

# Controlled Parking Zones – seen from both sides

Barnet Council is surveying the residents of roads surrounding the Temple Fortune Controlled Parking Zone (CPZ) about parking, at the request of residents living near the CPZ.

Barnet's CPZ strategy is simple: A CPZ is introduced in one area, displacing parking into the surrounding roads, where parking was previously unimpeded. The residents of these newly afflicted roads then appeal to Barnet to extend the CPZ to include their roads, causing further displacement and demands for the zone to be extended.

There is plenty of parking space on the Suburb as a whole. It is only the spread of CPZ restrictions originally imposed in areas of high but localised demand that have caused a parking problem elsewhere. There will always be vehicles whose owners either do not wish to, cannot afford to, or are not entitled to purchase a permit, and so there will always be displacement.

Barnet does not operate CPZs to make it easier for residents of the zone to park. Their primary goal is to generate revenue for Barnet through the sale of permits and the issuing of penalty charges. Barnet sells permits to businesses as well as residents, and over the last four years they have increased the cost of a resident permit by over 160%, and a one hour visitor permit over 310% to over £4.

Barnet's goal appears to be a series of CPZs covering the entire Suburb, thus maximising revenue. Only strong opposition from residents can stop this expansion, as they cannot expand the zone without resident's support.

Barnet uses the CPZ revenue to subsidise the cost of maintaining the entire road

network in the borough, and not simply to control parking demand. Is it fair that residents within a CPZ should subsidise those outside it?

CPZs bring with them a reduction in the number of usable parking spaces due to the requirement to provide passing spaces, ensure that vision is unobstructed on corners, etcetera. They require extensive additional road markings and unattractive street furniture.

Stories abound of residents being issued with penalties for even the most minor of transgressions, such as failing to show permits which have been renewed but not yet delivered, or for parking just outside the marked bays. Buying a permit does not even guarantee a parking space as Barnet can sell more permits than there are spaces.

Once control is handed to Barnet, we have little say in how it is used. Councils can change the hours of operation or the fees without consultation, and they can use the CPZ as a tool to influence our behaviour. Some councils charge fees based on engine size or carbon dioxide emissions.

That CPZs are not operated in residents' interests is ably demonstrated by the existence of a group named "Barnet CPZ Action", who have mounted a challenge to recent price rises in the High Court. A proposed concession in visitor permit pricing is widely attributed to their pressure, but the long term trajectory is clear.

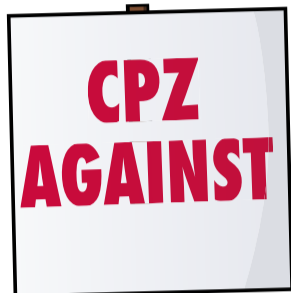
Controlled Parking is not the solution, it's the problem. The best solution would be to remove the existing CPZ entirely. Making the CPZ larger will harm just as many people as it will help.

I've written in more detail to my neighbours in Asmunds Hill. You can read this online, at [sowerbutts.com/cpz](http://sowerbutts.com/cpz). We need to act now to stop the expansion of the CPZ. Please talk to your neighbours and write to Barnet about this yourself.

Although I am a member of the RA's Road and Traffic Committee, the RA is still considering its position, and I present these views as my own. If you would like to get in touch about CPZs then please email me at [will@sowerbutts.com](mailto:will@sowerbutts.com).

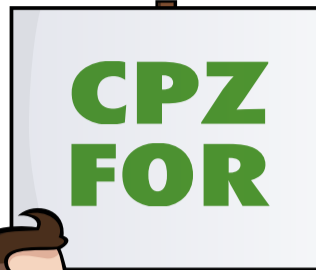
WILL SOWERBUTTS, ASMUNS HILL

A fuller version of Will's paper is available at [sowerbutts.com/cpz](http://sowerbutts.com/cpz)



Mr Sowerbutts has suggested that the current parking consultation is taking place because Barnet Councillors just want to enlarge the CPZ to generate more revenue and that they have no genuine interest in helping solve parking problems.

Nothing could be further from the truth. The consultation



has not been imposed on the area by the Council, but delivered as a response to over a year of persistent requests from many residents in all parts of Hampstead Way and parts of Willifield Way, for whom the constant hassle of non-resident parking has become intolerable. We know that our only way forward now is to request a one-hour period of controlled parking, Mondays to Fridays, to restore our roads to how they used to be. We look at our close neighbours in Temple Fortune Lane, with their CPZ, and remember that just a very few years ago, Hampstead Way looked similar, in fact rather like the picture that the Residents Association publishes, telling us how lucky we are to live here!

It may seem in the short-term interests of the RA to allow a situation to continue where Hampstead Way is in effect a firewall against the encroachment of non-resident parking on other parts of the Suburb as well. We are the nearest road to Golders Green that is free of parking controls. A road where anyone can dump cars for the entire day, or even weeks on end – whether they go on holiday, take the tube into work or, in the case of some local garages, leave cars awaiting repair. It does not surprise us that a resident of Wild Hatch expressed how grateful they are for their own inclusion in a CPZ arrangement because "otherwise Wild Hatch would currently be a commuter car park with nowhere for us to park." Nor does it surprise us that some members of the RA Council, who themselves live in CPZ roads, say that they would not like them taken away.

The non-resident parking plague is already spreading; up

Meadway, along Heathgate and other side roads. Yes, the RA predicted that displacement parking would occur, but this is not just local displacement. Many vehicles left here long term have been shown to come from outside the borough, as drivers find our location highly convenient for public transport. The parking difficulties that shoppers experience cannot be blamed on one-hour CPZs. In fact if the staff from Temple Fortune shops, showrooms and other commercial premises did not park all day in Hampstead Way, Asmunds Hill and Temple Fortune Hill, but took public transport to work, there would be plenty of space for shoppers. The constant flow of cars in the short section of Hampstead Way already within a CPZ is proof of that.

Fortunately Councillor Dean Cohen, who is now responsible for parking, has already responded to residents' concerns by announcing a complete review of charges including a reduction in the cost of visitor permits to £2.20. We too would like permits to be even cheaper. But we are realists, not fantasists with our heads in the clouds hoping that all CPZs will disappear, or suddenly become free of charge. We expect the RA to help ALL residents, including those who have severe parking problems. It's time to stop quoting surveys from 2006. Things have changed dramatically since then and we need a modern response to a modern problem.

C JOHNSTONE, 221 HAMPSTEAD WAY  
P WHITE, 215 HAMPSTEAD WAY  
B HILLMAN, 2 WILLIFIELD WAY  
A JACKSON, 26 WILLIFIELD WAY  
A BLENDIS, 155 HAMPSTEAD WAY  
R KEMP, 157 HAMPSTEAD WAY  
R GREEN, 36 HAMPSTEAD WAY  
AND MANY OTHERS

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