

	<h2>Hendon Area Committee</h2> <h3>6 July 2016</h3>
Title	Outcome of parking investigations - Watford Way (Apex Corner) Slip Road, NW7
Report of	Commissioning Director for Environment
Wards	Mill Hill/ Hale Ward
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A – SCR129/APEX/001 Drawing of Parking Survey area and Initial Design of CPZ layout
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<h2>Summary</h2>
<p>In 2014, the Council received a petition from businesses and residents local to the Watford Way Slip Road near Apex Corner. The petition requested the Council introduce parking controls in the area as vehicles are being parked continuously throughout the day, thus preventing visitors from obtaining parking spaces to visit the local shops and businesses.</p> <p>Having considered the issue the Hendon Area Committee instructed Officers to investigate the issue to establish possible options. This report updates the Committee with action taken to date and recommends future action.</p>

Recommendations

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

- 1. That the Committee, give instruction to the Commissioning Director for Environment to carry out an informal consultation exercise to seek the views of residents and businesses as to whether they would like a Controlled Parking Zone (CPZ) as indicated on drawing no. SCR129/APEX/001, and to obtain information about likely permit take-up, at an estimated cost of £4,000 to be funded from the 2016/17 LIP allocation for Parking Reviews.**
- 2. That the Committee, give instruction to the Commissioning Director for Environment to report back the results of the consultation to a future meeting of this Committee, for a decision on the way forward.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides the committee with the background to the original request, asks the Committee to note the actions carried out to date, and to make a decision on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On 7 October 2014 the council received a petition signed by 71 people which requested parking restrictions and for the parking provision and number to be improved in the Watford Way slip road near Apex Corner, in keeping with Council practice at the time, the petition was presented to the Hendon Area Forum on 22 October 2014. The Hendon Residents Forum, in considering the matter, referred the petition to the Hendon Area Committee of the same evening for further consideration.
- 2.2 Accordingly the Hendon Area Committee considered the petition and determined decided that Officers should carry out investigations to conclude what options were available.
- 2.3 In order to better understand the parking characteristics in the road, Officers arranged for parking surveys to be carried out to determine how the kerb space was being used.
- 2.4 The surveys were carried out at every hour between 7am and 7pm on a Wednesday, Thursday and Saturday, in order to obtain a good picture of the parking habits in the slip road, Scout Way and Northway Crescent.
- 2.5 The parking areas were broken down into ten sections throughout the three roads where it was noted motorists already park their vehicles (Appendix A). The survey noted part of each vehicle's registration in order to determine how long vehicles were being left in the relevant roads.

- 2.6 The findings were that that a considerable amount of kerb space was being used throughout the surveyed days by motorists parking for the majority of the survey period, thus limiting the number of motorists being able to park for short periods of time.
- 2.7 Given the information gathered from site surveys and observations, Officers consider that there would be merit in obtaining local views by way of a consultation on a Controlled Parking Zone (CPZ) for the three roads. An initial design is shown in Appendix A to this report.
- 2.8 Officers therefore consider that they should consult residents and businesses on whether they would like to have a CPZ in the area as indicated on Appendix A. It is suggested that a CPZ would operate between Monday to Friday 10am and 4pm, with a combination of Resident Only parking bays, Resident, Pay by phone and Business Permits Bays, and Pay by phone Only parking bays.
- 2.9 As part of the consultation, Officers would also ask residents and businesses whether they would purchase a permit, and if so, how many, in order to gauge how much of a demand there is for parking controls in the area and whether the proposal would be able to fully accommodate the permit demand.
- 2.10 The operational times of the initial design of the CPZ are based on the Parking Surveys carried out, which suggest that an all-day CPZ would be of benefit to the area, although the feedback from the consultation would enable the Council to better understand whether the local community would accept such a scheme, and whether any amendments would be required prior to deciding whether to formally proposing a scheme through a statutory consultation process.

3 ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to consult on parking controls for the area, however, there will be on-going parking issues which would continue, to the detriment of residents' and businesses 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 of the consultation will be carried out as soon as practicable, in line with existing work programmes and budgets.

5 IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 Improving parking and traffic conditions in Watford Way (Apex Corner) Slip Road, Scout Way and Northway Crescent and effectively managing the traffic

movement throughout the local road network contributes to the Corporate Plan priority “a clean and attractive environment, with well-maintained roads and pavements, flowing traffic”.

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

5.2.1 The estimated costs of an informal consultation are estimated to be £4,000. These costs could be met from Local Implementation Plan (LIP) allocation for Parking Reviews for 2016/17.

5.2.2 Any CPZ introduced will require sufficient on-going enforcement to ensure the measures are adhered to. The lines and signs require periodic on-going routine maintenance. These costs have to be met from the Special Parking Account (SPA).

5.2.3 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 None in the context of this report.

5.4 Legal and Constitutional References

5.4.1 The Council's Constitution, in section 15 headed “Responsibility for Functions” (Annex A) states that Area Committees may take decisions within their terms of reference provided it is not contrary to council policy and can discharge various functions, including highway use and regulation, within the boundaries of their areas in accordance with Council policy and within budget.

5.4.2 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.

5.4.3 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.

5.5 Risk Management

5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and businesses and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.

5.5.2 It is considered the issues involved proposing or introducing parking controls may lead to some level of public concern from local residents who feel such

measures are not required, or from residents of other roads in the area concerned about parking issues being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area will ensure that members of the public have the opportunity to comment in any informal consultation exercise or to any statutory consultation on any proposals, which will then be assessed and incorporated into this report and design if necessary.

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 This report seeks permission to carry out a consultation as outlined elsewhere in this report .

5.8 Insight

5.8.1 None in relation to this report.

6. BACKGROUND PAPERS

- 6.1 Hendon Area Committee 22 October 2014
<http://barnet.moderngov.co.uk/ielistdocuments.aspx?cid=717&mid=8058&ver=4>
 - 6.2 Issues list, Hendon Residents Forum, 22 October 2014
<http://barnet.moderngov.co.uk/documents/s18769/Hendon%20Residents%20Forum%20-%20Issues%20List.pdf>
 - 6.3 Summary of Parking Survey findings, Papers held in Traffic and Development Section.
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