

	<h2>Chipping Barnet Area Committee</h2> <h3>19 February 2018</h3>
<p style="text-align: right;">Title</p>	<p>Review of the Barnet Hospital Area Statutory Parking Consultation</p>
<p style="text-align: right;">Report of</p>	<p>Strategic Director for Environment</p>
<p style="text-align: right;">Wards</p>	<p>Underhill and High Barnet</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – Drawing No. SCR191-2a - Proposed CPZ - Granville Road and Argyle Road EN5 (revised) Drawing No.SCR191-3a - Proposed CPZ – Elmbank Avenue, Garthland Drive, Vyse Close, Wellhouse Lane and Wellside Close EN5 (revised) Drawing No.SCR191 – 4a Proposed CPZ - Lingham Way, Lexington Way and Sutton Crescent EN5 (revised) Drawing No.SCR191-5 - Galley Lane and Barnet Road Drawing No.SCR191-6 - Trinder Road, Well Road and Well Approach Drawing No.SCR191-7 - Bells Hill and Spring Close , St Stephen Road and Redwood Way Drawing No.SCR191-8 - Aitken Road, Denton Close, North Close, Escot Way and Endersby Road Drawing No.SCR191-9 - Kings Road and Cavendish Road Drawing No.SCR191-10 - Kings Road and Grimsdyke Road Drawing No. SCR191-11 - Bells Hill and Dellors Close Drawing No.SCR191-12 and SCR191-13 - Hillside Gardens, Blenheim Road and Ravenscroft Park</p>
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<h2>Summary</h2>
<p>This report summarises the comments, representation and objections received in response to the proposed CPZ and waiting restriction in the vicinity of Barnet Hospital in order to determine whether the proposals should be introduced or not, and if so, with or without</p>

modification.

Recommendations

- 1. That the Chipping Barnet Area Committee notes the outcome of the statutory consultation as detailed within this report and approve the following recommendations.**
- 2. That the Chipping Barnet Area Committee instruct the Strategic Director for Environment to introduce the Barnet Hospital Controlled Parking Zone (CPZ) into Area 1 - Arygle Road and Granville Road – Area 2 - Elmbank Avenue, Garthland Drive, Wellside Close, Wellhouse Lane and Area 3 - Lingham Way, Lexington Way, Sutton Crescent, through the making of the relevant Traffic Management Orders, albeit with minor modifications as outlined in drawing numbers SCR191-2a, SCR191-3a and SCR191-4a and detailed below:**
 - a. That the proposed resident parking bay outside No. 1 Garthland Drive is reduced in length to take into the account the existence of a vehicle crossover – Drawing No.SCR191-3a.**
 - b. That an additional parking place should be provided on Granville Road outside No.51 Granville Road – Drawing No.SCR191-2a.**
 - c. That the proposed resident parking bays on Sutton Crescent outside No. 41 and No. 43 Sutton Crescent , outside No. 47 and No. 49 Sutton Crescent and outside No. 51 and No. 53 Sutton Crescent are converted to “At any time” waiting restrictions. – Drawing No.SCR191-4a.**
 - d. That the proposed “At any time” waiting restrictions at the side of No. 50 Sutton Crescent is to be converted to a resident parking bay to mitigate for the loss of parking bays as outlined in c above –Drawing No.SCR191-4a.**
 - e. That an additional parking place should be provided on Sutton Crescent outside No. 55 and No.57 Sutton Crescent. – Drawing No.SCR191-4a.**
 - f. That footway parking in Vyse Close is considered as an alternative to the proposed “Past this point” parking layout.**
- 3. That the Chipping Barnet Area Committee, give instructions to the Strategic Director for Environment to implement the waiting restriction at junctions and length of roads as shown on Drawing No.SCR191-6, Drawing No.SCR191-7, Drawing No.SCR191-8, Drawing No.SCR191-9, Drawing No.SCR191-10 and Drawing No. SCR191-11.**
- 4. That the Chipping Barnet Area Committee, give instructions to the Strategic Director for Environment to abandon the current proposal for Galley Lane as shown on Drawing No. SCR191-5, and to engage with the relevant Ward Councillors to design a new proposal, with a view to carrying out an additional statutory consultation on the revised proposal.**

5. That the Chipping Barnet Area Committee, give instructions to the Strategic Director for Environment to implement the proposed tariff changes to the bays shown on Drawing No.SCR191-12 and SCR191-13.
6. That the Chipping Barnet Area Committee agree to allocate the funding (CIL from this year's CIL Area Committee budget) of £5,000 to monitoring parking in the roads surrounding Barnet Hospital following the introduction of the parking controls in the area.
7. That the Chipping Barnet Area Committee give instructions to the Strategic 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 At the 17 May 2017 Chipping Barnet Area Committee the results of an informal parking consultation carried out in the roads surrounding Barnet Hospital were reviewed. Following the decision made by the Chipping Barnet Area Committee, a statutory consultation commenced on the 1 November 2017 regarding proposals to introduce a Controlled Parking Zone (CPZ) in:

Area 1 - Granville Road and Argyle Road:
 Area 2 - Wellside Close, Wellhouse Lane (Between No. 120-124 & No. 21-27), Elmbank Avenue, Vyse Close, Garthland Drive;
 Area 3 - Sutton Crescent, Lingham Way and Lexington Way.
- 1.2 The analysis of the informal consultation, the results of which are set out in the May 2017 report, indicated that at the time of the consultation that the majority of respondents from other roads that were within the consultation area, were not currently in favour on CPZ controls being introduced in their roads. The parking controls and consultation areas were agreed in discussion with Ward Councillors.
- 1.3 In addition, to the above proposals it was agreed that the consultation would also include proposals to introduce new waiting restrictions in the vicinity of Barnet Hospital area. The aims of the waiting restrictions are to help prevent obstructive parking, improve traffic flow, and general road safety for pedestrians and motorists at the locations specified in paragraphs 1.4 to 1.6.
- 1.4 The proposals include the introduction of new double yellow line 'At any time' waiting restrictions around the junctions shown in table 1 below.

Table 1 - Junctions – 'New At Any Time' Waiting Restriction

Granville Road and Kings Road	North Close and Escot Way
Kings Road and Barnet Road	Escot Way and Endersby Road

Barnet Road and Galley Lane	Cavendish Road and Kings Road
Well Road and Well Approach	Grimsdyke Crescent and Kings Road
Spring Close and Bells Hill	Dellors Close and Bells Hill
Denton Close and Aitken Road	Bells Hill and St Stephens Road
Denton Close and Escot Way	Bells Hill and Spring Close
Bells Hill and Redwood Way	Garthland Drive and Elmbank Avenue

- 1.5 It was also proposed to introduce new lengths of double yellow line 'At any time' waiting restrictions along the following roads at Wellside Close, Galley Lane (Part), Barnet Road, Elmbank Avenue, Well Approach and Trinder Road.
- 1.6 Furthermore, it was proposed to introduce new lengths of 8am to 6.30pm Monday to Saturday waiting restrictions at Galley Lane (Part).
- 1.7 In order to promote improved usage, and to potentially cater for those who wish to park in the area for longer periods it was also proposed to amend the pay via phone charges for vehicles parking in designated on-street parking places on-street at Blenheim Road, Ravenscroft Park and Hillside Gardens.
- 1.8 As part of the statutory consultation process the proposals were advertised on notices and published in the local Press newspapers and in the London Gazette. In addition, similar notices were erected on-street in the affected roads and letters together with an associated plan outlining the proposals were delivered to properties situated in close proximity to the proposal.
- 1.9 All the proposals mentioned above were also advertised online via the Barnet Council's Barnet Traffweb public consultation website and also via Barnet Council's online public engage portal.
- 1.10 Roads within the original informal consultation area received a separate letter informing them of the outcome of the informal consultation and the intention to include certain other roads within small CPZ areas (Areas1-3) as well as proposals to introduce new waiting restrictions in certain roads surrounding the Barnet Hospital.
- 1.11 A summary of the representations comments and objections received from the statutory consultation are summarised on a scheme by scheme basis below.
- 1.12 Area 1 - Proposed CPZ - Granville Road and Argyle Road EN5 -(Drawing No. SCR191-2).

- 1.12.1 A total of 57 households on Granville Road, Argyle Road and Wood Street received a consultation letter and an accompanying plan in relation to proposal referred to above.
- 1.12.2 In response to the consultation the Council received 17 items of correspondence and an overview of the comments are shown below:
- 1.12.3 Two residents of Granville Road requested for additional resident permit holders only parking spaces on street outside their houses.
- 1.12.4 A resident raised concerns about the proposed 8am to 6.30pm Monday to Friday waiting restrictions outside their house which would have an impact on their ability to park close to home given that they have a disability. This resident also felt the Queens Road which is currently subject CPZ controls is not being patrolled by Civil Enforcement Officers on a regular basis.
- 1.12.5 Concern was raised regarding the number of Mini buses parking on street in the Granville Road area especially on Granville Road and Queens Road waiting to pick up students who attend Queen Elizabeth's Boys School situated on Queens Road which is affecting residents' ability to find parking space in the vicinity of their home during the area during the day.
- 1.12.6 The Council's School Travel Advisors will be requested to liaise with the QE Boys School to see if the school can improve the parking arrangements for coaches that park in roads surrounding the school.
- 1.12.7 The Parking Enforcement Team will also be request to address the enforcement concerns in the roads surrounding QE boys on a regular basis.

Additional comments from residents living outside the CPZ

- 1.12.8 In addition to the concerns mentioned above correspondence was also received from a resident representing a significant number of residents living on Grimsdyke Crescent and Kings Road who were objecting to the proposal on the grounds below. During the consultation period, the representative mentioned above also met with a Council Officer to hand hard copies of the objections as well as to discuss the concerns highlighted in the letters further.
- 1.12.9 The issues raised include:
- that the introduction of the CPZ on Argyle Road and Granville Road would likely increase the impact of parking in the area mainly caused by commuters as well as employees and visitors associated with Barnet Hospital who will park in their roads all day.
 - that when the Elmbank housing development is completed there is likely to be insufficient parking on site for all of the residents with vehicles and as a consequence these residents will start to park on Grimsdyke Road and Kings Road which would further increase the impact of parking on those roads.

- that the very limited free parking in the area will result in congestion and increase of traffic with people driving around looking for parking places on Grimsdyke Crescent and Kings Road.
- that Grimsdyke Crescent and Kings Road are narrow roads. The overflow will result in poor parking on grass verges and the severe obstructions to both passage of vehicles and residents' drives (as experienced on QE Boys School open/exam days).
- that very significant problems will be caused for refuse collection and emergency vehicles access.
- that all the above will completely change the character of Grimsdyke Crescent and Kings Road.

Jennings Way

1.12.10A letter signed by 12 out of the 14 households of Jennings Way which is situated outside the proposed Granville Road CPZ was also received where the following concerns were expressed:

- that the proposed CPZ will effectively move the parking to all the unrestricted roads north of Wood Street.
- that Jennings Way is a narrow road and additional parking will make it difficult for the residents of Jennings Way to turn in and out of the road and also safely out of the garages.
- That the additional parking may make it difficult for the residents of Jennings Way to reverse in the road.
- That the additional parking will make it difficult for emergency service and refuse collection vehicles to access the road.
- that a number of disabled residents living on Jennings Way require appropriate access to transport.
- that the lack of adequate parking on the new Elmbank housing development site will increase the pressure on parking in the area where they live.

1.12.11 In order to reduce the impact of parking at Jennings Way the residents would like the Council to consider the option of introducing a "Past this point" CPZ which they believe would benefit their road because the parking layout would be less visually intrusive as it requires minimal road markings and signage.

1.12.12 In addition they would also like the Council to consider the option of introducing double yellow lines and single yellow line waiting restrictions that would operate during the working day.

1.13 Area 2 - Proposed CPZ – Elmbank Avenue, Garthland Drive, Vyse Close, Wellhouse Lane and Wellside Close EN5-(Drawing No.SCR191-3).

1.13.1 A total of 150 residents living on Barnet Lane, Elmbank Avenue, Garthland Drive, Vyse Close, Wellhouse Lane and Wellside Close received a letter and an accompanying plan in relation to proposal mentioned above.

1.13.2 In response to the consultation the Council received 34 items of correspondence and an overview of the comments are shown below:

1.13.3 Out of the responses received 59% of respondents expressed that they were in favour of a CPZ being introduced in their road.

1.13.4 Additional comments received were as follows:

- Two residents of Garthland Drive requested for the proposed resident permit holders only parking bay outside their homes to be removed in order to accommodate the existence of vehicle dropped kerb which will allow access to park off street on their hardstanding's.
- Four residents of Garthland Drive within the proposed CPZ were concerned about the length of the hours of control and the CPZ operating on a Saturday.
- Two residents were concerned about parking bays on both sides of the Elmbank Avenue due to the narrow width of this section of road.

Additional comments from residents living outside the CPZ

1.13.5 In addition to the comments mentioned above correspondence was received from residents living on Barnet Road just outside the proposed CPZ who are concerned about their properties as well as Kerri Close, not being included within the proposed CPZ particularly as they do not have off street parking facilities.

1.13.6 Furthermore 2 residents also living on Barnet Road are unhappy that the properties situated along the Barnet Road slip road between Trento and Cherry Tree Cottages have not been included within the CPZ.

1.13.7 There was a request that consideration should be given to introducing footway parking in Vyse Close.

1.14. Area 3 - Proposed CPZ - Lingholm Way, Lexington Way and Sutton Crescent EN5 –(Drawing No.SCR191 – 4).

1.14.1 A total of 121 residents living on Sutton Crescent, Lexington Way and Lingholm Way and a number of residents of Bells Hill received a letter and an accompanying plan in relation to proposal mentioned above.

1.14.2 In response to the consultation the Council received 75 items of correspondence and an overview of the comments are shown below:

1.14.3 Out of the responses received 75% of respondents expressed that they were in favour of a CPZ being introduced in their road.

- Two residents of Sutton Crescent requested for the proposed resident permit holders only parking bays outside No.43 and No.45 Sutton Crescent , outside No.51 and No.53 Sutton Crescent and outside No.46 Sutton Crescent converted to “At any time” waiting restrictions which

would help improve the sightlines when manoeuvring in and out of driveways.

- Correspondence was also received from two residents of Sutton Crescent requesting for the proposed “At any time” waiting restriction outside No.55 and No.53 Sutton Crescent, and also outside No.61 Sutton Crescent to be converted resident permit holders only parking bays.
- 5 residents within the proposed CPZ were concerned about the length of the proposed operational hours and the CPZ operating on a Saturday.

Additional comments from residents living outside the CPZ

1.14.4 In response to the consultation a number of residents from Bells Hill whose properties are situated just outside the proposed CPZ raised concern about the parking problems they will encounter trying to find parking on street if the CPZ is implemented. In order to address their concern these residents have suggested that their properties are included within the CPZ.

1.14.5 The Council received 4 items of correspondence (23 delivered) from Newlands Place. An overview of the comments are as follows:

- That the proposed CPZ would put more pressure on parking at Bells especially since the majority of households on Bells Hill situated between Dellors Close and the Lingholm Way do not have off-street parking facilities. The resident also believes that the residents living within the proposed CPZ are least affected by parking as they have sufficient off-street parking.
- that Barnet Hospital employees and motorists visiting Barnet Hospital are parking on street in their road all day.
- That the proposal will force more residents of Bells Hill to construct off street parking facilities which in turn will increase the parking pressure on street.

1.14.6 A number of residents living in the vicinity of No.100 to 110 Bells Hill, have raised concerns.

- That the households on Bells Hills especially those living between Dellors Close and Lingholm Way have not been included within the CPZ.
- That the proposed double yellow lines at junction of Dellors Close and Bells Hill will potentially take away 2 kerbside parking spaces on street on Bells Hill where it is difficult to find available parking spaces.
- That double yellow lines are being proposed at along the entrance to Dellors Close which is a private road although it would be residents of Bells Hill that would be affected by the restriction.

1.14.7 In order to resolve the issue a number of the residents living between Nos.91 - 113 and Nos. 100 – 110 Bells Hill have requested that the Council allow them to apply for a resident parking permit which will enable them to park on street within the proposed Sutton Crescent area CPZ.

1.14.8 In addition, correspondence was also received from a resident of St Stephens Road and a resident of Newlands Place raised concerns who also expressed concerns about the parking difficulties that they are experiencing on their road.

1.15 Proposed “At any time” waiting restrictions – Junction of Galley Lane and Barnet Road and 8am – 6.30pm Waiting restrictions along the length of Galley Lane (Drawing No.SCR191-5).

1.15.1 In response to the consultation the Council received 14 items of correspondence in which 9 residents clearly objected to the proposed waiting restrictions whilst the remaining respondent raised concerns. An overview of the comments received are shown below:

- A resident of Galley Lane who responded to the consultation and also visited the Council Office to speak to a Council Officer raised concerns about the proposed 8am – 6.30pm waiting restrictions situated opposite his house close to the Arkley Public House. The resident felt that this section should be increased to an ‘At Any Time’ restriction.
- A resident has raised concerns about the impact the Elmbank Housing development would have on parking in their road as they believe that there is insufficient available allocated parking spaces on site for the residents which would result in those residents parking on Galley Lane.
- A few residents felt that the proposals would displace parking beyond the proposed length of waiting restrictions in the vicinity of No.42 Galley Lane and as a result motorists would start to park on the grass verge in order to reduce the risk of obstruction.
- A resident expressed concerns about having excess lengths of waiting restrictions which in their view would encourage motorists to speed along Galley Lane.

1.15.2 In response to the consultation a Ward Councillor for High Barnet raised concerns in relation to the proposed lengths of Monday to Saturday 8am to 6.30pm waiting restrictions on Galley Lane as discussions had taken place agreeing for these lengths to have “At any time” waiting restrictions instead.

1.15.3 Unfortunately, this request had not been taken into consideration as part of the proposal and as a consequence Officers recommend that the residents who were previously consulted on the proposed waiting restrictions for Galley Lane are consulted again on new proposals taken into account the comments mentioned above in discussion with Ward Councillors.

1.16 Proposed “At any time” waiting restrictions - Trinder Road, Well Road and Well Approach – (Drawing No.SCR191-6).

1.16.1 A total of 81 households situated in close proximity to the proposed waiting restrictions mentioned above received a consultation letter and an accompanying plan in relation to the proposal.

1.16.2 In response to the consultation the Council received 15 items of correspondence and an overview of the comments are shown below:

Well Approach

- A resident of Well Approach stating on behalf of other residents of the road that a significant majority of the residents of Well Approach have expressed satisfaction with the proposed “at any time” waiting restrictions for their road.

Trinder Road

- The majority of the residents that responded to the consultation raised concerns about the effect the proposed CPZ for the Elmbank Avenue Area would have on parking in their road and they would like the Council to consider including Trinder Road with the proposed CPZ. (11 items of correspondence of which 4 were from one resident).
- The cost of parking within the Barnet Hospital car park is expensive and the hospital should do more for both Barnet hospital employees and visitors.
- A number of residents of Trinder Road do not have private off-street parking facilities which would make it more difficult to find a parking space on street if the CPZ is introduced.
- A resident has expressed his satisfaction with the proposal as it will help to improve traffic flow.

Well Road

- Would like the Council to consider proposing more waiting restrictions as the road is narrow along certain sections of Well Road. The resident also believes that parking should not be allowed on both sides of the road.
- Two residents raised concerns about the impact on parking the proposed CPZ in the surrounding area would have on parking in Well Road. This resident stated that some households on the roads have 3 cars or more and would be grateful if the Council could consider introducing a CPZ on Well Road. This resident also raised concerns of the potential difficulties their disabled relative may experience on street.

1.17 Proposed upgrade of the existing Monday to Saturday 8am to 6.30pm waiting restriction at the junctions of Bells Hill and Spring Close, St Stephen Road and Redwood Way to “At any time” waiting restrictions – (Drawing No.SCR191-7)

1.17.1 A total of 53 households situated in close proximity to the proposed waiting restrictions received a consultation letter and an accompanying plan in relation to the proposal referred to above.

1.17.2 In response to the consultation no specific objections to the proposals were raised and therefore it is recommended that the proposed waiting restrictions are implemented as proposed.

1.18 Proposed “At any time” waiting restrictions - Aitken Road, Denton Close, North Close, Escot Way and Endersby Road – (Drawing No.SCR191-8)

1.18.1 A total of 131 households situated in close proximity to the proposed waiting restrictions mentioned above received a consultation letter and an accompanying plan in relation to proposal referred to above.

1.18.2 In response to the consultation the Council received 3 pieces of correspondence and an overview of the comments are shown below:

- Two residents of North Close have expressed concerns that the proposed restrictions would affect their ability to park close to their property when the total number of vehicles owned by the residents of North Close compared to the total kerbside space available is taken into account. As an alternative these residents would prefer if the Council could consider introducing a CPZ in their road.
- A resident of Aitken Road considered that the statutory consultation should have included proposals for the junctions of Hill Close and Aitken Road and Aitken Road and Endersby Road.

1.19 Proposed “At any time” waiting restrictions - Kings Road and Cavendish Road – (Drawing No.SCR191-9)

1.19.1 A total of 23 households situated in close proximity to the proposed waiting restrictions mentioned above received a consultation letter and an accompanying plan in relation to proposal referred to above.

1.19.2 In response to the consultation no specific objections to the proposals were raised and therefore it is recommended that the proposed waiting restrictions are implemented as proposed.

1.20 Proposed “At any time” waiting restrictions - Kings Road and Grimsdyke Road DYL waiting restrictions– (Drawing No.SCR191-10)

1.20.1 A total of 15 households situated in close proximity to the proposed waiting restrictions mentioned above received a consultation letter and an accompanying plan in relation to proposal referred to above.

1.20.2 In response to the consultation no specific objections to the proposals were raised and therefore it is recommended that the proposed waiting restrictions are implemented as proposed.

1.21 Proposed “At any time” waiting restrictions - Bells Hill and Dellors Close DYL waiting restrictions– SCR191-11

1.21.1 A total of 23 households situated in close proximity to the proposed waiting restrictions mentioned above received a consultation letter and an accompanying plan in relation to proposal referred to above.

1.21.2 In response to the consultation the Council received 4 items of correspondence specifically relating to the proposal and an overview of the comments are shown below

- A resident questioned why the Council is proposing waiting restrictions that would benefit the residents of Dellors Close and at the same time make things worse for the residents of Bells Hill.
- Dellors Close has plenty of useful parking which is unavailable to the residents of Bells Hill because it is a private road. Whenever the residents of Bells Hill try to park on Dellors Close some of the residents that live on that road are unpleasant to them.
- The proposed double yellow lines at junction of Dellors Close and Bells Hill will potentially take away 2 kerbside parking spaces on street on Bells Hill where it is difficult to find available parking spaces. As an alternative solution to their concerns the resident has suggested that the residents of Dellors Close should erect a mirror at their own expense which would give them a clearer view of the road. The resident also stated that they were not aware of any incidents in past and thinks that it is not fair that the residents of Bells Hill who have to park on the road should be penalised.
- The proposals may encourage more residents to construct more off-street parking which will make the parking situation worse.
- That Barnet Hospital employees and motorists visiting Barnet Hospital are parking on street in their road all day.

1.22 Hillside Gardens, Blenheim Road and Ravenscroft Park – Proposed Tariff changes - (Drawing No.SCR191-12 and SCR191-13)

1.22.1 In order to promote improved usage, and to potentially cater for those who wish to park in the area for longer periods, including Barnet Hospital employees, it was also proposed to amend the pay via phone charges for vehicles parking in designated on-street parking places on street at Blenheim Road, Ravenscroft Park and Hillside Gardens.

1.22.2 As part of this consultation street notices were erected on street in the vicinity of the parking where it is proposed to makes changes to the tariff.

1.22.3 No comments or objections were received in relation to the proposals and therefore it is recommended that the proposals are introduced as proposed.

1.23 General comments received by members of the general public who reside outside the Barnet Hospital area.

1.23.1 In response to the consultation the Council received correspondence from a total of 31 respondents associated with Barnet Hospital (30 employees and 1 patient). A significant number of these respondents are currently key employees of the Barnet Hospital and an overview of the comments are outlined below.

- That Barnet Hospital currently has an insufficient amount of available parking off street within their car park to meet the significant demand parking by most of the key employees who work for Barnet Hospital;
- That the proposed Barnet Hospital CPZ's if introduced will affect their ability to park close to the Barnet Hospital;
- A number of Barnet Hospital employees are concern that they will have to seek alternative employment due to the restrictions being introduce;

- The charges to park within the Barnet Hospital Car Park are higher than those on street;
- There is a long waiting list for employees to receive Barnet Hospital car park permits;
- Overall resident and employees associated with Barnet Hospital Trust believed that those managing the Car Park should do more to provide more off street car parking space on the Barnet Hospital site for both visitors and Barnet Hospital employees.

2. REASONS FOR RECOMMENDATIONS

Proposed CPZs

- 2.1 There were a number of residents who responded to the proposals stating that they were in support of the Council's intentions to introduce CPZ controls. Furthermore given the total number of representations made in response to the proposals from the roads proposed to be included in a CPZ it is considered that the proposals have generally been accepted by the local community.
- 2.2 Officers are satisfied that there is sufficient evidence from the feedback to the statutory consultation that show support and acceptance of the proposal to justify the introduction of a CPZ, and as such recommend that the controls are generally implemented as proposed, albeit with minor amendments as noted below and as per the attached drawings.
- 2.3 However, Officers are mindful of the concerns raised during the consultation period and in particular the issue relating to the representations made by those residing in roads just outside the CPZ, such as in Grimsdyke Crescent and Kings Road *Jennings Way, Bells Hill, Trinder Road and other roads in the vicinity. In some cases, such as with Trinder Road it has been noted that during the initial informal consultation that residents of this road indicated that they were not in favour of a CPZ.*
- 2.4 It is acknowledged that motorists wishing to park their vehicles in the area, will be likely to be displaced into neighbouring streets as a consequence of the CPZ being introduced, however it is also considered that the CPZ is of a limited size to ensure that any displacement could be spread across a wider area.
- 2.5 This notwithstanding it is considered that further monitoring should be undertaken to establish whether further action may be merited in additional roads in the future.

Proposed Waiting Restrictions

- 2.6 Whilst appreciating the comments received it is acknowledged that the introduction of the double yellow lines would reduce the amount of available parking on street used by motorists to park their vehicles. However, it is considered that the proposed length of yellow lines is the minimum required to

deter obstructive parking which would in turn deter obstruction and improve sightlines and traffic flow at the relevant locations.

- 2.7 It must be pointed out that whilst it is clear that some of the surrounding area is impacted from the effects of displaced parking, the majority of the residents living in the above mentioned roads did not indicate that they would be in favour of a CPZ to be introduced on street within this area based on the feedback from this statutory consultation and the previous Barnet Hospital informal consultation.
- 2.8 As such, having given the objections about the proposed waiting restrictions their due consideration, it is considered that the proposals still has merit and as such it is recommended that the waiting restrictions should be introduced as noted below.
- 2.9 In relation to requests for additional waiting restrictions it is recommended that the parking at relevant locations are monitored to establish whether or not waiting restrictions are required.

Teachers Permits/Barnet Hospital

- 2.10 It should be noted that the Environment Committee on 18th January 2018 considered a Members Item which sought to include Barnet Hospital in the Teachers Permit scheme as though it was a school with a view to the permits being used in the Barnet Hospital CPZ, if agreed.
- 2.11 The Committee decided that further investigations should take place, including parking surveys to establish whether the arrangement could be established or not.
- 2.12 Therefore it is considered that as it stands the issue of permits for Hospital staff falls outside the remit of this consultation exercise, until such time as additional investigations are carried out.

Area 1 - Proposed CPZ - Granville Road and Argyle Road EN5 -(Drawing No. SCR191-2).

- 2.13 It is considered that an additional resident's permit parking place should be introduced outside No. 51 Granville Road.
- 2.14 It is considered that the proposal should be implemented albeit with minor modifications as outlined above and as shown on plan SCR191-2a

Area 2 - Proposed CPZ – Elmbank Avenue, Garthland Drive, Vyse Close, Wellhouse Lane and Wellside Close EN5-(Drawing No.SCR191-3).

- 2.15 Due to the Council's changing policy in respect of footway parking, it is considered that the proposed parking arrangements in Vyse Close should be modified from a "Past this point" arrangement, to a traditional CPZ layout with marked out parking bays and signage, albeit on the footway.

- 2.16 Furthermore it is considered that a length of proposed resident parking bay outside No. 1 Garthland Drive is reduced in length to take into the account the existence of a vehicular dropped kerb (Crossover)
- 2.17 It is considered that the proposal should be implemented albeit with minor modifications as outlined above and as shown on plan SCR191-3a.

Area 3 - Proposed CPZ - Lingholm Way, Lexington Way and Sutton Crescent EN5 –(Drawing No.SCR191 – 4).

- 2.18 Due to the concern from residents in Bells Hill, it is considered that the residents of Nos. 91 to 113 Bells Hill should be allowed eligibility to obtain permits and vouchers which would enable them to park in the CPZ.
- 2.19 Furthermore, it is considered that there should be parking bays removed and additional bays provided on Sutton Crescent as shown on plan SCR191-4a.
- 2.20 Therefore it is considered that the proposal should be implemented with minor modifications as outlined above as shown on plan SCR191-4a and include permit eligibility for the residents of Nos. 91 – 113 Bells Hill.

Proposed “At any time” waiting restrictions - Galley Lane and Barnet Road (Drawing No.SCR191-5).

- 2.21 Due to the concern from a local Ward Councillor it is considered that the current proposal for Galley Lane be abandoned and a revised proposal be drawn up in discussion with the Ward Councillors, with a view to carrying out another statutory consultation on proposed new and amended waiting restrictions.

Proposed “At any time” waiting restrictions - Trinder Road, Well Road and Well Approach – (Drawing No.SCR191-6).

- 2.22 It is considered that the proposal should be implemented as shown on plan SCR191-6.

Proposed upgrade of the existing Monday to Saturday 8am to 6.30pm waiting restriction at the junctions of Bells Hill and Spring Close , St Stephen Road and Redwood Way to “At any time” waiting restrictions – (Drawing No.SCR191-7)

- 2.23 It is considered that the proposal should be implemented as shown on plan SCR191-7.

Proposed “At any time” waiting restrictions - Aitken Road, Denton Close, North Close, Escot Way and Endersby Road – (Drawing No.SCR191-8).

- 2.24 It is considered that the proposal should be implemented as shown on plan SCR191-8.

Proposed “At any time” waiting restrictions - Kings Road and Cavendish Road – (Drawing No.SCR191-9)

- 2.25 It is considered that the proposal should be implemented as shown on plan SCR191-9.

Proposed “At any time” waiting restrictions - Kings Road and Grimsdyke Road DYL waiting restrictions– (Drawing No.SCR191-10)

- 2.26 It is considered that the proposal should be implemented as shown on plan SCR191-10.

Proposed “At any time” waiting restrictions - Bells Hill and Dellors Close DYL waiting restrictions– SCR191-11

- 2.27 It is considered that the proposal should be implemented as shown on plan SCR191-11.

Hillside Gardens, Blenheim Road and Ravenscroft Park –Proposed Tariff changes - (Drawing No.SCR191-12 and SCR191-13)

- 2.28 It is considered that the proposals should be implemented as shown on plan SCR191-12 and SCR191-13.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

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

4. POST DECISION IMPLEMENTATION

- 4.1 The implementation will be carried out as soon as practicable, in line with existing work programmes, and all necessary statutory requirements under the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with. Monitoring will be carried out in the roads surrounding the CPZ following its implementation.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions in roads situated within the proposed CPZ’s and in the vicinity of the proposed waiting restrictions mentioned under item 1 of this report 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.

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

- 5.2.1 Transport for London (TfL) provide core funding for implementation of a borough Local Implementation Plan (LIP) . This includes an allocation of £125,000 for parking reviews, at the beginning 2017/18.
- 5.2.2 The estimated costs of introducing a CPZ in the three areas - Granville Road, Argyle Road, Wellside Close, Wellhouse Lane (Between No. 120-124 & No. 21-27), Elmbank Avenue, Vyse Close, Garthland Drive, Sutton Crescent, Lingham Way and Lexington Way as well as the proposed waiting restrictions listed under Item 1 of this report which include 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 £55,000. These costs could be met from with £5,000 from the Local Implementation Plan (LIP) allocation for Parking Reviews 18/19 and the S106 Contribution from the adjacent development namely ‘Elmbank Development, Barnet Road’ - Planning Permission reference 15/033343/FUL £50,534 – for a review of parking controls may be used to implement the CPZ required to mitigate the parking impacts arising from that proposed development.
- 5.2.3 A sum of £5,000 is requested from the 2017/18 Chipping Barnet Area Committee (CIL) funding to carry out monitoring of the roads surrounding the new parking controls after they have been implemented.
- 5.2.4 The measures will require on-going enforcement as well as maintenance costs of the signs and lines which will be met by the Special Parking Account.
- 5.2.5 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.
- 5.2.6 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.
- 5.2.7 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.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.2 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.
- 5.4.3 Article 7 of the Council's Constitution states that Area Committees may take responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.5 Risk Management

- 5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations as any amendments to the parking controls would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.
- 5.5.2 It is considered that the issues involved in proposing or introducing parking controls 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 has ensured that members of the public have had the opportunity to comment in any statutory consultation on any proposed CPZ, which has been considered within this report.
- 5.5.3 To address any potential concerns it is being recommended that an additional £5,000 of funding is requested to monitor the surrounding roads.

5.6 Equalities and Diversity

- 5.6.1 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.
- 5.6.2 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.

- 5.6.3 Where concerns have been raised regarding parking by disabled drivers in areas covers by the CPZ we have installed an additional parking bay outside the relevant property (Granville Road). Residents outside the zone will be advised that they can apply for disabled parking bays.

5.7 Corporate Parenting

- 5.7.1 None in context of this report.

5.8 Consultation and Engagement

- 5.8.1 The proposals were also publicised on the Council's Barnet TraffWeb public consultation website and Barnet's consultation engage portal website.
- 5.8.2 Officers will write to the residents of the area advising in the results of the consultation and the recommendations of the Committee and advise when the parking controls will be introduced.

5.9.1 Insight

- 5.9.1 None in relation to this report.

6 BACKGROUND PAPERS

- 6.1.1 Item 11 of the Chipping Barnet Area Committee meeting of 17 May 2017 - Barnet Hospital Area EN5 Parking Consultation.

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?MIId=9244>

- 6.1.2 Item 12 of the Chipping Barnet Area Committee meeting of 26 October 2016 - Barnet Hospital Area EN5 Parking Consultation.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=711&MIId=8649&Ver=4>

- 6.1.3 Item 15 of the Chipping Barnet Area Committee meeting of 6 July 2016 – Barnet Hospital Parking Review.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=711&MIId=8648&Ver=4>

- 6.1.4 Item 8c of the Chipping Barnet Area Committee meeting of 13 January 2016 – Members' Items.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CIId=711&MIId=8315&Ver=4=4>

- 6.1.5 Planning Permission reference 15/033343/FUL Elmbank Development Barnet Road £50,534 – for a review of parking controls.

