such as Granville Road and The Vale.
- 2.18 Although it is noted that residents of some of the roads may not be in favour of a CPZ it is considered that there is an overall acceptance that there are parking problems throughout the consultation area and some desire for CPZ controls to be introduced. The council could propose to introduce CPZ controls just within the roads whose majority are in favour, however, CPZs are generally considered most effective on an area wide basis and should any roads be left uncontrolled, they would most likely be impacted by displaced parking and therefore could create additional problems, or compound any problems they are already experiencing.
- 2.19 It is therefore considered that appropriate CPZ controls would be of benefit for the majority of the roads consulted and as such it is considered proposals to introduce such measures should be progressed.
- 2.20 It is acknowledged that any new CPZ measures would inevitably result in a displacement of parked vehicles into nearby uncontrolled roads, although it is noted that many nearby roads fall within the Cricklewood C1 CPZ or Golders Green 'H' CPZ. Local roads such as Claremont Road, Cheviot Gardens, Chiltern Gardens, Pennine Drive, Cumbrian Gardens and neighbouring roads may be considered desirable by motorists as they would be the nearest uncontrolled roads to the CPZ, and although a certain amount of displacement could be absorbed into the local road network, due to limited available kerb space in these roads the effect on local residents is considered to be minimal.
- 2.21 It is also considered that new controls in the area could result in the promotion of other means of transport, such as buses and therefore could also reduce

the number of motorists travelling through the area by dissuading commuter motorists, which supports the council's policies relating to such controls.

- 2.22 However, it would be prudent to monitor these areas and should it be found there are a significant number of concerns raised to the council regarding parking then consideration can be given to carrying out parking improvement investigations should it be deemed necessary.
- 2.23 While one of the main aims of a CPZ is to ensure suitable parking is available for local residents, the council is mindful of the concerns received regarding parking provision for businesses situated within the area. It is noted that some off street parking provision is available at particular businesses within the area, however, Officers have sought to address individual concerns and requirements through the design of appropriate on-street measures with little to no negative impact on local residents as follows through the provision of:
- business permit parking places on The Vale, Sanderstead Avenue, Granville Road and a shared use business permit holders and resident permit holders bay on Garth Road.
  - sections of offset yellow line restrictions on The Vale and Granville Road to enable a limited amount of parking to take place when the CPZ is in operation whilst still deterring all day commuter parking.
  - the introduction of a short stay pay by phone parking (maximum stay 2 hours) on Garth Road to facilitate users of the local medical clinic. The pay by phone parking place would operate with the following tariff: Up to 30 minutes £0.50, Up to 1 hour £1.00 and Up to 2 hours £1.50.
  - sections of all day yellow line waiting restrictions to operate between 8am to 6pm Monday to Friday on Granville Road to enable improved large vehicle manoeuvrability and business access and egress.
- 2.24 Responses received in relation to the preferred operational hours should a CPZ be introduced indicated that a one hour Monday to Friday restriction would be most preferred, and Officers agree that a one hour restriction should be introduced within majority of the roads within the area as this would be sufficient in deterring all day commuter parking.
- 2.25 The exceptions to this are Cloister Road and Garth Road who have identified additional parking conflicts due to visitors and guests of the adjacent hotel, and requested that any controls introduced are for longer periods to address these problems.
- 2.26 It is therefore proposed to extend the existing 10am and 11am Monday to Friday Cricklewood 'C1' CPZ into:
- The Vale, between Hendon Way and Claremont Road
  - Woodvale Way - Introduced with 'Past this Point' CPZ restrictions
  - Pentland Close (past-this-point) Introduced with 'Past this Point' CPZ restrictions

- 2.27 Past this point restrictions are used as way of increasing the amount of on street parking available for residents on roads with a high demand for resident parking, but which have limited kerb space available to introduce marked bays which would result in very low amounts of parking for residents. Past this point is indicated only by the positioning of zone entry and exit signs stating the road is 'resident permit holders only past this point'. No bay markings or CPZ single yellow line waiting restrictions are marked.
- 2.28 Therefore, due to the layout of the cul-de-sacs of Woodvale Way and Pentland Close, it is considered that 'past this point' would be of most benefit in these cases.
- 2.29 The main cause of concern on Granville Road is also commuter parking, and although the number of residential properties on Granville Road is high in relation to the amount of available kerb space for parking, it is considered that a one hour CPZ would be beneficial to deter the all-day non-resident parking and ease the parking congestion. It is therefore proposed to extend the existing Golders Green 'H' CPZ, into Granville Road.
- 2.30 In relation to Garth Road and Cloister Road, these are affected by both commuter parking and from parking associated with the hotel situated on Hendon Way adjacent to the roads and as such it is considered that a longer length of parking protection is needed in these roads. Therefore, it is proposed to introduce a new CPZ in these roads which would operate between 1pm and 8pm Monday to Sunday.
- 2.31 In addition, in order to deter obstructive parking, improve traffic flow and safety, it is also proposed as part of this scheme to introduce a strategic length of 'at any time' waiting restriction on Mendip Drive so to provide a passing place for through vehicles.
- 2.32 The proposed Statutory Consultation Areas/Proposed CPZ boundaries and proposed CPZ parking layout are shown on Drawing Nos. THEVALECWGG\_02 (Appendix C) and THEVALECWGG\_03 (Appendix D) respectively.
- 2.33 Officers have engaged with the Childs Hill Ward Councillors regarding the findings of the consultation as detailed within this report, who raised no objections to the proposed recommendations.

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

- 3.1 The Council could consider not proposing to introduce Controlled Parking Zones within the area. However, there are ongoing established issues within the area to which the improvement measures may mitigate, and the result of the consultation show there is a local demand for such measures. Therefore, it is considered there is merit in progressing proposals to statutory consultation as in the best interest for the area, and as such a do nothing option is not viable.

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

- 4.1 That the statutory consultation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

#### **5. IMPLICATIONS OF DECISION**

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

- 5.1.1 Improving parking and traffic conditions these roads and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "A Successful London Suburb" and contribute to strategic objectives of "keeping Barnet moving through the efficient management of the roads and pavements network" by improving the quality of life for residents through affording them better parking protection and by improving the traffic and parking conditions, contributing to "The Sustainable Community Strategy for Barnet 2010-2020.

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

- 6.1 The costs of carrying out a statutory consultation which includes drafting the relevant Traffic Management Orders and statutory notices, advertising, writing to all properties in the agreed consultation area and considering feedback and objections to the proposed measures, are estimated to be £7,000 and would be met from the 2015/16 Local Implementation Plan (LIP) allocation for Parking Reviews.
- 6.2 The estimated costs of introducing a CPZ as detailed in this report, which requires the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be **£48,000**. These costs would be funded from the TfL capital programme for this work.
- 6.3 Any CPZ introduced will require on-going enforcement as well as maintenance costs of the signs and lines which will be met by the Special Parking Account.
- 6.4 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account although it should be noted that no specific budget has been allocated for such purposes and therefore any maintenance costs will negatively impact on the Special Parking Account.
- 6.5 Permits and Vouchers would need to be purchased from the Council by any person who resides or retail trades within a CPZ who wishes to park in the CPZ to which they reside or retail trade during its hours of operation, as per the costs detailed in the councils set fees and charges.

- 6.6 Income derived from residents and business permits, vouchers, and Penalty Charge Notices issued for parking contraventions will all be attributable to the Special Parking Account.

## **7. Legal and Constitutional References**

- 7.1 Section 16 of the Traffic Management Act 2004 places an obligation on local traffic authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 7.2 The Council acting in its capacity of Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.
- 7.3 The Council's Constitution Responsibility for Functions, Appendix A, sets out within the terms of reference the functions which an Area Committee can discharge, which includes local highways and safety schemes.

## **8. Risk Management**

- 8.1 It is not considered that the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.
- 8.2 It is considered that the issues involved in proposing or introducing a CPZ may lead to some level of public concern from local residents who feel that they do not wish for a CPZ to be introduced, or from residents of other roads in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area will ensure that members of the public have the opportunity to comment in any informal consultation exercise or to any statutory consultation on any proposed CPZ, which will then be considered before a decision is made on how to progress.

## **9. Equalities and Diversity**

- 9.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.
- 9.2 The safety elements incorporated into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

## **10. Consultation and Engagement**

- 10.1 Between February and March 2014, the Council carried out an informal parking consultation with residents of The Vale NW11, between: Hendon Way and Claremont Road, (including Woodvale Way, Hamlet Square, Pentland Close, Elsinor Gardens, Compton Close, Ophelia Gardens); and to the east of Hendon Way between The Vale and Cloister Road, (including Granville Road, Garth Road, Cloister Road) by way of a letter and a short questionnaire asking residents three questions; (i) Do they have parking problems in their road due to all day non-resident parking? (ii) would they like a CPZ introduced in their road?, and (iii) if a CPZ were to be introduced in their road, what operational hours would they prefer?

## **11. BACKGROUND PAPERS**

- 11.1 Agenda and Minutes, Finchley and Golders Green Area Environment Sub-Committee 22 October 2013.  
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=168&MId=6604&Ver=4>