

## **Barnet Hospital CPZ Consultation Outcome - Briefing to Ward Councillors**

### **Background information**

At the Chipping Barnet Area Committee in February 2018, it was agreed to extend the Barnet Hospital CPZ into Arygle Road, Granville Road, Elmbank Avenue, Garthland Drive, Wellside Close, Wellhouse Lane Lingholm Way, Lexington Way and Sutton Crescent.

At the same meeting, it was agreed that a review of the Barnet Hospital CPZ be undertaken following its introduction and ask residents and businesses for their feedback on the how the scheme was operating.

A Councillor of the High Barnet ward also requested that Field End, Kerri Close, The Croft, Barnet Road (section off Elmbank Avenue), Elizabeth Close and Regina Close to be included within the consultation.

The Chipping Barnet Area Committee unanimously agreed in January 2020 that an informal consultation be undertaken in Field End and neighbouring streets.

### **1. Barnet Hospital CPZ Review - existing roads**

Of the 449 properties that were consulted a total of 109 completed questionnaires were received this represents a response rate of 24%.

#### **Have you found it easier parking close to their home since the CPZ was introduced?**

- 83 (76%) said Yes
- 25 (23%) said No
- 1 (1%) were Not sure

#### **Are you happy with the current operational hours of the CPZ?**

- 78 (71%) said Yes
- 30 (27%) said No
- 2 (2%) were Not sure

#### **Are happy with the current days of operation of the CPZ?**

- 72 (63%) said Yes
- 37 (34%) said No
- 1 (1%) were Not sure

When asked if residents and businesses were happy with the Barnet Hospital CPZ, 68% of the respondents expressed that they were satisfied or very satisfied.

### **Issues highlighted**

- Many resident parking bays at Elmbank Avenue, Kings Road, Grimsdyke Crescent and Cavendish Avenue in the High Barnet Ward are underused. The Council should consider introducing pockets of pay and display parking bays in these roads to facilitate the visitors who wish to park in the area which also help reduce the pressure on parking the area.
- Wellside Close (Underhill Ward) – A few residents of Wellside Close expressed their dissatisfaction with hours Barnet Hospital CPZ as they are experiencing difficulties trying to find parking on their road after 6.30pm.
- One resident mentioned that Barnet Hospital should not be eligible for parking permits as

they believe that Barnet Hospital Staff are parking in their road during the hours of restriction. Furthermore, a resident has mentioned that he is dissatisfied with the “Past this point” parking layout as visiting motorists are not observing the signage resulting in these motorists receiving a Penalty Charge notice.

## **Conclusion**

Based on the feedback received from the consultation, and the satisfaction amongst those that responded, it is recommended that the current Monday to Saturday 8am to 6.30pm operational days/hours of the Barnet Hospital CPZ remain unchanged.

## **Recommendation**

- I. Note the feedback to the informal consultation and agree that the current controlled times and days remain unchanged.
- II. Improve road safety and access by Introducing double yellow lines at junctions.
- III. Provide shared use permit and Pay by Phone facilities where there is available capacity to serve both residents and businesses.

## **2. Barnet Hospital CPZ – uncontrolled roads outside CPZ**

Of the 1691 properties that were consulted a total of 162 completed questionnaires were received from respondents situated within the uncontrolled area and this represents a response rate of approximately 10%.

### **Would you like your road to be included within a CPZ?**

- 60% (96) would be in favour of a CPZ to be introduced
- 31% (50) of respondents said they would not be in favour of a CPZ
- 9% (15) didn't know, was not sure or did not respond

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

- 19% (14) said Yes
- 59% (43) said No
- 22% (16) stated that they didn't know or were not sure

### **What do you think would be the most appropriate operating hours?**

- 66% (75) were in favour 8am to 6.30pm
- 6% (7) were in favour (10am to 11am)
- 6% (7) preferred one hour in the afternoon (e.g. 2pm to 3pm),
- 7% (8) preferred different times to that mentioned above
- 14% (16) stated that they didn't know or were not sure

### **Which days of the week of the week should the CPZ to operate?**

- 48% (47) were in favour of Monday to Friday
- 26% (26) preferred Monday to Saturday
- 26% (26) preferred a CPZ that operated 7 days a week

## **Issues highlighted**

- Low response rate to the Barnet Hospital parking review questionnaire and the roads situated outside the Barnet Hospital CPZ are suffering from displaced parking.
- Field End - Petition received from the residents of Field End requesting for their road to be subject to Controlled Parking Zone controls.
- Barnet Road - A few residents living on Barnet Road just outside the CPZ would like their property to be eligible to apply for resident Parking permits so that they can park within The Barnet Hospital CPZ.
- Bells Hill – Request for additional lengths of double yellow on the north west side of Bells Hill.
- West End Lane and The Croft– Received some support from the residents of these roads. However, if we were to consider introducing CPZ measures in these roads we should be mindful of the effects these measures will have in the neighbouring roads where the support is low.
- The Croft - A few residents have mentioned that parking situation in their road has worsened since the introduction of the Barnet Hospital CPZ and they have indicated that they would be in favour of CPZ measures being introduced in their road.
- A few residents have mentioned that the garage situated on Bells Hill at its junction with West End Lane are parking their customers vehicles in the surrounding roads
- A few residents would like the Hospital to consider introducing a Multi-Storey Car Park within the hospital site which would reduce the pressure on parking roads.
- Request for Double yellow lines at junctions which have been identified as part of the review.
- Pepys Crescent - A couple of residents living on Pepys Crescent have raised concerns in relation to inconsiderate motorists parking close to their driveway making it difficult to manoeuvre in and out of their driveways.
- Trinder Road – A few residents have mentioned the difficulties bus number 384 is experiencing while traveling along Trinder Road due to the narrow width of this road and coupled with vehicles parking on both sides of the road.
- Whiting Road – A few residents living near Whiting Road have raised concerns in relation to their driveways being blocked by vehicles during school drop-off and pick-up time in the mornings and afternoons.

## **Councillor Engagement**

### **High Barnet ward meeting - Wednesday 12<sup>th</sup> May 2021**

Officers advised that the outcome of the existing Barnet Hospital CPZ review showed the majority of those that responded supported no changes to the operational times and days.

Officers explained that whilst there was a low response rate to the consultation, the majority of people that responded supported being extended into the Barnet Hospital CPZ.

Ward Cllrs expressed their support for Permit Parking Areas (PPAs) being introduced to deal with commuter and taxi parking in Field Way and Kerry Close. They also mentioned a petition that was submitted to the council from residents of Field Way and Cllrs support their request to introduce permit controls.

Cllrs are aware that there is support in Barnet Road and Mill Bank for CPZ. It was also felt that the introduction of double yellow lines at junctions and sections of roads will help deal with lorries encroaching footways and damaging grass verge areas.

Officers explained that any forthcoming scheme will be introduced using experimental Traffic Orders which will enable the council to keep the CPZ under review, for a period of 18 months and make amendments to the scheme during the review period if necessary.

Cllrs were asked if they were aware of any problem areas that we need to address as part of the design process. They explained that most of the issues that they were aware of came from the Underhill Ward and that these are normally referred back to Members Services or back to the Underhill Cllrs.

Officers explained that there will be some minor amendments to the existing CPZ area such as additional waiting restrictions and PBP bays, all of which will be addressed as part of the CPZ implementation.

Cllrs said they will discuss the briefing paper and our follow up meeting notes/actions and agree before responding formally in support of introducing the extended CPZ.

### **Underhill ward meeting - Wednesday 19<sup>th</sup> May 2021**

Officers advised that the outcome of the existing Barnet Hospital CPZ review showed the majority of those that responded supported no changes to the operational times and days.

Officers explained that whilst there was a low response rate to the consultation, the majority of people that responded supported being extended into the Barnet Hospital CPZ.

Cllrs were disappointed to learn that there had been a low response rate from Well Road, as they had been contacted with residents of this road and were aware that many of them supported CPZ controls. Officers explained that whilst the response was relatively low in this road, overall, the majority of residents support a scheme being introduced.

Cllrs asked that officers engage with the businesses on Bells Hill to ensure that their concerns are addressed as part of the design process. In response to this, shop owners did not engage with the council during the informal consultation. However, to assist it is proposed to supply the businesses with pay by phone parking provisions as part of the experimental parking scheme.

Officers explained that if roads that didn't support the CPZ are excluded, then commuters will naturally displace to the uncontrolled roads. It was therefore suggested that the Barnet Hospital is dealt with holistically to avoid a piecemeal approach to scheme implementation.

Officers explained that any forthcoming scheme will be introduced using experimental Traffic Orders which will enable the council to keep the CPZ under review, for a period of 18 months and make amendments to the scheme during the review period if necessary. Members agreed to the scheme being introduced and were assured that they will be kept updated during the review and design periods.

Officers said that there will be some minor amendments to the existing CPZ area such as additional waiting restrictions and PBP bays, all of which will be addressed as part of the CPZ extension scheme.

Cllrs asked to be provided with a list of locations for current and planned EVCPs. Officers said that when the works notification letter is circulated that information of the application process for dedicated disabled bays, EVCPs and cycle storage will be provided. This information will also help the council inform future programmes and encourage the uptake of sustainable modes of transport.

### **Timeline**

- Report to be submitted to the committee chair and vice chair on 10<sup>th</sup> June 2021 after clearance from LBB, Governance, Legal and Finance teams
- Report to be presented at 21<sup>st</sup> June 2021 committee for approval
- Feasibility study – July 2021
- Design development –Aug 2021
- Consultation materials –Sept 2021
- Re to introduce the experimental order based on the consultation boundary – October 2021
- Analysing feedback (adhoc basis) – Dec 2021 to April 2022
- Report writing – May 2022
- Making TMO – June/July 2022

### **Estimate**

Following engagement with ward members, we've established the scheme extent and associated costs as shown below;

- Signage: £30,000
- Lining: £8,000
- Advertising 1: £1,000
- Advertising 2: £1,000
- Consultation material (Initial): £2,320
- Consultation material (Review): £2,320
- Officer time including meetings with Cllrs and LBB: 5 weeks @ engineer equivalent (inclusive of Scheme engineer, TMO officer) and Enumerator for consultation letter deliveries etc): £9,725.
- Analysing feedback, review comments and report writing: £11,250
- Draft / Make TMO works: £5,000

Total: £70,615

Total including 10% contingency: £77,676

Please be advised, following the review period, should the scheme require any modification additional funds would be required.

## **Conclusion**

The feedback from the consultation indicated that residents are in favour of CPZ measures being introduced in the area. However, it is recognised that there was a low response rate to the consultation when you examine the responses on a road by road basis. Officers, and ward councillors of both the Underhill and High Barnet wards all agreed that the CPZ should be introduced to address the historic and ongoing commuter parking problems associated with the hospital site. In doing so, this will also help deal with the issue of widespread displaced parking across the area and provide improved parking opportunities for residents and businesses in the area. The experimental traffic order process will enable the council to monitor the effectiveness of the new measures and adapt the scheme if necessary.

## **Recommendation**

1. Note the feedback to the informal consultation and agree that:
  - I. the Barnet Hospital CPZ is extended and the same controlled days and times are introduced
  - II. That the extended controls are introduced using experimental TMOs so that scheme is kept under review for a maximum of 18 months, in line with the [approved CPZ set principles](#).
  - III. Improve road safety and access by Introducing double yellow lines at junctions.
  - IV. Provide shared use permit and Pay by Phone facilities where there is available capacity to serve both residents and businesses.

## **Appendix** – Consultation outcome map