

	<p><b>Environment Committee</b></p> <p><b>15 March 2017</b></p>
<p style="text-align: center;"><b>Title</b></p>	<p><b>Footway Parking Review Update</b></p>
<p style="text-align: center;"><b>Report of</b></p>	<p><b>Commissioning Director for Environment</b></p>
<p style="text-align: center;"><b>Wards</b></p>	<p><b>All</b></p>
<p style="text-align: center;"><b>Status</b></p>	<p><b>Public</b></p>
<p style="text-align: center;"><b>Urgent</b></p>	<p><b>No</b></p>
<p style="text-align: center;"><b>Key</b></p>	<p><b>No</b></p>
<p style="text-align: center;"><b>Enclosures</b></p>	<p>Appendix A – Review of 71 prioritised roads and recommended actions                  Appendix B – List of 71 roads                  Appendix C – Ward Members comments                  Appendix D – Section 8.10 &amp; 8.11 and Appendix 12 of Parking Policy                  Appendix E – Examples of requests for Footway Parking Enforcement</p>
<p style="text-align: center;"><b>Officer Contact Details</b></p>	<p>Mario Lecordier, Interim Lead Commissioner, Environment  <a href="mailto:Mario.lecorder@barnet.gov.uk">Mario.lecorder@barnet.gov.uk</a> – Tel 020 8359 5258</p>

<p><b>Summary</b></p>
<p>The July 2016 Environment Committee deferred considering a report detailing the outcome of the review of footway parking undertaken in the 71 roads and requested that further consultation be carried out with all Members of the Council. This report updates the Committee on the second round of consultation with Members and details the comments received at Appendix C .</p>

## **Recommendations**

1. That Environment Committee notes the contents of this report and appendices.
2. That the Environment Committee resolves to authorise the parking of vehicles completely on or part of the footway in Barnet in accordance with Section 15(4) and 15(5) of the GLC General Powers Act 1974, beginning with the 71 roads listed in Appendix B of this report where identified.
3. That the Environment Committee resolves to authorise the enforcement of illegal footway parking by the Parking Enforcement Contractor in roads where footway parking is not permitted in line with the Council's Parking Policy following the actions set out in Paragraph 3.
4. That the Environment Committee considers and approves the recommended options listed in Appendix A of this report in relation to the proposed measures to regulate footway parking in the 71 prioritised roads, subject to Ward Members / residents consultation and Equality Impact Assessments (EQIA) at an estimated total one off cost of £244,417.11 to be met from the Service Development Reserves.
5. That the Commissioning Director is authorised to resolve any objections received from residents and businesses during the consultation process and proceed with implementation in consultation with Ward Members.
6. That the Environment Committee approves the process for considering new requests for footway parking as detailed in Paragraph 4 of this report.

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

- 1.1 By virtue of section 15(1) of the Greater London Council (General Powers) Act 1974, ("the 1974 Act") it is an offence for a person to park a vehicle with one or more wheels on a footway in London except for certain vehicles, for example the emergency services. Section 15(4) of the 1974 Act enables a highway authority to authorise the parking of vehicles on such footway by resolution from a specified date. Section 15(5) of the 1974 Act requires the highway authority to place traffic signs to indicate where footway parking is permitted in accordance with current design standards. Barnet Council is such a highways authority.
- 1.2 Barnet Council has an informal footway parking enforcement amnesty in 71 roads as listed in Appendix B of this report. These roads have not been formally exempted from the London Wide footway parking ban and this report details the review undertaken together with the necessary measures and recommendations to formally exempt these roads to meet the requirements of the Council's agreed Parking Policy.
- 1.3 The Environment Committee approved the Council's Parking Policy in November 2014 and an action plan detailing a work plan to implement this

Policy was approved in January 2015. Section 8.2 of the Policy states that the Council's Parking Enforcement contractor will enforce footway parking across the borough. Sections 8.10 and 8.11 specifically states why footway parking enforcement is needed. An extract of these sections and Appendix 12 of the Parking Policy is attached as Appendix D of this report. This report provides an update to the progress of the implementation of that action plan.

- 1.4 There are a number of elements to the action plan which include:
- An update to the progress made with regard to reviewing the previously agreed priority backlog of 71 roads where footway parking has historically been allowed to take place;
  - Process for dealing with new requests for permitted footway parking in addition to the 71 roads identified.

## **2. REASONS FOR RECOMMENDATIONS**

- 2.1 The recommendations are required to allow the Council to ensure a safe pedestrian environment by undertaking footway parking enforcement in roads where footway parking is not permitted.
- 2.2 The recommendations are also required to allow officers to implement the measures detailed in Appendix A of this report which will formalise footway parking arrangement in some of the 71 roads and allow enforcement to take place in line with the Council's Parking Policy.
- 2.3 The Council regularly receives requests for footway parking enforcement from residents who are forced to walk in a live carriageway because of cars parked either wholly or partially on the footway. Examples of requests for enforcement are given in Appendix E. Footway parking obstructs the safe passage of pedestrians in particular for the blind or the partially sighted, the disabled, the elderly and those in wheelchairs as well as mothers with buggies and pushchairs.
- 2.4 The Council has a duty to ensure the safety of all road users including pedestrians. In addition, the Council must also have regard to the Public Sector Equality Duty in Section 149 of the Equality Act 2010 which requires that equality of opportunity is available for all.
- 2.5 Footway Parking often leads to damage to the footway fabric which in turn increases the maintenance burden and could become an insurance liability to the Council as a result of trips and falls.

## **3. Methodology Used in reviewing the backlog of 71 prioritised roads.**

- 3.1 A review of existing parking provision in the 71 roads listed in Appendix B using the agreed criteria in the Council's Parking Policy was used to develop a parking design solution that formalises the parking provision in each road giving due regard to the need for pedestrian movements. A schedule of work, subject to the approval of this report, will be developed

where footway parking is permissible and does not impact on pedestrians or cause prohibitive cost damage to the existing paved areas.

3.2 The review took place between August and October 2015 and consisted of the following activities:

- Site survey
- Developing detailed design solution to allow footway parking (where possible and legal) by the introduction of relevant bay markings and signs
- Identifying locations where footway parking will not be allowed as the road does not meet the Policy criteria to allow footway parking
- Identifying an alternative parking solution for the roads that do not meet the criteria, such as, for example the need for waiting and loading restrictions to prevent obstructive on-street parking
  - Providing estimated costs to include:
    - Costs for signs and lines works(Capital)
    - Fees (staffing costs) to oversee the works (Revenue)

3.3 The outcome of the survey and design work resulted in four types of recommendations being made. These are:

- **Option A** – Roads where the introduction of yellow lines in part of the road can accommodate on-street parking spaces.
- **Option B** – Roads where footway parking can be implemented and maximises parking spaces at additional cost e.g. where the footway needs strengthening.
- **Option C** – Roads where no further action is required
- **Option D** – Roads where further investigation is required e.g. where an alternative solution could be provided with further detailed investigations.

3.4 This review was completed in October 2015 and reported to the July 2016 Environment Committee where the committee resolved to defer this report and requested that officers further consult with all Members. Members whose ward were affected by the review were further consulted in January 2017 and the comments received from individual Ward Members are given in Appendix C of this report.

#### **4. New footway parking requests and investigations**

4.1 Following the review of the initial 71 roads, the council will consider new requests to allow footway parking, requests to enforce unauthorised footway parking and deal with any referrals from the Parking Enforcement Contractor, NSL, of all instances of unauthorised footway parking to the

Council for investigation. These will be considered after the 71 prioritised roads review has been completed and will be logged as new sites for investigations.

- 4.2 If a new request is made for footway parking, until the investigation is completed and a decision made whether to permit footway parking in a given road, footway parking will not be permitted and the applicant will be informed accordingly.
- 4.3 The process for dealing with new requests for footway parking to be permitted will be as follows:
- Requests to enforce unauthorised footway parking and requests for footway parking from residents will be forwarded to the Council for investigations.
  - These will be logged as new sites for investigation.
  - Officers will assess the location against agreed Policy criteria, prioritise locations and make recommendations to the Commissioning Director on whether footway parking should be permitted and whether complimentary measures will be required e.g. the need to introduce parking restrictions, yellow lines or strengthen the footway or alternative solutions considered.
  - Ward members will be consulted on the proposals in the first instance.
  - Once agreed with Ward Members all frontages in the road will be consulted on the proposals.
  - Any objections received from residents / businesses during the consultation stage will be reported to the Commissioning Director Environment for resolution in consultation with Ward Members.
  - Where footway strengthening is deemed necessary officers will coordinate this work with the annual footway relay programme to avoid abortive work.
  - Where it is considered that the criteria is not met to implement footway parking, residents (of that road) will be informed and advised that footway parking will be actively enforced.
- 4.4 Once a solution is agreed and implemented, particularly in roads where parking enforcement has not previously taken place, the Council will write to all residents with frontages advising of enforcement actions should unauthorised footway parking continue. All residents with frontages and ward members will receive a warning letter two weeks prior to enforcement starting.

## **5. POST DECISION IMPLEMENTATION**

- 5.1 Officers will develop a register of where footway parking will be permitted and continue to monitor progress on both the 71 priority roads and any new requests received to ensure that all subsequent signs, lines and pavements works are carried out within budgets, design standards and the Council's Parking Policy. All new requests will be batched and periodically reported to the relevant Area Committees for information.
- 5.2 The implementation of the agreed measures for the initial 71 roads will be, subject to the outcome of any required statutory consultation and equality impact assessments for the introduction of yellow lines and the resolution of any objections received, inclement weather and whether any additional works will be required due to the presence of utility services in the footway.

## **6. IMPLICATIONS OF DECISION**

### **6.1 Corporate Priorities and Performance**

- 6.2 The Council will work with local, regional and national partners and strive to ensure that Barnet is the place:
  - Of opportunity, where people can further their quality of life
  - Where people are helped to help themselves
  - Where responsibility is shared, fairly
  - Where services are delivered efficiently to get value for money for the taxpayer
- 6.3 The implementation of the agreed Footway Parking options detailed in Appendix A will ensure that the Council achieves value for money by grouping the work into parcels of work which is more efficient to plan and manage. The grouping of works also ensures that the works are joined up with any existing planned pavement works so that both sets of work can be carried out at the same time. This will also ensure that residents are least impacted and best value is achieved.

## **7 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)**

- 7.1 The one off costs of the recommended options is estimated at £244,417.11 detailed in Appendix A of this report. These will be funded through the Service Development Reserves up to a maximum of £250K. The costs could vary from £0.021m to £0.652m depending on which option is chosen (the lower amount being the cheapest option and the higher amount being the most expensive). Some options remain without costs
- 7.2 Estimated costs of the recommended option for the necessary statutory processes, including advertising, printing and all officer time which would be rechargeable, including consideration of any comments received and report-writing will be met from Special Parking Account reserve.
- 7.3 Future maintenance following implementation of the measures will be contained within existing budgets within the Special Parking Account

(SPA). Any income generated through the issuing of PCNs for parking non – compliance would also be attributable to the SPA.

## **8 Social Value**

- 8.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

## **9 Legal and Constitutional References**

- 9.1 This report requests that resolutions be passed to enforce unauthorised footway parking and further pursuant to section 15(4) of the 1974 Act, acting as Highways Authority, to authorise the parking of vehicles on a footway or part of a footway from a date specified in such a resolution. If such authorisations are given, then the highway authority must place traffic signs located near the footway in question to indicate the exemption. The request is further to a resolution of the Environment Committee in November 2015 as described above in this report.
- 9.2 In the making of such resolution the Council must also have regard to the public sector equality duty in section 149 of the Equality Act 2010 and must exercise its functions having regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic (e.g. disability) and persons who do not share it.
- 9.3 The Traffic Management Act 2004 places an 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.
- 9.4 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.
- 9.2 It is an offence under section 15(1) of the 1974 Act for a person to park an unauthorised vehicle with one or more wheels on a footway except for certain vehicles, subsection 15(30) of the 1974 Act provides for a number of exemptions for particular circumstances such as an emergency. A local authority may prosecute in respect of any such offence which is committed in its area.
- 9.5 The implications of no such resolution and not enforcing the legislative requirements of unauthorised footway parking are;
- a) the possibility that a private action may be brought against the Council in respect of an accident, of particular concern are parents walking child buggies, older persons and/ or young children placed in the position of walking on the road due to a car obstructing the footway; and / or

- b) a potential Judicial Review in relation to the Council's decision to take no action.
- 9.6 Under the Council's Constitution, 15A - Responsibility for Functions, the Environment Committee has specific responsibility in relation to parking provision and enforcement. The committee can also "(8) Authorise procurement activity within the remit of the Committee and any acceptance of variations or extensions if within budget in accordance with the responsibilities and thresholds set out in Contract Procedure Rules."
- 9.7 The Council's Constitution, at 15B – Delegated Authority to Officers, sets out circumstances and the manner in which delegated powers can be exercised.
- 9.9 In order to introduce these measures the Committee must pass a resolution that the parking of vehicles on, or on part of the footway, grass verge, garden, space or land and as referred to in section 15(1) of the 1974 Act be authorised in the areas shown on the attached plans pursuant to Section 15(4) of the 1974 Act.
- 9.10 Pursuant to the 1974 Act, one month before the measures take effect, the Council is required to publish:
- a) a notice of the passing of the above resolution; and
  - b) an explanation of the general effect of the provisions of section 15 of the 1974 Act that will be coming into effect by the introduction of the footway parking scheme;
  - c) in a newspaper circulating throughout the whole of Greater London (The London Gazette) one month prior to the resolution coming into effect.
- 9.11 The legislation makes no statutory provision for objections to such an intended resolution

## **10 Risk Management**

- 10.1 A risk management exercise on each scheme will be undertaken to ensure the safety of all road users is safeguarded prior to implementation.

## **11. Equalities and Diversity**

- 11.1 Section 149 of the Equality Act 2010 sets out the Public Sector Equality duty which requires public authorities to have due regard to the need to:
- eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it

11.2 The relevant protected characteristics are age, race, disability, gender reassignment, pregnancy and maternity, religion or belief, sex and sexual orientation. The duty also covers marriage and civil partnership, but to a limited extent.

11.3 Where officers make a recommendation to allow footway parking, in addition to consultation on the proposed scheme, an Equality Impact Assessment will be carried out to consider any potential adverse impacts on any of the protected groups. The outcome of this will be taken into account and adjustments made as appropriate in order to make a final decision on the proposal. The Council's Parking Policy seeks to ensure that where footway parking is permitted; adequate footway width is available for use by pedestrians, wheelchair users, the less able and mothers with push chairs and buggies.

## **12. Consultation and Engagement**

12.1 Consultation and engagement with residents and Ward Councillors will be undertaken following approval of a preferred option by the Committee or Commissioning Director. Where objections are received these will be reported to this committee or Commissioning Director for consideration and resolution.

## **13. Insight**

13.1 Site survey data has been used to inform the development of the proposals.

## **14. BACKGROUND PAPERS**

14.1 PARKING POLICY 2014 - [www.barnet.gov.uk/parking](http://www.barnet.gov.uk/parking)

## APPENDIX A

### Review of footway parking in the agreed list of 71 roads

	Road	Ward	OPTION A			OPTION B			Recommendation	Comments
			Type of scheme for option A	Number of kerbside car spaces option A	Estimated cost of option A	Type of scheme for option B	Number of kerbside car spaces option B	Estimated Cost of option B		
1	Arlington Road N14	Brunswick Park	Double yellow lines on one side of the road	60	£644.00	Footway parking bays	51	£15,010.00	<b>Option A</b>	Final Design to be agreed with Ward Members
2	Brunswick Grove N11	Brunswick Park	N/A	0	£0.00	N/A	0	£0.00	<b>Option D - No action recommended</b>	No footway parking issue was apparent on site visits
3	Burlington Rise EN4	Brunswick Park	Alternating double yellow lines on one side of the road.	30	£428.00	Footway parking bays	31	£6,223.70	<b>Option A</b>	
4	Cecil Road N14	Brunswick Park	Alternating double yellow lines on one side of the road.	32	£291.00	Footway parking bays	38	£9,147.79	<b>Option B</b>	

5	Chase Way N14	Brunswick Park	Alternating double yellow lines on one side of the road.	32	£615.00	Footway parking bays	18	£20,854.30 (Footway Strengthening costs included)	<b>Option A</b>	
6	Dene Road N11	Brunswick Park	Alternating double yellow lines on one side of the road.	27	£339.00	Footway parking bays	39	£7,752.00	<b>Option B</b>	
7	Derwent Avenue EN4	Brunswick Park	Alternating double yellow lines on one side of the road.	53	£777.00	Footway parking bays	41	£36,640.22 (Footway Strengthening costs included)	<b>Option A</b>	
8	Linden Road N11	Brunswick Park	Double yellow lines on one side of the road and sections of double yellow lines on both sides of the road.	14	£291.00	Footway parking bays	14	£1,745.00	<b>Option A</b>	Cost of reinforcing footway
9	Marlborough Avenue N14	Brunswick Park	Double yellow lines on one side of the road.	19	£276.00	N/A	0	£0.00	<b>Option A</b>	
1 0	Summit Way N14	Brunswick Park	Double yellow lines on one side of the road	44	£714.00	Footway parking bays	48	£32,667.35 (Footway Strengthening costs included)	<b>Option B</b>	

1 1	The Woodlands N14	Brunswick Park	Alternating double yellow lines on one side of the road.	42	£657.00	Footway parking bays	36	£16,245.43 (Footway Strengthening costs included)	<b>Option A</b>	
1 2	Avondale Avenue EN4	Brunswick Park	Double yellow lines on one side of the road	46	£784.00	Footway parking bays	55	£13,073.90 (Footway Strengthening costs included)	<b>Option B</b>	
1 3	Gallants Farm Road EN4	Brunswick Park/East Barnet	Double yellow lines on one side of the road.	98	£1,490.00	Footway parking bays	78	£88,317.30 (Footway Strengthening costs included)	<b>Option A</b>	
1 4	Angus Gardens NW9	Burnt Oak	Double yellow lines on one side of the road.	21	£254.00	Footway parking bays	12	£ 5,956.90 (Footway Strengthening costs included)	<b>Option A</b>	
1 5	Blundell Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	91	£1,172.00	Footway parking bays	0	£0.00	<b>Option A</b>	
1 6	Cressingham Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	21	£301.00	N/A	0	£0.00	<b>Option A</b>	
1 7	Edwin Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	15	£306.00	Footway parking bays	15	£1,583.00	<b>Option A</b>	

18	Fortescue Road HA8	Burnt Oak	Alternating double yellow lines on one side of the road.	58	£507.00	N/A	0	£0.00	<b>Option A</b>	
19	Kirton Walk HA8	Burnt Oak	Double yellow lines on both side of the road	0	£153.00	N/A	2	£0.00	<b>Option E - Investigate alternative option</b>	Due to the narrowness of the public carriageway and the public footpath it is not possible to provide on street parking. However there are sections off street along Kirton Walk where vehicles can park. . There is also an opportunity to convert the grassed areas managed by housing to allow parking.
20	Colin Close NW9	Colindale	Double yellow lines on one side of the road.	7	£110.00	N/A	0	£0.00	<b>Option A</b>	
21	Hillfield Avenue NW9 (Referred to as Hillfield Road NW9 which does not exist)	Colindale	Double yellow lines on side of the Road	23	£332.00	Footway parking bay signs	13	£2,002.32	<b>Option A</b>	

2 2	Orchard Gate NW9	Colindale	Double yellow lines on one side of the road and a section of double yellow lines on both side of the road.	10	£205.00	Proposed parking bays on reinforced greenspace using Grasscrete.	4	£2,725.50	<b>Option A</b>	
2 3	Silkfield Road NW9	Colindale	Alternating double yellow lines on one side of the road.	22	£422.40	Footway parking bays	21	£3,223.92	<b>Option A TBC by client</b>	
2 4	Southbourne Crescent NW4	Colindale	No further action	0					<b>Option D - No action recommended</b>	
2 5	Woodfield Avenue NW9	Colindale	Alternating double yellow lines on one side of the road.	28	£384.00	Footway parking bays	39	£12,104.17 (Footway Strengthening costs included)	<b>Option B</b>	
2 6	Colney Hatch Lane N11  Colney Hatch Lane - Between Woodhouse Road and Asher Loftus Way.	Coppetts	Double yellow lines on side of the Road	42	£380.00	Footway parking bays	45	£7,697.26	<b>Option A</b>	

27	Crescent Road N11	Coppetts	N/A	0	£0.00		0	£0.00	<b>Option D - No action recommended</b>	No footway parking issue was apparent on site visits
28	Elm Way N11	Coppetts	Double yellow lines on one side of the road and a section of double yellow lines on both sides of the road.	8	£202.00	N/A	0	£0.00	<b>Option A</b>	
29	Brookhill Road EN4	East Barnet	Double yellow lines on one side of the road.	23	£281.72	N/A	N/A	N/A	<b>Option A</b>	At present vehicles are allowed to park 4 wheels on the footway on street between No 67 Brookhill Road and BrookHill Close. However there are no regulatory bay markings and associated signs to advise motorists that they are allowed to park on the footway at this location. Therefore it is recommended that bays and signs are introduced on street as part of option A at a cost of £936
30	Daneland EN4	East Barnet	Alternating double yellow lines on one side of the road.	73	£1,120.00	Footway parking bays	58	£26,367.87 (Footway Strengthening costs included)	<b>Option A</b>	

3 1	Linthorpe Road EN4	East Barnet	Alternating double yellow lines on one side of the road.	34	£560.00	Footway parking bays	31	£32,800.42 (Footway Strengthening costs included)	<b>Option A</b>	
3 2	Mansfield Avenue EN4	East Barnet	Alternating double yellow lines on one side of the road	60	£768.00	Footway parking bays	47	£52,617.16 (Footway Strengthening costs included)	<b>Option A</b>	
3 3	Vernon Crescent EN4	East Barnet	Alternating double yellow lines on one side of the road and sections of double yellow lines on both sides of the road.	26	£698.00	Footway parking bays and double yellow lines	54	£52,292.00 (Footway Strengthening costs included)	<b>Option B</b>	
3 4	Victoria Road EN4	East Barnet	Double yellow lines on both sides of the road.	14	£631.00	N/A	0	£0.00	<b>Option A</b>	
3 5	Brim Hill N2	East Finchley	N/A	0	£0.00	N/A	0	£0.00	<b>Option D - No action recommended</b>	This road falls within the East Finchley 'M' Controlled Parking Zone, part of which operates Monday to Friday 2pm to 3pm, and part operates Monday to Saturday 10am to 6.30pm. Parking places are marked out on the

										highway and no footway parking issues were noted during Officers' investigations
36	Broadfields Avenue HA8 (South of A41)	Edgware	N/A	0	£0.00	N/A	0	£0.00	<b>Option D - No action recommended</b>	This road is being investigated for possible waiting restrictions or CPZ extension)
37	Bushfield Crescent HA8	Edgware	Alternating double yellow lines on one side of the road.	74	£383.00	Footway parking bays	67	£10,206.00 (of which £4,100 id for footway strengthening)	<b>Option A</b>	
38	Parkside Drive HA8	Edgware	Alternating double yellow lines on one side of the road.	34	£597.00	N/A	0	£0.00	<b>Option A</b>	
39	Manor View N3	Finchley Church End	Refresh existing double yellow line on Manor View	9	£100.00		4		<b>Option A</b>	
40	Eastholm NW11	Garden Suburb	Double yellow lines on one side of the road.	19	£412.00	N/A	0	£0.00	<b>Option A</b>	

4 1	Westholm NW11	Garden Suburb	Double yellow lines on one side of the road.	16	£328.00	N/A	0	£0.00	<b>Option A</b>	
4 2	Edrick Walk HA8	Hale	Double yellow lines on both sides of the road.	0	£364.00	N/A	0	£0.00	<b>Option E - Investigate alternative option</b>	Due to the narrowness of the public carriageway and the public footpath it is not possible to provide parking on street parking. However there are sections off street along Walter Walk where vehicles can park. There is also an opportunity for the grassed areas managed by housing to allow parking with the aid of Grass Crete.
4 3	Laleham Avenue NW7	Hale	Double yellow lines on one side of the road.	29	£310.00	Footway parking bays (Grasscrete)	57	£6,866.00	<b>Option B</b>	
4 4	Rudyard Grove NW7	Hale	Alternating double yellow lines on one side of the road	25	£281.38	Footway parking bays	22	£5,650.20	<b>Option A</b>	
4 5	The Meads HA8	Hale	Double yellow lines on one side or both side of the road.	6	£1,914.00	Footway parking bays	55	£6,215.00	<b>Option B</b>	

4 6	Walter Walk HA8	Hale	Double yellow lines on both sides of the road.	0	£458.00	N/A	0	£0.00	Option A	
4 7	Selvage Lane HA8	Hale/Mill Hill	Alternating double yellow lines on one side of the road.	31	£800.00	Footway parking bays	29	£12,300.12	Option A	
4 8	Sunny Gardens Road NW4	Hendon	Proposal to amend existing time plate situated alongside existing footway parking bays on street at Sunny Gardens Road between Sunningfield Crescent and Nursery Walk NW4	0	£750.00	N/A	0	£750.00	Only signs need to be changed	
4 9	Westhorpe Gardens NW4	Hendon	Double yellow lines on one side of the road.	21	£250.00	N/A	0	£0.00	Option A	
5 0	Bulwer Road EN5	High Barnet	Alternating double yellow lines on one	25	£273.00	Footway parking bays	34	£48,788.47 (Footway Strengthening)	Option B	

		side of the road.					costs included)		
5 1	Calvert Road EN5 High Barnet	Officers have met all 3 Ward Members and residents on site and agreed the following: <ul style="list-style-type: none"> <li>Officers will regulate footway parking in these roads by providing a single continuous bay on both sides of the road. The aim is to retain the existing on-street parking capacity as much as possible while maintaining safe access for pedestrians. All signs to be erected on existing lamp columns where possible to minimise street clutter and costs.</li> <li>Provision of double yellow lines (minimum) at the junctions of Calvert Road with Seabright and Puller Road to improve safety and access. Signage is not required for double yellow lines.</li> <li>Reactive repair to dislodged kerb at the junction of Calvert and Puller Road</li> <li>Review the waiting restrictions at the junction of Alston Road and Puller Road to provide an additional parking space.</li> <li>Officers will meet residents on site to discuss and agree the limits of the bays.</li> </ul>							
5 2	Puller Road EN5 High Barnet								
5 3	Seabright Road EN5 High Barnet								
5 4	Rockways EN5	High Barnet	Alternating double yellow lines on one side of the road.	35	£548.00	N/A	0	£0.00	Option A
5 5	St Marks Close EN4	High Barnet	Double yellow lines on one side of the road.	12	£179.00	N/A	0	£0.00	<b>Option A</b>
5 6	Colenso Drive NW7	Mill Hill	Alternating double yellow lines on one side of the road.	25	£553.00	N/A	0	£0.00	<b>Option A</b>

57	High Street NW7	Mill Hill	Double yellow lines on one side of the road.	22	£194.00	N/A	0	£0.00	Option A	
58	Hammers Lane NW7	Mill Hill	Double yellow lines on one side of the road	75	£1,306.00	N/A	N/A	N/A	Option A	
59	Daws Lane NW7	Mill Hill	N/A	0	£0.00	N/A	0	N/A	Option D - No action recommended	No footway parking issue was apparent on site visits
60	Brookfield Avenue NW7	Mill Hill	Alternating double yellow lines on one side of the road.	30	£592.00	Footway parking bays	38	£23,567.33 (Footway Strengthening costs included)	Option B	
61	Lullington Garth N12	Mill Hill/Totteridge	Double yellow lines on one side of the road.	46	£818.00	Footway parking bays	48	£14,448.00 (Footway Strengthening costs included)	Option A	
62	Wycherley Crescent EN4	Oakleigh	Double yellow lines on one side of the road.	21	£441.00	Footway parking bays	26	£7,071.00	Option B	
63	Pyecombe Corner N12	Totteridge	Double yellow lines on both side of the road.	4	£338.00	N/A	0	£0.00	Option A	
64	Twineham Green N12	Totteridge	Footway parking bays and double yellow lines.	9	2,196.00	See option A	0		Option A	

6 5	Hillside Gardens EN5	Underhill	No action is required as this section of Hillside Gardens is wide enough to accommodate parking on both sides of road without causing any major obstruction issues.	0	£0.00	No action is required as this section of Hillside Gardens is wide enough to accommodate parking on both sides of road without causing any major obstruction issues.	0	£0.00	<b>Option D - No action recommended</b>	Part of this road falls within the Chipping Barnet 'C' Controlled Parking Zone, which operates Monday to Saturday 8am to 6.30pm. In the CPZ parking places are marked out on the highway and no footway parking issues were noted during Officers' investigations. Outside of the CPZ, although some vehicles were seen to be parked partially on the footway, it is considered that there is no need for motorists to do this and that traffic can flow even if parked fully in the road.
6 6	Sellwood Drive EN5	Underhill	Alternating double yellow lines on one side of the road.	26	£624.00	Proposal to amend existing footway parking bay layout. Furthermore formal existing parking bay layout with regulatory footway parking signage	22 (14 new bays plus 8 existing bays)	£4,074.00	<b>Option A</b>	

6 7	Vyse Close EN5	Underhill	Double yellow lines on both sides of the road.	2	£242.00	N/A	0	£0.00	<b>Option A TBC by client</b>	
6 8	Hendon Wood Lane NW7	Underhill/ Hale	N/A	0	£3,509.00	N/A	0	£0.00	<b>Option D - No action recommended</b>	This road is rural in nature, with existing white lines on both sides along the length of the road. No footway parking issues were noted upon Officer investigations. No action is considered necessary.
6 9	Courthouse Gardens N3	West Finchley	Double yellow lines on one side of the road	20	£265.00	Footway parking bays	19	£5,206.60 (Footway Strengthening costs included)	<b>Option A</b>	
7 0	Courthouse Road N3	West Finchley	Double yellow lines on one side of the road	33	£473.00	Footway parking bays	21	£23,606.75 (Footway Strengthening costs included)	<b>Option A</b>	
7 1	Cardrew Avenue N12	Woodhous e	Alternating double yellow lines on one side of the road.	18	£148.00	N/A	0	£0.00	<b>Option A</b>	

## Appendix B

### List of 71 Roads

Backlog of Roads Footway Parking		
Ref	Street name	Post Code
1	Angus Gardens	NW9
2	Arlington Road	N14
3	Avondale Ave	EN4
4	Blundell Road	HA8
5	Brim Hill	N2
6	Broadfields Avenue	HA8
7	Brookhill Road	EN4
8	Brunswick Grove	N20
9	Bulwer Road	EN5
10	Burlington Rise	EN4
11	Bushfield Crescent	HA8
12	Calvert Road	EN5
13	Cardrew Ave	N12
14	Cecil Park	
15	Chase way	N14
16	Colenso Drive	NW7
17	Colin Close	NW9
18	Colny Hatch Lane	N11
19	Courthouse Gardens	N3
20	Courthouse Road	N3
21	Crescent Road	N11

22	CRESSINGHAM ROAD	HA8
23	Daneland	EN4
24	Dene Road	N11
25	Derwent Avenue	EN4
26	Eastholm	NW11
27	Edrick Walk	HA8
28	EDWIN ROAD	HA8
29	Elm Way	N11
30	Fortescue Road	HA8
31	Gallants Farm Road	EN4
32	Hendon Wood Lane	NW7
33	High Street	NW7
34	Hillfield Road	NW9
35	Hillside gardens OS CPZ	EN5
36	Kirton Walk	HA8
37	Laleham Avenue	NW7
38	Linden Road	N11
39	Linthorpe Road.	EN4
40	Lullington Garth	N12
41	Manor View	N3
42	Mansfield Avenue	EN4
43	Marlborough Avenue	N14
44	Orchard Gate	NW9
45	Parkside Drive	HA8
46	Puller Road	EN5

47	Pyecombe Corner	N12
48	Rockways	EN5
49	Rudyard Grove	NW7
50	Sebright Road	EN5
51	Sellwood drive	EN5
52	Selvage Lane	HA8
53	Silkfield Road	NW9
54	Southbourne Crescent	NW4
55	St Marks Close	EN4
56	Summit Way	N14
57	Sunny Gardens Road (out of CPZ)	NW4
58	The Meads	HA8
59	The Woodland	N14
60	Twineham Green	N12
61	Vernon Crescent	EN4
62	Victoria Road	EN4
63	Vyse Close	EN5
64	Walter Walk	HA8
65	Westholm	NW11
66	Westhorpe Gardens	NW4
67	Woodfield Avenue	NW9
68	Wycherely Crescent	EN4
<b><u>Reviews of Footway parking from Consultation Comments</u></b>		
69	Hammers Lane	NW7

70	Daws Lane	NW7
71	Brookfield Avenue	NW7
72	Edgeworth Close	

## Appendix C

### Ward Member Consultation

Ward Consulted	Ward Members Comments	Officer Response
Brunswick Park	No response received	
Burnt Oak	No response received	
Colindale	No response received	
Coppetts	No response received	
East Barnet	No response received	
East Finchley	<p><b>Received on 11<sup>th</sup> January 2017</b></p> <p>Thanks for this Mario.</p> <p>My comment is that I have not received any requests to allow footway parking on Brim Hill. Many of the houses have driveways and there are marked CPZ bays on the road. I've not had complaints about it being difficult to drive through, so I don't currently have any issues. We can consult with some of your residents and ask them what they think.</p> <p>I would however like footway parking considered for Elmshurst Crescent for the pavement between the junction with Pulham Avenue to the access road to</p>	<p>Officers are only reviewing the 71 roads listed in Appendix B at present as agreed at a previous</p>

	the flats in the central island.	meeting of the Environment Committee
Edgware	No response received	
Finchley Church End	<p><b>Received on 12<sup>th</sup> January 2017</b></p> <p>Dear Mario</p> <p>I am inclined to request that the status quo remains as I have not received any complaints from residents about the current arrangements. Indeed, only recently some bollards were installed to regulate the footway parking.</p> <p>Option A seems to be a compromise by only allowing footway parking in a smaller area, I believe this may cause other problems.</p> <p>Thanks and regards</p>	<p>Footway parking is not legally permitted in this road. The risk and implications of not enforcing footway parking are given in paragraph 9 of this report.</p> <p>Ward Members have agreed to meet officers on-site to review the proposals for this road and agree a way forward that will regulate the current parking arrangement while maintaining safe access for pedestrians.</p>
Garden Suburb	<p><b>Received on 11<sup>th</sup> January 2017</b></p> <p>This would mean that in both roads there are far4 fewer parking spaces than houses. J</p>	It is intended to maximise or retain the same amount of available parking spaces where possible.
Hale	No response received	
Hendon	No response received	
High Barnet	<p><b>Received 11<sup>th</sup> January 2017</b></p> <p>I will stick by our insistence that Puller, Sebright and Calvert plus Wentworth Road are all left well alone, there is no way these can be changed. If you wish a meeting on site, preferably with Jamie Blake in attendance as well, please give me some dates.</p>	<p>Officers have met ward members and residents on-site and agreed the following:</p> <p>Officers will regulate footway parking in these roads by providing a single continuous bay on both sides of the road. The aim is to retain the existing on-</p>

		<p>street parking capacity as much as possible while maintaining safe access for pedestrians. All signs to be erected on existing lamp columns where possible to minimise street clutter and costs.</p> <ul style="list-style-type: none"> <li>• Provision of double yellow lines (minimum) at the junctions of Calvert Road with Seabright and Puller Road to improve safety and access. Signage is not required for double yellow lines.</li> <li>• Reactive repair to dislodged kerb at the junction of Calvert and Puller Road</li> <li>• Review the waiting restrictions at the junction of Alston Road and Puller Road to provide an additional parking space.</li> <li>• Officers will meet residents on site to discuss and agree the limits of the bays.</li> </ul>
Mill Hill	<p><b>Received on 30<sup>th</sup> January 2017</b></p> <p>Dear Marco</p> <p>We spoke and sorry for delay</p> <p>Have no comments but hopefully residents will be consulted.</p>	
Oakleigh	<p><b>Received on 15<sup>th</sup> January 2017</b></p> <p>Option B finds favour with me for Wycherley Crescent.</p>	
Totteridge	No response received	

Underhill

**Received on 12<sup>th</sup> January 2017**

Dear Mario,

Firstly, could you update your records. Amy Trevethan is no longer a Councillor. Cllr Jessica Brayne was elected as her replacement in a by election in May 2016.

I am very concerned about consultation via email. Foot way parking is a controversial issue and needs to be managed with care. There are a number of roads in Underhill that if foot way parking was not permitted emergency vehicles would not get through. There are others were other vehicles such as an average family car would not be able to pass.

As a Councillor, parking related matters make up a large area of case work and creates the most anger amongst residents.

My preference would be that our default position ought to be to allow foot way parking, and if necessary spaces could be marked on pavements. If you have reasons why certain roads in Underhill should not adopt this position then I think it is only fair that you seek to meet with ward councillors to discuss the matter, rather than sending an email asking for a response within two weeks.

**Officer response:**

Dear Cllr.....,

My apology for including Cllr Trevethan in my email. I have amended my records accordingly.

The purpose of my email is to precisely offer Ward Members an opportunity to meet on site to discuss the proposals to manage footway parking only in the roads that are on the list of 71 roads. In Underhill Ward these are Hillside Gardens EN5, Sellwood Drive EN5, Vyse Close EN5 and Hendon Wood Lane NW7 only. A consultation on the proposals was undertaken in April 2016 and reported to the July 2016

	<p>Environment Committee which resolved that officers should re-consult Ward Members on the proposals. No decision have yet been made with regards to managing footway parking in roads that are not on this list. It was agreed that officers would resolve the footway parking situation in the 71 roads first before the Environment Committee would decide how to proceed with footway parking for the rest of the borough.</p> <p>I am available for a site visit on the afternoon of 23<sup>rd</sup>, 24<sup>th</sup>, 25<sup>th</sup> and 26<sup>th</sup> January from 2pm. Alternatively if these dates are not suitable please let me have your availability for a site visit over the coming weeks.</p>	
West Finchley	<p><b>Received on 11<sup>th</sup> January 2017</b></p> <p>As we held a meeting last May I would have hoped the views of residents and ourselves were clear. Can you confirm whether notes were taken and acted on.</p> <p><b><u>Officer Response:</u></b></p> <p>The points discussed at the meeting of May 2016 were noted (see comments column) and reported to the July Environment Committee.</p> <p>You will note that those in attendance at the meeting requested that the current level of on-street parking is maintained and the double yellow lines proposals were not supported except at junctions. I would welcome an opportunity to meet with you and your ward colleagues on site to agree the extent of the double yellow lines and discuss the inevitable loss of parking as a result of formalising footway parking in these roads.</p> <p>The other points raised (20mph, CPZ) are beyond the scope of this initiative that could be brought to a future Area Committee meeting as a</p>	<p>Officers attended an evening meeting on 3<sup>rd</sup> May 2016 with ward Members and residents which was chaired by the resident's association to discuss the proposed measures in Courthouse Gardens and Courthouse Road in West Finchley ward.</p> <p>Officers were asked to consider the following:</p> <ul style="list-style-type: none"> <li>• Speeding – Request for 20mph Zone</li> <li>• Request for parking controls to remove commuter parking (possible CPZ)</li> <li>• Maintain the current level of on-street parking</li> <li>• The double yellow lines proposals were not supported except at junctions.</li> <li>• Parking and speeding enforcement required to improve safety</li> </ul>

	<p>Members' Item for funding and further investigations.</p> <p>Could you therefore let me have your availability for a site meeting over the next two weeks to agree a way forward on the footway parking proposals in these two roads?</p>	
Woodhouse	No response received	

## **APPENDIX D - Extract from Parking Policy**

### **8.10 Footway Parking Enforcement**

Footpaths must be kept safe for pedestrians to use. Unauthorised footway parking creates an obstruction hazard for pedestrians and can make it difficult for a pushchair or wheelchair to pass safely without needing to divert into the road. Vehicles parked on the footway, can also cause particular problems for blind, disabled and older people.

### **8.11 Footway Parking**

Many complaints are received from pedestrians, wheelchair users and those using pushchairs about inconsiderate car drivers who are parked on our footways, causing them to use the carriageway to get past.

In 1974 it became an offence to park a vehicle with 'one or more wheels on any part of an urban road other than a carriageway' in London (i.e. footway, grass verge, garden, space or land). The offence subsequently became decriminalised under the Road Traffic Act 1991 when local authorities were given powers to enforce footway-parking contraventions.

33

Unauthorised footway parking also causes increased maintenance costs and additional risks to the public. Damage to paving and grass verges caused by parked vehicles costs the Council thousands of pounds each year and such damage can create trip hazards resulting in injury. It is therefore important that those vehicles which are parked on the footway are enforced appropriately through the issue of a PCN.

The Council have provided some designated footway parking in certain roads. These are clearly defined as bays and marked on the footway with white lines. It is usual in these situations for the footway to have been strengthened to ensure that no damage is caused by the weight of parked vehicles. Where vehicles are parked in such bays they are considered to be parked compliantly. However, where vehicles are not parked properly within a marked bay, i.e. where one or more wheels outside of the bay markings this is considered to be non-compliant and a PCN will be issued.

The Council will ensure footway parking only happens where it can be undertaken safely. In addition, these proposals will ensure that parking places are properly signed and marked where necessary to ensure that cars do not park in such a way as to cause an obstruction and that there is clarity on enforcement See Appendix 13 for further information.

## Appendix 12 – Parking on footways and verges

### *Legal position*

Parking on footways and verges whether wholly or partly is banned throughout London, unless signs are placed to allow parking.



667 – Vehicles permitted to park partly on the Footway



668- vehicles permitted to park wholly on the Footway

The ban requires that each road be reviewed on an individual basis to determine whether or not footway parking should be permitted, and a Council resolution passed in respect of any roads that are to be exempted from the general footway parking ban. The ban is specified in Section 15 of the Greater London Council (General Powers) Act, 1974.

### *Reasons for the footway parking ban*

Many of Barnet's streets were laid out in the 1920's and 30's when there were many less cars than today and therefore parking on footways and verges has been a serious and growing problem. There are a number of reasons why the ban was introduced including:

- **Preventing obstruction to pedestrians.**  
Cars and other vehicles parked on footways can make life difficult and dangerous for pedestrians. In particular causing obstructions for the partially sighted, parents pushing buggies, the elderly and disabled people in wheel chairs and electric carts; forcing them off the footway and requiring them to use the carriageway.
- **Preventing danger to other road users.**  
Parking on footways especially near to junctions is a specific hazard for other road users. Not only can it block vehicular movement but there is potential for impairing the view of other drivers navigating the carriageway. Many junctions have double yellow lines and loading restrictions for this reason.
- **Preventing damage to the footway.**  
Unlike road surfaces, footways and verges are not designed to take the weight of cars or other motor vehicles. Much of the damage to Barnet's footways (cracked or sunken paving slabs etc.) is caused by vehicles driving over or parking illegally on the footway. Repairs cost Barnet taxpayers millions of pounds each year, and tripping on damaged footways is the cause of many pedestrian injuries.
- **Maintaining footways as an amenity.**  
The presence of cars and other vehicles parked on footways, verges and other pedestrian areas is detrimental to the urban environment. The pavement surface is often soiled by oil stains leading to an unpleasant walking environment.

## *How the Council controls footway parking*

Footway parking is prohibited in Barnet with the exception of locations where either

- (a) Parking bays have been formally introduced (and backed by a Traffic Management Order) or
- (b) An informal amnesty applies.

When formally exempting roads from the footway parking ban, the Council will take into account the following criteria:

- The width of the road and the appropriate clearance widths required (this will vary on the type of road and its usage).
- The volume and nature of traffic using the road.
- Access requirements for emergency vehicles.
- The width of the pavement.
- Safety considerations for pedestrians and other drivers.
- The implications of any exemption for footway parking in terms of traffic and pedestrian movement.
- Whether or not there is off-street or alternative parking available nearby.
- Whether alternative measures can be introduced, such as –
  - Banning parking on one side of the street while permitting it on the other.
  - Introducing one-way working and permitting carriageway parking on both kerbs.

The desirability of allowing footway parking (both formal and informal) will be reviewed commencing during 2015/16 and formal signed parking arrangements put in place where required. This will ensure that all drivers and pedestrians are clear where parking on footways and verges is allowed. Details of the review methodology are given below.

Pending the review of footway parking within the Borough; which will result in clearly showing where vehicles can or cannot park via signage or bay markings, Civil Enforcement Officers will enforce against footway parking:-

- In any roads where the vehicle is seen to be seriously impeding the movement of pedestrians
- In roads where footway parking is prohibited
- In roads where signage or bays do not permit footway parking
- In roads with a wide carriageway where there is no objective reason why the motorist should have chosen to park on the footway

## *Footway Parking Review Methodology*

A review of footway parking needs to operate within the context of the Council's wider approach to waiting restrictions and traffic management. The requirement for parking has to be balanced against the Council's Network Management Duty, which requires us to expedite the movement of traffic including pedestrians. Other policies and legislative requirements (e.g. Equality Act 2010) are applicable. The following sections lay out how the review will be implemented however as the changes would require funding the progress of the changes proposed will be planned over time.

This review therefore sets out an approach to easing parking problems in conjunction with ensuring traffic movement (including pedestrians) is given sufficient priority. The approach will involve the following steps:

- Establish criteria that a street must meet if footway parking is to be formally permitted, the criteria should allow the majority of cases to be assessed without additional work being required.
- Any street identified (either by the Council or residents) as potentially suitable for footway parking should be assessed against the criteria. This will include a preliminary bay layout design.
- Once a street has been confirmed to be suitable for exemption from the footway parking ban, residents are consulted on whether they would like bays to be marked out or whether they would prefer for the ban to be enforced.
- If the consultation outcome is positive the process for implementing bays will proceed. If not, residents will be informed that footway parking enforcement will commence.

### *Potential benefits of the approach*

Establishing consensus amongst residents will allow positive action to be taken. Maintaining sufficient road width will help to reduce congestion and improve safety – this will be particularly beneficial on roads with bus services and where emergency service vehicles are at risk of delay. Clearly marked bays and enforcement will result in better management of parking and less obstruction of footways. Resolving the current uncertainty will make it easier for Civil Enforcement Officers to know where to enforce and for residents to know where they can and cannot park.

### *Practical considerations*

The primary reason for considering footway parking would be where there is a demand for on-street parking and the road isn't wide enough to permit parking on one or both sides of the carriageway without traffic movement being obstructed. It therefore follows that the review of footway parking, as with other parking restrictions, needs to be based on an assessment of carriageway width for different types of road. Busier roads will require a greater width of clear carriageway to reduce the risk of vehicles being unable to pass each other without having to stop. On quieter roads, where residential amenity may be more important than through movement of traffic, reduced carriageway widths may be acceptable as long as they are still accessible to vehicles such as dustcarts and emergency services.

The following table sets out the minimum clear carriageway widths – these are widths which will be sought as minimums when considering the introduction of parking controls (including footway parking) on existing streets and are not intended to be used for any other purpose.

**Table 1 – Minimum clear carriageway width (two-lane roads only\*)**

Road types	Type 1	Type 2	Type 3	Type 4
<b>Road class</b>	All 'A' roads including those included within the Strategic Road Network (SRN). Also 'B' roads and unclassified roads with higher volumes of traffic, including a high proportion of larger vehicles.		Other 'B' roads and unclassified roads, especially those providing access to other residential areas.	Other roads.
<b>Typical examples</b>	SRN Most bus routes	Busy urban roads with substantial volume of non-residential traffic. Low frequency bus routes.	Busier residential roads	Low traffic volume Cul-de-sacs Serves less than 100 dwellings if not a cul-de-sac
<b>Minimum clear carriageway width</b>	6.0m	6.2	4.8	3.7
<b>Notes</b>	Suitable for high volumes of larger vehicles.	Enables the larger vehicles to pass each other.	Allows 2-way residential traffic.	A sufficient number of passing places (min width 5.5m) must also be available.
*Roads with more than two lanes are likely to require the additional capacity to cater for the volume of traffic or traffic control measures (e.g. traffic signals, bus lanes). Special consideration will be required.				

Where the minimum clear carriageway width shown in table 1 cannot be achieved with on-street parking, consideration will be given to the introduction of footway parking and/or parking controls. A standard width of 1.8m to be allowed for parked vehicles (3.6m where parking will be on both sides of the road).

Footway parking will only be considered in areas where this is an appropriate solution. It will normally be necessary for the following conditions to apply:

- Vehicles parked on the footway would not cause undue problems for pedestrians
- There is a history of significant levels of parking on the footway
- Parking demand cannot be met by on-carriageway parking (while maintaining the required minimum clear width)
- There is insufficient private off-street parking space available.
- There is insufficient spare on-street parking capacity on immediately adjacent roads.

In addition, where parking demand is lower, but on-carriageway parking may obstruct access by the emergency services or impede movement of buses and larger vehicles, footway parking will be considered even if the other conditions are not met.

Consideration also needs to be given to achieving consistency with surrounding roads to avoid confusing residents. Although footway parking areas will be clearly signed, some drivers may not understand why footway parking is allowed on one road, but not another. The application of this policy using agreed criteria will help to address this issue.

## Design considerations

Where a street has met the conditions for footway parking to be considered as an option, the following design criteria will need to be met.

### Footway requirements:

Footway type	High footfall	Medium/Low footfall
Location	Town centres or within 200m of a station entrance	All other locations
Normal minimum footway width to be maintained	2.0m	1.5m
Exceptional minimum footway width (to overcome obstacles or pinch points – max length 6m)	Not appropriate	1.0m*

\*Where the footway width is less than 1.2m the passage of wheelchairs and prams/pushchairs requires special consideration. Some users may need to enter the carriageway to pass parked vehicles – the appropriateness of this should be assessed on a case by case basis with particular consideration for safety issues. Any sections of footway less than 1.2m wide should start and end with a section of dropped kerb in order to allow affected users to leave and re-join the footway.

## Parking bay requirements:

Bays must be marked and signed in accordance with the Traffic Signs Regulations and General Directions.



- Bays must be no less than 1.8m wide
- No part of the bay may be more than 30m from a sign (i.e. the maximum distance between signs is 60m)
- Kerb face height shall be 75mm or less
- Bay layouts will need to protect existing accesses, trees and street furniture

- Where the road is marked with a centre line, this may need to be moved to reflect the centre of the clear carriageway

In addition, the footway construction type and materials will need assessment to confirm whether they can sustain loads resulting from footway parking. Where this is not the case, strengthening of the footway may be necessary. Footways which are not designed to take vehicle loadings may be more prone to damage. However, in many roads, unauthorised parking on the footway has been taking place for a number of years, often with little or no damage to the footway. Therefore, on roads where footway parking already occurs, or in locations where the footway is unlikely to need strengthening work, formalised footway parking may be introduced without strengthening work being carried out at first, but the footway must be inspected after one month (and thereafter in accordance with the cyclic inspection regime) to confirm that footway parking is not resulting in damage. Full or potential reconstruction of the footway should also be considered where work is required to achieve the maximum 75mm kerb height.

### ***Enforcement requirements:***

Footway parking requires signage which may be visually intrusive. Bay layouts should consider the need to reduce signage wherever possible. Mixing footway parking and on-carriageway parking along a length of road may lead to an unattractive street scene and confusion of motorists. If isolated sections of the carriageway on a street are wide enough to permit on-carriageway parking, consideration should be given to whether continuing the footway parking would be appropriate to maintain consistency. If all or part of the road is in a conservation area additional design and layout considerations may apply. Liaison with the Council's Design and Heritage Group may be necessary as part of the initial process.

### ***Parking on one or two sides:***

Where the combined footway and carriageway width does not permit parking on both sides of the road an assessment must be made on which side the parking should be placed. This assessment will depend on footway widths, off-street parking (crossovers) and maximising the availability of parking. The decision will depend on the individual circumstances of each case. Waiting restrictions will usually be required on the opposite side of the road. Alternating parking from one side to the other should generally be avoided.

Where circumstances would permit parking on both sides of the road an assessment should be made of the best distribution of space across the width of the road. For example, having partial footway parking bays on both sides of the road may give a more balanced appearance and be less disruptive for footway users than having full-footway bays on one side of the road and on-carriageway parking on the other.

If unacceptable levels of displaced parking would result from removing parking on one side of the street, this may constitute an exceptional circumstance (see below). Alternatively, enforcement (and/or waiting restrictions on both sides) may be the only option.

### ***Exceptional circumstances***

Where a street does not meet the criteria for footway parking but where any enforcement action would create a situation where access for emergency vehicles is obstructed and/or the capacity of

the highway is reduced below its functioning level then other options may need to be considered. In very exceptional circumstances it is possible that a 'shared surface' approach may be considered.

### *Review delivery*

The following actions will be required to deliver the review of footway parking. A programme will be drawn up setting out the roads to be considered and in which order:

- The first roads will be those currently on the informal 'do not enforce' list drawn up following complaints from residents and members.
- The second priority will be roads where 'legal' footway parking already exists, but where markings, signs and bay layouts need amending.
- The third priority will be roads identified following consultation with the emergency services, parking enforcement and refuse, as well as locations identified as pinch points.

The programme will take into account the footway resurfacing programme wherever possible, to avoid any duplication of works. A formal process will be required to consult residents and for a formal decision to be made on whether or not to proceed with any scheme.

Where physical works are required to implement a scheme, an appropriate funding source will be identified. In order to control overall costs, an annual budget for schemes will be established from existing highways expenditure and schemes will then be prioritised for implementation within this budget as part of the annual programme.

### *Environmental issues*

In some locations it may be deemed appropriate or necessary to utilise grass verges to facilitate parking where it would not be desirable to convert these verges to hard surface areas. Wherever possible, grass verges in the borough should be preserved to maintain the character of Barnet roads. However, where off-carriageway parking is necessary, consideration needs to be given to maintaining rain permeable areas and green areas within the street scene. The most appropriate solution will depend on the circumstances at each location. However, solutions may include the use of 'hardened' grass surfaces, or establishing grassed areas that are currently paved. In developing any solution, it will be important to give due consideration to the on-going maintenance obligations and physical appearance of any such conversion to ensure minimal future costs are incurred. Footway parking bay layout will be designed to ensure the protection of street trees.

## APPENDIX E – Examples of requests for Footway Parking Enforcement

From:  
Sent: 05 June 2016 22:55  
To: Hooton, John  
Cc:  
Subject: Vehicle parking obstructions at Greenway Close NW95AZ

Dear John,

I am a resident at greenway close colindale nw95az. There have been a massive increase in numbers of vehicles parking outside the driveway (including on the pavement) on this greenway close which is blocking the pedestrian walk/pavement and residential cars entering in and out. This is having a serious impact on our everyday lives including having visitors coming to us which includes the disabled/elders or children on buggies. In an emergency if our vehicles are blocked this could mean we are unable to drive to the nearest hospital or obstruction of the fire brigade or ambulance to the rescue inside each house. The safety and peace of the environment is currently under threat therefore could you please address this by ensuring a yellow line parking restriction is present in order to avoid any unnecessary danger to the public.

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From: Rutter, Cllr Lisa  
Sent: 11 December 2015 02:00  
To: Members Enquiries;  
Subject: Oxford Avenue

I was called today to visit Oxford Avenue by a resident;  
When I attended, I was met by several other residents who informed me of the following complaints;

1. Vehicles (cars and vans) are parking daily on the foot way causing problems for pedestrians and mothers with prams and disabled people in wheel chairs. These vehicles are non residents parking to catch train for work. I have taken 3 photos which shows the problems.
2. One of the photos (photo 3) shows a bay where cars are parked. These bays are passing bays but non residents are parking there all day as they think it is a parking bay.
3. There are double yellow lines which are faded and need to be re painted. Residents would also like some time restrictions if possible.

\* I would be grateful if this matter can be looked into please as soon as possible especially the white van in photo 1 which is parked every day at number 1 Oxford Avenue.

\* Can we please start putting some warning penalty tickets on all the vehicles which are parked on the footway in Oxford Avenue.

\* I would also be grateful if the double yellow lines can be repainted

\* Can we please consider a sign in the bays to stop vehicles from using it as a parking bay

\* Can we also consider some parking restrictions

Kind regards

Cllr. Lisa Rutter  
Brunswick Park Ward  
London Borough of Barnet

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From:  
Sent: 19 March 2016 12:34  
To: cllr.z.zubairi@barnet.gov.uk  
Subject: This morning's meeting

Dear Councillor Zubairi

It was a pleasure meeting with you today to discuss the pavement parking issue in Kestrel Close.

I have attached photos to this email. The photos show cars parked on the pavement of Kestrel Close which prevents pedestrians, especially those of us with push chairs from exiting by the pavement.

the two main dangers and hazards that the cars parking on the pavement cause are:

1. Monday to Friday non residents are parking their cars on the pavement which leads to pedestrians not being able to exit via the pavement. this creates a hazardous and unsafe exit for the residents. push chairs are not able to pass through as the width between the cars and the fence is too small for a pushchair or wheelchair to exit. This means that pedestrians must exit via the road or cross over to the other side which in itself is dangerous because there is a bend which cars turn into.

2. On a number of occasions, refuse lorries have been unable to maneuver their vehicles into the close to collect the refuse because the cars parked on the pavement prevent the truck from entering. this has lead to extra work and time for the refuse collectors because they have to wheel the bins from further away to the lorry which is stuck at the opening of the close.

If there is anything else that you need from us, please do not hesitate to contact me directly.

Kindest regards

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From: Sowerby, Cllr Stephen  
Sent: 28 May 2016 07:10  
To: parking clientteam  
Cc: Salinger, Cllr Brian; Rajput, Cllr Sachin; Members Enquiries  
Subject: Re: Footway parking on Langton Avenue, N20 Your Ref: 101000792474

Dear Mr Moorwood,

Please can you inform me how often the CEOs will be visiting Langton Avenue to check for footway parking and issue tickets? I assume at least once a day.

Regards,

Cllr Stephen Sowerby  
Member for Oakleigh Ward  
London Borough of Barnet

From: REYNOLDS, Katherine [mailto:reynoldsk@parliament.uk]

Sent: 23 May 2016 12:36

To: Members Enquiries

Subject: -----Babington Road, London, NW4 4LD

Dear Sir/Madam,

Matthew Offord MP has been contacted by the above named constituent regarding parking in Babington Road.

As I understand it, Mr ----- alleges that his neighbour parks on the pavement outside his house, making it very difficult for Mr ----- and his wife to pass the car on the pavement. Mr ----- alleges that he has made repeated attempts to contact the council but to no avail, and is now concerned as his wife, who uses a wheelchair, is struggling to pass the car on the safety of the pavement.

In order for Dr Offord to respond to his constituent, I would be grateful for any comments you may have on the matter.

Kind regards,

Katherine Reynolds

Caseworker

Office of Matthew Offord

Member of Parliament for Hendon

House of Commons, London, SW1A 0AA

T: 020 7219 7083 | E: [katherine.reynolds@parliament.uk](mailto:katherine.reynolds@parliament.uk)

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