

	<h2 style="text-align: center;">Chipping Barnet Area Committee</h2> <h3 style="text-align: center;">13 January 2016</h3>
Title	Outcome of the Statutory Consultation on proposals to introduce a Controlled Parking Zone (CPZ) near Totteridge & Whetstone Station.
Report of	Commissioning Director, Environment
Wards	Totteridge
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – Consultation areas, consultation letters and drawings. Appendix B – Proposed CPZ layout for Naylor Road, Birley Road and Hayward Road.
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Summary

On 15 February 2015, the Chipping Barnet Area Committee resolved for officers to undertake a statutory consultation with the community in respect of a CPZ for Naylor Road, Birley Road and Hayward Road, N20.

Accordingly, this report details the outcome of the statutory consultation, which commenced on 10 September 2015, and asks the Committee to consider the recommendations made as a result of the representations received during the consultation period.

Recommendations

- 1. That the Committee notes the outcome of the statutory consultation as detailed in paragraph 2 of this report.**
- 2. That Officers are delegate authority to introduce the Totteridge & Whetstone Station CPZ as originally consulted, through the making of the relevant Traffic Management Orders, with the exception of the modification outlined in (a) below, and as shown on Drawing Number 22014_002; at an estimated cost of £23,000 to be funded from the 2015/16 LIP allocation for Parking Review.**
 - (a) That property numbers 12 to 26 Totteridge Lane should be made eligible for permits and vouchers to park in the Totteridge & Whetstone Station CPZ.**
- 3. That subject to the decision made in 2 above, Officers are authorised to undertake a statutory consultation on a proposal to include Ridgeview Road, Charnwood Place and Elkanette Mews within the boundary of the proposed Totteridge & Whetstone Station CPZ at an additional cost of £6,000 to be funded from the Area Committee budget.**
- 4. That any objections received as a result of the statutory consultation, referred to in recommendation 3, are reported to a future meeting of this Committee to consider and determine whether Ridgeview Road, Charnwood Place and Elkanette Mews should be included in the Totteridge & Whetstone Station CPZ.**
- 5. That, subject to no objections being received to the statutory consultation, referred to in recommendation 3, officers introduce the CPZ measures in Ridgeview Road, Charnwood Place and Elkanette Mews.**
- 6. That subject to the decision in 2 above, the Totteridge & Whetstone CPZ is introduced in Naylor Road, Birley Road and Hayward Road as soon as practicable.**
- 7. That subject to the outcome of the statutory consultation in 3 above, the proposed extension of the CPZ to include Ridgeview Road at an estimated cost of £15,000 is assessed along with all other CPZ requests for LIP funding in 2016/17 using a prioritisation tool. Should the extension proposal fail to meet the prioritisation criteria, the Committee would then asked to agree that the implementation cost to be funded from the 2016/17 Area Committee budget allocation.**

1. WHY THIS REPORT IS NEEDED

This report provides the Committee with the outcome of the statutory consultation on proposals to introduce a Controlled Parking Zone (CPZ) near Totteridge & Whetstone Station and asks the Committee to consider the recommendations made as a result of the representations received during the consultation process and to seek a decision from the Committee on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 An informal consultation was carried by the Totteridge Ward Councillors in 2014 by way of questionnaires being delivered to properties in Naylor Road, Birley Road and Hayward Road, N20 asking whether or not they would like a CPZ introduced in their roads. The outcome of the informal consultation was reported to the Chipping Barnet Area Committee on 15th February 2015.
- 2.2 Having considered the results of the informal consultation the Chipping Barnet Area Committee agreed that a statutory consultation should be carried out on proposals to introduce a CPZ operating Monday to Friday from 2pm to 3pm in Naylor Road, Birley Road and Hayward Road N20.
- 2.3 On 2 July 2015, the Chipping Barnet Area Committee, whilst considering the minutes of the previous meeting, considered that decision relating to the CPZ in Naylor Road, Birley Road and Hayward Road should instead read 'Monday to Sunday' rather than 'Monday to Friday'.
- 2.4 The statutory consultation commenced on 10 September 2015, and was carried out by way of letter detailing the proposals being delivered to all affected frontage properties Naylor Road, Birley Road and Hayward Road, and to properties in nearby uncontrolled roads as follows: Ridgeview Road, Elkanette Mews Charnwood Place, Totteridge Lane, St Margaret's Avenue, Manus Way and Blakeney Close. The proposals were also advertised in the local press and the London Gazette and similar notices were displayed on street throughout the consultation area.
- 2.5 In response to the consultation, a petition from residents of Ridgeview Road, N20 was received objecting to the proposal and asking the Council to extend the CPZ to include all of Ridgeview Road and consult with residents of Ridgeview Road and Naylor Road on the proposed modifications to the CPZ.
- 2.6 This petition was reported to the Chipping Barnet Area Committee on 21 October 2015 who noted the petition, and requested that they receive a report at a future meeting which outlines all the options available given the concerns of the residents.
- 2.7 **Appendix A** details the statutory consultation letters with accompanying drawings that were hand delivered to all properties in the consultation area.

- 2.8 The consultation was split into two areas;
- The proposed CPZ area where 210 letters were delivered to all properties in Naylor Road, Birley Road and Hayward Road and from Nos. 5 to 63 Totteridge Lane (odd-numbers only).
 - Outside the proposed CPZ area where 249 letters were delivered to all properties in Blakeney Close, Charnwood Place, Elkanette Mews, Manus Way, Ridgeview Road and St Margarets Avenue, and Nos. 1 to 3 (odd-numbers only) and Nos. 12 to 56 Totteridge Lane (even-numbers only).
- 2.9 Various comments and objections were received from the community about the proposals. A total of 60 separate representations were received incorporating 78 comments and objections.

- 2.10 Detail about the specific issues, are outlined below in order of prevalence:

Possible displaced parking in Ridgeview Road and request for Ridgeview Road to being included in the CPZ

- 2.11 Seventeen specific comments/objections were received from residents concerned about the impact that the proposed CPZ if introduced, would have on Ridgeview Road.
- 2.12 Of the seventeen comments/objections, fifteen specified a wish for Ridgeview Road to be included in the CPZ if the proposed CPZ was to go ahead in Naylor, Birley and Hayward Roads, with many citing the geographic layout of Ridgeview Road in respect of Naylor Road as a reason why they believe that the road should have been part of the current proposals and why the road would be subject to an increase in parking levels by non-residents if the CPZ was introduced as proposed.
- 2.13 Residents also cited that they are already subject to high parking demand as a consequence of their proximity to Totteridge & Whetstone Station, and that the introduction of the proposed CPZ would make things worse. Some residents of Ridgeview Road near where it meets Naylor Road were particularly concerned about being the first houses outside the CPZ boundary.
- 2.14 Of the fifteen comments/objections asking for a CPZ, one was a petition, signed by 75 residents of 55 households of Ridgeview Road and 1 household of Naylor Road which outlined residents' objections to the introduction of the CPZ and their wish for the CPZ to be extended into Ridgeview Road.

CPZ operating on Saturday and Sunday

- 2.15 Twenty objections were received to the proposal including Saturday and Sunday, with the majority citing that they believe that there is either no problem or that parking is less of a problem on the weekends.

Displaced parking

- 2.16 Eleven comments/objections were received citing concern about the potential for a displacement of parking in the local area (not including Ridgeview Road, which is detailed above) if the CPZ were to be introduced.
- 2.17 Six referred to nearby roads such as Great Bushey Drive, Oak Tree Drive, Greenway and Hill Crescent, whereas two referred to St Margaret's Avenue, Blakeney Close and Manus Way. In addition, three stated that they believed a CPZ should be considered for the wider area – with a couple mentioning a 10-15 minute walk and 2 mile distance (presumably from the station).

Totteridge Lane properties

- 2.18 Six comments were received regarding the proposal to omit the even-numbered side properties of Totteridge Lane from the CPZ, and specifically the properties between Nos. 12 and 26 Totteridge Lane, and have requested that, these properties be included in the proposal so to enable the residents to purchase permits to enable them to park in the CPZ.

Allow residents to park across their driveways

- 2.19 Four requests were received from residents living within the proposed CPZ area to be allowed to park across their own driveway during the CPZ operational periods, questioning the need for yellow lines to be provided across the driveways.

Miscellaneous comments and objections

- 2.20 Seven other comments were received as follows:
- Would like double yellow lines to be provided around the turning circle in Hayward Road
 - That a one-way scheme should be considered in the affected roads (2 no.)
 - That there should be a maximum of two permits per household
 - That there should have been a wider consultation
 - Concern about the number of parking spaces provided in the CPZ
 - That the existing yellow lines at the Totteridge Lane end of Birley Road should be shortened

General objections to and comments in support of the CPZ

- 2.21 Five comments were received generally objecting to the proposed CPZ and eight comments were received specifying support of the CPZ.
- 2.22 Officers' comments to the issues raised are as follows:

Ridgeview Road and other displaced parking concerns

- 2.23 There appears to be significant concern from residents of Ridgeview Road about the proposal, with many residents signing the petition which was

reported to the Chipping Barnet Area Committee in October 2015, and many believing that Ridgeview Road should have been included in the proposal due to its proximity to Totteridge & Whetstone Station, and its layout in respect of Naylor Road.

- 2.24 Essentially Ridgeview Road is a southbound continuation of Naylor Road - where Naylor Road ends just beyond its junction with Hayward Road.
- 2.25 Such is the layout of the length where Naylor Road and Ridgeview Road meet, that in the length of road between Hayward Road and Elkanette Mews, Nos. 70 to 74 Naylor Road is situated directly opposite Nos. 107 to 111 Ridgeview Road and it is unclear to the eye exactly where Naylor Road ends and Ridgeview Road starts, and vice versa.
- 2.26 Officers therefore agree with the objectors that there would be a strong possibility of Ridgeview Road being impacted from displacement of non-residents wishing to park their vehicles should the CPZ be introduced as proposed, and this would be compounded by the fact that from its southern end, Ridgeview Road is the first road outside of the North Finchley 'FN' CPZ, which operates between 9am and 5pm, Monday to Saturday.
- 2.27 Accordingly, there is a possibility that an introduction of a CPZ in Naylor Road, Birley Road and Hayward Road, could actually make it more difficult for residents of Ridgeview Road, Charnwood Place and Elkanette Mews to park near their homes.
- 2.28 With this in mind, and given the level of concern from Ridgeview Road residents, Officers consider that there is justification in proposing a CPZ in Ridgeview Road, as well as side roads Charnwood Place and Elkanette Mews.
- 2.29 With regards to the other concerns about displaced parking Officers are mindful that there are also other residential roads in the vicinity of Totteridge & Whetstone Station which may be subject to high parking demands, although the levels of concern is not as prevalent as that received regarding Ridgeview Road, and therefore in this case should the CPZ be introduced, it is considered prudent to monitor the effect on local roads subsequent to the introduction of the CPZ.

CPZ operating on weekends

- 2.30 The proposal for the CPZ to operate on weekends was borne from the Totteridge Ward Councillors' original informal consultation exercise in 2014 where they put forward that option to the residents of Naylor Road, Birley Road and Hayward Road.
- 2.31 Although it is not usual for one-hour CPZs in the borough to operate on weekends, as they are usually introduced to address weekday commuter parking issues, CPZs can operate for any period to address the parking and traffic issues of concern.

- 2.32 In the case of this aspect of the proposal, although twenty residents objected to it, it is considered that, in context of the number of people who would benefit by the proposal, in that every car-owning household, and every person who could potentially have a motorist visiting them on the weekend, the level of objection is relatively low, and it is considered insufficient to justify changing the proposal.

Totteridge Lane properties

- 2.33 As part of the design of the proposal, some properties on the southern (odd-numbered) side of Totteridge Lane were included in the CPZ in terms of being eligible to obtain permits and vouchers in the CPZ, as their ability to park in Totteridge Lane during the daytime is affected due to the existence of Monday to Saturday 8am to 6.30pm waiting restrictions, and Naylor Road and Birley Road was their closest alternative roads to park in.
- 2.34 However the northern side (even-numbered) side was omitted, as although affected by similar restrictions in Totteridge Lane, it was considered that the residents of those properties may opt to park in St Margarets Road, Blakeney Close or Manus Way as the closest roads to them.
- 2.35 Furthermore Officers were mindful that upon notification as part of the statutory consultation process, these residents would make representations if they usually parked in Naylor Road and Birley Road.
- 2.36 Therefore, with the comments made during the statutory consultation process in mind, Officers consider that property numbers 12 to 26 Totteridge Lane should be made eligible for permits to park in the CPZ.

Parking across driveways in a CPZ

- 2.37 Although the comments made in relation to this issue are noted, it is considered that the number of representations received was not in sufficient number to suggest there is a widespread concern.
- 2.38 In any case, the nature of CPZs are that all kerbside space in the CPZ is taken up by either a parking place or yellow lines, with parking places provided where it is considered safe and appropriate for all vehicles to be parked, and yellow lines provided along all other lengths.
- 2.39 Accordingly, in a CPZ, yellow lines are provided around junctions and across vehicle crossovers in front of residents' driveways.

Miscellaneous comments and objections

- 2.40 The additional comments and objections received have been noted, although it is considered that no changes to the proposed CPZ should be made as a result of these comments.

Conclusions and Recommendations

- 2.41 Although the nature of statutory consultations is to elicit more negative responses to a proposal than positive, there were a number of residents who responded to the proposals stating that they were in support of the Council's intentions to introduce CPZ controls. Furthermore given the total number of representations made in response to the proposals from the roads proposed to be included in the Totteridge & Whetstone Station CPZ it is considered that the proposals have generally been accepted by the local community.
- 2.42 Officers are satisfied that there is sufficient evidence from the feedback to the statutory consultation that show support and acceptance of the proposal to justify the introduction of a CPZ, and as such recommend that the controls are generally implemented as proposed, albeit with a minor amendment to allow Nos. 12 to 26 Totteridge Lane entitlement to purchase permits and vouchers.
- 2.43 However, Officers are mindful of the concerns raised during the consultation period and in particular the issue relating to the representations made by, and petition received from, Ridgeview Road residents objecting to the CPZ and asking for the CPZ to be extended to include Ridgeview Road.
- 2.44 Officers consider that there would be merit in proposing to include Ridgeview Road, Charnwood Place and Elkanette Mews in the Totteridge & Whetstone Station CPZ as to omit them would likely result in those roads in particular being negatively affected by non-resident motorists who would usually park in Naylor, Birley and Hayward Roads being displaced into those roads.
- 2.45 In order to include Ridgeview, Charnwood and Elkanette, a CPZ layout would need to be designed and a statutory consultation undertaken.
- 2.46 Officers consider that in order to address the objections raised by Ridgeview Road residents, that in the first instance a statutory consultation should be undertaken regarding a proposed CPZ in Ridgeview Road, Charnwood Place and Elkanette Mews, and subject to a positive outcome, that this CPZ should be introduced concurrent with the CPZ for Naylor Road, Birley Road and Hayward Road.
- 2.47 Such action would minimise a potential negative impact resulting from the introduction of the CPZ in Naylor Road, Birley Road and Hayward Road, but would entail a potential delay in the progression of the CPZ. Furthermore, Officers are aware that some residents of those roads are keen for a CPZ to be introduced as soon as feasible.
- 2.48 As a result of the conflicting demands between residents of Naylor Road and Birley Road in particular who want any agreed CPZ to be introduced as soon as possible, and the residents of Ridgeview Road who, if a CPZ were to be introduced, wish to be included in the CPZ from the outset, Officers consider that the Committee should determine:

- Whether or not having considered the objections and comments received, it agrees that the proposed Totteridge & Whetstone Station CPZ should be introduced as proposed albeit with some minor amendments
- Whether or not it agrees that a CPZ layout for Ridgeview Road, Charnwood Place and Elkanette News should be designed and a statutory consultation carried out, and subject to the outcome of the consultation, the CPZ introduced in those roads
- Whether or not it agrees that any statutory consultation process carried out in respect of Ridgeview Road, Charnwood Place and Elkanette Mews should be completed in advance of the implementation of any CPZ in Naylor Road, Birley Road and Hayward Road, in order, subject to the outcome of the statutory consultation, for the CPZs to be implemented concurrently.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to introduce Controlled Parking Zones within the area. However, there are on-going parking issues in the area which would continue, to the detriment of residents' ability to park near their homes. Therefore it is considered a do nothing option is considered not viable.

4 POST DECISION IMPLEMENTATION

- 4.1 The implementation will be carried out as soon as practicable, in line with existing work programmes, and 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 Improving parking and traffic conditions these roads and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority "A Successful London Suburb" and contributes 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 and by improving the traffic and parking conditions, contributing to "The Sustainable Community Strategy for Barnet 2010-2020."

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

- 5.2.1 The estimated costs of introducing the Totteridge & Whetstone Station CPZ as detailed in this report, which requires the making of the relevant Traffic Management Orders, writing to all objectors and to all properties that were

previously consulted and the work to introduce new road signs and road markings, are estimated to be £23,000, and these costs would be funded from the 2015/16 Local Implementation Plan (LIP) allocation for Parking Reviews, and if necessary, a similar budget albeit for the 2016/17 financial year.

- 5.2.2 An approximate additional £6,000 would be required to carry out a design and statutory consultation relating to including Ridgeview Road, Charnwood Place and Elkanette Mews in the CPZ, which includes the drafting of the relevant Traffic Management Orders and legal notices, advertising, writing to all properties in the consultation area and considering feedback and objections to the proposed measures. This would be funded through Area Committee budget.
- 5.2.3 Subject to a future decision to progress a CPZ for Ridgeview Road, Charnwood Place and Elkanette Mews, the estimated costs of introducing a CPZ in these roads, which requires the making of the relevant Traffic Management Orders, writing to all objectors and to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be £15,000.
- 5.2.4 The estimated costs of implementing the extended CPZ into Ridgeview Road are currently unfunded. They are two potential funding streams (for the total of £21,000) that could be utilised, Area Committee funding or the LIP Allocation for 16/17. Although if LIP funding is used then the scheme would be subject to prioritisation against other schemes under consideration for the 16/17 funding.
- 5.2.5 The works will be carried out under the existing LoHAC term maintenance contractual arrangements and through the Council's internal DLO contractor.
- 5.2.6 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account.
- 5.2.7 Income generated through the purchasing of parking permits, parking vouchers and Penalty Charge Notices issued to motorists who have committed parking contraventions will all be attributable to the Special Parking Account.

5.3 **Social Value**

- 5.3.1 Not relevant to this report.

5.4 **Legal and Constitutional References**

- 5.4.1 Section 16 of the Traffic Management Act 2004 places an obligation on local traffic 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.
- 5.4.2 The Council acting in its capacity of Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984 ("the 1984 Act").
- 5.4.3 Section 122 of the 1984 Act imposes a statutory duty on the Council to exercise its functions in relation to Traffic Management Orders so as to secure (so far as practicable having regard to the matters specified in Section 122(2) below) 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. Section 122(2) specifies the matters to be had regard to as: (a) the desirability of securing and maintaining reasonable access to premises; (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and (d) any other matters appearing to the local authority to be relevant.
- 5.4.4 Officers have assessed the proposed Traffic Management Orders in compliance with the Council's statutory duty, and consider the proposed orders meet the aim of Section 122 so far as reasonably practical for the reasons set out in this report.
- 5.4.5 The Council's Constitution Responsibility for Functions, Appendix A, sets out within the terms of reference the functions which an Area Committee can discharge, which includes local highways and safety schemes.

5.5 Risk Management

- 5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.
- 5.5.2 It is considered that the issues involved in proposing or introducing a CPZ may lead to some level of public concern from local residents who feel that they do not wish for a CPZ to be introduced, or from residents of other roads

in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment in any statutory consultation on any proposed CPZ, which has been considered within this report.

5.6 Equalities and Diversity

5.6.1 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.

5.6.2 The safety elements incorporated into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

5.7 Consultation and Engagement

5.7.1 In August 2014, Totteridge Ward Councillors carried out an informal parking consultation with residents of Naylor Road, Birley Road and Hayward Road N20 seeking to obtain opinion whether they would be in favour of a Controlled Parking Zone.

5.7.2 In September 2015, the Council carried out statutory consultation on the proposals on a proposal to introduce a Totteridge & Whetstone Station CPZ with residents by way of a letter detailing the proposals being hand delivered to all properties within this area, notices placed on street and in the local press and the London Gazette. The proposals were also advertised on the Council's TraffWeb consultation portal.

5.8 Insight

5.8.1 Not relevant to this report.

6 BACKGROUND PAPERS

6.1 Agenda and Minutes, Chipping Barnet Area Committee 15 February 2015

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8189&Ver=4>

6.2 Agenda and Minutes, Chipping Barnet Area Committee 2 July 2015.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8313&Ver=4>

- 6.3 Agenda and Minutes, Chipping Barnet Area Committee 15 October 2015.

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=8314&Ver=4>