

	<h2>Hendon Area Committee</h2> <h3>22 October 2014</h3>
<p style="text-align: right;">Title</p>	<p>Montagu Road Area Parking and Traffic Improvement Measures</p>
<p style="text-align: right;">Report of</p>	<p>Assistant Director Strategic Planning Regeneration and Transport</p>
<p style="text-align: right;">Wards</p>	<p>West Hendon</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix A – Drawing Number 14817_81c. Illustrates the experimental parking and traffic improvement measures introduced.</p> <p>Appendix B – Pay by Phone transactions and income data.</p> <p>Appendix C – Drawing Number 14817_8**. Illustrates the recommended parking and traffic improvement measures, with modifications, to be made permanent</p> <p>Appendix D – Hendon Area Environment Sub-Committee report 13 March 2013: Montagu Road Area – Parking and Traffic Investigations</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Karen Grinter Karen.grinter@barnet.gov.uk 020 8359 7908</p>

<h2>Summary</h2>
<p>In response to on-going local concerns regarding parking and traffic issues in the Montagu Road area generated by the local School and madrassa on Montagu Road, a statutory consultation was undertaken on proposals to introduce parking and traffic improvement measures in the area. The proposals included an extension to the Controlled Parking Zone (CPZ) hours of operation in some of the roads in the WH3 CPZ , the introduction of school keep clear markings and waiting restrictions on Montagu Road to improve safety around the school and aid motorists during pick up and drop of times, the introduction of waiting restrictions on Algernon Road to deter parking obstruction and improve traffic flow , and amending the parking bay layout and designation in Algernon Road and Vicarage Road to encourage alternative pick up and drop off locations and other short stay parking options other than in Montagu Road.</p>

Having given due to consideration to all relevant comments and objections received as a result of the statutory consultation, the Hendon Area Environment Sub-Committee on 13th March 2013 approved the introduction of a revised version of the proposed measures on an experimental basis to allow the council to monitor their effectiveness and make any amendments should it be necessary before considering whether to make any measures permanent or not. The Committee resolved that a subsequent report should then be presented at a future Committee to determine to future of the experimental scheme.

Recommendations

That the Committee note the details contained within this report and approve the following:

- 1. That all the experimental parking and traffic improvement measures detailed in the report to Hendon Area Environment Sub Committee on 13 March 2013 (“the measures”) are made permanent, with the exception of the following modifications:**
 - (a) The pay by phone parking place on the southern side of Vicarage Road, adjacent to No. 40 Mount Road, should revert back to a resident permit holders only parking place operational between 10am and 11am Monday to Friday**
 - (b) The two pay by phone parking places on the northern side of Vicarage Road should be converted to dual use, WH3 resident permit holders and pay by phone parking bays, operational between 8am and 7pm Monday to Friday and 8am to 2pm Saturday.**
- 2. To proceed with the making of the relevant Traffic Management Orders to implement the measures on or before the 10 December 2014 being the date that the experimental traffic management orders expire.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report reviews the parking and traffic improvement measures introduced on an experimental basis in the Montagu Road area, and determine that the measures should be made permanent with the exception of some minor amendments as specified.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On the 10th June 2013, Officers, having gained approval from the Hendon Area Environment Sub-Committee, introduced on an experimental basis parking and traffic improvement measures within the Montagu Road area within the West Hendon Controlled Parking Zone (CPZ). The changes were designed to provide better parking opportunity for local residents, provide

improved access for the local school, and reduce congestion within the area, thus better managing the conflicting demands through the local road network.

2.2 The decision to introduce the measures on an experimental basis was made due to the number of conflicting concerns expressed from the local community during and after the statutory consultation period into the possible impact the proposals would have on the area. The Hendon Area Environment Sub Committee decided to allow the council to monitor the effectiveness of the measures and make any amendments should it be necessary before considering whether to make any of the proposed measures permanent.

2.3 The changes agreed by the Hendon Area Environment Sub-Committee on 13 March 2013 (Appendix D) included the following measures, and are illustrated on drawing no. 14817_81c (appendix A):

- The provision of limited short stay free parking on Algernon Road and Vicarage Road, by way of 'free' parking bays and 'pay by phone' parking bays, to encourage usage as pick up and drop off points for parents of children attending the local school on Montagu Road;
- The increase of the West Hendon CPZ (WH3) zone hours of operation in Algernon Road, Montagu Road (between Algernon Road and Dartmouth Road), and Dartmouth Road (between Montagu Road and Vicarage Road) to operate between 10am to 7pm Monday to Friday and 8am to 2pm Saturday in order to protect resident parking by deter non-resident parking to help encourage the use of pick up and drop off points in Algernon Road and Vicarage Road, thereby reducing traffic flow and congestion on Montagu Road
- The introduction of new school keep clear road markings outside the pedestrian entrance of the school on Montagu Road to improve pedestrian safety.
- The introduction of a length of 8am to 9pm Monday to Friday and 8am to 2pm Saturday waiting restriction outside the school on Montagu Road to provide a place for vehicles to pull into allowing for quick pick up and drop off activity for children who may not be able to walk the longer distances from Algernon Road and Vicarage Road, thereby, helping to keep any traffic moving through the road.
- The amendment of the parking layout on Algernon Road between Montagu Road and Station Road by removing and parking from one side of the road and introducing 'at any time' waiting restrictions along the length in order to deter obstruction, improve traffic flow and minimise congestion on Algernon Road and Montagu Road.
- The conversion of some dual use parking bays to resident parking on Algernon Road to compensate for any loss that may have resulted from the other measures introduced.

- 2.4 Having introduced the measures under experimental Traffic Management Orders, the Council are obliged to consider in due course whether or not to continue the provisions of the Orders indefinitely, with or without modification. In doing so, the Council must consider relevant objections received from members of the public.
- 2.5 During the experimental period written comments relating to the measures and their effects were submitted to the council by 9 individual local residents and/or other members of the local community. Comments and observations were also received from the school on Montagu Road.
- 2.6 Four concerns were received from residents of the Vicarage Road and Mount Road area, who highlighted that they are experiencing problems finding available parking spaces and for their visitors as a result of the conversion of resident parking bays on Vicarage Road to all-day 'pay by phone' parking bays. It is a particular concern as Mount Road does not have a lot of resident parking provision due a lack of available kerb space for parking bays, and as such residents have habitually utilised the parking bays on Vicarage Road but are now unable to do so as the majority of the bays operate as pay by phone only throughout all day on Mondays to Saturdays. Various complaints have also been received in relation to local observations claiming that the pay bay phone parking bays are underused or are 'always' or '99% of the time' empty'.
- 2.7 Comments were received from a resident of Bertram Road who reported that there has been an increase in aggressive driving and noise from parents searching for parking spaces in and around the Bertram Road/Montagu Road junction as a result of the introduction of the new measures. This comment was received within a month of the introduction of the measures and no further comments of this nature have been received which suggests that this concern was as a result of the scheme's inception but not an on-going concern.
- 2.8 Similarly, comments were received immediately prior to and after the initial introduction of the improvement measures from a member of staff of an amenity on Algernon Road, who is also a resident of the area, reporting that the parking bays on Algernon Road, and to a lesser degree, Montagu Road, were empty for some time and as such had concerns as to the need of the scheme as it was perceived there was more than an adequate provision for parking in the area.
- 2.9 It is acknowledged that the pressures on parking are not necessarily an issue during the day outside of the school and madrassa pick up and drop off times when an influx of vehicles enters the area, and that any underused parking bays on Algernon Road and the adjoining Vicarage Road would be available to be utilised at the busiest times, thereby supporting the impetus of the scheme. No further or additional comments of this nature relating to Algernon Road have since been received, which could suggest the concern has not been an on-going concern.

- 2.10 The three remaining individuals who submitted comments in writing are residents of Montagu Road, and highlight issues that school and madrassa-related motorists are continuing to contravene the measures on Montagu Road, and that Parking Enforcement during the pick up and drop off times is insufficient. In relation to the school keep clear road markings, it has been suggested that as they are not being adhered to and they should be removed and replaced with measures that allow this type of pick up and drop off activity to take place. However, the school keep clear markings were introduced to enhance safety in the vicinity of the school and it is not considered appropriate that they should be removed.
- 2.11 On-going comments, concerns and observations have been received from a resident of Montagu Road throughout the experimental period. The concerns most relevant to the experimental measures relate to school and madrassa-related motorists disregarding the experimental parking measures in Montagu Road by parking for long periods in resident parking bays and on yellow lines, using the School Keep Clear road marking to pick up and drop off their children, and that there appeared to be a lack of adequate enforcement to ensure that the measures are complied with. A request has also been received for drop off/pick up measures to be provided outside the school in place of the school keep clear markings as the perception is that they are not working.
- 2.12 Following the introduction of the measures in Montagu Road there were some issues with enforcement. Following initial complaints from residents relating to inadequate enforcement of the measures, Officer observations confirmed that although Civil Enforcement Officers were visiting the area, motorists parking in contravention in Montagu Road were going unpunished. As such, it was considered by Officers that the level of enforcement in the early stages was inadequate for the requirements of the scheme. Following this and the on-going resident concerns, parking enforcement attendance was increased, and records indicate that this resulted in increased numbers of Penalty Charge Notices being issued throughout the area.
- 2.13 Enforcement presence was notably increased, particularly in November 2013, when the school reported receiving complaints from parents about more stringent parking enforcement taking place outside the school. However, the concern relating to the quality of the enforcement still remains amongst residents. It is considered that pick-up and drop-off activity is particularly difficult to enforce as it is always possible for an individual to choose to park in contravention, although the ultimate desire would be that there would be adequate presence of enforcement officers to deter such parking from taking place. This has yet to be the case, and as such, there have been continuous reports to the council of vehicles convening the resident parking, yellow lines and school keep clear markings on the section of Montagu Road between Dartmouth Road and Algernon Road.
- 2.14 The potential for and actual enforcement is key in ensuring that any measures introduced have a chance to work and as such is essential in contributing to the success of any scheme. The school keep clear road markings improve

safety for pedestrians entering and exiting the school, particularly children and as such it is considered that this measure should remain. As part of the scheme, a length of yellow line was also provided outside the school to act as a place for motorists to board and alight vehicles and as such it is considered that if the restrictions are adhered to there is sufficient enough space provided for this purpose

- 2.15 Pay by Phone income and transaction data (Appendix B) has been gathered from January 2013, five months before the introduction of the scheme, to June 2014. The data relating to the new 'Pay by phone' parking bays on Vicarage Road show that this particular parking option is extremely underused, suggesting that the demand for this type of parking- short stay paying visitors to the area -is low, with the number of monthly transactions for the 14 spaces averaging just 21.2 per month. It is accepted however that the perceived lack of enforcement in the area, may have resulted in some motorists not complying with the payment requirements, however the anecdotal evidence from residents about the usage of the parking bays, does match up with the transaction data, which does suggest the bays are underutilised.
- 2.16 The pay by phone data does support the notion that the bays on Vicarage Road are underused. However, the data does not show or allow for representation of any motorist who may utilise the 'free' parking period within the provision of these bays. That said, with the combined on-going comments received from the local community, along with the issues that have been raised about the lack of enforcement on Montagu Road, it is evident and accepted that these pay by phones bays have not been utilised to their full potential.
- 2.17 Having said this, it is considered that the pay by phone option in the bays on Vicarage Road is paramount in regulating the bays for the purpose of continuing to encourage the use of these bays as pick up and drop off areas, and also as an added option for visitors to the local amenities. However, the residents' concerns are noted and as such it is considered that a resident permit holder provision could be added to the pay by phone parking bays on Vicarage Road to support the needs of the residents and their visitors in the vicinity.
- 2.18 The parking transaction data for the area also indicates that although there was an overall loss of one pay by phone parking space from the pre-experiment scheme, average monthly transactions increased, although income from those transactions decreased.
- 2.19 With the exception of the Vicarage Road and Mount Road area, there have been no complaints received in relation to the changes having a negative or detrimental effect on the area. Therefore, it is considered that the scheme did not have a detrimental impact on those who generally utilised and visited the

location prior to the introduction of the changes and suggests that the scheme has been accepted by the community.

- 2.20 Having said this, it is considered that the pay by phone option in the bays on Vicarage Road is paramount in regulating the bays for the purpose of continuing to encourage the use of these bays as pick up and drop off areas, and also as an added option for visitors to the local amenities. However, the residents' concerns are noted and as such it is considered that a resident permit holder provision could be added to the pay by phone parking bays on Vicarage Road to support the needs of the residents and their visitors in the vicinity.
- 2.21 In conclusion, the lack, or perceived lack of regular and robust parking enforcement has been a key issue throughout the duration of the experimental scheme, and it is considered that a robust enforcement presence is necessary to ensure the measures are complied with during the pick-up and drop off periods, and to ensure that they continue to benefit all concerned in the area.. Therefore, in light of this and in the absence of any substantial number of comments to the contrary, it is felt that the Montagu Road area parking and traffic improvement measures have been a relative success and continue to meet the original aim of the scheme to help protect resident parking, deter obstructions from Algernon Road and ease congestion within the Montagu Road area. Therefore, it is considered that the measures should be made permanent, but having considered comments received, made permanent with the following modifications:
- a. The pay by phone parking place on the southern side of Vicarage Road, adjacent to No. 40 Mount Road, should revert back to a resident permit holders only parking place operational between 10am and 11am Monday to Friday
 - b. The two pay by phone parking places on the northern side of Vicarage Road should be converted to dual use, WH3 resident permit holders and pay by phone parking bays, operational between 8am and 7pm Monday to Friday and 8am to 2pm Saturday.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not making the changes permanent and to reinstate the original parking restrictions and CPZ hours of operation.

However, there are on-going established issues within the area to which the improvement measures mitigate. Therefore, it is considered there is merit in the measures and a do nothing option is not viable and in the best interest for the area, in both better managing the parking and traffic and improving safety for motorists and pedestrians.

4. POST DECISION IMPLEMENTATION

- 4.1 That all measures and modifications will be made permanent as soon as practicable, no later than 18 months from the date the experimental Orders came into operation, through the making of the relevant Traffic Management Orders and complying with all necessary statutory requirements under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulation 1996 (as amended).

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions in the vicinity of the local residents and the school on Montagu Road and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "A Successful London Suburb" and contribute to strategic objectives of "keeping Barnet moving through the efficient management of the roads and pavements network" by improving the quality of life for residents through affording them better parking protection, improving safety for the school and by improving the traffic and parking conditions and help keep traffic moving by improving safety at junctions and other lengths of road, and contributing to "The Sustainable Community Strategy for Barnet 2010-2020.
- 5.1.2 Council priorities as set out in the Corporate Plan is to ensure every school is a good school, promoting strong, safe communities for everyone and investing in children, and the amendment of the parking layout and working with the school and local residents to promote improved local habits, supports these objectives.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The costs of introducing the Montagu Road area parking and traffic improvement measures were contained within specific capital budgets allocated for the Montagu Road investigations.
- 5.2.2 The estimated costs of making the measures permanent, which require the making and advertising of the relevant Traffic Management Orders, writing to all properties that were previously consulted and minor signage changes relating to the modifications, is estimated to be £6,000, which includes £600 for new signage to accommodate the recommended minor changes. These costs will be met from 2014/15 LIP allocation for Parking Reviews.

5.2.3 The measures require on-going sufficient enforcement to ensure the measures are adhered to.

5.2.4 The lines and signs require periodic on-going routine maintenance.

5.3 Legal and Constitutional References

5.3.1 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 the duty.

5.3.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984

5.3.3 To make experimental measures permanent will require the making of Traffic Management Orders in accordance with the above legislation and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5.3.4 The Council's Constitution Responsibility for Functions – Area Committees sets out within the terms of reference the functions which an Area Committee can discharge which includes local highways and safety schemes.

5.4 Risk Management

5.4.1 It is not considered the issues involved are likely to give rise to policy considerations as the waiting restrictions and school keep clear road markings improved and maintain safety and traffic flow, and the amendments to parking bays and the school 'drop off' areas help to improve the parking provision for residents and parents/carers of children attending the school, and improve the traffic flow by helping to disperse local traffic by absorbing it into the wider network of local roads.

5.4.2 It is considered the issues involved with making the scheme permanent may lead to some level of public concern from local residents who feel the scheme may not be working, either as a consequence of inadequate enforcement or observations that particular measures are not being utilised. . However, it is considered that adequate enforcement will ensure motorists adhere to the measures in place and as such the measures do have merit in improving parking, traffic and safety in the area. It is also considered that any concerns which may have stemmed from the results of inadequate enforcement on the Vicarage Road area in particular will be allayed with the introduction of the resident permit holder parking provision modification.

5.5 Equalities and Diversity

5.5.1 Section 149 of the Equality Act 2010 requires a decision-maker to have 'due

regard' to achieving a number of equality goals: (i) to eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Act; (ii) to advance equality of opportunity between those with protected characteristics and those without; and (iii) to foster good relations between persons with a relevant protected characteristic and those without. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. It also covers marriage and civil partnership with regard to eliminating discrimination.

5.5.2 The safety elements and improved traffic movements benefit all road users equally. Following the introduction of the measures such as the dedicated school pick up and drop off points will benefit both residents and visitors to the school by better managing the traffic through the area at the busy school and Madrassa pick up and drop off times, thereby improving the safety of the area will benefit all road users equally as they improve safety and traffic flow at those locations.

5.5.3 The school keep clear road marking introduced as requested by the school benefits the pedestrians of the school by improving safety outside directly outside the premises, the yellow lines introduced and the extension to the CPZ operational hours may have disadvantaged any motorist who may have been customarily used to parking in these location. However, having assessed the impact on other road users during the experimental period, it is evident that the lack of a significant number of comments received by the council suggests that any perceived negative impact to these road users and other such groups has been minimal.

5.6 Consultation and Engagement

5.6.1 In November and December 2012 the council carried out a statutory consultation on proposals to introduced changes to the parking layout and Controlled Parking Zone (CPZ) hours of operation with a view to improving parking and traffic throughout the area.

5.6.2 In May 2013 letters were sent to residents and local amenity establishments within the Montagu Road area detailing the outcome of the statutory consultation, the decision made by the Hendon Area Environment Sub-Committee and the resulting experimental measures to be introduced. This letter also informed them of date the experimental measures would come into operation.

5.6.3 In May 2014 a meeting was held to discuss community issues within the Montagu Road area, including issues associated with the experimental measures introduced, and any relevant comments received included for consideration as part of this review. Additional actions were identified during this meeting which are to be investigated outside the remit of the experimental scheme and if necessary any identified further measures will be progressed separately. The meeting, held at the school on Montagu Road and chaired by

an Officer of Community Barnet was attended by the Strategic Director for Growth and Environment representing Barnet Council, Officers of Regional Enterprise (Re), Community Support Officers, staff and representatives of the Ayesha Community Education School on Montagu Road and local residents. A follow up meeting is planned for late October 2014, in which it is planned to engage with the newly appointed/reappointed West Hendon Ward councillors.

6. BACKGROUND PAPERS

- 6.1 The Decision of the Delegated Powers Report No. 1867 – Montagu Road area parking and traffic investigations – Proposing to introduce various improvement measures in the area, was to progress the proposals through the relevant statutory consultation procedures.
- 6.2 The issue of the proposed Montagu Road area parking and traffic improvement measures was discussed at the Hendon Resident Forum on 16th January 2013 and referred to the Hendon Area Environment Sub-Committee on 16th January 2013. The decision of the Hendon Area Environment Sub-Committee was for Officers to report to the next meeting of the Sub-Committee on 13th March 2013 regarding the outcome of the statutory consultation carried out within the West Hendon WH3 Controlled Parking Zone, for their determination.
- 6.3 The required details, including details depicting revised proposed measures, were discussed at the Hendon Area Environment Sub-Committee on 13th March where the decision was taken to introduce the revised measures presented in the report to the Sub-Committee on an experimental basis, and subject to comments or objections being received once introduced, give consideration to any appropriate or necessary amendments to the scheme after consulting with the Cabinet Member for Environment. The decision was also taken that no earlier than 6 months before any introduced measures have been operational, it is ensured all relevant objections are considered and a report presented to a future meeting of the Hendon Area Environment Sub-Committee to determine if the measures should be made permanent or not.