



Chipping Barnet Area Committee

6 October 2020

Title	Results of informal CPZ consultation - N10 area (east of Colney Hatch Lane)
Report of	Executive Director (Environment)
Wards	Coppetts
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Consultation documents Appendix B – Existing parking situation Appendix C – Consultation Results
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Summary

This report considers the results of the informal consultation on whether the local population would welcome a Controlled Parking Zone in N10 Area, east of Colney Hatch Lane.

The report considers the results of the consultation and the views from the community and asks the Committee to determine the way forward.

Recommendations

That the Chipping barnet Area Committee considers the feedback to the informal consultation carried out in N10 Area located east of Colney Hatch Lane as outlined in this report and:-

1. Notes the results of the consultation.
2. Agrees not to proceed with the proposals for the introduction of a Controlled Parking Zone in response to comments received.
3. Inform the previously consulted residents accordingly.
4. Instructs the Executive Director, Environment to:

- (a) investigate and design the provision of waiting restrictions, and review the existing waiting restrictions within the N10 CPZ consultation area**
- (b) obtain agreement with Ward Councillors regarding the designs mentioned in (a) above**
- (c) subject to the Ward Councillor agreement mentioned in (b) above, carry out a statutory consultation on agreed proposals**
- (d) consider any objections to the statutory consultation outlined in (c) above using his Delegated Powers, and decide whether to introduce the proposals or not, and if so, with or without modification**
- (e) implement the proposed measures, if any are required following the decision made in accordance with (d) above and if no objections are received to the statutory consultation mentioned in (c) above**

1. WHY THIS REPORT IS NEEDED

- 1.1 At the Chipping Barnet Area Committee meeting on 3 October 2019, Members were informed that residents of N10 area had seen little improvements in the parking situation in their streets after concerns that had been raised in several previous residents' forums. It was therefore agreed it is necessary to carry out an informal consultation to find if there is resident support for a CPZ to be introduced in the affected area.
- 1.2 The roads that were mentioned as experiencing parking difficulties were: Hampden Road, Cromwell Road, Haldane Close, sections of Sydney Road, Alexandra Road and Pembroke Road. It was decided that Officers would advise on a suitable extent of a consultation area to be agreed with the area Councillors.
- 1.3 The Area Committee agreed for up to £5,000 Community Infrastructure Levy (CIL) funding for the informal consultation to take place.
- 1.4 This report presents the results and the comments that were received from the residents and businesses in the area following the consultation.

2. REASONS FOR RECOMMENDATIONS

Consultation format

- 2.1 An informal consultation was carried out between 2 July 2020 and 30 July 2020 with the residents and businesses of N10 area as shown in the drawing in Appendix A. The consultation area had been agreed with the Ward Councillors beforehand.
- 2.2 Consultation packs consisting of letters detailing the proposals with an email address and telephone for making enquires, a plan of the consultation area, permit parking charges and details of how CPZ works with Frequently Asked Questions were sent by post to each of the properties in the consultation area. Residents were asked to complete the questionnaire online. Due to COVID-19 protocols, those requesting paper copies or were unable to complete the questionnaires online had their questionnaires responses conducted over the phone.

- 2.3 The local Ward Members had been sent copies of the consultation documentation prior to consulting the residents and businesses.
- 2.4 The questionnaires asked a range of questions concerning parking in their area. These included the number of cars in a property and whether they park on the road or have an off-street parking facility. They were also asked whether they experience parking problems, the type of problems and when they occur including the times and days of the week.
- 2.5 The questionnaires also asked whether the residents would be in favour of a Controlled Parking Zone (CPZ) in view of the answers they had provided regarding the parking situation on their road. Those who answered “no” were asked if they would be in favour of the proposals if their neighbouring streets were to be included in a CPZ.
- 2.6 The community was also given the opportunity to suggest the most appropriate hours and days of operation if a CPZ scheme were to be introduced in their road and to make any additional suggestions on the proposals.
- 2.7 The closing date of the consultation was 30 July 2020.

Consultation results

- 2.8 A total of 418 responses were received by the closing date out of the total of 1725 letters that were sent out within the consultation area. After removing the incomplete responses and those from outside the consultation area, the number reduced to 387 which translates to an overall response of 22%. A summary of the consultation response is given in Table 1 below and a detailed road by road analysis is provided in Appendix B1.

Table 1: Overall consultation response

Total No. of properties consulted	Total No. of responses received	Response rate %
1725	387	22%

- 2.9 To help in understanding the parking situation in the area, the community was asked to provide the number of vehicles in their household that regularly park on their street, whether they have off-street parking and how many vehicles park in their off-street parking facility. The overall response is shown in Table 2 below and a detailed analysis is provided in Appendix B1.

Table 2: Existing parking situation

Please tell us how many vehicles from your household/organisation regularly park on the road.				
1	2	3	4	More than 4
275	77	10	3	4
Do you have access to off-street parking?				
YES	NO			
143	242			
How many vehicles in your household regularly park in your off-street parking facility?				
1	2	3	4	More than 4
120	14	2	1	2

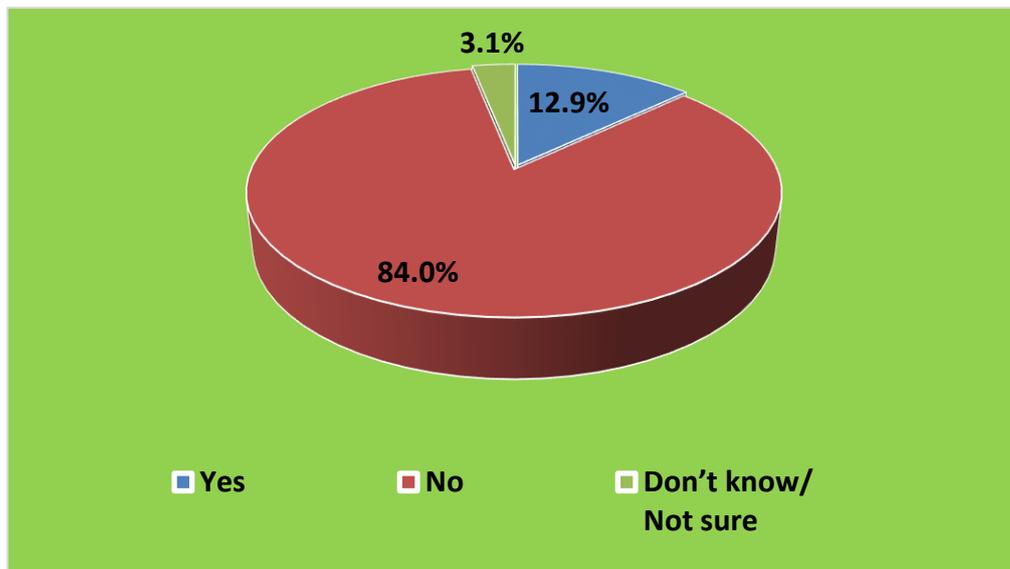
- 2.10 On the question regarding off-street parking, close to three-quarters of the households that responded indicated they park one vehicle on their road.
- 2.11 Less than half of respondents have access to an off-street parking facility with less than three quarters stating that they park one vehicle on their off-street parking facility on a regular basis.
- 2.12 The residents were then asked whether they experience any parking problems on their road, the type of problems, time of the day and days of the week they mostly occur. The overall response is summarised in Table 3 below and a road by road analysis is shown in Appendix B2.

Table 3: Existing parking situation (issues)

Do you, or your family or visitors experience parking problems near your property?						
Always	Often	Sometimes	Rarely	Never		
31	27	48	115	168		
Which (if any) of the following parking problems affect your road?						
Commuter Parking	Multicar households	Trade vans/ trucks	Shops customers/ visitors	Shops/ business staff	Parking at junctions	Other
21	47	52	15	20	26	75
When do the problems occur?						
Weekday	Weekends	Everyday				
47	13	59				
What periods of day do you have problems parking?						
Morning	Afternoon	Evening	Overnight			
45	40	75	39			

- 2.13 The respondents most commonly selected “rarely” or “never” in response to the question whether they, their family members or visitors experience any parking issues near their property.
- 2.14 Several respondents from Pembroke Road indicated that the main parking issues on their street are associated with multicar households, trade vans/trucks and shops/business staff while those from Hampden Road and Sydney Road attributed the parking issues to trade vans/trucks.
- 2.15 With respect to when and what period of the day they experience parking problems, most respondents stated they occur daily in the evenings.
- 2.16 The community were asked to consider their responses to the parking situation on their road and state if they would be in favour of the introduction of a Controlled Parking Zone (CPZ). The response was as follows:
- 50 (12.9%) supported the introduction of a CPZ in their road;
 - 325 (84.0%) were opposed to the introduction of a CPZ
 - 12 (3.1%) indicated they don’t know or not sure
- 2.17 The overall response is shown in Figure 1 below and a detailed analysis is provided in Appendix C1.

Figure 1: Would you be in favour of the introduction of a Controlled Parking Zone (CPZ) on your road?

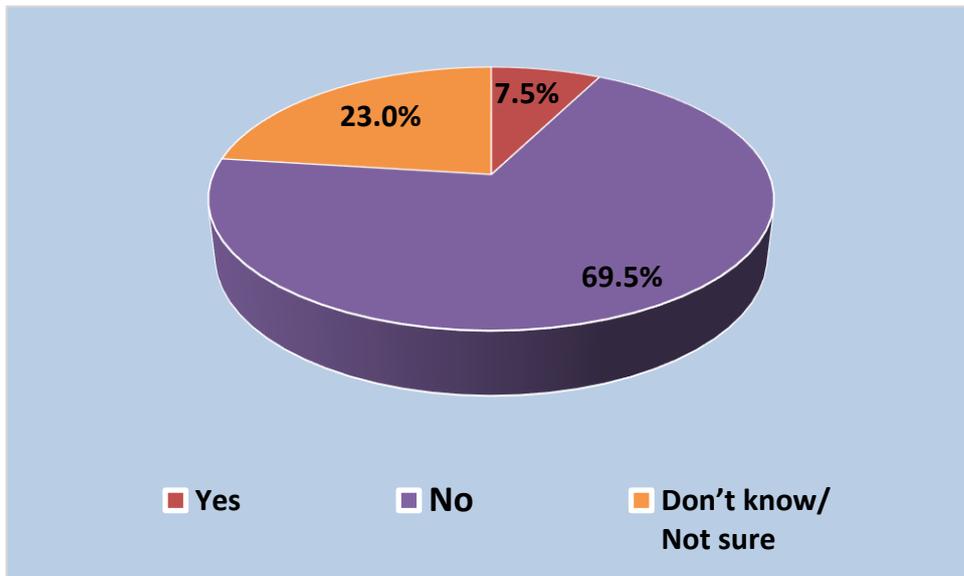


- 2.18 As shown in the figure above, the majority of respondents indicated that they are not in favour of the introduction of a CPZ.
- 2.19 The community was then asked if they would be in favour of a CPZ if their neighbouring streets were included in a CPZ.

- 29 (7.5%) said they would consider having a CPZ on their road
- 269 (69.5%) they would still not be in favour
- 89 (23.0%) indicated they don't know or not sure

2.20 The response summary is provided in Figure 2 below and a detailed analysis can be found in Appendix C1.

Figure 2: If your neighbouring streets were to be included in a CPZ, would you then be in favour of the introduction of a CPZ in your road?



2.21 Again most respondents stated that they would not be in favour of a CPZ even if their neighbouring streets were to have a CPZ introduced.

2.22 In response to the question which asked what days and hours of operation respondents would prefer if a CPZ were to be introduced in the area, most indicated they would favour one hour in the afternoon Monday to Friday.

2.23 The questionnaire then invited the residents to make any comments and suggestions that they may have regarding parking issues in their road and elsewhere in the area. The most frequently mentioned comments were as follows:

- Proposals are not needed/not necessary/I find it easier to park on my road (*161 mentions*);
- This is a money making exercise/will be a financial burden (*69 mentions*);
- The parking problems are localised at the garages/resolve issues with the garages instead (*43 mentions*);
- Proposals would inconvenience residents/visitors/businesses (*36 mentions*);
- Would displace parking into uncontrolled roads (*24 mentions*);
- Provide "at all time waiting restrictions" at problem areas e.g. road junctions and bends (*18 mentions*);

- Parking problems are due to multicar households (*17 mentions*);
- Measures would improve parking and road safety (*14 mentions*);
- There is a commuter parking problem on my road (*11 mentions*);
- Enforce/review existing parking restrictions (*9 mentions*);
- I welcome the proposals/the proposals are a good idea (*7 mentions*).

A detailed analysis of the residents' comments is to be found in Appendix C2.

2.24 Respondents have requested for a review of the extent of double yellow lines at Pembroke Road/ Stanley Road and Pembroke Road/Hampden Road junctions to increase the amount of kerbside parking space. They have asked for enforcement of existing parking controls and removal of abandoned/untaxed vehicles.

Conclusion

2.25 The informal consultation was carried out following a Members Item raised at the Chipping Barnet Area Committee by a local Ward Councillor, following concern they received from members of the local community about parking in some roads in N10 area. The responses to this consultation have generally indicated an overall preference not to introduce a CPZ.

2.26 It is noted that the response rate for the consultation was relatively low, which may indicate a lack of interest in the consultation by the community.

2.27 Accordingly, based on the consultation responses, there is an overall majority not supporting the principle of the introduction of a CPZ, and throughout the consultation area, only Audley Close and Strode Close were favourable to a CPZ being introduced in their road. It is therefore recommended that the Committee agree not to proceed with the introduction of any CPZ in this area.

2.28 It is the view of several respondents that the parking problems are mainly associated with garage businesses and confined to parts of Hampden Road, Pembroke Road, Cromwell Road and Sydney Road. They consider that the issues ought to be resolved between the businesses and affected residents instead of introducing an area-wide CPZ which they consider unnecessary.

2.29 Several respondents highlighted several road locations in the area, mainly at the junctions and on bends, and have requested for double yellow lines waiting restrictions to be implemented to improve the sightlines, remove obstructions to traffic flow and improve road safety.

2.30 Some of the road junctions highlighted as requiring the waiting restrictions include: Sydney Road/Newton Road, Sydney Road/Cambridge Gardens, Sydney Road/Wetherill Road, Hampden Road/Colney Hatch Lane, Hampden Road/Crown Road and Newton Road/Pembroke Road.

2.31 It is therefore recommended that the Committee authorise Officers to carry out investigations into the provision of waiting restrictions in the consultation area, where and if deemed appropriate proceed to statutory consultations on proposals for the introduction of at any time waiting restrictions at the locations.

The investigations would include a review of the existing parking restrictions in the area to establish whether they are still fit for purpose.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

3.1 The Council could consider proposing the introduction of a CPZ in the relevant area. However, to do so, given the low response, and low support for such a measure, it is considered that a CPZ would not be viable, and would contradict the response from the local community.

4. POST DECISION IMPLEMENTATION

4.1 Those previously consulted will be advised of the Council's decision, and the Council's Engage Portal updated.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

5.1.1 The consultation sought 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.

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

5.2.1 Up to £5,000 was originally committed in 3 October 2019 from the Area Committee CIL budget in respect of carrying out a consultation and reporting back the findings to this Committee.

5.2.2 In order carry out the investigation into the provision of new, or amended waiting restrictions, which would include design, statutory consultation and implementation, an additional £5,000 would be required which can be met from the Area Committee CIL budget.

5.3 Social Value

5.3.1 None in relation to this report.

5.4 Legal and Constitutional References

5.4.1 The Traffic Management Act 2004 places an 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 this duty.

5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.

5.4.3 The terms of reference for the Chipping Barnet Area Committee under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees, consider matters raised at Residents Forums and determine how they are to be taken forward, including whether to request a report for a future meeting, refer to an Officer and/or ward councillors and determine the allocation of Community Infrastructure Levy funding within the constituency up to a maximum of £25,000 per scheme / project in each case subject to sufficient budget allocated to the committee being unspent.

5.5 Risk Management

5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations and it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment, to the informal consultation, the feedback of which has been considered within this report.

5.6 Equalities and Diversity

5.6.1 Section 149 of the Equality Act 2010 outlines the provisions of the public-sector equalities duty which requires public bodies to have due regard to the need to:

- (i) Eliminate discrimination, harassment, victimisation and other conduct prohibited by the Equality Act 2010
- (ii) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (iii) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

5.6.2. The relevant protected characteristics are: age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.

5.6.3 The proposal is not expected to be of disproportionate benefit or dis-benefit to members of any particular protected group.

5.7 Corporate Parenting

5.7.1 Not applicable in the context of this report

5.8 Consultation and Engagement

5.8.1 An informal consultation (or a preliminary consultation) has been carried out

with the local community.

5.8.2 The acceptance to a Controlled Parking Zone proposal relies on the support of the local community. The questions are designed to establish whether there are issues or parking pressures encountered by the community.

5.8.3 Barnet Council's policy is to primarily offer online questionnaires as opposed to paper copy questionnaires, although paper copies are made available upon request. Due to the current COVID-19 pandemic, questionnaires were also conducted over the phone for those unable to complete theirs online.

5.8.4 Letters outlining the details of the consultation and of how to access online questionnaires were distributed to the properties in the consultation area.

5.8.5 The relevant details of the consultation were published on the Council's Engage Portal.

5.9 **Insight**

5.9.1 Based on the consultation feedback, officers have made recommendations on whether to proceed with the introduction of a CPZ and other measures set out in paragraph 2.31 of this Report.

6. **BACKGROUND PAPERS**

Minute Item No. 10 Chipping Barnet Area Committee meeting of 3 October 2019

<https://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9879&Ver=4>

