

	<p align="center">Finchley and Golders Green Area Committee</p> <p align="center">4th April 2019</p>
<p align="center">Title</p>	<p align="center">Results of the statutory consultation for the proposed Garden Suburb ‘GS’ CPZ extension</p>
<p align="center">Report of</p>	<p>Executive Director, Environment</p>
<p align="center">Wards</p>	<p>Garden Suburb</p>
<p align="center">Status</p>	<p>Public</p>
<p align="center">Enclosures</p>	<p>Appendix A – Consultation Plan on Proposals</p> <p>Appendix B – Consultation Boundary Plan</p> <p>Appendix C - Revised Implementation Plan</p>
<p align="center">Officer Contact Details</p>	<p>Sahil Dalsania, Engineer sahil.dalsania@barnet.gov.uk</p>

<h2>Summary</h2>
<p>The purpose of this report is to advise the outcome of the statutory consultation undertaken on proposals to extend the Garden Suburb ‘GS’ Controlled Parking Zone (CPZ) into Erskine Hill, North Square and Temple Fortune Hill and asks the Committee to consider the Officer recommendations made as a result of those comments and objections received.</p>

<h2>Recommendations</h2>
<ol style="list-style-type: none"> 1. That having considered the feedback to the statutory consultation undertaken in respect of the proposed Garden Suburb Controlled Parking Zone (CPZ) extension, the Committee gives instruction to the Executive Director, Environment to introduce the extension to the Garden Suburb ‘GS’ CPZ into Erskine Hill (between North Square and Temple Fortune Hill), North Square and Temple Fortune Hill (between Willifield Way and Erskine Hill) as originally

proposed, through the making of the relevant Traffic Management Orders, with the exception of the modification outlined in (a) below, and as shown on the drawing in Appendix C.

- a. that the proposed 'at any time' waiting restrictions on the north-west side of North Square outside Nos. 4, 5 and 6 North Square should not be introduced.**

2. That the Committee gives instruction to the Executive Director, Environment to introduce the resident permit parking place on Central Square outside St Jude's Vicarage as originally proposed, through the making of the relevant Traffic Management Orders.

3. That the Committee gives instruction to the Executive Director, Environment to prepare a report outlining the feedback to the introduction of the CPZ extension and any other pertinent parking issues, for the Committee's consideration.

4. That the Finchley and Golders Green Area Committee agree to allocate the funding in the sum of £11,000 for the recommended actions outlined in 1, 2 and 3 above from this year's CIL Area Committee budget

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides the Finchley and Golders Green Area Committee with the outcome of the statutory consultation carried out in October/November 2018 and asks the Committee to consider the recommendations made as a result of the feedback obtained through the consultation and seeks a decision from the Committee on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 15th February 2018 the Finchley and Golders Green Area Committee considered a report outlining the results of parking surveys carried out in the Garden Suburb Ward prior to and following the extension of the Garden Suburb 'GS' Controlled Parking Zone (CPZ) into Heathgate and South Square, and decided that Officers should carry out a design and consultation for the purpose of extending the existing Garden Suburb 'GS' Controlled Parking Zone (CPZ) to the top of Erskine Hill and North Square.
- 2.2 Having engaged with Ward Councillors it was determined that the unrestricted section of Temple Fortune Hill should also be included in the proposal, and that an additional resident permit parking place should be provided on Central Square in the vicinity of St Jude's Vicarage
- 2.3 As part of the statutory consultation process the proposals were advertised on notices and published in a local newspaper 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 proposals.

- 2.4 The proposals consisted of extending the existing Garden Suburb 'GS' CPZ that operates on Monday to Friday between the hours of 1pm and 2pm, to include the top of Erskine Hill (between Temple Fortune Hill and North Square), Temple Fortune Hill, (between Willifield Way and Erskine Hill, and North Square. The proposals also included a minor layout change so that an additional resident parking space could be introduced in Central Square outside of St Jude's Vicarage. A copy of the consultation plan can be seen in Appendix A.
- 2.5 A total of 360 letters were sent out to the addresses within the consultation boundary plan shown in Appendix B. A total of 77 responses were received back which equates to a response rate of 21%.
- 2.6 10 responses were received from residents within the area of the proposed CPZ extension, wholeheartedly supporting the proposals, a few comments were received back that stated the current parking situation is intolerable, and that a CPZ would assist immensely. It should be noted that these responses were from residents that live within the proposed extension or in very close proximity.
- 2.7 5 additional responses were received from residents living outside of the existing and proposed CPZ that have stated they are happy to support the proposals and urged the Council to consider making the following requests.
- An extension of the CPZ into Southway from Central Square down to Bigwood Road.
 - An extension to the CPZ from Erskine Hill up to Addison Way
 - An amendment to the H2 Bus route to give residents of Erskine Hill a break from the congestion, damaged cars, noise, vibrations and pollution caused by the Bus.
- 2.8 The remaining responses received were objections/comments - a total of 81% overall. The objections are split up into different aspects of the scheme which are mentioned below.

North Square (Cul-De-Sac)

- 2.9 Double yellow line "at any time" waiting restrictions were proposed on both sides of the road within the south-western arm of North Square at the bend outside Nos. 4, 5 and 6. Further to the comments received back from residents it should be noted that residents of this immediate area feel that:
- There is no through traffic
 - The street is solely used for resident parking with an unofficial style arrangement between neighbours for many years.

Therefore the objectors (3 responses) feel that this proposal would only reduce available parking spaces and urged the Council to remove the waiting restriction proposal.

North Square (opposite Nos. 9 to 11)

- 2.10 Single yellow line “Mon to Fri 1pm to 2pm” waiting restrictions were proposed between the existing double yellow lines on the south-eastern side of North Square, opposite Nos. 9 to 11. The intention was to deter all day non-resident from parking along this side of the road. Comments received in response to this proposal have stated that the H2 Bus route that uses this particular section of North Square continually suffers obstructions issues which lead to damaged vehicles. Residents have stated a preference to this particular section of road by suggesting that:
- Double yellow line “at any time” waiting restrictions be introduced over the proposed single yellow line to allow H2 Bus clear access (5 responses)
 - 2 wheel footway / carriageway parking be introduced in this area to maximise parking. (7 responses)
 - Existing double yellow lines at the junctions be shortened to accommodate additional parking spaces (1 response)

Displacement of parking

- 2.11 It should be noted that the majority of correspondence (45 responses) from residents outside of the CPZ/proposed extension of the CPZ had stated their dismay to the proposals on the sole basis that roads immediately outside of the proposals will suffer a major displacement of parking into surrounding roads like, Northway, Southway, Middleway, Bigwood Road, Meadway, Meadway Close. Certain residents have stated they felt the increase after the previous extension of the GS zone in 2017.

Requests for further extensions to the ‘GS’ CPZ

- 2.12 Following on from comments regarding the feared displacement of parking, some residents went on to request that the CPZ proposals of the ‘GS’ CPZ should also include additional streets, these include requests to extend the zone into:
- Southway from Central Square to Bigwood Road
 - Erskine Hill from Temple Fortune Hill to Asmunds Hill / or its entire length
 - Meadway between Heathgate and Thornton Way.
 - Meadway Close

- 2.13 It should be noted that a few residents have stated that the Council is adopting a piecemeal fashion to the way it is extending the GS CPZ and some believe that the only solution would be to propose a CPZ to cover the entire Hampstead Garden Suburb.

Introduction of double yellow lines at various junctions

- 2.14 Residents also took the opportunity as part of this consultation to request the introduction of double yellow line “at any time” waiting restrictions at the following junctions to keep them clear of parked vehicles:
- Temple Fortune Hill
 - Chatham Close
 - Woodside

- Denman Drive
- Asmunds Hill
- Homesfield
- Barnett Homestead

2.15 Officers' response to the issues raised are as follows:

North Square (Cul-De-Sac)

- 2.16 The concern about the proposed lengths of 'at any time' waiting restrictions is noted, and it is acknowledged that the provision of 'double yellow lines would reduce the lengths of available kerbside space for motorists to utilise to park their vehicles.
- 2.17 The proposal seeks to introduce double yellow lines on both sides of the road at the bend in order to promote a safer environment at the bend and improve traffic flow.
- 2.18 However, having noted the residents' concerns and having reviewed the road, and usage of the road, it is considered that that the proposed restrictions on the outside of the bend (outside Nos. 4, 5 and 6 North Square) should not be progressed.
- 2.19 It is considered that this would better reflect how motorists park in the street, and the introduction of the proposed double yellow lines on the inside of the bend would still be effective in ensuring safety and allowing traffic to flow at the bend.

North Square (opposite Nos. 9 to 11)

- 2.20 Although concern about the H2 bus is noted, Officers consider that the bus can travel along this length even if vehicles are parked both sides of the road. Furthermore, the Monday to Friday 1pm to 2pm waiting restriction proposed is considered sufficient to deter indiscriminate commuter-type parking, which may improve the parking situation along this stretch of road.
- 2.21 Should the situation not improve and buses evidently have issues travelling along this length, consideration of introducing new double yellow lines could take place in the future.
- 2.22 It is considered however that the existing double yellow lines should be retained in order to keep the junctions and bend clear and allow sufficient space for buses and larger vehicles to turn.

Displacement of parking/Requests for further extensions of the CPZ into additional streets

- 2.23 Officers are mindful of the concerns raised from the residents of these roads who responded to the consultation. It is noted that, in the case of some of the roads of concern, parking may already be congested, although it is accepted

that displaced parking could result from the introduction a CPZ in Erskine Hill, North Square and Temple Fortune Hill. It is considered however, that the concerns raised do not take away from the need and local desire for a CPZ to be introduced in Erskine Hill, North Square and Temple Fortune Hill.

- 2.24 With regards to the request for the CPZ to be extended into additional streets, or across Hampstead Garden Suburb as a whole, it is considered that the requests should be considered and assessed separately along with all other similar requests that the Council receives, with a view to determining the requests that should be included for further investigation in future years' work programmes. This would also allow the impact of any CPZ introduction in Erskine Hill, North Square and Temple Fortune Hill to be monitored.
- 2.25 It is acknowledged that, if the Committee determine that the Garden Suburb 'GS' CPZ should be extended into Erskine Hill, North Square and Temple Fortune Hill, this would be the second extension of the CPZ within a few years. It is considered that investigations into piecemeal extensions should be avoided if possible, although it is unclear whether an area-wide investigation is desired across the community.

Introduction of double yellow lines at various junctions

- 2.26 It should be noted that Officers have undertaken an exercise of consulting on proposed double yellow lines in the Garden Suburb Ward, as identified by Officers and Ward Councillors and this Committee has decided that a number of locations should be introduced including the following junctions:
- Erskine Hill / Denman Drive
 - Asumuns Hill and Erskine Hill
 - Addison Way / Erskine Hill
 - Erskine Hill / Woodside
- 2.27 With regards to the other locations mentioned, it is considered that the requests should be considered and assessed separately along with all other similar requests that the Council receives, with a view to determining the requests that should be included for further investigation in future years' work programmes.

Conclusion

- 2.28 In conclusion, the proposed CPZ appears to be well received by those living in the proposed CPZ extension, with comments received from those living within the proposed CPZ extension being more about the detail of the proposal as opposed to the principal of the proposal itself.
- 2.29 It is therefore recommended that the Garden Suburb 'GS' CPZ be extended into Erskine Hill (between North Square and Temple Fortune Hill), North Square and Temple Fortune Hill (between Willifield Way and Erskine Hill).
- 2.30 Having considered the comments received, it is considered that the proposal be modified so that the proposed 'at any time' waiting restrictions on the north-

west side of North Square outside Nos. 4, 5 and 6 North Square should not be introduced.

- 2.31 In addition, it is recommended that the resident permit parking place on Central Square outside St Jude's Vicarage be introduced.
- 2.32 The revised drawing recommended for implementation is shown in Appendix C
- 2.33 It is acknowledged that concern does exist from residents of local neighbouring roads regarding the potential displacement of parked vehicles into their roads, and this is a possibility although Officers consider that ongoing monitoring of comments received post-CPZ implementation should be undertaken, and given the concern, that a report summarising the feedback should be reported back to this Committee, for the Committee to decide whether they would wish to see any further action taken in respect of parking in the area.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not including Erskine Hill, North Square and Temple Fortune Hill in the Garden Suburb CPZ, However, there would be on-going parking issues in these roads which would continue, to the detriment of residents' ability to park near their homes. Therefore it is considered that a do nothing option is not considered 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.
- 4.2 A further report will be drafted for this Committee in respect of comments received after the CPZ is introduced.

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, inclusive of the free flow of traffic.
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.
- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.

5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

5.2.1 The costs of introducing a CPZ in Erskine Hill, North Square and Temple Fortune Hill, including 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, in addition to drafting a report to be submitted to a future meeting of this Committee are estimated to be £11,000 and is requested from the 2019/20 Finchley and Golders Green Area Committee (CIL) budget.

5.3 **Social Value**

5.3.1 The benefits would include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for further problems to arise, would be detrimental to local residents.

5.3.2 The permit holder parking only bays will allow for a fair distribution of parking spaces for local residents by the removal of commuter parking.

5.3.3 Increasing capacity for local residents' and their visitors will create a more pleasant environment with fewer motorists trying to find parking spaces, especially during busy periods and managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.

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 their duty.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.

5.4.3 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.

5.4.4 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2)) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

5.4.5 The Council's Constitution Article 7, Area Committee Terms of Reference, Part

1 states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, with specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, within the boundaries of their areas in accordance with Council policy and within budget

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 parking facilities in the area to the benefit of all motorists.

5.5.2 It is considered the issues involved proposing or introducing new parking restrictions has resulted in 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.

5.5.3 In response to this, it is considered that reporting the response to the implementation of the CPZ extension, would allow the Council to consider what, if any, additional action may be appropriate to address any concerns raised.

5.6 Equalities and Diversity

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

5.7 Consultation and Engagement

5.7.1 Statutory 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 Finchley and Golders Green Area Committee – 15th February 2018 Garden Suburb Parking Surveys (Agenda Item 27)
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9274&Ver=4>
- 6.2 Finchley and Golders Green Area Committee 14th November 2017 – Temple Fortune Area NW11 – Proposed Waiting Restrictions (Agenda Item 17)
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9275&Ver=4>
- 6.3 Finchley and Golders Green Area Committee 30th November 2016 – Petitions “Erskine Hill CPZ” and “Hampstead Garden Suburb CPZ” (Agenda Item 7)
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=9085&Ver=4>
- 6.4 Finchley and Golders Green Area Committee 26th October 2016 – Garden Suburb Controlled Parking Zone (CPZ) – Proposed extension into Heathgate and South Square (Agenda Item 9)
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=712&MId=8750&Ver=4>