



Finchley and Golders Green Area Committee

17 October 2019

Title	Leslie Road and Leopold Road, N2 - Proposed Controlled Parking Zone (CPZ) - Outcome of Statutory Consultation
Report of	Executive Director, Environment
Wards	East Finchley
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A - Consultation Drawing No.SCR284 Appendix B – Implementation Drawing No.SCR284a
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Summary

The purpose of this report is to advise on the outcome of the Statutory Consultation for Controlled Parking Zone scheme in Leslie Road and Leopold Road, N2 and to outline the findings. The report asks Committee to note the results of the consultation and agree to progress with the scheme with a minor modification.

Officers Recommendations

1. That the Finchley and Golders Green Area Committee, notes the feedback from the consultation on a Controlled Parking Zone in Leslie Road and Leopold Road in July 2019, summarised in this report.

- 2. That the Finchley and Golders Green Area Committee, consider and authorise the Executive Director for Environment to introduce parking restrictions in Leslie Road and Leopold Road and with the modification as set out in Appendix B to this report.**
- 3. That the Finchley and Golders Green Area Committee note the request and agree to allocate £16,000 from the Finchley and Golders Green Area CIL budget to carry out the Controlled Parking Zone (CPZ) implementation.**

1. WHY THIS REPORT IS NEEDED

- 1.1 At the 4 February 2019 Finchley and Golders Green Area Committee a report considered objections to the statutory consultation on the proposed one-way system and reducing the speed limit to 20mph on Leslie Road and Leopold Road, N2.
- 1.2 The proposals involved converting Leslie Road to one-way in a south-westbound direction and continuing onto Leopold Road in a one-way north-eastbound direction with entry into Leslie Road from Church Lane prohibited and an introduction of a 20umph zone on both roads. Then proposal also includes the provision of 'Keep Clear' road markings at the junction with the High Road.
- 1.3 Following the consultation, Ward members confirmed that the feedback from local residents was that a Controlled Parking Zone (CPZ) would be the preferred option, this was also the preferred option with ward members and the consensus of the meeting was that the proposed scheme with the one- way should not be progressed.
- 1.4 The Finchley and Golders Green Area Committee, in conjunction with Ward Councillors agreed that a consultation should take place to establish local opinion on whether a CPZ would be acceptable to the local community and agreed the following recommendations.

1. That the Finchley and Golders Green Area Committee note the results of the statutory consultation as set out in this report and the requests for a Controlled Parking Zone (CPZ).

2. That the Finchley and Golders Green Area Committee agreed that no further action will be taken to progress the one-way system and 20 mph zone on Leslie Road and Leopold Road.

3. That the Finchley and Golders Green Area Committee give instruction to the Strategic Director for Environment to carry out a detailed design and statutory consultation related to the introduction of a Controlled Parking Zone (CPZ) on Leslie Road and Leopold Road.

4. That the results of the Statutory Consultation referred to in recommendation 3, are reported back to the Finchley and Golders Green Area Committee to determine whether the agreed proposal should be implemented or not, and if so, with or without modification and to allocate funding to implement the scheme.

5. That the Finchley and Golders Green Area Committee note that the detailed design and Statutory consultation will be undertaken with the existing funded

allocated to one-way and 20mph scheme from this year's CIL Area Committee budget.

- 1.5 The Committee decided that Officers should report the feedback obtained through the future statutory consultation back to the Committee for it to make a decision on how to proceed and funding for the scheme.
- 1.6 This report summarised the findings of the consultation and recommends implementing parking restrictions with minor modification and requests funding.

2. REASONS FOR RECOMMENDATIONS

- 2.1 A statutory consultation was undertaken with residents of Leslie Road and Leopold Road whose properties are located inside the area of the proposed extent of the CPZ so the Council could obtain their views.
- 2.2 A section of High Road (service road) was included in the consultation inclusive of Nos. 205-215a as these properties are currently parking within the Leslie Road and Leopold Road area.
- 2.3 The consultation commenced on the 4 July and concluded on the 1 August 2019. The proposal was published in a local newspaper and in the London Gazette and on notices erected on-street, information being published on the Council's consultation portals (www.engage.barnet.gov.uk and www.barnettraffweb.co.uk), letters outlining the proposal to properties directly affected by the proposals and correspondence sent to formal consultees and Ward Members.
- 2.4 A total of 260 properties situated on roads in Leslie Road, Leopold Road, and High Road received the consultation material which consisted of a letter, proposed drawing and a FAQ's document explaining the proposed parking controls.
- 2.5 The public had multiple ways of submitting their responses to the proposal including sending a letter, emailing Parking Consultations, submitting an enquiry to Highways Correspondence or via the Barnet Traffweb portal.
- 2.6 The consultation generated 157 responses in total, of which 21 were considered as duplicates as they were submitted from the same households where comments already submitted. Therefore, for the purposes of analysing the responses, a total of 136 valid responses have been considered, a response rate of 52%.

Analysis of responses received

- 2.7 In Leopold Road N2, 50 (37%) of respondents submitted comments, of which 45 (90%) were in favour and 5 (10%) objected to the proposal.
- 2.8 In Leslie Road N2, 74 (54%) of respondents submitted comments, of which 66 (89%) were in favour, 7 (10%) objected and 1 (1%) did not specify.

- 2.9 Residents (unknown location) N2. The Council received 5 responses from individuals residing within the proposed CPZ area but they did not confirm their geographic location. Of those 4 (80%) were in favour and 1 (20%) objected to the proposal.
- 2.10 In High Road, 1 respondent submitted an objection to the CPZ proposal.

Overall percentages

- 2.11 In total 130 (88%) of respondents were in favour of parking restrictions, 13 (11%) objected and 1 (1%) did not specify.

Feedback from outside of the proposed CPZ area

- 2.12 The Council received 6 responses in total from individuals residing outside of the proposed CPZ area. Locations include Trinity Road, Church Court, Church Lane and Chandos Road. Of those 5 (83%) objected and 1 (17%) supported the proposal, but raised parking displacement concerns.

Issues arising

Concern regarding the proposed Double Yellow Line (DYL) extension outside No.101 and 105 Leslie Road

- 2.13 Concerns expressed by an individual regarding the DYL extension outside No.101 and 103 Leslie Road. Delivery drivers park up on the existing section for prolonged periods with the vehicle engine running from 6am – 11pm daily, resulting in regular noise disturbance. The considered a DYL extension will further encourage this activity.
- 2.14 In response to this and to clarify, the double yellow line extension applied to the outer corner measures 2.2m in length. The inner corner (adjacent to No.102 and 104) is also included.
- 2.15 Whilst we acknowledge the issue raised, the Council's primary concern is to ensure that formalised parking bays are only provided in suitable locations and which make necessary improvements to traffic flow and visibility, which is often achieved by the use of DYL's which are "no waiting at any time" restrictions.
- 2.16 In light of the concerns, Civil Enforcement Officers can issue Penalty Charge Notices (PCN's) to any vehicle parked in contravention and enforcement presence will naturally increase in the area.

Concerns regarding the financial inconvenience of the control

- 2.17 Concerns expressed on the grounds of financial inconvenience for little gain. It is felt that parking opportunity can be obtained during the day and that the difficulties actually arise at night when residents return home.
- 2.18 In response, it should be noted that charging is consistent across the borough, like many authorities nationwide, in line with council policy. Any income received from permits contributes towards the enforcement of the CPZs in the borough.
- 2.19 If funds are generated through CPZs, then the Council is legally obliged to reinvest this in transport related improvements across the borough.
- 2.20 A CPZ will not address parking issues caused by residents themselves and we acknowledge the increase in vehicle ownership across the borough. However, CPZs regulate and restrict parking in certain areas to improve the free flow of traffic, reducing conflict and in turn making it a pleasant and safer environment.

Permit allocation

- 2.21 A shop occupier/owner in the High Road believes that they should be eligible for “residential” permits, due to increased business rates and other associated costs.
- 2.22 In response, Leopold and Leslie Road addresses are eligible for “residential” permits, inclusive of Nos. 205-215a High Road (residents only). It is not usual to allow non-residents to obtain resident permits. However, business permits remain available.

Permit allocation for non-registered vehicles

- 2.23 A resident expressed concerns regarding permits for a non-registered Leopold Road / Leslie Road vehicle. As a tax paying resident, it was claimed they had a right to purchase a residential permit.
- 2.24 Council policy states that proof of vehicle ownership is required to obtain a resident permit or a third-party vehicle check to validate emissions and vehicle information.
- 2.25 Additionally, for company cars not registered at the permit holders address, applicants must have a recent dated and signed letter from their employer stating that the applicant is an employee of the company and confirming the vehicle registration number and the address of the permit holder where the vehicle will be kept. For long term lease or hire vehicles a copy of the agreement showing the same address for the permit holder and the place where the vehicle will be kept.

Request for a One-Way

- 2.26 The council, in agreement with the Golders Green Area Committee and Ward Councillors previously consulted on a One-Way system. The proposal received high opposition from

residents and it was felt that it would not effectively solve the parking and vehicle movement issue in the area.

- 2.27 Consequently, a consultation on a proposal to consult on implementing parking restrictions received approval and this report summarises the findings.
- 2.28 In light of the earlier engagement and our resource and financial budget obligations, a One-Way system will not be considered at this time.

Speed measures inclusive of 20mph request

- 2.29 Concerns were expressed regarding vehicle speeds in the area and it has been suggested that these roads require speed reduction measures to solve this problem as part of this exercise.
- 2.30 The scope of work on this occasion does not include speed measure considerations in Leslie Road and Leopold Road, N2.
- 2.31 For traffic and parking related schemes there is an annual programme of work which is agreed each year by the council's Environment Committee. This means that any new requests for work are unlikely to be funded in the current financial year (April 19 to March 20) but can be considered for inclusion in future years programmes. Officers will therefore identify this request to be considered for inclusion in next year's programme. Further work will be done to assess priority later this financial year.
- 2.32 Additionally, residents concerned about speeding may be interested in an initiative that has been rolled out in Barnet by the Police and TfL called Community Roadwatch. This allows local residents to work with Community Support Officers and use speed detection equipment to identify speeding vehicles in the local area. Warning letters will be issued where appropriate, and the information can help to inform the future activity of local police teams. To take part in Community Roadwatch, or to suggest a residential area of concern residents can contact CommunityRoadwatch@met.police.uk stating their borough. The enquiry will be forwarded to the Police Safer Transport Team for the local area, who will be in touch about the initiative.

The CPZ extent and parking displacement

- 2.33 Concerns expressed by individuals regarding parking displacement outside of the CPZ Area. It is felt that the introduction of the proposed CPZ would result in commuters parking their vehicles in locations such as Church Court, Church Lane, Church Lane Road, Long Lane, Trinity Road and Chandos Road and that additional parking in in these roads would impact negatively.
- 2.34 In response to this, Officers recognise that with the introduction of parking controls, there may be potential parking displacement concerns and issues. As a result, it is often desirable to assess and include surrounding roads in a CPZ proposal as opposed to only addressing the "problematic" location in isolation.

- 2.35 In this respect Officers consider that the extent of the proposed CPZ as shown in Drawing Nos.SCR284a would sufficiently manage commuter type parking issues and by implementing and extending double yellow line restrictions at inappropriate parking locations.
- 2.36 The inclusion of eligible properties in High Road between No.205 and No215a, Flats 1-9 Stag Court and Parkgate Mansions will also assist vehicle users nearby.
- 2.37 However, should the CPZ be introduced and there be parking issues identified in nearby streets, there is an annual programme of parking/traffic related work which is currently agreed each year by the council's Environment Committee, and new requests can be considered for inclusion in future years' work programmes after being assessed and prioritised accordingly.

Concerns regarding the Hours of Operation

- 2.38 It has been suggested that the restricted hour (2pm-3pm Mon to Fri) will not deter commuters and will offer little assistance to residents.
- 2.39 Additionally, the Council acknowledges the request to extend the operating times to include the weekend, to prevent tube station users and shoppers on a Saturday.
- 2.40 It should be noted that a parking survey was undertaken to understand more about the current parking trend and demand in the area and Officers utilised the information recorded to inform the initial CPZ proposal including the hours and days of operation.
- 2.41 Understanding that parking occurs on a regular and frequent basis (during the working day), it is considered that a 1-hour time restriction between 2pm-3pm will deter a sufficient number of non-residents and in turn increase the amount of parking opportunities for residents and their visitors. This controlled time is also consistent with the roads in the adjacent East Finchley CPZ that also operates from Mon- Fri 2pm-3pm.
- 2.42 A 1-hour restricted period provides residents and their visitors with an element of flexibility and it is in-keeping with similar restrictions in the area to prevent parking and enforcement confusion.
- 2.43 Due to high level scheme support with few amendment requests in respect to the controlled times, an extension cannot be justified.
- 2.44 In conclusion, Officers consider that there is overall insufficient support for a change of restrictions, and it is believed that the benefits of the proposed CPZ timings of 2pm-3pm outweigh the number of concerns raised.

Reduction in parking and single yellow lines protecting formalised lowered kerbs

- 2.45 Concerns were expressed regarding the reduction of on-street parking, especially in Leopold Road. This is mainly due to the proposed single yellow lines in front of residential properties in the area, and close to No.56/58 and No.66/68.

- 2.46 When implementing a CPZ it is acknowledged that marking bays on-street can reduce the overall number of parking spaces provided (known as capacity). Parking places have only been proposed along lengths considered appropriate for the Council to allow vehicles to be parked.
- 2.47 Protecting inappropriate parking locations prevents driveway obstruction (especially by vehicle overhang), increases visibility, allows sufficient space to manoeuvre and improves the free flow of traffic.
- 2.48 Whilst we appreciate that vehicles are not utilising the lowered kerb at No.56/58 and No.66/68, the crossover (lowered kerb) continues to provide vehicular access. The council is obliged to protect these areas and can only consider a layout change in instances where the owner would like to have the kerb re-instated to a full height kerb.

Request for 2-hour free parking in High Road

- 2.49 We acknowledge the request for a 2-hour parking bay in High Street to assist individuals attending local facilities.
- 2.50 The scope of work on this occasion does not include waiting restrictions in High Road.
- 2.51 However, the service road remains unrestricted at present, with minimal junction protection proposed at the entrance and exit.
- 2.52 As previously mentioned in paragraph 2.31 for traffic and parking related schemes there is an annual programme of work which is agreed each year by the council's Environment Committee.

Conversion of Single Yellow Line (SYL) to resident parking bay, Leslie Road

- 2.53 The SYL on the consultation plan suggests that there is a crossover into a driveway at a gap in between No.18/20 and No.22/24 Leslie Road. It is a pedestrian passage utilised for dustbin storage and access to the garden. The proposal was initially intended to protect this area with an 8-metre section of SYL waiting restriction operational between the hours of 2pm and 3pm, Monday to Friday to assist with access.
- 2.54 However, residents do not appear to be experiencing any problems and residents would benefit from additional on-street parking, due to high demand.
- 2.55 Therefore, it is deemed reasonable to convert the 8 metres section of SYL to a resident permit holder only parking bay, increasing capacity.

Timing of the formal statutory consultation

- 2.56 Concerns expressed regarding the summer consultation when people are away and how it does not represent a fair consultation. There were requests by residents and Ward Councillors to carry out a consultation as soon as possible to enable the results of the consultation to be reported back to the October 2019 F&GG Area Committee.

- 2.57 The council is legally obliged to consult for a period of 21 days. However, in light of the “summer” consultation, Officers extended this to 28 days, allowing additional time for residents to provide feedback.
- 2.58 The high response rate suggests that individuals had sufficient time to respond. It should be noted that the response rate for this consultation is actually higher than other recent consultations in the borough.

Re-developments

- 2.59 New developments in the area may not have access to off-street parking provisions so the number of cars will not decrease as a result of the CPZ.
- 2.60 In response, CPZs provide residents with priority parking during busy periods. Due to the removal of “commuter” type parking from these roads, a reduction in overall parking is envisaged. The purpose of a CPZ is not to solve parking problems caused by residents themselves.
- 2.61 With regards to permit eligibility as previously mentioned in paragraph 2.22. Properties outside of the zone will not be able to obtain permits. Additionally, new properties/conversions in Leopold and Leslie Road will not be eligible for permits by default in the Traffic Management Order.

Recommended proposed modifications as a result of this consultation

- 2.62 Following review of all feedback received to the statutory consultation, Officers consider that the following modification should be made to the proposal as shown on Drawing No.SCR284a:
- a) Conversion of an 8-metre section of single yellow line to a resident permit holder only parking bay, operational between the hours of 2pm and 3pm, Monday to Friday.

Conclusion and recommendations

- 2.63 Many respondents raised concerns regarding commuter type parking difficulties, flow of traffic, hindered access and driver frustrations. As such, it is felt that there is a general acceptance of parking controls for the area.
- 2.64 The CPZ will increase parking opportunities for residents, reduce congestion, improve access and visibility, particularly at junctions and reduce driver conflict making it a pleasant and safer environment.
- 2.65 It should be noted that typically, the nature of statutory consultations are that they tend to elicit more negative comment than positive, and some residents who may have been in favour of the proposals may not respond. Notwithstanding this, a 52% response rate is deemed high and should be noted. 88% of respondents were in favour of parking restrictions and the 11% objection response rate largely represents parking displacement concerns as opposed to the actual proposal.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The only other option would be to take no further action but this would not address the concerns of the local residents.

4. POST DECISION IMPLEMENTATION

- 4.1 All households initially consulted in July 2019 will be informed of the outcome to the Leopold and Leslie Road N2, CPZ proposal by way of a letter.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions in Leopold and Leslie Road N2 and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority “A Successful London Suburb” and 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, improved traffic movements reduce 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 emergency services such as the fire and ambulance services, 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 cost of carrying out the implementation which initially includes writing to all properties in the agreed area, finalising the relevant Traffic Management Orders, advertising, and introducing the necessary road markings and signage is estimated to be £16,000 the cost of which is requested from the Finchley and Golders Green Area CIL budget.

- 5.2.2 An annual allocation of £0.150m is made to each Area Committee. The Finchley and Golders Green Area Committee current balance for 2019/20 is £0.054m. This takes account the amount allocated for the current year together with under and overspends relating to previous financial years.

- 5.2.3 On-going costs related to enforcement and CPZ maintenance will be attributable to the Special Parking Account

5.2.4 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account although it should be noted that no specific budget has been allocated for such purposes and therefore any maintenance costs will negatively impact on the Special Parking Account.

5.2.5 Income generated through the purchasing of parking permit, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be allocated to the Special Parking Account.

5.3 **Social Value**

5.3.1 The benefits include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for further problems to arise, which 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.

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

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

5.4.3 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.

5.5 **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 to the benefit of all motorists.

5.5.1 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.

5.5.2 In response to this, it is considered that adequate consultation and engagement has been undertaken with members of the public, allowing sufficient opportunity to comment on the Leopold Road and Leslie Road N2, CPZ.

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.

5.6.3 An equality impact screening has been undertaken in respect of the proposals contained within this report. It is considered that the overall equalities impact of the proposals is neutral.

5.7 Corporate Parenting

5.7.1 None in relation to this report.

5.8 Consultation and Engagement

5.8.1 All households previously consulted will receive an update by means of a letter as described in this report in respect to statutory obligations and local policy, inclusive of the following correspondence methods;

- sending an email to highways.correspondence@barnet.gov.uk
- by writing to the Design Team
- by visiting Engage Barnet

5.8 Insight

5.8.1 None in relation to this report

6 BACKGROUND PAPERS

- 6.1 Finchley and Golders Green Area Committee 14 Nov 2017
<https://barnet.moderngov.co.uk/documents/g9275/Printed%20minutes%2014th-Nov-2017%2019.00%20Finchley%20Golders%20Green%20Area%20Committee.pdf?T=1>
- 6.2 Finchley and Golders Green Area Committee 4 Feb 2019
<http://barnet.moderngov.co.uk/documents/s50873/-%20Leslie%20Road%20Leopold%20Road%20N2-%20Consultation%20Results.pdf>

