

	Chipping Barnet Area Committee 9 July 2018
Title	Results of the Statutory Consultation – Proposed CPZ in Great Bushey Drive and Oak Tree Drive, N20
Report of	Strategic Director for Environment
Wards	Totteridge
Status	Public
Urgent	No
Key	No
Enclosures	Appendix A: Proposal Drawing SCR201/001 Appendix B: Summary of Responses Received Appendix C: Recommended Drawing SCR201/001 – Rev B
Officer Contact Details	Lisa Wright – Traffic and Development Manager Email: highwayscorrespondence@barnet.gov.uk Tel: 020 8359 3555

Summary

This report summarises the comments, representations and objections received in response to the statutory consultation relating to the proposed CPZ in Great Bushey Drive and Oak Tree Drive in order to determine whether the proposals should be introduced and if so, with or without modification.

Officers Recommendations

1. That the Chipping Barnet Area Committee:

- i) notes the summary of the responses received to the statutory consultation on the proposed CPZ in Great Bushey Drive and Oak Tree Drive and ii) instructs the Strategic Director for Environment to introduce the Controlled Parking Zone (CPZ) in Great Bushey Drive and Oak Tree Drive, N20 as per drawing no SCR201/001 – Rev B, through the making of the relevant Traffic Management Orders, subject to the minor modification detailed below to be funded from the 2018/19 LIP funding allocation:
 - a. that the proposed Pay by Phone parking bay in Oak Tree Drive to the side of No. 90 Totteridge Lane, should accommodate resident permit holder parking also.
- ii) instructs the Strategic Director for Environment to write to all those previously consulted to update them on the Committee's decisions and proposed future action.

1. WHY THIS REPORT IS NEEDED

- 1.1 At the 24th January 2017 Chipping Barnet Residents Forum, a representation from a local resident was considered. The representation stated:

Commuter parking in both Great Bushey Drive & Oak Tree Drive, N20

Is now far worse since the introduction of the 'TW' Controlled Parking Zone in Naylor Road, Birley Road and Hayward Road.

We should like the council to consult with the residents of both Great Bushey Drive & Oak Tree Drive with a proposal to extend the 'TW CPZ' into both of these streets.

- 1.2 In response, the Totteridge Ward Councillors agreed to carry out an informal consultation in Great Bushey Drive and Oak Tree Drive by way of questionnaires being delivered to properties in those roads asking the residents if they would like a CPZ introduced in their roads. The outcome of this consultation was reported to the Chipping Barnet Area Committee on 17th July 2017.
- 1.3 Accordingly, the Chipping Barnet Area Committee considered the results of the consultation and resolved that Officers should carry out initial design work and formal consultation on a CPZ.

2. REASONS FOR RECOMMENDATIONS

- 2.1 A statutory consultation took place in February 2018 on a proposed CPZ in Great Bushey Drive and Oak Tree Drive.
- 2.2 As part of the statutory consultation process a notice outlining the proposals was published in the local Press newspapers and in the London Gazette.

- 2.3 In addition, similar notices were erected on-street in the affected roads and letters together with an associated plan outlining the proposals were delivered to properties situated in the vicinity.
- 2.4 All the proposals mentioned above were advertised online via the Barnet Council's Barnet Traffweb public consultation website and also via Barnet Council's online public engage portal.
- 2.5 A summary of the representations, comments and objections are included as Appendix B to this report.
- 2.6 96 responses to the consultation were received comprising statements of support, suggestions, comments and objections.
- 2.7 Of the 96 responses, 43 were either objections to the entire proposal or aspects of it. There were 53 responses in support of the proposals.
- 2.8 The most prevalent issues raised by the objectors are as follows:
- That the proposal would have minimal benefit to residents in terms of freeing up kerbside space as the majority of properties have off-street parking facilities. (17 mentions).
 - That the proposal was a money-making exercise or would result in greater expense for residents (16 mentions).
 - That the introduction of the CPZ (signage, lining etc) would impact on the character of the area (15 mentions)
 - That the CPZ would have a negative impact on residents/friends/families/carers/tradespeople (11 mentions).
- 2.9 Of the objections received, the most prevalent relates to the fact that the majority of properties in Great Bushey Drive and Oak Tree Drive have their own off-street parking facilities, and therefore the introduction of any CPZ would not necessarily benefit many households by freeing up kerbside space.
- 2.10 This view is supported by 10 of the responses in support of the proposed CPZ, in that they believed the introduction of the CPZ would improve their egress from their driveway.
- 2.11 There also appears to be concern about the costs of parking permits and/or that the CPZ is a money-making exercise, and that the CPZ would impact on the character of the area due to the necessary signage and lining required.
- 2.12 Other objections included that residents simply do not want non-residents parking in their streets and that there would be displacement into neighbouring roads.
- 2.13 Other comments received related to the design of the CPZ as follows:

- Stretches of Great Bushey Drive and Oak Tree Drive nearer to Totteridge Lane have ample room for a CPZ bay;
- Pay by Phone should be 4 hour maximum stay;
- Does not agree with Pay and Display outside No. 73 Oak Tree Drive;
- Convert bay outside Nos. 2 and 4 Great Bushey Drive to resident permit bay;
- Object to Pay by Phone bay outside No. 34 Oak Tree Drive;
- No to pay and display further into the roads. Ok near Totteridge Lane end;
- Objects to pay and display bay outside 1 Great Bushey Drive;
- Objects to pay and display bay outside 90 Totteridge Lane;
- Objects to the At Any Time restriction outside house/driveway of No. 13 Great Bushey Drive.

- 2.14 It should be noted that a total of 53 responses in support of the proposal were also received, which is more than the number of objections received.
- 2.15 Having considered the comments, objections and suggestions made during the consultation period, Officers views are as follows:
- 2.16 The proposal was designed upon instruction by the Chipping Barnet Area Committee, following representations from a resident for a CPZ to be introduced, and after a follow up consultation carried out by the Totteridge Ward Councillors which established that there was local support for a CPZ.
- 2.17 More positive than negative responses to the proposals were received with residents stating that they were in support of the Council's intentions to introduce CPZ controls.
- 2.18 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.
- 2.19 Officers are mindful of the objections received however, and particularly the ones relating to the number of properties with their own off-street parking facilities, and of the potential for displaced parking into neighbouring streets.
- 2.20 One of the comments received specified that there had been 8 vehicles witnessed parked in Great Bushey Drive on a Saturday, and another indicated that the road was virtually empty on the day of a tube strike, indicating that resident demand for kerbside space during the daytime is relatively low.
- 2.21 Furthermore, Officers noted that very few residents stated that they supported the introduction of the CPZ due to it improving their ability to park on-street.
- 2.22 It should be remembered that the initial representation requested a CPZ as the situation in Great Bushey Drive and Oak Tree Drive had deteriorated since the

introduction of the CPZ in Naylor Road, Birley Road and Hayward Road, suggesting that parking was displaced from those roads into the nearest uncontrolled roads.

- 2.23 Should a CPZ be introduced in Great Bushey Drive and Oak Tree Drive, there is a risk that commuter parking would be displaced further into roads such as West Hill Way, Rowben Close, Longland Drive, Hill Crescent, Greenway and potentially other unrestricted roads in the vicinity, whilst leaving Great Bushey Drive and Oak Tree Drive as relatively empty streets for much of the day.
- 2.24 With regards to the objections relating to parking charges/making money etc, the costs advised to the community as part of the consultation are the Council's standard permit charges that applies across all CPZs in the borough, as agreed and amended as part of its annual Fees and Charges considerations.
- 2.25 The Road Traffic Regulation Act 1984 provides that surplus income derived from parking activity should be spent on Highways/Parking related activity.
- 2.26 It is acknowledged that the introduction of a CPZ would impact in a variety of ways, and residents would need to adjust to accommodate their families, visitors, tradespeople and other demands.
- 2.27 As part of a CPZ, residents can purchase visitor vouchers which can be then issued to visitors and tradespeople. For longer term work, builders can apply for a specific permit. People who require ongoing care may be eligible for a specific Carers Permit.
- 2.28 With regards to the lining and signing of a CPZ and the objections relating to its potential impact on the character of an area, signs and lines are a significant part of the CPZ, and their application is dictated by legislation.
- 2.29 Therefore, there would be an impact on the street scene in terms of additional posts, signs and road markings, however Officers will seek to keep the impact to a minimum whilst keeping to the legal requirements to ensure the CPZ is enforced adequately.
- 2.30 It should be noted that the design of the CPZ seeks to maximise the number of spaces provided in these roads, whilst allowing motorists to manoeuvre safely.
- 2.31 A number of specific design-related concerns were raised, and it is considered that, having noted the feedback and concern, that the following changes should be made to the proposal:
 - That the proposed Pay by Phone parking bay in Oak Tree Drive to the side of No. 90 Totteridge Lane, should accommodate resident permit holder parking also.
- 2.32 Other requests asked for the pay by phone aspect of the proposed shared-use resident permit/pay by phone bays in various locations to be removed, however

it is considered that this should not necessarily negatively impact on resident permit holders who would still be able to utilise these bays.

- 2.33 With regards to other general comments received, these were considered to not be in sufficient number or content to result in changing the proposal.
- 2.34 In conclusion, having considered the comments, objections and suggestions relating to the proposed CPZ in Great Bushey Drive and Oak Tree Drive, it is considered that the proposals should be approved, albeit with the modifications outlined above and as set out in drawing no. SCR201/001 – Rev B to this report.
- 2.35 The potential implementation of the CPZ, subject to the outcome of the statutory consultation, was included in the Local Implementation Plan (LIP) Parking Reviews programme for 2018/19 as agreed by the Environment Committee in March 2018.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The Council could consider not proposing to introduce CPZ within the area. However, given the ongoing support for a CPZ from the local population it is not recommended by Officers

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 The Council's Corporate Plan states that strategic objectives that will work with local partners to create the right environment to promote responsible growth, development and success across the Borough. In particular, the Council will maintain a well-designed, attractive and accessible place, with sustainable infrastructure across the Borough. The plan also acknowledges that future success of the Borough depends on effective transport networks.

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

- 5.2.1 The estimated costs for the implementation of the CPZ in Great Bushy Drive and Oak Tree Drive is estimated as £21,500, which will be met from the 2018/19 Local Implementation Plan (Parking Reviews) allocation.

5.3 Social Value

- 5.3.1 None in the context of this report.

5.4 Legal and Constitutional References

- 5.4.1 The Traffic Management Act 2004 places obligation on authorities to ensure the expeditious movement of traffic on their road network. Authorities are required to make arrangements as they consider appropriate for planning and carrying out the action to be taken in performing the duty.
- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders under the Road Traffic Regulation Act 1984 and subsidiary regulations made under that Act.
- 5.4.3 The terms of reference for the Area Committees under Article 7 of the Council's Constitution includes responsibility for all constituency specific matters relating to the street scene including parking, road safety, transport, allotments, parks and trees.

5.5 Risk Management

- 5.5.1 It is not considered that the issues involved are likely to give rise to policy considerations and it is considered that adequate consultation across a sufficient area has ensured that members of the public have had the opportunity to comment, to the statutory consultation, the feedback of 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 design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.
- 5.6.3 The proposal is not expected to disproportionately disadvantage or benefit individual members of the community

5.7 Corporate Parenting

- 5.7.1 Not applicable in the context of this report

5.8 Consultation and Engagement

- 5.8.1 A statutory consultation has been undertaken as set out above and this report deals with objections and comments received.

5.9 Insight

- 5.9.1 None in relation to this report.

6. BACKGROUND PAPERS

- 6.1 Chipping Barnet Residents Forum. 24th February 2017, Item 3
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=8646&Ver=4>
- 6.2 Chipping Barnet Area Committee, 17th July 2017 Item 9 Matters referred from the Chipping Barnet Residents Forum
<https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=711&MId=9306&Ver=4>