

	<p><b>Finchley and Golders Green Area Committee</b></p> <p><b>26 October 2016</b></p>
<p style="text-align: right;"><b>Title</b></p>	<p><b>Temple Fortune Area, NW11 Parking Review</b></p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Commissioning Director for Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Garden Suburb and Golders Green</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p>Appendix A – Copy of consultation letter and questionnaire - residential                  Appendix B – Drawing of consultation area                  Appendix C – Summary of questionnaire responses - residential                  Appendix D – List of problematic locations highlighted from questionnaire responses</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Gavin Woolery-Allen <a href="mailto:gavin.woolery-allen@barnet.gov.uk">gavin.woolery-allen@barnet.gov.uk</a>; 020 8359 3555</p>

<p><b>Summary</b></p>
<p>The purpose of this report is to advise of the outcome of the informal parking consultation carried out in the Temple Fortune area and to outline the findings. The report recommends that, having considered the feedback to the consultation, a statutory consultation should take place in respect of amending the loading bays in the Temple Fortune town centre, and that investigations should take place in respect of designing waiting restrictions at locations identified by the local community during the informal consultation period.</p>

<p><b>Recommendations</b></p>
-------------------------------

- 1. The Finchley and Golders Green Committee note the results of the Temple Fortune Area parking consultation and the recommendation not to extend Controlled Parking Zone in the Temple Fortune Area.**
- 2. That the Finchley and Golders Green Committee, give instruction to the Commissioning Director for Environment to carry out a statutory consultation on a proposal to amend the loading bays in the Temple Fortune Town Centre so they operate as follows: Loading Bay 7am to 12midday; 15 minutes free parking 12midday to 5.30pm**
- 3. That any objections received as a result of the statutory consultation, referred to in recommendation 2, are reported to a future meeting of this Committee to consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.**
- 4. That, subject to no objections being received to the statutory consultation, referred to in recommendation 2, Officers introduce the proposed changes to the loading bays.**
- 5. That the Finchley and Golders Green Committee, give instruction to the Commissioning Director for Environment to liaise with Ward Members in relation to developing a number of waiting restriction proposals in the consultation area with a view to reporting all agreed proposals to a future meeting of this Committee**
- 6. That the Finchley and Golders Green Committee, give instruction to the Commissioning Director for Environment to liaise with Ward Members in relation to the potential of creating an additional loading bay(s) in the Temple Fortune Town Centre of waiting restriction proposals in the consultation area with a view to reporting all agreed proposals to a future meeting of this Committee.**
- 7. That the Finchley and Golders Green Committee, give instruction to the Commissioning Director for Environment to write to all those previously consulted to update them on the Committee's decisions and proposed future action.**

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

- 1.1 The Finchley and Golders Green Area Committee on 13 January 2016 resolved, as part of a range of issues that they consider to be outstanding, that a feasibility study should take place in respect of parking in the Oakfields Road NW11 area.
- 1.2 Accordingly following Officer and Ward Councillor liaison, it was agreed that a consultation should take place in the wider Temple Fortune area to get a better understand of the parking issues that may be affecting those who live and work in the area.

1.3 This report summarises the findings of the consultation and recommends further action as a result of those findings.

## **2. REASONS FOR RECOMMENDATIONS**

### **Residential**

2.1 An informal consultation was carried out in May/June 2016 with residents in the area as agreed with Ward Councillors, as outlined in drawing 23348\_N (Appendix A).

2.2 A letter was hand delivered to all residential properties within the consultation area (as indicated in Appendix B), asking the recipient to complete an on-line "SurveyMonkey" questionnaire. The questionnaire asked a range of questions about the parking situation in their road/area and amongst other things, whether they had any parking related concerns in the local area, whether they would like a Controlled Parking Zone (CPZ) and whether they would like parking issues investigated further in their road/area. A copy of the questionnaire is attached as Appendix A.

2.3 Approximately 2000 letters were hand delivered to residential properties in the area. A web page was also set up on the Council's Engage Portal containing details of the informal consultation. The closing date for the consultation was 10 June 2016. Paper or emailed copies of the questionnaire were also made available to residents on request if they were having difficulties or were unwilling to complete the questionnaire online.

2.4 A total of 578 questionnaires were submitted or returned, of which 12 were from outside the consultation area and 21 where the address details could not be identified. Therefore of the questionnaires delivered, a total of 545 have been confirmed to be received from the consultation area – a response rate of 27%

2.5 Key headlines resulting from the consultation are that, of those who answered the relevant questions:

- 325 (60%) respondents are happy and 171 (31%) respondents are not happy with the parking situation in their road;
- 180 (35%) of respondents find it difficult to park in their road whereas 336 (65%) of respondents do not find it difficult to park.
- 153 (31%) of respondents have to park in neighbouring roads due to lack of available space in their road, whereas 344 (69%) respondents do not have to
- 180 (36%) would like parking issues to be further investigated in their road, while 320 (64%) of respondents would not.
- 161 (32%) of respondents would like and 339 (68%) would not like their road to be included in a Controlled Parking Zone (CPZ).

### **Desire for a Controlled Parking Zone?**

- 2.6 The responses received indicates that the majority of respondents are satisfied with their current parking situation, and do not see the need for further action or area-wide parking controls such as a CPZ, particularly as many stated that they would not wish to pay for permits, or consider that CPZs are purely revenue-raising exercises.
- 2.7 Although the majority of respondents appear to be not in favour of any change, it is noted that a number of respondents have stated that they do have problems parking in their road.
- 2.8 In particular only in four roads of those consulted did residents wish to be part of a CPZ – Cranbourne Gardens, Grosvenor Gardens, Oakfields Road and Finchley Road.
- 2.9 In respect of Cranbourne Gardens, Grosvenor Gardens and Oakfields Road, the wish of their respective residents to be included in a CPZ is generally attributable to those roads being situated just outside the existing Temple Fortune 'TF' CPZ.
- 2.10 Residents state that these roads are heavily parked by motorists, many suspected to be visiting or working in the Temple Fortune town centre.
- 2.11 However it should be noted that although the aforementioned roads indicated favour to a CPZ, the responses in neighbouring roads Eastville Avenue and Park Way were split.
- 2.12 Although there is support for a CPZ in a small network of three roads, Officers consider that a CPZ should not be introduced in those roads, particularly as many of the households have off-street parking facilities, and there would be minimal requirements for residents to park on-street. It is also considered that any introduction of a CPZ in these roads, would therefore displace the problematic parking onto nearby roads which would increase the parking stress in the area.

#### **Other parking issues in the area**

- 2.13 190 respondents find that vehicles are regularly parked obstructively, unfairly and/or inconsiderately in their road, and 145 respondents across the majority of roads consulted find it difficult to turn at junctions in their road due to parked vehicles.
- 2.14 Furthermore in the submitted questionnaires respondents mentioned the locations which they consider to be problematic – with some lengths of road and junctions mentioned numerous times. These locations are listed in Appendix D and are spread throughout the consultation area.
- 2.15 It is considered that there is sufficient concern raised across the area about parking taking place in undesirable locations to carry out investigations into

the provision of appropriate waiting restrictions, and it is recommended that Officers liaise closely with Ward Councillors about the list of locations relevant to their ward with a view to designing appropriate waiting restrictions, with the intention of reporting the proposed restrictions to a future meeting of this Committee.

### **Businesses/Traders**

- 2.16 An informal consultation was carried out in May/June 2016 with business and traders in the area as agreed with Ward Councillors, mainly on Finchley Road, NW11.
- 2.17 A letter was hand delivered to all business properties within the consultation area asking the recipient to complete an on-line “SurveyMonkey” questionnaire. The questionnaire asked a range of questions about the parking situation in the area, and amongst other things, whether they had any parking related concerns in the local area, whether they would like a 15 minute free period added to the Loading Bays in the town centre, and to add any comments they felt were pertinent.
- 2.18 Approximately 101 letters were hand delivered to business properties in the area. A web page was also set up on the Council’s Engage Portal containing details of the informal consultation. The closing date for the consultation was 14 June 2016. Paper or emailed copies of the questionnaire were also made available to on request if they were having difficulties or were unwilling to complete the questionnaire online.
- 2.19 A total of 12 questionnaires were returned – a response rate of 11.9%
- 2.20 Key headlines resulting from the consultation are that:
- 5 (42%) of respondents felt the current loading bays were suitable for their loading requirements 5 (42%) of respondents did not feel the current loading bays were suitable (2 (16%) respondents skipped this question);
  - 11 (92%) of respondents would be in favour of allowing a 15 minute free parking period within the existing loading bays in Temple Fortune during the off-peak periods (1 (8%) respondent skipped this question);
  - 12 (100%) of respondents felt the needs of disabled drivers are met in Temple Fortune.

### **Loading requirements and potential of providing a 15 minute free parking period in the existing loading bays**

- 2.21 2 respondents specified that their main time period for loading was before 9.00am, whilst 4 respondents specified that their usual loading period was between 9am and 12midday, with 1 respondent specifying that they loaded between 12midday and 2pm.

- 2.22 3 respondents stated that there are no loading bays within a suitable distance of their business.
- 2.23 It is considered that in light of the support, albeit from a low response from businesses, for 15 minute free parking in the existing loading bays, that this should be proposed.
- 2.24 In considering this, and in light of the feedback in respect of the loading requirements of businesses, it is recommended that the existing loading bays be converted so loading only is allowed between 7am and 12midday, and 15 minute free parking can take place between 12midday and 5.30pm.
- 2.25 Furthermore it is considered that due to the concern raised about the lack of loading facilities near 3 businesses that investigations should be undertaken on whether this can be reasonably addressed. It is recommended that Officers liaise closely with Ward Councillors about this issue with a view to designing a change if appropriate, with the intention of reporting any proposed restrictions to a future meeting of this Committee.

#### **Overall conclusions and recommendations**

- 2.26 The residents' consultation was generally mixed with the majority of respondents stating that they were happy with the current parking situation in their road.
- 2.27 Despite this, there were certain roads whose residents were unhappy with the current situation and wished for a CPZ.
- 2.28 Although geographically it appeared feasible to include these roads in a CPZ, having considered the layout of the roads and having discussed the matter with Golders Green Ward Councillor Dean Cohen, it is considered that a CPZ should not be introduced as this time. This is due to the fact that many residential properties in these roads have off-street parking facilities and the CPZ would not necessarily contribute to helping residents park near their homes. Although it would deter non-residents from parking in those roads this is likely to be to the possible detriment of residents of other nearby roads, who would likely be impacted upon through the displacement of parked vehicles.
- 2.29 It is considered that the consultation has highlighted concern about obstructive and dangerous parking throughout the area, particularly at junctions, and to that end, it is proposed to investigate this and discuss potential future proposals with Ward Councillors prior to reporting back to this Committee proposals for waiting restrictions which Officers and Ward Councillors believe should be progressed.
- 2.30 With regards to the local businesses, the response rate was relatively low to the consultation directed at them, however, it is clear that of the respondents, the majority were in favour of a 15 minute free parking provision in the town centre.

- 2.31 Accordingly it is recommended that the a statutory consultation take place on converting the existing loading bays in Temple Fortune Town Centre so loading only is allowed between 7am and 12midday, and 15 minute free parking can take place between 12midday and 5.30pm.
- 2.32 Furthermore concurrent with the investigations into waiting restrictions, it is recommended that Officers investigate the feasibility of providing additional loading bays in the Town Centre.

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

- 3.1 None, as it is considered that detailed analysis should take place to understand and consider all issues raised in the area.

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

- 4.1 Officers would seek to investigate the provision of waiting restrictions in the area and additional loading bay(s) in the town centre, with a view to discussing with Ward Councillors, prior to reporting all proposals to this Committee.
- 4.2 Officers would also seek to carry out a statutory consultation on amending the existing loading bays in Temple Fortune town centre so they operated as follows: Loading Only 7am to 12midday. 15minute Free Parking 12midday to 5:30pm.

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

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

- 5.1.1 The consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”.

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

- 5.2.1 There is £20,000 already committed from the Area Committee budget CIL (approved at the 13 January 2016 F&GG Area Committee) for the review of parking to take place and it is not envisaged that any further funding will be required for the detailed design, liaison with Ward Councillors and a further report to this Committee to take place.
- 5.2.2 If following the detailed design further funding is required to implement all the measures this requirement will be set out in the future report to the Committee.

#### **5.3 Social Value**

Not applicable in the context of this report.

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

The Council's Constitution (Responsibility for Functions, Annex A) provides that in the area covered by the committee:

- Area Committees can discharge any functions, within the budget and policy framework agreed by Policy and Resources, of the theme committees that they agree are more properly delegated to a more local level. These include but are not limited to local highways and safety schemes.

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

5.4.3 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

#### 5.5 **Risk Management**

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve loading and parking facilities in the Town Centre to the benefit of all motorists

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions may lead to some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation on any proposed

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

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

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low.

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

5.6.4 Full analysis of the responses and comments to the consultation has not indicated that there are any particular negative equalities/diversity impacts on

vulnerable residents in the area.

## 5.7 **Consultation and Engagement**

5.7.1 Consultation was undertaken as described elsewhere in this report.

## 5.8 **Insight**

5.8.1 None in relation to this report

## 6. **BACKGROUND PAPERS**

6.1 Item 13 of the Finchley and Golders Green Area Committee meeting of 6 July 2016 – Temple Fortune Area, NW11 Parking Review

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8749&Ver=4>

6.2 Item 11 of the Finchley and Golders Green Area Committee meeting of 13 January 2016 – Progress update on Finchley and Golders Green Area Committee Actions.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8266&Ver=4>