

Summary Delegated Powers Report

TITLE	Review of Event Day Controlled Parking Zone in the vicinity of Allianz Park (Barnet Cophall Stadium) NW4
DATE OF DECISION	26 September 2013
DECISION TAKER	Martin Cowie – Assistant Director Strategic Planning, Regeneration and Transport.
<p>SUMMARY OF DECISION</p> <p>That following the Event Day CPZ Review, no changes are made to the operation of the Event Day CPZ apart from minor amendments to the layout as outlined in the report.</p> <p>1. RELEVANT PREVIOUS DECISIONS</p> <p>1.1 Planning and Environment Committee on 2 February 2012 resolved to approve the planning application ref H/00928/11 made by Saracens Ltd to develop Barnet Cophall Stadium subject to the completion of a Section 106 Agreement and referral to the Secretary of State.</p> <p>1.2 On 12 March 2012 the Secretary of State issued a Direction not to call in the Planning Application and the decision as to whether planning permission should be granted therefore remained with the London Borough of Barnet.</p> <p>1.3 On 30 March 2012 the Council granted the planning permission and issued the Decision Notice for the Planning Application ref H/00928/11 and the agreement under Section 106 of the Town and Country Planning Act 1990 relating to land at Cophall Stadium, Barnet was completed and signed.</p> <p>1.4 The decision of the Delegated Powers Report No.1795 – Proposed Event Day Controlled Parking Zone in the vicinity of Barnet Cophall Stadium NW4 – proposing an Event Day Controlled Parking Zone in the area surrounding Barnet Cophall Stadium was that the proposed CPZ be progressed through the relevant statutory consultation procedures.</p> <p>1.5 The decision of the Delegated Powers Report No. 1868 - Proposed Event Day Controlled Parking Zone in the vicinity of Allianz Park (Barnet Cophall Stadium) NW4 – advising of the outcome of statutory consultation and the decision to introduce the Event Day Controlled Parking Zone as originally proposed with minor layout amendments. It was also agreed that the measures be reviewed at the end of the 2012/13 season with consideration given to any further changes or recommendations as necessary.</p>	

2. CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 2.1 The Corporate Plan 2013/16 defines the Council's vision (under the priority to promote responsible growth, development and success across the borough) in delivering sustainable growth to ensure Barnet continues to be successful and prosperous place where people want to live and work.
- 2.2 The London Mayor's Transport Strategy also addresses these areas through: "Proposal 30: The Mayor, through TFL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will includec)"...keep traffic moving...", e) Planning and implementing ... improvements to the existing road network, to improve traffic flow on the most congested sections of the network, ... to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users.

3. RISK MANAGEMENT ISSUES

- 3.1 It is considered that the issues involved are not likely to give rise to adverse policy considerations as the Event Day Controlled Parking Zone (CPZ) was designed to prioritise available kerbside space for residents and their visitors in an area identified as being likely to attract those attending Saracens matches by motor vehicle and wishing to park in local roads. The review has been undertaken to establish the community's perception on how the Event Day CPZ is operating, with resulting actions based on community feedback.

4. EQUALITIES AND DIVERSITY ISSUES

- 4.1 The principle of introducing Controlled Parking Zones in the borough in order to address particular parking pressures is already well established and aside from protecting kerbside space for local residents and their visitors on event days, is not envisaged to exclusively disadvantage or benefit any members or particular sections of the local community. Additionally, motorists displaying a valid Disabled Badge in their vehicle can park for unlimited periods in permit holder only areas and bays without further charge, thereby affording more protection to this section of the community than would be the case if restrictions were not in place on event days.

5. USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for money, Staffing, IT, Property, Sustainability)

- 5.1 It is considered appropriate to carry out a review of the parking controls as part of the ongoing operation and administration of the CPZ. All reasonable costs of administering the CPZ and revising if necessary will be met by Saracens Ltd as set out in the S106 Agreement which was signed in accordance with the condition attached to the Planning Permission issued on the 30 March 2012. Initial estimated costs for the review of the CPZ are approximately £20,000, which includes consultation, printing costs, advertising, lining and signage costs and all officer time and Saracens have

indicated that they are happy to meet this cost under the terms of the S106 agreement.

5.2 In the Section 106 Agreement Paragraph 5.12 states

5.12 To pay to the Council within 21 days of the Council's written demand thereof:

5.12.1 Traffic Management Costs including a fair and reasonable commuted sum for the implementation of providing, installing and maintaining road signs, lines and enforcement which sums shall be payable to the council in advance on the basis of the Council's reasonable estimate and Saracens shall (if reasonable and appropriate) pay such further sums as may be necessary to ensure that the Council's costs in relation to the Traffic Management Cost are covered in advance of their being incurred; and

5.12.2 The anticipated Permit Costs in each year.

5.3 The following definitions are taken from the Section 106

- *CPZ Costs – means the Council's reasonable and proper costs (including any legal or consultants fees) in drafting preparing making, promoting, implementing, administering and enforcing the CPZ;*
- *Permit Costs - means the reasonable costs of acquiring permits or vouchers incurred by local residents living within any CPZ (or area where a TRO applies or other zone or area within which additional parking restrictions are introduced as a consequence of the Development) implemented by the Council (which costs under the terms of the Section 106 Agreement are to be fully underwritten by Saracens on the agreed basis that there shall be no cost falling on either the Council or the local residents in respect of such permits or vouchers);*
- *Traffic Management Costs - means any costs reasonably and properly incurred by the Council in designing, applying for, obtaining, implementing and maintaining any Parking Restrictions, CPZ, TROs or other traffic management orders or measures (including those to improve conditions and facilities for pedestrians) reasonably required by the Council in order achieve the STP Objective (including the Car Driver Mode Split and the Modal Split Targets) or to mitigate the transport impacts of the Development including any costs reasonably and properly incurred by the Council in order to implement or enforce the approved Local Area Management Plan and/or the Stadium Travel Plan.*

5.4 Signage and line markings will require periodic maintenance the cost of which would be borne by Saracens Ltd, as per the Section 106 agreement.

6. LEGAL ISSUES

6.1 The Traffic Management Act 2004 and the Road Traffic Regulation Act 1984 gives regulation and traffic management powers to the Council as Highway Authority. The proposals in this report will require the making of Traffic Management Orders to be drafted and publicly advertised in accordance with the aforesaid legislation and in compliance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. CONSTITUTIONAL POWERS

- 7.1 Council Constitution, Part 3, Responsibility for Functions, paragraph 6.1 provides for Chief Officers to take decisions in consultation with the Cabinet Member concerned to discharge the functions allocated to them or dealt with by them or their staff.

8. BACKGROUND INFORMATION

- 8.1 The recommendation of the previous Delegated Powers Report No. 1868 was that the Event Day CPZ be introduced as originally proposed through the making of relevant traffic management orders incorporating some minor layout amendments (as outlined in the report). It was also agreed that the measures be reviewed at the end of the 2012/13 season with consideration given to any further changes or recommendations as necessary. Ward members from Finchley Church End, Hale, Hendon and Mill Hill wards were consulted on the details of the review, which included a letter and a link to an online questionnaire, which was to be sent to all those who were previously consulted in addition to a few additional properties on the periphery of the Event Day CPZ.
- 8.2 Councillor Rayner queried the extent of the external consultation area, and whether additional areas, such the Mill Hill Broadway should be included in the consultation. Officers had not been made aware of any significant concerns being raised from residents outside of the Event Day CPZ other than a number of enquiries from Newark Way and subsidiary roads. These roads were subsequently included within the external consultation area along with those properties which were included in the consultation for the initial scheme proposal.
- 8.3 Councillor Khatri provided comments stating his concerns and those of other Ward Councillors, many of which related to the hours of operation of the Event Day CPZ. It was suggested that a one or two hour restriction would suffice to deter visitor parking in the area on event days. This issue was raised prior to the scheme being introduced, and officers confirmed through discussion with Saracens that it is possible that match times may vary depending on the type of competition and the broadcaster covering the matches, and therefore the hours of operation need to accommodate all potential match times for the Event Day CPZ to operate effectively.
- 8.4 Councillor Khatri also raised the question as to whether the use of electronic signage could be considered so that the hours of restriction could be varied according to match times on an event by event basis. Officers have had discussions with colleagues at Brent Council regarding the signage used for Wembley Stadium in order to get an idea of cost and practicality of this option. Brent Council use electronic signs at ten locations including A406 and Harrow Road, just outside of the CPZ to inform that an event is taking place. These variable message signs were installed in 2007 at a cost of approximately £120,000 and are used in addition to the standard CPZ entry plate signage. Officers consider that it is acceptable and that it is unlikely that Saracens would agree to fund the provision of additional electronic signage when the

existing event day signage meets Department for Transport guidance for such a scheme.

- 8.5 The Event Day CPZ Review was carried out in June 2013, at the end of the rugby season, and after seven events had been held at Allianz Park (Barnet Copthall Stadium) since January 2013. Letters outlining the review and asking residents for their views were hand delivered to all properties within the zone and within a further consultation area adjacent to the zone. A plan of the consultation areas is attached as Appendix A to this report.
- 8.6 Residents were asked if they would like to complete a questionnaire to put forward their views relating to the design, operation and enforcement of the Event Day CPZ. Two questionnaires were available – one for residents or businesses within the Event Day CPZ and one for those within the adjacent consultation area. The questionnaires were available to download, to complete online via Survey Monkey, or as a paper version which was sent out on request. A page was also set up on Barnet's Engage Portal detailing the review and giving details on how to access the questionnaire. A copy of the questionnaire for residents or businesses within the Event Day CPZ is attached as Appendix B to this report and the questionnaire for residents within the adjacent consultation area is attached as Appendix C.
- 8.7 A total of almost 9000 consultation letters were delivered, approximately 8000 of these to residents within the Event Day CPZ and almost 1000 to residents within adjacent roads. Consultation commenced on 5th June for a period of 28 days, although comments received up to 20th July 2013 were considered as part of the analysis.
- 8.8 A total of 559 items of correspondence were received, a response rate of 6.2%. This included 551 completed questionnaires and 8 emails from residents or businesses within the consultation area. Of the questionnaires returned, 526 were from residents or businesses within the Event Day CPZ and 25 were from residents within the outside consultation area.
- 8.9 Of those residents within the Event Day CPZ who completed the questionnaire, 261(54%) stated that they agreed that the Event Day CPZ is meeting its objectives of minimising obstructive parking whilst providing adequate parking for residents, businesses, local organisations and their visitors. The majority (76%) also stated that they have not had any difficulties accessing businesses or services within the Event Day CPZ since the introduction of the scheme. Of the 10% who said that they did have difficulty, one of the main reasons given was localised congestion on event days. Less parking availability on event days was also noted, with the hours of restriction noted in one response by a resident wishing to attend a local church service starting at 6pm.
- 8.10 A response was received by email from Sacred Heart Church in Flower Lane, Mill Hill noting concerns about the effects that the Event Day CPZ parking restrictions may have on its Saturday and Sunday evening Masses, which commence at 6.00pm and are well-attended. The Parish Council stated that it would be preferable if the event day parking restrictions ceased at 5pm at least at the end of Flower Lane near to the church, to facilitate parking for those attending mass. Officers note that prior to the introduction of the Event Day CPZ, parking on Flower Lane and adjacent roads was unrestricted at

weekends, so those attending services may have become accustomed to parking in these roads. It is also noted that the Sacred Heart Church is eligible to apply for permits and visitor vouchers, and that these could be distributed to their congregation, although records show that they have not obtained any vouchers to date. The Council is keen to ensure that the local community continue to have access to places of worship and have advised the Parking Enforcement Team of the church's concerns and have asked if the CEOs can be mindful of churchgoers at this end of Flower Lane, especially towards the end of the operational period of the CPZ.

- 8.11 From the responses received, 76% (375) of residents and businesses within the Event Day CPZ have stated that they do not have a problem finding a place to park on event days and 57% (280) stated the same for their visitors or customers. Of those who noted problems finding a place to park, one of the main reasons given was a lack of marked bays near to their properties. Some specific roads, including Holders Hill Road and Wise Lane have been identified from the questionnaires where residents have noted that there are insufficient parking bays for themselves and/or their visitors and that yellow line restrictions prevent them from parking in locations where they have become accustomed to parking on non-event days. Officers have investigated the areas identified and where appropriate have proposed minor changes to the parking layout to provide more parking in these locations.
- 8.12 Other issues identified include a lack of awareness of where they are able to park, in some cases residents stating that they believed they were able to legally park on a single yellow line during the hours of restriction when displaying their permit or voucher. Although the restrictions and general operation are consistent with other Controlled Parking Zones, officers have reviewed the information on the Event Day CPZ webpage and will include an additional 'Q&A' factsheet to address on some of the queries and misunderstandings received during this review. Similar information will also be included in the letters that will be sent to residents and businesses advising of the outcome of the Event Day CPZ Review.
- 8.13 Several comments were received regarding the enforcement of the Event Day CPZ, with 112 respondents (23%) stating that they do not believe that the zone is enforced effectively. Of the reasons given, the majority related to a perceived under-enforcement of the zone, suggesting that greater visibility of enforcement officers is required to deter visitors to the area from parking. There were also a number of comments believing that the enforcement of the zone is inconsistent, stating that some roads appeared to be patrolled more frequently than others or that enforcement appears to take place at the start of the restrictions and not for the duration. Some residents stated that they had not seen a civil enforcement officer in their road and believed that consequently match-goers were parking there regularly. A number of respondents felt that residents were being unfairly penalised as a result of the Event Day CPZ, either with on-street parking issues such as footway parking or incorrect displaying of their permit or voucher, or during the appeals process when disputing a penalty charge notice which they believed was unfair. The Council's Parking Enforcement Team has been made aware of the comments received as part of this review in order to review their approach if appropriate.
- 8.14 A number of residents have raised concerns about the need for improved publicity of forthcoming event dates. Although 284 respondents (58%) stated

that they knew how to find out when the next event is, the majority (64%) advised that they obtain this information from CPZ signage and many were unclear how to find out the dates of future planned events. Of those residents who did not know or were unsure how to find out the date of next event (42%), several commented that they did not know where 'entry plate' signage was located in their area, or found it difficult or impractical to regularly check these signs. Several residents requested more comprehensive information being made available well in advance of events. This issue was also raised at the Allianz Park Travel Plan Steering Group meeting in June 2013. The Council has recently updated the Event Day CPZ web page with the dates currently scheduled for next season's events, and will also provide these details in the letters to be sent to residents advising of the outcome of the review. Officers will continue to discuss with Saracens plans of how best to keep the local community informed of forthcoming event dates.

- 8.15 Some concerns were raised from residents of private roads within the Event Day CPZ. They noted that they believe match-goers may be parking in their roads on event days as parking restrictions are limited by the extent of the public highway and therefore do not include private roads. Some have requested signage to state 'private road – no parking'. Saracens has arranged for 'Pioneers' to be positioned at the entrances to private roads to advise that spectator parking should not occur in these roads.
- 8.16 As was noted during the statutory consultation, a few responses from residents related to the extent of the zone, stating that they did not believe parking restrictions were necessary in their roads as they are too far from the stadium and did not believe that they would be affected by event day parking or congestion problems. Some residents objected to any form of parking restrictions being implemented as they did not believe they were necessary. However, these comments were not in sufficient number to consider excluding particular roads or areas from the Event Day CPZ.
- 8.17 Relatively few responses (25) were received from residents outside of the proposed zone but within the consultation area, a response rate of 2.5%. 87% of those who responded (20) said that they have not noticed an increase in vehicles parked in their street and 65% (15) stated that they have not had any difficulty accessing local businesses or services within the Event Day CPZ since the introduction of the scheme. 70% (16) have noted that they do not have a problem finding a place to park on event days between 1pm and 6pm and 61% said that their visitors or customers do not have a problem finding a place to park on event days. Other comments from residents within their responses included that they believe the zone is too large (3), that they have noticed an increase in parking on their street (1), that signage is not prominent enough (1), that there is not enough parking for visitors to the CPZ, that enforcement is excessive (1) and that a one-hour restriction would be sufficient (1). One resident commented that they were unaware about the introduction of the Event Day CPZ and as a result had received two penalty charge notices.
- 8.18 A meeting was held with ward councillors in August 2013 to discuss the outcome of the Event Day CPZ Review. Councillor Maureen Braun, Councillor John Hart, Councillor Sury Khatri, Councillor Graham Old, Councillor Hugh Rayner and Councillor Brian Schama attended the meeting with council officers. Councillor Schama raised concerns about the lack of

signage informing of the date of next event and queried whether the event date could be put on resident bay sign plates. Officers advised that changes to the existing approved signage would be financially onerous given the volume of signs that would need regularly updating. It was then discussed whether electronic signage could be used in addition to existing signage in key locations within the zone. Officers agreed to look into alternative signage options, including variable electronic signs and to discuss potential options and costs with Saracens.

- 8.19 Councillor Schama questioned the extent of the zone as he felt that it was too large. Officers confirmed that the consultation results did not indicate that a particular road or area should be excluded from the zone. Although a number of responses were received from residents believing that their road did not need restrictions as it is too far from the stadium, the numbers of such responses were relatively low and were from a number of different roads within the Event Day CPZ.
- 8.20 Councillor Khatri and Councillor Schama expressed some concerns about the publicity of event date information, including the difficulty of finding this information on the Council's website. Officers will look into whether a better link could be provided to the Event Day CPZ page on the website and also advised of Saracens' plans to deliver newsletters within the local area and to arrange a regular space in local newspapers to improve event date notification. There was also discussion about whether a 'subscription' email could be set up, where residents could be provided with updated event information on request. Officers have discussed this with Saracens and they have confirmed that they will be progressing a scheme to advise residents by email.
- 8.21 Councillor Khatri asked whether enforcement systems were in place to check whether vehicles were registered within the Event Day CPZ before issuing a PCN in the event that a resident did not display their permit. Officers advised a system of 'electronic permits', whereby registration plates are checked to see if a vehicle is registered as a permit holder, is being considered for use across the borough although this is not currently in use and that the current enforcement approach is standard across existing CPZs within the borough.
- 8.22 Based on the feedback received from the Event Day CPZ Review, it would appear that residents and businesses are satisfied that the Event Day CPZ is meeting its objectives of minimising obstructive parking whilst providing adequate parking for residents, businesses and their visitors. Where requests have been made for more parking spaces in specific locations, these have been investigated and where possible more parking spaces will be provided. Feedback in relation to the need for improved publicity of event dates has been considered and the Council will continue to work with Saracens to ensure that information is available well in advance of events. The Council's Enforcement Team has been made aware of the feedback received in relation to the enforcement of the zone and will review as appropriate.
- 8.23 It is therefore recommended that no changes are made to the operation of the Event Day CPZ apart from minor amendments to the layout as outlined in this report and in Appendix D. These will be progressed through the relevant statutory consultation procedures.

9. LIST OF BACKGROUND PAPERS

- 9.1 Report of the Assistant Director of Planning and Development Management - Planning and Environment Committee on 2nd February 2012
- 9.2 The agreement under Section 106 of the Town and Country Planning Act 1990 relating to land at Cophall Stadium, Barnet.
- 9.3 Proposed Event Day parking layout (consultation version) – Drawing No. 745321
- 9.4 Delegated Powers Report No.1795 Proposed Event Day Controlled Parking Zone in the vicinity of Barnet Cophall Stadium, NW4.
- 9.5 Copies of all correspondence received resulting from public advertisement of the proposals.
- 9.6 Proposed Event Day parking layout (post consultation version) – Drawing No. 745322
- 9.7 Delegated Powers Report No. 1868 Proposed Event Day Controlled Parking Zone in the vicinity of Barnet Cophall Stadium, NW4.

APPENDICES

Appendix A – Plan of consultation areas

Appendix B – Questionnaire to residents within the Event Day CPZ

Appendix C – Questionnaire to residents within the consultation area adjacent to the Event Day CPZ

Appendix D – Plan of proposed changes to parking layout

SELF-ASSURANCE COMPLETE AND STATEMENT PROVIDED	
AUDIT TRAIL OF DECISION – RETAINED AND WHERE?	

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	Martin Cowie <hr/>
Designation	Assistant Director Strategic Planning, Regeneration and Transport <hr/>
Date	26 September 2013 <hr/>