

	<h2>Hendon Area Committee</h2> <h3>13 January 2016</h3>
<p style="text-align: right;"><b>Title</b></p>	<p>Outcome of the parking-related informal consultation on Mowbray Road, HA8</p>
<p style="text-align: right;"><b>Report of</b></p>	<p>Commissioning Director, Environment</p>
<p style="text-align: right;"><b>Wards</b></p>	<p>Edgware</p>
<p style="text-align: right;"><b>Status</b></p>	<p>Public</p>
<p style="text-align: right;"><b>Urgent</b></p>	<p>No</p>
<p style="text-align: right;"><b>Key</b></p>	<p>No</p>
<p style="text-align: right;"><b>Enclosures</b></p>	<p><b>Appendix A</b> Drawing Number - SCMOWBRAY01 - Proposed CPZ layout</p>
<p style="text-align: right;"><b>Officer Contact Details</b></p>	<p>Gavin Woolery-Allen <a href="mailto:gavin.woolery-allen@barnet.gov.uk">gavin.woolery-allen@barnet.gov.uk</a></p>

## Summary

A petition with 28 signatories was received from the residents of Mowbray Road HA8, about the commuter-related parking issues they encounter due to their roads' proximity to the Edgware 'J' Controlled Parking Zone. The matter was discussed at the Hendon Residents Forum on 22 October 2014 and the item was referred to the Hendon Area Committee. It was determined that Officers should investigate this issue (with an informal consultation) to ascertain residents views on parking issues and controls.

Subsequently, Officers undertook an informal consultation, directed at residents of the section of Mowbray Road (south of the Hendon Way (A41)) situated outside the Edgware 'J' CPZ. This informal consultation started on the 16 October 2015, and concluded on the 6 November 2015.

This report summarises the results and asks the Committee to decide how Officers should proceed.

## **Recommendations**

- 1. That the Committee note the details contained within the report and approve the following at an estimated cost of £5,000 for items 2 and 4 and £9,000 for item 3.**
- 2. That having noted the details and results of the informal consultation exercise, that Officers should progress to a statutory consultation on a proposed extension of the Edgware 'J' Controlled Parking Zone (CPZ) into the uncontrolled section of Mowbray Road (south of the A41), the layout of which is set out in Drawing Number - SCMOWBRAY01 (Appendix A) to this report.**
- 3. That, subject to no objections being received to the statutory consultation referred to in 2 above, that Officers introduce the CPZ through the making of the relevant Traffic Management Orders;**
- 4. That any unresolved material objections to the statutory consultation referred to in 2 above, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.**

### **1. WHY THIS REPORT IS NEEDED**

This report provides the Committee with the outcome of the informal consultation carried out in respect of the parking issues in Mowbray Road HA8 and asks the Committee to consider the recommendations made as a result of the responses received during the consultation process and seek a decision from the Committee on how to proceed.

### **2. REASONS FOR RECOMMENDATIONS**

- 2.1 On the 22 October 2014, the Hendon Residents Forum, having been presented a petition received from residents of Mowbray Road HA8 complaining about the parking issues they encounter due to living in the section of the road situated outside the Edgware 'J' CPZ, referred the issue to the Hendon Area Committee of the same evening. The Committee decided that Officers should investigate the matter to conclude what options are available.
- 2.2 Accordingly having consulted with Ward Councillors, Officers carried out an informal consultation, using a letter drop and questionnaire designed to obtain opinion from residents on whether they would be in favour of joining the existing Edgware 'J' CPZ which operates between 10am to 11am, Monday and Friday.
- 2.3 There was 56.3% (18 out of 32) overall response to the consultation, which is considered to be a good response for this type of consultation and indicates a strong interest in this issue.

- 2.4 The questionnaire asked two questions as follows:
1. Do you currently experience parking problems in your road due to perceived non-resident or commuter motorists?
  2. Would you like a CPZ in your road?
- 2.5 In response to question 1, 16 (88.9%) responded 'Yes' whereas 2 (11.1%) responded 'No'.
- 2.6 In response to question 2, 16 (88.9%) responded 'Yes' whereas 2 (11.1%) responded 'No'.
- 2.7 From the responses received to the consultation it is considered that there are particular parking problems in this section of Mowbray Road and that there is overall support for inclusion of Mowbray Road into the Edgware 'J' CPZ.
- 2.8 Therefore, Officers have designed a CPZ layout as shown in Appendix A to this report. The layout only includes the north to south arm of Mowbray Road situated to the south of the Edgware Road (A41) of Mowbray Road, as this was the original area of concern. It is considered that the Edgware Road (A41) creates a natural boundary which may reduce resultant displacement of parking into other roads.
- 2.9 Officers consider that there would be merit in proposing to extend the Edgware 'J' CPZ into this section of Mowbray Road, and consider that a statutory consultation should be undertaken on such a proposal, and subject to a satisfactory outcome to the consultation, that the measures be introduced.

### **3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED**

- 3.1 The Council could consider not proposing to extend the Edgware 'J' CPZ. 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 in 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 costs of carrying out a statutory consultation which includes drafting the relevant Traffic Management Orders and legal notices, advertising, writing to all properties in the agreed consultation area and considering feedback and objections to the proposed measures, are estimated to be £5,000 and could be met from the 2016/17 Local Implementation Plan (LIP) allocation for Parking Reviews.

5.2.2 The estimated costs of introducing a CPZ into Mowbray Road, which require the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted to advise of permits and the work to introduce new road signs and road markings, are estimated to be £9,000. These costs could be met from 2016/17 Local Implementation Plan (LIP) allocation for Parking Reviews.

5.2.3 The works to introduce the CPZ will be carried out under the existing LoHAC term maintenance contractual arrangements and through the Council’s internal DLO contractor.

5.2.4 The necessary parking related road markings and associated signage will require on-going routine maintenance which will be met by the Special Parking Account.

5.2.5 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.
- 5.4.3 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 ensures 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 October 2015, Officers carried out an informal parking consultation with residents of Mowbray Road HA8 seeking to obtain opinion whether they would be in favour of a Controlled Parking Zone.

## 5.8 **Insight**

5.8.1 Not relevant to this report.

## 6 **BACKGROUND PAPERS**

6.1 Agenda and Minutes, Hendon Area Committee 22 October 2014

<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=717&MId=8058&Ver=4>