

<p style="text-align: center;"><u>MEETING</u></p> <p style="text-align: center;">CHIPPING BARNET AREA COMMITTEE</p>
<p style="text-align: center;"><u>DATE AND TIME</u></p> <p style="text-align: center;">WEDNESDAY 27TH MARCH, 2019</p> <p style="text-align: center;">AT 7.00 PM</p>
<p style="text-align: center;"><u>VENUE</u></p> <p style="text-align: center;">HENDON TOWN HALL, THE BURROUGHS, LONDON NW4 4BQ</p>

Dear Councillors,

Please find enclosed additional papers relating to the following items for the above mentioned meeting which were not available at the time of collation of the agenda.

Item No	Title of Report	Pages
1.	MEADWAY AREA, EN5 - PROPOSED CONTROLLED PARKING ZONE (CPZ)	3 - 20

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Chipping Barnet Area Committee

AGENDA ITEM 10

27 March 2019

Title	Meadway Area, EN5 - Proposed Controlled Parking Zone (CPZ)
Report of	Strategic Director for Environment
Wards	High Barnet
Status	Public
Urgent	Yes
Key	No
Enclosures	Appendix A - Chief Officer Decision (Details and outcome of feasibility study)
Officer Contact Details	Lisa Wright – Traffic and Development Manager Lisa.wright@barnet.gov.uk 020 8359 3555

Summary

The investigation into non-resident parking in Meadway Close EN5 and the surrounding area was initially identified as part of the Local Implementation Plan (LIP) work programme, following a prioritisation of requests received from members of the public in previous years.

Whilst the feasibility study in respect of parking in Meadway Close and a wider area was being carried out, the Chipping Barnet Area Committee in July 2017 decided that Officers should carry out a consultation exercise in relation to potential parking solutions in respect of commuter parking in the Meadway and surrounding roads, and to report the results back to this Committee.

This report asks Members of the committee to note the results of the feasibility study, noting that the Strategic Director for Environment has already taken a decision in respect of the way forward, and asks the Committee's to note, agree and amend the decision made.

Officers Recommendations

1. That the Chipping Barnet Area Committee, notes that the Strategic Director for Environment has instructed Officers to carry out a statutory consultation on proposals to introduce a Controlled Parking Zone in Meadway EN5, inclusive of the following locations:

Location in its entirety

Meadway Close, Burnside Close, St Mark's Close, Martins Mount, Kingsmead and Hillary Rise

Section of

**King Edward Road
(junction with Meadway to its junction with Potters Lane)**

2. That the Chipping Barnet Area Committee, notes that the outcome of the statutory consultation referred to in recommendation 1 above will be reported back to a future meeting of this Committee, to determine the funding requirements for the introduction of the parking controls.
3. That the Chipping Barnet Area Committee, agree that if any objections are received as a result of the statutory consultation referred to in recommendation 1, this Committee will consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.
4. That the Chipping Barnet Area Committee note that at its Committee dated July 2017 it agreed to allocate £5,000 towards carrying out feasibility studies in Meadway Area which will now be utilised to conduct the statutory consultation as outlined in recommendation 1.

1. WHY THIS REPORT IS NEEDED

- 1.1 In July 2017, the Chipping Barnet Area Committee determined that consultation should take place with residents of the roads leading off either side of Meadway EN5 (up to 30 metres in distance). However, Officers were already working on a feasibility study, through the Local Implementation Plan (LIP) Parking Reviews Work Programme, for the potential to introduce a Controlled Parking Zone (CPZ) in that same area. Officers will report the findings to the Area Committee moving forwards, inclusive of seeking approval to proceed at the relevant stages.
- 1.2 As part of the feasibility study that was carried out, parking surveys in local roads had been undertaken and analysis was underway. However, it should be noted that, the study extended further than the 30 metres in side roads as suggested by the Committee. The

outcome of the feasibility study was, as a LIP scheme, determined by the Strategic Director for Environment by way of a Chief Officer Decision report, and this decided that a statutory consultation should take place in respect of a new CPZ in the Meadway EN5 area.

- 1.3 The Committee had requested that the outcome of the consultation be reported back to this Committee. As it stands no such consultation has taken place, however, Officers consider that an update in respect of the work carried out under the LIP programme, should be reported to the Committee.
- 1.4 Appendix A is a copy of the Chief Officer Decision which details the work carried out in the area. It determined that a statutory consultation should take place in respect of a new CPZ in local roads, although the progression of any scheme was subject to funding being available.
- 1.5 Currently, it is envisaged that there would not be any LIP funding to undertake Parking Review work in the 2019/20 period.
- 1.6 Therefore, subject to the Committee's agreement, a statutory consultation in respect of a new CPZ in the Meadway EN5 area would be carried out. However, contrary to the decision of the Strategic Director for Environment's Chief Officer Decision, the outcome of the consultation (whether comments/objections were received or not) would be reported to a future meeting of this Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Work has already been undertaken in respect of parking in the Meadway EN5 area, as a scheme focussing on Meadway Close EN5 and surrounding area (which incorporates Meadway EN5) involved parking surveys to establish kerbside usage.
- 2.2 Parking beat surveys were conducted at regular intervals, during a "neutral" week/month on Wednesday, Thursday and Saturday at 06:00, 08:00, 11:00, 14:00 17:00 and 19:00.
- 2.3 Officers collated full registration details in addition to the road capacity. Further details can be found in Appendix A in relation to the methodology for consistency and analysis of the results and the key points are summarised below:
 - Consistently, each road experiences similar levels of parking during the week. With up to a 51% reduction on a Saturday in certain locations.
 - In many locations, the percentage of "commuter" type parking exceeds "residential" parking consistently.
 - Commuter parking exceeds residential parking in Meadway and Hillary Rise on all days (including the weekend).
 - Commuter parking exceeds residential parking in Kingsmead and Kingsmead during the week.

- 2.4 As considered in Appendix A, Officers consider that a statutory consultation with the public should be undertaken on CPZ proposals.

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 and the Chipping Barnet Area Committee.

4. POST DECISION IMPLEMENTATION

- 4.1 Officers would seek to carry out a statutory consultation on the agreed proposals with a view to implementing those proposals subject to the outcome of the consultation.
- 4.2 Subject to approval, all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended) will be complied with.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The consultation seeks 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.
- 5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect 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 costs of carrying out a statutory consultation in the Meadway EN5 area is estimated to be in the region of £5,000, the costs of which can be met from the £5,000 already allocated to carry out a consultation in the area.
- 5.2.2 The results of the consultation would be reported to a future meeting of this Committee who, subject to the outcome of this Committee, would be asked to determine the way forward and funding. It should be noted that Officers are looking into the possibility of utilising Section 106 (of the Town and Country Planning Act 1990) related developments in the vicinity.

5.3 Social Value

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

- 5.4.2 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.
- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.
- 5.3.1 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.
- 5.3.2 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.
- 5.5.2 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.
- 5.5.3 In response to this, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation involving our proposals.

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.

5.7 Corporate Parenting

5.7.1 None in relation to this report.

5.8 Consultation and Engagement

5.8.1 Consultation will be undertaken as described in this report in respect to statutory obligations and local policy, inclusive of the following correspondence methods;

- sending an email to parking.consultations@barnet.gov.uk
- by writing to the Design Team using the address at the top of this page
- by visiting the Barnet TraffWeb public consultation website at www.barnettraffweb.co.uk.
- by visiting Engage Barnet

5.8 Insight

5.8.1 None in relation to this report

6. BACKGROUND PAPERS

6.1 Chipping Barnet Area Committee July 2017 Item 14 -
<http://barnet.moderngov.co.uk/documents/g9306/Printed%20minutes%2017th-Jul-2017%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

6.2 Environment Committee March 2018 Item 11
<http://barnet.moderngov.co.uk/documents/s45534/Local%20Implementation%20Plan.pdf>
<http://barnet.moderngov.co.uk/documents/s45538/Appendix%204%20%20Details%20of%20Parking%20proposals.pdf>

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Chief Officer Decision

TITLE	Proposal to proceed to Statutory Consultation in relation to a Proposed Controlled Parking Zone, Meadway Close Area, EN5
DATE OF DECISION	4 th February 2019
DECISION TAKER	Strategic Director - Environment
SUMMARY OF THE DECISION	<p>Meadway Close EN5 falls outside, but in relatively close proximity to the Chipping Barnet "C" Controlled Parking Zone (CPZ), which operates between 8am to 6.30pm, Monday to Saturday and the Chipping Barnet "D" CPZ which operates between 2pm and 3pm, Monday to Friday. As with most CPZ's, the roads are made up of primarily waiting restrictions and resident permit parking places. Meadway Close falls within approximately 400 metres of the entrance to the High Barnet Underground Station.</p> <p>A number of concerns and subsequent complaints have been received from local residents in relation to commuter type parking issues in the area, resulting in additional requests for a CPZ to be implemented by the authority to help alleviate parking pressures.</p> <p>The requests/complaints received relating specifically to Meadway Close, along with hundreds of other CPZ related requests from across the borough, was put through a prioritisation tool in order to inform the Local Implementation Plan (LIP) Work Programme for the 2017/18 financial year. This report determines the schemes which would be subject to Local Implementation Plan (LIP) funding for 2017/18.</p> <p>Meadway Close came near the top of the list and was therefore prioritised for further investigation this year. Details of which can be found in the following (Item 12);</p> <p>https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=695&Mid=8593&Ver=4</p> <p><u>Feasibility Study</u></p> <p>With regards to the prioritisation tool referred to above, it is important to note that the focus and "scoring" was only applied to the road where the request originated from (Meadway Close), and a decision to investigate further applying only to that road. However, in CPZ terms it is often</p>

unrealistic to consider changes in one road only as parking displacement is highly likely to occur. An Officer recommendation in this report therefore includes surrounding roads.

Parking Beat Surveys Explained

Parking surveys were undertaken during a neutral week to assess the current “normal” demand for parking in the area. Parking survey data will also inform the design requirements at a later date, subject to being successful.

Surveys were conducted at regular intervals during the day and into the evening.

Cross comparison of data obtained during the surveys is considered important to ensure the results are accurate and determine usual parking characteristics in the area. The more information that is gathered, the greater understanding there would be of the various parking characteristics in the area. This in turn would allow better, more focussed CPZ design to better mitigate the expected impacts.

Capacity and number of vehicles parked

The number of vehicles that can reasonably park in each road (capacity) in addition to the number (“beat”) of vehicles being parked at the time of the survey were recorded. An assumption, for calculating capacity, that a parking space is 5 metres in length was made.

Vehicle registration details

Part-vehicle registrations will enable a vehicle to be “tracked” throughout the survey periods. This allows Officers to analyse which vehicles belong to ‘residents’ (based on the industry assumption that vehicles parked during or after certain hours, belong to residents). This would inform CPZ design in terms of number of resident permit parking places to be provided to accommodate the demand during the proposed CPZ periods of operation.

Scope/Geographical Location

The extent of the survey area included the following roads;

- Meadway (entire length)
- Meadway Close (entire length)
- Burnside Close (entire length)
- St Mark’s Close (entire length)
- Martins Mount (entire length)
- King Edward Road (from its junction with Meadway to its junction with Potters Lane)
- Kingsmead (entire length)
- Hillary Rise (entire length)

Specification

- Beat surveys conducted at 06:00, 08:00, 11:00, 14:00 17:00 and 19:00
- Occupancy of each street (listed above)
- Full vehicle registration details
- Frequency - 3 days to include Wednesday, Thursday and Saturday (during a neutral month/week)

Dates and Times

- Tuesday 20th February 2018
- Thursday 22nd February 2018
- Saturday 24th February 2018

Parking Beat Survey Results

Meadway Close

- A total of 20 vehicles were recorded on Tuesday 20th February
- A total of 26 vehicles were recorded on Thursday 22nd February
- A total of 19 vehicles were recorded on Saturday 24th February

Meadway

- A total of 111 vehicles were recorded on Tuesday 20th February
- A total of 91 vehicles were recorded on Thursday 22nd February
- A total of 102 vehicles were recorded on Saturday 24th February

Burnside Close

- A total of 18 vehicles were recorded on Tuesday 20th February
- A total of 18 vehicle were recorded on Thursday 22nd February
- A total of 15 vehicles were recorded on Saturday 24th February

St Mark's Close

- A total of 20 vehicles were recorded on Tuesday 20th February
- A total of 23 vehicles were recorded in Thursday 22nd February
- A total of 21 vehicles were recorded on Saturday 24th February

Martins Mount

- A total of 12 vehicles were recorded on Tuesday 20th February
- A total of 8 vehicles were recorded on Thursday 22nd February
- A total of 6 vehicles were recorded on Saturday 24th February

Kingsmead

- A total of 65 vehicles were recorded on Tuesday 20th February
- A total of 62 vehicles were recorded on Thursday 22nd February
- A total of 41 vehicles were recorded on Saturday 24th February

Hillary Rise

- A total of 10 vehicles were recorded on Tuesday 20th February
- A total of 8 vehicles were recorded on Thursday 22nd February
- A total of 6 vehicles were recorded on Saturday 24th February

King Edward Road (from its junction with Meadway to its junction with Potters Lane)

- A total of 67 vehicles were recorded on Tuesday 20th February
- A total of 55 vehicles were recorded on Thursday 22nd February
- A total of 33 vehicles were recorded on Saturday 24th February

Table 1

Road Capacity

The table below shows the road capacity in each location.

<u>Road name</u>	<u>Road Capacity</u>
Meadway Close	10
Meadway	54
Burnside Close	11
St Mark's Close	9
Martins Mount	12
Kingsmead	33
Hillary Rise	16
King Edward Road	43
Total	

Method

We have purposely excluded current restricted areas, where parking is prohibited during certain and/or at all times.

Restricted areas include existing double yellow lines, single yellow lines, bus stops, central crossing points and zig zags associated with pedestrian crossings.

In the absence of double yellow lines protecting junctions, we've allowed for 10 metres, as recommended in the Highway Code.

However, this can be extended or reduced due to road geometry, environmental factors and adequate visibility splays and sight lines.

Table 2

Total number of vehicles

Road name	No. of vehicles (Tuesday)	No. of vehicles (Thursday)	No. of vehicles (Saturday)	Total No. of vehicles
Meadway Close	20	26	19	65
Meadway	111	91	102	304
Burnside Close	18	18	15	51
St Mark's Close	20	23	21	64
Martins Mount	12	8	6	26
Kingsmead	65	62	41	168
Hillary Rise	10	8	6	24
King Edward Road	67	55	33	155
Total	323	291	243	857

Study

- All locations see a reduction in parking on a Saturday, in comparison to the number of vehicles recorded on at least one week day
- Up to 51% reduction in parking occurs in King Edward Road on a Saturday
- Up to a 40% reduction in parking occurs in Hillary Rise on a Saturday
- Up to a 37% reduction in parking occurs in Kingsmead on a Saturday
- Consistently, each road experiences similar levels of parking during the week.

Parking occurrence during the “control beat” at 6am is presumed residential.

Table 3

Total number of vehicles belonging to residents

Road name	"Residential" Parking (Tuesday)	"Residential" Parking (Thursday)	"Residential" Parking (Saturday)	Totals
Meadway Close	13	14	13	40
Meadway	47	29	40	116
Burnside Close	10	11	9	30
St Mark's Close	16	17	18	51
Martins Mount	5	6	5	16
Kingsmead	28	25	27	80
Hillary Rise	2	3	0	5
King Edward Road	23	23	27	73
Total	144	128	139	411

Study

- The level of residential parking appears to be consistent in majority of locations
- A reduction in "residential" parking in Hillary Rise is noted on a Saturday
- There is an increase in residential vehicles in Meadway on a Saturday (40 vehicles recorded), in comparison to 29 on a Thursday
- It is worth noting, that where low levels of parking occur in Burnside Close, St. Mark's Close, Martin's Mount and Hillary Rise is due to the length of the road and "capacity" (locations where vehicles can reasonably park)

Table 4

Overall percentage of “residential” and “commuter and/or visitor parking”

Road name	Percentage of residential and commuter type parking (Tuesday)		Percentage of residential and commuter type parking (Thursday)		Percentage of residential and commuter type parking (Saturday)	
	Resident %	Commuter %	Resident %	Commuter %	Resident %	Commuter %
Meadway Close	65	35	54	46	68	32
Meadway	42	58	32	68	39	61
Burnside Close	55	45	61	39	60	30
St Mark's Close	80	20	74	26	86	14
Martins Mount	42	58	75	25	83	17
Kingsmead	43	57	40	60	66	34
Hillary Rise	20	80	38	62	0	100
King Edward Road	34	66	42	68	81	19

Study

- Percentages have been calculated based on the total number of vehicles
- Considering a number of residents use their vehicles during the day, the percentage of “commuter parking” is likely to be greater in reality than the recorded / calculated figures above during the working day
- Commuter parking exceeds residential parking in Meadway on all days (including the weekend)
- Commuter parking exceeds residential parking in Hillary Rise on all days (including the weekend)
- Commuter parking exceeds residential parking in Kingsmead during the week
- Commuter parking exceeds residential parking in King Edward Road during the week

Additional Considerations

The majority of locations surveyed see a reduction in parking on Saturday, resulting in less on-street parking demand.

Saturday is the second busiest time for parking in St Marks Close and Meadway. However, higher numbers were still recorded during one of the two week days surveyed.

During the week, vehicles park down Meadway, in the unrestricted areas. On-site observations indicate that motorists are proceeding in the direction of the tube station.

Individuals have also been observed parking in King Edward Road and Kingsmead. Access to the station is gained via path at this location.

Commuter type parking appears to occur during the day and is clear by the evening.

Future CPZ Considerations and Methodology

Permit holder parking places can only be provided in areas where stationary vehicles will not hinder access, for example, to off-street parking provisions such as a driveway or garage. Formalised vehicular crossovers are therefore protected with a minimum clearance of 1 metre. This is measured from the “shoulder” of the kerb, which is the first full height kerb. This allows sufficient access requirements, taking into account any possible vehicle overhang.

In addition, the formalisation of parking cannot affect the free flow of traffic as to maintain safety for all road users, including pedestrians. Furthermore, proposals cannot cause an obstruction of any kind, making it a safe environment and reducing conflict.

Commitment is also given to ensure existing restrictions remain relevant and fit for purpose. Therefore, any redundant restrictions will be addressed accordingly and incorporated into the proposals.

Community Support

Community support in the form of requests from local residents' regarding a CPZ is noted in addition to the on-going complaints regarding the current parking situation in Meadway Close.

Social Value

The benefits would include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for further problems to arise, would be detrimental to local residents.

The permit holder parking only bays will allow for a fair distribution of parking spaces for local residents by the removal of commuter parking.

Increasing capacity for local residents' and their visitors will create a

	<p>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.</p> <p><u>Conclusion</u></p> <p>Based on the above, it is recommended that the Strategic Director for Environment note the proposals and authorise officers to proceed to Statutory Consultation, seeking the views of local residents on the proposals to implement a Controlled Parking Zone, which includes parking limited to specific persons during certain times.</p> <p>If the Strategic Director for Environment is satisfied, once the required procedure has been followed and it is appropriate to do so, introduces parking controls through the creation and processing of a Traffic Management Order (TMO), in line with local policy and legal statutory requirements.</p> <p>However, any unresolved material objections to the Statutory Consultation referred to above shall be considered by the Strategic Director for Environment, for decision on how to proceed. The decision is likely to include one of the following;</p> <ul style="list-style-type: none"> • Instruction to proceed with the proposal • Make an amendment to the existing proposal and then re-consult/advertise • Abandon the scheme
DECISION	<p>To authorise officers to undertake Statutory consultation on proposals to introduce a Controlled Parking Zone in the following roads:</p> <ul style="list-style-type: none"> • Meadway (entire length) • Meadway Close (entire length) • Burnside Close (entire length) • St Mark's Close (entire length) • Martins Mount (entire length) • King Edward Road (from its junction with Meadway to its junction with Potters Lane) • Kingsmead (entire length) • Hillary Rise (entire length)
AUDIT TRAIL OF DECISION	<p>Retained within the service area (Meadway Close Area EN5/SF)</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 **Jamie Blake**

Designation **Strategic Director - Environment**

Date **4th February 2019**
