

Appendix B

Road by Road Analysis

The Vale

Response rate: 35%.

Of the responses received:

- 62 % considered that parking is a problem in their road
- 66% were in favour of a CPZ being introduced.

The main issues raised were about:

- 'commuter type' motorist parking and how this issue would worsen if the nearby proposed Golders Green CPZ extension goes ahead (which has since been introduced).
- not wanting to have to pay to park (for permits, vouchers etc)
- residents being content with the current parking situation
- a particular concern in relation to staff and visitor parking provision for a local business.

80% stated they would prefer a one-hour CPZ to operate between Mondays and Fridays to deter commuter parking.

Officer comments and observations

Officer comments and observation are as follows:

- *Vehicles are generally parked on both sides throughout the road, with the parking becoming more congested at each end of the road but particularly towards the A41 Hendon Way end. This can cause obstructions to through traffic particularly as the carriageway is narrower at that end of the road, and where vehicles may have trouble negotiating the pedestrian crossing islands. Correspondence about this issue has also been received independently of the consultation.*
- *The dual carriageway end of the road can be heavily parked but obstruction is not an issue as the carriageway is wider and parking takes place on one side of each lane, and in some cases in lay-bys away from the main traffic flow.*

In light of the responses received and Officer observations, it can be concluded that this road would benefit from the introduction of CPZ measures, and as the main parking issues appears to be attributable to all day 'commuter type' parking, it is considered that a one hour control would be sufficient in deterring such parking thus protecting kerbside space for residents and their visitors.

It is considered that it would be appropriate to accommodate the needs of the local business by providing opportunity for both staff and visitors as part of the CPZ design.

It is therefore recommended the following:

- *inclusion in the Cricklewood 'C1' CPZ which operates Monday to Friday 10am to 11am*
- *Provision of a Monday to Friday 2pm to 3pm waiting restriction (yellow line), as part of the CPZ design, in order to provide a length of kerbside space for parking during the CPZ hours of operation.*
- *Provision of business permit parking places, operational between 9am and 5pm Monday to Friday on The Vale and on Sanderstead Avenue, as part of the CPZ design.*

Pentland Close

Response rate: 30%.

Of the responses received:

- 70% advised that they do not have parking problems.
- 57% stated that they would not like a CPZ to be introduced.
- the main cause of concern was that if CPZ controls were to be introduced residents believe there is not enough kerb space in the road to allow for adequate parking spaces to be provided so would not adequately provide for the number of residents wishing to park.
- that all who responded to the questionnaire stated that if a CPZ were to be introduced they would prefer a one hour control on weekdays only.

Officer comments and observations

Officer comments and observations are as follows:

- *Pentland Close is a small, narrow residential cul-de-sac located off of The Vale.*
- *The majority of properties have driveways and the amount of appropriate kerbspace available for parking is limited.*
- *Due to the narrow width of the road, parking can only occur on one side of the road and some vehicles park on the footway.*

Although the majority of residents in this road are against the introduction of a CPZ, if such controls were to be introduced on neighbouring adjoining roads it is considered that if this road were not to be included, it would be impacted upon by displaced parking.

It is therefore recommended the following:

- *inclusion in the Cricklewood 'C1' CPZ which operates Monday to Saturday 10am to 11am*

- *that 'past this point' CPZ controls apply to the road in order to maximise resident parking opportunity*

Woodvale Way

Response rate: 13%.

Of the responses received:

- 58% stated they would like a CPZ introduced in the road, and indicated they would like all day all week operational hours.
- The main concerns related to the road being affected by commuter and local business parking
- concerns were also raised that a CPZ would displace parking into the private resident off-street car parks within the road.

In addition:

- 80 photocopies of the questionnaire were submitted from an anonymous resident of the road claiming to be on behalf of all residents (Nos. 1-80) Woodvale Way each questionnaire stated being in favour of a CPZ being implemented with all day and all week restrictions. (Considered as one view – see below).

Officer comments and observations

- *Woodvale Way is a cul-de-sac off of The Vale, consisting of purpose built flats*
- *Woodvale Way has private designated off-street parking areas situated at the top of the road which could be attributable to the low response rate*
- *vehicles are parked solidly along one side of the road resulting in only enough room for one vehicle to pass through at time*
- *The road also consists of numerous bends which lead to obscured sightlines of oncoming motorists when vehicles are parked*
- *a strategic length of yellow line waiting restriction exists around the bend on Woodvale Way in order to deter obstructive parking and improve sightlines and safety*
- *all of the 80 questionnaires submitted together have virtually identical contents and handwriting and therefore, in the absence of any confirmation from any resident stating that they were being represented by a third party, it is suspected that these are the opinions of an individual rather than the opinions of all individual residents throughout the road.*
- *It is considered therefore that the 80 photocopied questionnaires should be considered as one view.*

Although, it is noted that this road may be affected by non-resident 'commuter type' parking and that the majority of respondents from this road are in favour of CPZ controls, the low response rate could indicate that the majority of residents are content with the current parking situation.

However, as with Pentland Close, if CPZ controls were to be introduced on The Vale, it is considered that if Woodvale Way were not to have CPZ controls implemented, it would be impacted upon by displaced parking.

It is recommended the following:

- inclusion in the Cricklewood 'C1' CPZ which operates Monday to Saturday 10am to 11am.*
- that 'past this point' CPZ controls apply to the road in order to maximise resident parking opportunity.*

Hamlet Square, Ophelia Gardens, Elsinore Gardens and Compton Close

Response rate of 8% from Hamlet Square and 14% from Elsinore Gardens.

Of the responses received:

- 67% from Hamlet Square were against a CPZ.*
- A 50/50% ratio was received from Elsinore Gardens when asked whether they would like a CPZ.*
- Some residents of these roads stated that they occasionally utilise The Vale for parking their vehicles instead of their off-street parking facilities or on the road in which their property is situated, and therefore were against the introduction of a CPZ as it would prevent them from doing so, assuming that they would not be eligible for permits.*
- respondents from Hamlet Square would prefer a 1hour control during the working week only if a CPZ were to be introduced.*
- 50% of respondents from Elsinore Gardens would like one hour controls and 50% would like 'All Day' controls if a CPZ was to be introduced.*

No responses were received from Ophelia Gardens and Compton Close.

Officer comments and observations

- These roads are all private cul-de-sacs.*
- Hamlet Square, Ophelia Gardens and Elsinore Gardens are privately gated restricted to resident access only.*
- When falling within the boundaries of a CPZ, unlike properties fronting the public highway, private roads are not automatically made eligible for permits as they therefore would not generally park on the public highway and are not usually impacted by the same type of demands for*

kerbside parking. Private roads are therefore assessed on their own individual circumstances.

- The gated roads mean that that access is restricted to residents of these particular roads and their visitors only, and as such they would not be impacted upon by non-resident parking, which could be attributable to the low response rates and the comments which indicate that they do not encounter any parking problems.*
- No responses were received from Compton Close, which is not gated, suggests they are content with the current parking situation, and Officer observations of this road show that all properties have off street parking and the majority of the kerbline is lowered so kerbside parking is not a viable option for non-resident parking.*
- No significant comments were received to suggest there is an overwhelming need for residents of the private roads to park on the public highway. Therefore, it can be concluded that resident parking provision within private roads is sufficient.*

It is recommended the following:

- that these roads fall outside the proposed CPZ and that residents are not eligible for permits*

Hendon Way

Response rate: 3%.

Of the responses received:

- All respondents stated that they do not have problems and therefore would not like a CPZ introduced.*
- The indication was that, if controls were to be introduced nearby then a 1 hour restriction would be preferable.*
- It was indicated that occasionally visitors may utilise local roads such as Garth Road and Cloister Road.*

Officer comments and observations

- Hendon Way forms part of the A41 which is part of the Transport for London Road Network (TLRN) and has red route "no stopping" restrictions on it.*
- The properties have access to off-street parking in the form of driveways, in which some cases are large enough to accommodate multiple vehicles.*
- The above circumstances may be attributable to the low response rate from this road.*

It is recommended the following:

- *that as part of the TLRN, Hendon Way fall outside the proposed CPZ but residents would be eligible for permits*

Garth Road

Response rate: 22%.

Of the responses received:

- 86% of respondents reported parking problems due to non-resident vehicles using the road
- 69% of respondents are in favour of CPZ controls being introduced.
- The main concerns were in relation to parking in the evenings and weekends associated with the Palm Hotel located on the A41 Hendon Way located between Garth Road and Cloister Road, and daily commuter parking during the week. Residents have advised that the hotel-related parking problems occur as there are regularly large functions held at the hotel and an overflow of overnight guest parking.
- Although the majority agree there are parking problems in the road, some do not want to have to pay for parking and believe CPZ controls can be inconvenient for residents and their visitors.
- Concern was also expressed for visitors to and staff of the local clinic who may find it difficult to park if a CPZ is introduced.
- Inconsiderate and obstructive parking was also highlighted as being an issue in the road due to congested parking.
- The majority of respondents advised they would like long hours of controls, particularly in the evenings and at weekends in addition to an hour in the day during the week to deter commuters.

Although consulted, no comments were received from the hotel.

Cloister Road

Response rate: 24% .

Of the responses received:

- 62% of respondents agree there are parking problems in the road.
- 52% of the respondents stated that they do not want a CPZ to be introduced on their road.
- there appeared to be an overall wish to improve parking in the road, albeit some of the residents were concerned with the added costs and financial impact a CPZ would bring.
- 50% completed the question regarding preferred operational hours of a CPZ for their road, and of these 87%, advised they would like longer

hours of controls, particularly in the evenings and at weekends, in addition to an hour in the day during the week to deter commuters.

In addition to the questionnaire, residents of Cloister Road have asked for a petition they submitted in 2012 relating to planning permission for the Hotel on Hendon Way to be noted as part of this consultation as it shows historical concerns regarding parking problems relating to the Hotel and a desire for changes to be made to the parking situation in Cloister Road and Garth Road to protect resident parking provisions.

Officer comments and observations – Garth Road and Cloister Road

- *Garth Road is a narrow residential road located off of the A41 Hendon Way and is part of a self-contained area along with adjoining Cloister Road.*
- *Vehicle access and egress for both of these roads is via Hendon Way only.*
- *Cloister Road is wider than Garth Road.*
- *Unlike Garth Road, the majority of properties on Cloister Road do not have off street parking provision.*
- *The main concerns raised in Cloister Road mirror those of Garth Road in that although some residents have reservations regarding having to pay to park and some who are content with the parking situation as it is, there is a general consensus that that there are problems with non-resident motorists parking that residents of these roads feel should be addressed.*
- *parking in these roads can be extremely congested, particularly during an event or function being held at the Palm Hotel.*
- *Vehicles park on both sides of the road utilising all available kerbspace, on the footways and sometimes double park, therefore, limiting parking for residents, obstructing through vehicles, sightlines and safety*
- *That there has been ongoing correspondence from residents conveying their concerns about parking in Garth Road and Cloister Road. The main concerns being about visitors to and guests of the Palm Hotel and its numerous function and meeting rooms which are available for public hire. Afternoons, evenings and weekends were highlighted as being problematic times.*

It is considered that these roads would benefit from controlled parking to help protect resident parking from conflicting demands from all day 'commuter type' motorist parking, hotel guests, and those attending functions at the hotel. It is also considered that, through the comments received via this questionnaire alongside the known historical concerns, that parking is generally considered to be a problem in these roads to which residents would like a resolution.

However, although the majority of respondents have requested long hours of controls should a CPZ be introduced, the council is also mindful of those concerns relating to financial impacts such controls would bring about on

residents. As such, it is considered that any controls introduced should have minimal hours of operation to minimise any negative impacts on residents' day to day lives whilst still achieving the aim of deterring the various non-resident conflicting parking demand to help protect resident parking provision.

It is recommended the following:

- that Garth Road and Cloister Road be included in a new CPZ which operates Monday to Sunday 1pm to 8pm*
- Provision of pay by phone and business permit parking for the clinic in Garth Road as part of the CPZ design*

Granville Road

Response rate: 13%

Of the responses received:

- 60% stated that parking is a problem and would like a CPZ introduced in their road.*
- The majority stated they would prefer a one hour CPZ to operate between Monday and Friday to deter commuter parking. A number of the respondents who stated they did not want a CPZ commented on the additional cost they would have to incur if such controls were introduced and were therefore content to live with the situation as it is.*
- Concern was also raised in relation to CPZ controls being detrimental to the businesses on the road.*

Officer comments and observations

- Granville Road is a narrow road on which parking takes place on both sides meaning that only one vehicle is able to travel through the road at a time.*
- The road is mainly residential with the exception of a number of businesses operating from industrial units halfway along the road.*
- The type of property (apartments, houses, businesses etc) throughout the road is diverse and as such parking requirements and circumstances are varied.*
- The residential properties consist of a large number of purpose-built flats, some relatively new private blocks with underground parking, offered privately at a cost to the resident either at purchase or on lease.*
- Other properties within Barnet Homes maintained areas have access to private off street parking.*
- There is also private terraced housing at The Vale end of the road - the majority of which do not have off street parking and therefore those residents have no alternative but to park on the road.*
- As well as residential properties, there are a small number of business units operating within the road, situated amongst the residential properties, each with a certain amount of off street parking space.*

- parking on Granville Road is congested. Vehicles park on both sides of the road for its entire length, particularly between its junctions with The Vale and Nant Road.
- Available kerb space for parking is therefore extremely limited during the day and as such, in its nature is also obstructive to through vehicles as only one vehicle can pass through at a time.
- there have been ongoing concerns about parking in Granville Road for some time. Correspondence has been received independently of the informal consultation highlighting high levels of commuter parking taking place. This has also been highlighted by the council's refuse team, and by businesses as larger vehicles have trouble with access due to vehicles parking on both sides which also results in a lack of passing places and turning points for refuse and delivery lorries.

In October 2013, following concerns raised by the local businesses on the road regarding heavily congested parking, the council carried out a statutory consultation for proposals to introduce certain lengths of 8am to 6.30pm Monday to Saturday waiting restrictions in the vicinity of the business park, in order to deter obstructive parking, and provide places to pass and turn, whilst also facilitating kerbspace for loading purposes for the business units. During this process comments and objections were received from residents of Granville Road re-emphasising concerns that the loss of kerbside space used for parking would increase the problems residents are already experiencing trying to find available kerbspace for resident parking due to commuter parking conflicts being encountered.

Although the questionnaire response rate from this road is low, it is considered that this could be attributable to the high number of apartment blocks within the road who may have alternative parking options or who may believe that the issue does not affect them, particularly at the southern-most end of the road where parking is less congested and there are a number of off-street parking areas.

When looking at where the responses originate, it is clear that residents of properties who have no alternative parking provision, particularly the terraced properties which are situated in the more congested section of the road, generally are of the opinion that there are problems and they would like a CPZ introduced.

It is also noted that with a high number of apartments within the road, should controlled parking be introduced on the road, there would not be sufficient kerbspace available for all residents to park. However, as it is considered that the problematic parking at this time is due to commuter parking, it could suggest that kerb space would be sufficient for current resident demand during the day should the commuter type all day parking be deterred and parking pressures eased.

It is therefore recommended the following:

- *inclusion in the Golders Green 'H' CPZ which operates Monday to Friday 11am to 12midday.*
- *Provision of Monday to Friday 2pm to 3pm waiting restrictions (yellow line) as part of the CPZ design, in order to provide lengths of kerbside space for parking during the CPZ hours of operation.*
- *Provision of Monday to Friday 8am to 6pm waiting restrictions (yellow line) in order to provide lengths of kerbside space where larger vehicles can manoeuvre, as part of the CPZ design.*
- *Provision of business permit parking places in as part of the CPZ design.*