

Chief Officer Decision

TITLE	East Finchley – Proposed Controlled Parking Zone (CPZ)
DATE OF DECISION	
DECISION TAKER	Director of Highways and Transportation, Customer & Place
SUMMARY OF THE DECISION	<p>1. WHY THIS REPORT IS NEEDED</p> <p>1.1 The purpose of this report is to advise on the outcome of an informal parking engagement carried out within the East Finchley area and make recommendations that a new CPZ be introduced based on the:</p> <ul style="list-style-type: none"> ▪ outcome of the engagement. ▪ the benefits of a Controlled Parking Zone (CPZ) ▪ The opportunity of using the experimental TMO to co-design in the live environment and conduct enhanced consultations with the public as a result; and ▪ the councils’ commitment to further influence a shift towards less polluting modes of transport in Barnet with the wider objective of improving air quality. <p>1.2 The report asks the Director of Highways & Transportation to:</p> <ul style="list-style-type: none"> a) note the results of the informal parking engagement. b) approve the making of the Experimental Traffic Orders (ETMOs). c) approve the preparation of detailed design; and to d) approve the implementation of an experimental CPZ in the East Finchley area. <p>1.3 The scheme would be implemented by the making of experimental traffic orders (ETMOs) for a period of up to eighteen months during which, objections and representations can be made during the first six months from the date of implementation.</p> <p>1.4 The scheme would introduce waiting restrictions in key locations around junctions and Pay by Phone parking facilities to serve the local community.</p>

1.5 The scheme proposals also identify potential locations for Electric Vehicle Charging Points (EVCP), Bicycle storage, Car Club facilities and Motorcycle parking bays, which would be passed to the relevant service areas for review.

2. INTRODUCTION

2.1 The council declared a climate emergency on 24 May 2022 and in line with this process Barnet is now preparing to introduce a Sustainability Strategy and a Climate Action Plan. These documents would include ways to manage transport sustainability implications in line with both the London Mayor's Transport Strategy (MTS) and the councils' pledge.

2.2 Parking Controls are referenced in the Long-Term Transport Strategy (LTTS) as a key measure in management of the highways to address climate change and improve public health. Active travel is one way for people to incorporate the recommended amount of exercise into their daily routine to stay healthy. Wherever possible, active travel should be prioritised. Success will be higher active travel mode shares, a healthier population and lower airborne pollutant levels, which is ever more important in a post COVID-19 world.

2.3 Parking is key to ensuring that the road network is used efficiently and one of Barnet's commitments is working towards more sustainable transport methods with measures such as the implementation of CPZs, School Streets and Electric Vehicle charging points, which contribute to a reduction in damaging carbon dioxide (CO₂) emissions, and therefore, to a reduction in atmospheric pollution and improved air quality.

2.4 Controlled Parking Zones are one of the measures that can help reduce the number of trips and reliance on cars, and encourage more active travel, and the use of more sustainable modes of transport, particularly in areas well served by public transport.

2.5 A CPZ is usually introduced to manage specific parking issues and they are generally implemented in areas where on-street parking capacity is limited and / or at times when demand for spaces is high.

2.6 CPZs give priority access to parking for residents so it is easier for them to park near their home. CPZs prevent commuter parking and other long-stay non-residential parking, so there are more parking spaces for residents and businesses.

CPZs are also more convenient for visitors and for tradespeople and deliveries. In addition, the implementation of a CPZ would mean:

- there would be fewer cars on local roads and so less congestion, noise and air pollution.
- streets would be safer because CPZs designate where it's safe to park and where it's not, creating better visibility at junctions.
- there would be better access for emergency and utility vehicles.
- streets would be more attractive because CPZs reduce the dominance of parked cars. This helps to create space that can: be used to introduce more attractive features such as trees, benches or provide facilities such as bicycle 'hangars' to encourage more sustainable forms of transport.
- there would be easier access for local business to their premises or residents who rely on their vehicles for work; and
- there would be less impact from nearby new-build housing and commercial developments because CPZs enable 'permit-free' planning conditions to be placed upon future developments. This helps manage a growth in population within a finite road network and makes good on the intentions of planning conditions.

3. BACKGROUND

3.1 In January 2021, the Environment Committee agreed to proceed with a borough wide programme and a set of new implementation parameters for parking controls which means they should:

- Avoid a piecemeal approach.
- Address anticipated displacement proactively.
- Address safety concerns such as sightline issues.
- Be as simple as possible and harmonised – intuitive

3.2 The programme has been developed to review and address a backlog of requests for parking controls and adopted a set of policy principles for CPZs and is based on existing requests, complaints, planning obligations, areas that may be impacted by parking displacement, population growth and residential and commercial development, which all place pressure on parking.

3.3 Barnet has an extensive range of on street parking controls and moving traffic restrictions. These have grown piecemeal over time and the consideration of them is typically instigated on a reactive basis.

- 3.4** There are 56 CPZs in the borough at present, 20 of which were implemented with one-hour controls operating at varying time periods during the day. These parking controls have been successful in preventing commuter parking, whilst making it easier for residents, businesses and their visitors or customers to park. However, with the increase in car ownership and non-sustainable journeys some of the CPZs no longer meet the needs of residents living in the zones.
- 3.5** In addition, one-hour zones have limitations in terms of enabling effective enforcement to be provided and may no longer achieve the range of traffic management aims as intended when first introduced. In areas where one-hour controls are in place, the council receives complaints and requests for additional enforcement outside of the controlled one-hour operational times.
- 3.6** It has been identified that many parts of the East Finchley area do not have adequate parking controls to address high levels of commuter and other non-residential parking activity. Similarly, there are areas that lack yellow line parking controls to address reports of inconsiderate and potentially unsafe parking.
- 3.7** Concerns have been items raised at the Finchley and Golders Green Residents Forum highlighting parking issues in the area. Prior to the engagement, the council received a petition with 93 signatures from residents of Chandos Road in support of extending the road into the local CPZ and initiate a consultation.
- 3.8** The petition also refers to the recent introduction of a cycle lane on the A1000, High Street. It states the removal of parking facilities on that road has seen significant parking displacement into Chandos Road, leaving residents often unable to park with no other options nearby. They also report that this has impacted the businesses at the end of the road.
- 3.9** Other issues raised for the East Finchley area were:
- Commuter parking and access problems on the Thomas More estate, particularly during weekends.
 - Parking issues in King Street, Church Lane, Elmfield Road, Long Lane and Creighton Avenue.
 - Requests for permit controls, specifically in Church Lane to make parking easier for residents.
 - Request for parking short term parking for people visiting shops and local businesses.
 - Loading facilities requested to support the operations of local businesses.

- Displaced parking from the recently introduced or amended CPZs.
- Motorists parking at junctions causing safety issues for road users.
- Safety concerns for motorists who need to walk long distances from their vehicles to home, especially late at night.
- Residents of Brackenbury Road and Sedgemere Road report parking congestion caused by commuters using the local train station and suggest CPZ controls.
- Requests for a parking consultation in Chandos Road.
- A request for CPZ controls in Lewis Gardens.

3.10 In May 2021, Officers met with a ward councillor from East Finchley to present the programme, discuss the issues in their area, and set out the approach of engagement with residents, businesses, and other stakeholders.

3.11 The programme was also presented to the Finchley and Golders Green Area Committee Chairs.

3.12 In consultation with ward councillors and the Executive Director, Environment it was determined that an informal engagement on parking should be undertaken in the East Finchley area.

4. ENGAGEMENT

4.1 The Council undertook an informal engagement on parking in the East Finchley area on Wednesday 1 December 2021 which ran for a period of four weeks, ending on Wednesday 12 January 2022.

4.2 Flyers with a QR code that launched directly to the engagement platform were displayed in the area and leaflets were delivered to approximately 3000 properties. The engagement leaflet can be found at **Appendix A**.

4.3 The leaflet provided a link to an online questionnaire which detailed information specific to the East Finchley area and a summary of issues that had been raised., a map of the engagement area, and instructions on how to provide feedback.

4.4 The engagement page provided a link to a Frequently Asked Questions (FAQ) page that contained further information on the benefits of a CPZ, how CPZs operate, the reasons for introducing a CPZ, details of permit types and costs and wider traffic management issues. The Barnet Parking Engagement FAQs can be found at **Appendix B** to this report.

- 4.5** The following stakeholders were invited to comment as part of the engagement and provided with a weblink to the engagement page:
- Emergency Services
 - Local MP
 - Ward Councillors
- 4.6** The following local groups and centres were also contacted as part of the engagement:
- Depala Centre
 - Holy Trinity Church
 - Age UK Barnet
 - Oak Lane Clinic (NHS)
 - Tarling Road Hub
 - Disability support groups
 - Environmental Groups (Friends of the Earth and Clean Air London)
 - Transport Groups
 - Internal Council Departments such as Street Scene, Barnet Homes and Parking Services)
 - Schools and Nurseries
- 4.7** The purpose of the questionnaire was to seek the views of the participant on parking in the area, their travel habits, and suggestions about how to tackle parking and traffic issues and the interactive map enabled them to identify the location of their concerns.
- 4.8** Residents and businesses in this area were asked a variety of questions which included whether they or their visitor's experienced problems parking close to their property and if so, at what times of the day. They were also asked if they would support having a CPZ introduced in their road.
- 4.9** Members of the public were asked to provide feedback and complete an online survey, which enabled them to make comments and pinpoint their issues on an interactive map.
- 4.10** The questionnaire gave the respondent an opportunity to provide any further comments not captured by the survey and provide details of any issues or concerns.
- 4.11** In addition to the questionnaire, the survey included in interactive map on which residents could highlight specific issues affecting them and indicate the exact location in which those issues occur.

4.12 Residents who were unable to complete the online survey could request a paper copy of the engagement pack by post. Details of how to make a request for a paper copy were contained in the leaflet. The pack contained a copy of the survey, FAQs and a freepost return envelope. These were sent out within five days of receiving the original request. A copy of the paper survey can be found at **Appendix C** to this report.

4.13 Each comment was thematically analysed and coded to a particular theme, then sub-categorised. The full list of questions, responses and themes identified in the survey can be found at **Appendix D**.

4.14 The issues and points raised from the free text comments within survey questionnaire can be found at **Appendix E**.

4.15 The free text comments received using the interactive map can be found at **Appendix F** and the interactive map itself can be found at **Appendix G**.

5. ENGAGEMENT RESULTS

5.1 The engagement included proposals within the questionnaire for operational days and times and it was felt the best option to resolve the parking issues already identified in the area was Monday to Friday, 11am to 3pm.

5.2 Engagement leaflets were delivered to approximately 3000 properties located within the engagement area. Duplicate responses from the same address were consolidated so that they represented a single representation and responses received outside of the engagement were not included in the analysis.

5.3 There was a total of 1,771 visitors who viewed the engagement website, there were 30 email enquiries, and 434 unique responses were received to the online questionnaire and via post.

5.4 From the 434 responses, 376 were received from addresses on adopted (council owned) roads, which equates to an overall response rate of 14%.

5.5 Adopted roads are roads which the council is responsible for, and residents and businesses located in these roads could be directly affected by any proposed parking controls, if it is agreed to implement them in the area.

5.6 It was considered that residents who live in private (unadopted) roads would not be directly impacted by any proposed parking controls in the area as they already have their own parking

arrangements in place and their responses have not been included in the summary of responses provided in this report.

5.7 Officers have analysed the feedback on a street-by-street basis, but to ensure the views of the affected residents and businesses within the engagement area were understood, the results have been provided for the adopted roads only.

5.8 The following is a summary of the key responses to the engagement questionnaire based on the 376 responses from addresses on adopted roads within the engagement area. Detailed analysis of the full engagement responses can be found in **Appendix D** to this report.

5.9 There are 2667 properties within the engagement area, from which 434 unique responses were received. 376 of these responses were received from addresses on adopted (council owned) roads, which equates to an overall response rate of 14%. The table below shows a breakdown of those responses.

Returns from Properties on the Public Highway (Adopted Roads)							
Total Possible Responses	Resident	School	Business	Visitor	Place of worship	Community group	Total Actual Responses
2667	353	1	3	3	0	16	376
	94%	0%	1%	1%	0%	4%	14%

5.10 From the 376 responses received 22% said yes, they wanted controls to be implemented in their road, 71% stated they didn't and 7% were unsure. The table below shows a breakdown of those responses.

Parking Control Support			
Do you support parking proposals in your road?	Yes	No	Unsure
Number of responses received	81	267	28
Percentage of responses received	22%	71%	7%

5.11 As part of the engagement, we asked for feedback on the preferred operational days and hours of the area under consideration 48% of respondents confirmed they were in support of the recommended operational days being Monday to Friday and 40% of respondents chose not to answer this question. The table below shows the level of support for each option offered in relation to proposed operational days.

Operational Days					
Proposed days of operation selected	Mon-Fri	Mon-Sat	Sun-Fri	Every day	No Answer
Number of responses received	180	8	6	35	149
Percentage of responses received	48%	2%	2%	9%	40%

5.12 35% indicated they were in support of the recommended operational times of 11am to 3pm. 7% indicated support for operational hours of 8am to 5pm. The table below shows a breakdown of those responses.

Operational Hours					
Proposed hours of operation selected	10am-2pm	11am-3pm	8am-5pm	other	No Answer
Number of responses received	1	131	28	0	217
Percentage of responses received	0%	35%	7%	0%	58%

5.13 The engagement results have revealed that support for parking controls was low in some roads, which is not unusual for these types of engagements and does not necessarily reflect the true number of residents affected by parking stress.

5.14 Analysis of the feedback has indicated that many of those who did respond were not in favour of controls being introduced across the engagement area. However, the majority of respondents who had said they did not support the introduction of parking controls also indicated preferred operational times and hours.

5.15 Further analysis of the full data confirmed that approximately 29% of respondents who said they did not support parking controls said they experienced parking problems in their road.

5.16 Additionally, a further 4% expressed concern about parking issues within their comments.

6. ENGAGEMENT FEEDBACK ON LOCAL PARKING ISSUES

6.1 As part of the engagement, those taking part were also asked for information on day-to-day parking issues affecting them within the engagement area.

6.2 Those concerns have been categorised into common themes and the following provides a summary of the most frequently raised concerns. Full details are provided in **Appendix D**.

Local Parking Issues	No. of Responses
Inconsiderate parking at junctions	117
Multicar households	96
Commuter parking	80
School parking including drop off and pick up	75
Displacement from nearby CPZs	73
Other non-local vehicles	68

- 6.3** Inconsiderate parking at junctions was reported as being the worst issue, especially in Church Lane, Church End Road, Tarling Road and Long Lane all of which are a short walk from trip attractors such as, schools, shops, and community facilities.
- 6.4** There are also parking issues that have been reported by both residents and local ward councillors in the following roads which are uncontrolled:
- Thomas More estate, particularly during weekends.
 - King Street, Church Lane, Elmfield Road, East End Road and Creighton Avenue where all day parking outside of the shops is causing issues - requests received for CPZ controls and parking problem associated with the school run.
- 6.5** The East Finchley Engagement area is one of the locations in Barnet, which has uncontrolled parking with easy commuter access to central London and the Emirates Stadium. Displacement is exacerbated by the area being located close to the A406, North Circular and a number of CPZs including:
1. East Finchley (M) CPZ, which operates from Monday to Friday, between 2 to 3pm.
 2. East Finchley (M1) CPZ, which operates from Monday to Saturday, between 10am to 6.30pm; and
 3. Leslie Road and Leopold Road (LL) which operates from Monday to Friday, between 2 to 3pm.
- 6.6** The A1000, High Road experiences increased parking pressure with vehicles parking in the uncontrolled side roads to use the high street area shopping facilities, which has been exacerbated since the bus and cycle lane scheme was introduced. Additionally, a number of comments were made in relation to businesses, shoppers and visitors impacting on the residents' ability to park.
- 6.7** Inconsiderate and obstructive parking at junctions impairing sightlines for motorists and pedestrians and restricting access for emergency services, delivery and larger vehicles is also an issue across the area. with Central Avenue having the highest number of reports.
- 6.8** In some locations vehicles have difficulty passing in roads which are narrow, often because of parked vehicles on both sides.

- 6.9** There were a number of comments that were made which perceived the purpose of this exercise was to further tax the motorist.
- 6.10** During the engagement, there were comments received that suggest motorists are parking in uncontrolled roads during the operational hours of the CPZ in which they live.
- 6.11** Parking around schools was the fourth top answer when residents were asked what local issues affect their road. Comments were received highlighting traffic and parking issues in relation to the school run, particularly around the Arrahma School located on Tarling Road.
- 6.12** Of the three schools and one day nursery within the engagement area one representation was received as part of the consultation.
- 6.13** Responses from stakeholders are detailed within Appendix H and the main points are similar to those raised by residents. Friends of the Earth also made comment and stated they support proposals for controls such as CPZs that encourage more sustainable transport methods.
- 6.14** Those taking part in the engagement were also asked if they wanted to see more sustainable transport facilities being introduced. The most popular suggestions are detailed in **Appendix I**. These are:
- Electric Vehicle Charge Points
 - Secure Cycle Parking/Storage
 - Car Club bays and
 - Motorcycle Parking Bays.
- 6.15** These requests will be referred to the relevant service areas to assess where appropriate facilities could be provided within the area and included within their programmes.
- 7. PETITIONS**
- 7.1** During the engagement period, the council received 1 petition.
- 7.2** The petition stated:
- Reject the proposal to expand the CPZ zone in East Finchley.
 - Residents feel there is adequate parking, and these controls are not required.
 - The added expense to households especially at this time is not warranted.

- Businesses are extremely fearful of the impact on their businesses especially whilst still recovering from the pandemic.
- Individuals and businesses are financially hit extremely hard and do not welcome extra charges when they seem parking to be sufficient.

This petition includes 3 signatures.

7.3 Council policy states that any petition submitted must include a minimum of 25 signatures before any action can be considered. As such, this petition has been disregarded.

8. CONCLUSION

8.1 Parking stress is an issue reported by residents in some areas of the borough. The parking demand experienced frequently exceeds the available on-street parking resulting in significant parking pressure. Non-residents and commuter parking demands have a significant detrimental impact upon resident parking amenities. Residents are frequently unable to find a convenient parking place near to their homes.

8.2 Effective management of parking is key to ensuring that the road network is used efficiently. Improved air quality can play an important part in reducing the significant health risks associated with excessively high NO₂ emissions, together with the reducing the environmental risks associated with excessively high CO₂ emissions.

8.3 The limited amount of on-street parking space in some areas of Barnet means that the council often must make complex and difficult decisions about how much parking space is allocated to competing types of users, and the charges that are made for the use of that space.

8.4 As part of the agreed CPZ programme the council undertook an informal engagement on parking in the East Finchley area on Thursday 3 November 2021 which ran for a period of four weeks, ending on Monday 1 December 2021.

8.5 Analysis of the feedback indicated that many of those who did respond were not in favour of controls being introduced across the engagement area, which is not unusual for these types of engagements.

8.6 48% of respondents confirmed they were in support of the recommended operational days being Monday to Friday and 35%

of respondents confirmed they were in support of the recommended operational times being 11am to 3pm.

8.7 However, the analysis did indicate that whilst 316 (72%) of the 434 total respondents did not provide a positive response to supporting a CPZ, 93 (29%) of the 316 confirmed that they suffer from parking issues in their roads.

8.8 Overall, 22%, of respondents specifically confirmed their support, and it is felt that the further 29% who are experiencing issues would benefit from parking controls. Taking this into account would mean that a total of 51% of respondents' concerns would be resolved with the implementation of a CPZ.

8.9 In addition to the responses received from the informal consultation consideration was also given to the severity of the issues raised within the area and the nature of the comments received to determine which method of controls would be most appropriate to help alleviate and address the issues and concerns raised.

8.10 The introduction of a CPZ in the engagement area would benefit permit holders by improving their access to on-street parking in roads close to their home or business. The levels of traffic congestion and pollution and the risk of accidents would be reduced. There would be improved pedestrian accessibility and improved air quality. Residents would also benefit from the fact non-residents and commuters would no longer be able to commandeer valuable kerb space during the operational times of the zone.

8.11 If a CPZ is introduced, it is acknowledged that there could be potential for parking displacement to neighbouring streets which are not included within the proposed CPZ. Careful consideration is always given to the effects particularly the possible increase in parking pressure that may be experienced in neighbouring roads, and should the proposals be implemented, officers would monitor any comments raised and make recommendations where appropriate.

8.12 Passing places would be introduced in some locations to improve traffic flow, road safety and ease congestion. Local transport and council run services would also benefit from reduced journey times.

8.13 Better parking management would see the introduction of permit parking areas and yellow lines which would deter erroneous

parking and enable enforcement of obstructive and dangerous parking, especially at junctions.

- 8.14** Junction protection in the form of double yellow lines (no waiting at any time) restrictions would be introduced to improve safety. Additional yellow line restrictions would also be introduced in other locations where it is considered unsafe to park.
- 8.15** If a CPZ is introduced, parents would still be able to drop off and pick up their children as usual, providing they are parked safely and visitors to the school who wish to park for longer periods of time would have access to short term Pay by Phone parking facilities.
- 8.16** Although only one representation was received from the schools in the engagement area, the council is aware that schools rarely support parking controls and to address their concerns introduced a School Permit. This permit enables some staff at qualifying schools, with the school's permission, the right to buy permits to allow them to park in some residential permit holders' bays if a CPZ is introduced.
- 8.17** If it is agreed to introduce parking controls, this permit would be available to apply for online, but the school would need to be Ofsted registered and have an up-to-date school travel plan (STARS) in place before applications for a school permit could be made.
- 8.18** STARS stands for Sustainable Travel: Active, Responsible, Safe. Schools taking part in the programme seek to reduce their rates of car usage at their school in favour of modes such as walking, cycling, and scooting. The scheme also promotes road safety, air quality and social responsibility. STARS status for schools within East Finchley
- 8.19** If a school does not have a school travel plan in place, it has been agreed to waive this requirement for a period for up to one year, to enable the school to work toward developing a suitable plan.
- 8.20** However, in line with both the London Mayor's Transport Strategy (MTS) and the councils' commitment to address climate change a programme is being considered for implementation of School Streets in the borough. A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times.
- 8.21** If a School Street scheme were to be proposed this would further support sustainable transport measures and encourage a

behavioural change in the way school drop off and pickups would operate.

- 8.22** If agreed the scheme would be implemented by the making of experimental traffic orders (ETMOs) for a period of up to eighteen months during which, comments received during the experimental period constitute the statutory consultation.

9. MEMBER DISCUSSIONS

- 9.1** Officers met with the ward councillors on the 8th November 2022 to discuss the outcome of the engagement advised that the majority of those who responded confirmed they were in support of the recommended operational days being Monday to Friday and the operational times of 11am to 3pm.

- 9.2** Officers confirmed that:

- a) whilst the majority of people that responded were not in support of controls being introduced in East Finchley, officers considered the nature of the responses received and safety concerns raised before making a recommendation.
- b) if roads didn't support the CPZ are excluded, then commuters would naturally displace to the uncontrolled roads. It was therefore suggested that Burnt Oak North is dealt with holistically to avoid a piecemeal approach to scheme implementation.
- c) any scheme would be introduced using the 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.
- d) details of requests for measures to be implemented to support sustainable transport would be circulated. These include Electric Vehicle Charging Points, Cycle Storage, Car Clubs and Motorcycle bays.
- e) details of requests for disabled persons parking bays would be circulated.

- 9.3** Officers are working collaboratively with our partners in Barnet Homes to identify locations within the engagement area they

manage where parking issues have been raised and to seek clarification on the need for parking controls to be introduced.

9.4 If agreed, the programme would include consultations with residents and leaseholders on Barnet Homes and Genesis Housing estates as part of the engagement process so their views and feedback can be considered.

9.5 Members were generally supportive of the introduction of a CPZ but highlighted their concerns around the cost-of-living crisis.

10. RECOMMENDATIONS

10.1 A number of factors are taking into consideration when making recommendations on parking proposals. The informal consultation contributes towards this, but consideration is also given to the severity of the issues raised within the area and the nature of the comments received to determine which method of controls would be most appropriate to help alleviate and address the issues and concerns raised.

10.2 As part of the engagement a large number of respondents who did not support parking controls raised concerns which would be resolved with the implementation of a CPZ.

10.3 A number of representations were also made prior to undertaking the informal consultation in favour of parking controls being introduced.

10.4 Based on the outcome of the engagement and the benefits a CPZ would bring to the East Finchley area, together with the council's commitment to further influence a shift towards less polluting modes of transport and the wider objective of improving air quality, it is recommended that the CPZ would be called East Finchley (EF) and operate as follows:

- a) The scheme would be introduced on an experimental basis to allow for a period of monitoring, review, and amendments if necessary.
- b) Permit parking places would operate from Monday to Friday, between 11am to 3pm; and
- c) The scheme boundary would extend to meet the existing CPZ boundaries surrounding the engagement area.
- d) Double yellow lines, (At any time) parking restrictions would be introduced at junctions.
- e) Pay by Phone and shared use parking facilities would be introduced in suitable locations to serve the community and support local businesses.

	<p>f) Requests for Electric Vehicle Charging Points, Cycle Storage, Car Clubs and Motorcycle bays would be included in the councils' priority-based programme.</p> <p>g) Permit Parking Areas (PPAs) would be introduced where appropriate removing the need for marked parking bays, posts and signs, maximising kerb space and reducing the environmental impact on the street scene.</p> <p>h) Assess the suitability of introducing parking controls on Barnet Homes housing estate areas</p> <p>10.5 Alternative options would be to do nothing and consider a "Reactive CPZ Implementation" at a later date (for example reacting to complaints and road safety issues, including poor visibility and obstructive parking). Due to the legal processes involved i.e. statutory consultation, there could be a lengthy time that residents and other roads users may have to endure the problems, before a CPZ could be introduced. This "alternative" approach is not recommended nor supported by Highways.</p> <p>10.6 The implementation of the proposed EF CPZ using the Experimental Traffic Order process would enable officers a period of six months to review the effectiveness of the scheme and provides an opportunity for residents and stakeholders to make comments. The Council would then consider the comments made and make recommendations on the future of the scheme by determining if it should be made permanent, with or without modification, or is abandoned.</p>
DECISION	<ol style="list-style-type: none"> 1. That Officers are authorised to implement the recommendations as set out in section 10 of this report. 2. That an assessment of the effectiveness of the measures referred to in item 1 above, including the consideration of any unresolved material objections during the first six months of the implementation of the scheme are considered by the Director of Highways and Transportation, Customer & Place Services for a decision on the future of the scheme by determining if it should be made permanent, with or without modification, or is abandoned.
AUDIT TRAIL OF DECISION	<p>https://barnetcouncil.sharepoint.com/:f:/r/teams/ParkingProgramme/Shared%20Documents/General/CPZ%20Project%20Folders/CPZ%20Phase%201/03%20-%20East%20Finchley%20EF/03%20-%20Reports/Informal?csf=1&web=1&e=ksiqJY</p>


DECISION TAKER'S STATEMENT

I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision-making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.

I authorise the above decision:

Signed



DocuSigned by:

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Ian Edser

Designation

Director of Highways and Transportation

Date

31 January 2023

27 September 2023 | 15:14 BST
