



Chipping Barnet Area Committee

27 March 2019

Title	Meadway Area, EN5 - Proposed Controlled Parking Zone (CPZ)
Report of	Strategic Director for Environment
Wards	High Barnet
Status	Public
Urgent	Yes
Key	No
Enclosures	Appendix A - Chief Officer Decision (Details and outcome of feasibility study)
Officer Contact Details	Lisa Wright – Traffic and Development Manager Lisa.wright@barnet.gov.uk 020 8359 3555

Summary

The investigation into non-resident parking in Meadway Close EN5 and the surrounding area was initially identified as part of the Local Implementation Plan (LIP) work programme, following a prioritisation of requests received from members of the public in previous years.

Whilst the feasibility study in respect of parking in Meadway Close and a wider area was being carried out, the Chipping Barnet Area Committee in July 2017 decided that Officers should carry out a consultation exercise in relation to potential parking solutions in respect of commuter parking in the Meadway and surrounding roads, and to report the results back to this Committee.

This report asks Members of the committee to note the results of the feasibility study, noting that the Strategic Director for Environment has already taken a decision in respect of the way forward, and asks the Committee's to note, agree and amend the decision made.

Officers Recommendations

1. That the Chipping Barnet Area Committee, notes that the Strategic Director for Environment has instructed Officers to carry out a statutory consultation on proposals to introduce a Controlled Parking Zone in Meadway EN5, inclusive of the following locations:

Location in its entirety

Meadway Close, Burnside Close, St Mark's Close, Martins Mount, Kingsmead and Hillary Rise

Section of

**King Edward Road
(junction with Meadway to its junction with Potters Lane)**

2. That the Chipping Barnet Area Committee, notes that the outcome of the statutory consultation referred to in recommendation 1 above will be reported back to a future meeting of this Committee, to determine the funding requirements for the introduction of the parking controls.
3. That the Chipping Barnet Area Committee, agree that if any objections are received as a result of the statutory consultation referred to in recommendation 1, this Committee will consider and determine whether the proposed changes should be implemented or not, and if so, with or without modification.
4. That the Chipping Barnet Area Committee note that at its Committee dated July 2017 it agreed to allocate £5,000 towards carrying out feasibility studies in Meadway Area which will now be utilised to conduct the statutory consultation as outlined in recommendation 1.

1. WHY THIS REPORT IS NEEDED

- 1.1 In July 2017, the Chipping Barnet Area Committee determined that consultation should take place with residents of the roads leading off either side of Meadway EN5 (up to 30 metres in distance). However, Officers were already working on a feasibility study, through the Local Implementation Plan (LIP) Parking Reviews Work Programme, for the potential to introduce a Controlled Parking Zone (CPZ) in that same area. Officers will report the findings to the Area Committee moving forwards, inclusive of seeking approval to proceed at the relevant stages.
- 1.2 As part of the feasibility study that was carried out, parking surveys in local roads had been undertaken and analysis was underway. However, it should be noted that, the study extended further than the 30 metres in side roads as suggested by the Committee. The

outcome of the feasibility study was, as a LIP scheme, determined by the Strategic Director for Environment by way of a Chief Officer Decision report, and this decided that a statutory consultation should take place in respect of a new CPZ in the Meadway EN5 area.

- 1.3 The Committee had requested that the outcome of the consultation be reported back to this Committee. As it stands no such consultation has taken place, however, Officers consider that an update in respect of the work carried out under the LIP programme, should be reported to the Committee.
- 1.4 Appendix A is a copy of the Chief Officer Decision which details the work carried out in the area. It determined that a statutory consultation should take place in respect of a new CPZ in local roads, although the progression of any scheme was subject to funding being available.
- 1.5 Currently, it is envisaged that there would not be any LIP funding to undertake Parking Review work in the 2019/20 period.
- 1.6 Therefore, subject to the Committee's agreement, a statutory consultation in respect of a new CPZ in the Meadway EN5 area would be carried out. However, contrary to the decision of the Strategic Director for Environment's Chief Officer Decision, the outcome of the consultation (whether comments/objections were received or not) would be reported to a future meeting of this Committee.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Work has already been undertaken in respect of parking in the Meadway EN5 area, as a scheme focussing on Meadway Close EN5 and surrounding area (which incorporates Meadway EN5) involved parking surveys to establish kerbside usage.
- 2.2 Parking beat surveys were conducted at regular intervals, during a "neutral" week/month on Wednesday, Thursday and Saturday at 06:00, 08:00, 11:00, 14:00 17:00 and 19:00.
- 2.3 Officers collated full registration details in addition to the road capacity. Further details can be found in Appendix A in relation to the methodology for consistency and analysis of the results and the key points are summarised below:
 - Consistently, each road experiences similar levels of parking during the week. With up to a 51% reduction on a Saturday in certain locations.
 - In many locations, the percentage of "commuter" type parking exceeds "residential" parking consistently.
 - Commuter parking exceeds residential parking in Meadway and Hillary Rise on all days (including the weekend).
 - Commuter parking exceeds residential parking in Kingsmead and Kingsmead during the week.

- 2.4 As considered in Appendix A, Officers consider that a statutory consultation with the public should be undertaken on CPZ proposals.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The only other option would be to take no further action but this would not address the concerns of the local residents and the Chipping Barnet Area Committee.

4. POST DECISION IMPLEMENTATION

- 4.1 Officers would seek to carry out a statutory consultation on the agreed proposals with a view to implementing those proposals subject to the outcome of the consultation.
- 4.2 Subject to approval, 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 consultation seeks to establish whether measures are required to particularly help to address the Corporate Plan delivery objectives of "a clean and attractive environment, with well-maintained roads and pavements, inclusive of the free flow of traffic.
- 5.1.2 Effective management of the network is required to ensure the free flow of traffic. Collaborative working across the service area makes this achievable and supports the objectives of the Council.
- 5.1.3 In turn improving safety for all road users, including pedestrians. Additionally, traffic free flow reduces driver frustrations and conflict, making it a pleasant and safer environment.
- 5.1.4 Congestion, hindered access and inconsiderate parking is not desirable. Negative impacts affect public transport services and bus reliability, in addition to an increase in air pollution and other associated environmental impacts.

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

- 5.2.1 The costs of carrying out a statutory consultation in the Meadway EN5 area is estimated to be in the region of £5,000, the costs of which can be met from the £5,000 already allocated to carry out a consultation in the area.
- 5.2.2 The results of the consultation would be reported to a future meeting of this Committee who, subject to the outcome of this Committee, would be asked to determine the way forward and funding. It should be noted that Officers are looking into the possibility of utilising Section 106 (of the Town and Country Planning Act 1990) related developments in the vicinity.

5.3 Social Value

- 5.3.1 The benefits would include an improved Council reputation due to proactively seeking to address parking as opposed to waiting for further problems to arise, would be detrimental to local residents.
- 5.3.2 The permit holder parking only bays will allow for a fair distribution of parking spaces for local residents by the removal of commuter parking.
- 5.3.3 Increasing capacity for local residents' and their visitors will create a more pleasant environment with fewer motorists trying to find parking spaces, especially during busy periods and managing the supply of on-street parking is a means of addressing congestion, resulting in reduced pollution.

5.4 Legal and Constitutional References

- 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 their duty.
- 5.4.2 The Council as the Highway Authority has the necessary legal powers to introduce or amend TMO's through the Road Traffic Regulation Act 1984.
- 5.3.1 Traffic Management Orders will be introduced in accordance with the provisions of The Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.
- 5.3.2 The Council's charging powers are regulated by the general duty on Authorities under Section 122 of the RTRA. The Council must exercise the powers (so far as practicable having regard to the matters specified in section 122(2) so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

5.5 Risk Management

- 5.5.1 It is not considered the issues involved are likely to give rise to policy considerations as any additional measures would improve safety and improve parking facilities in the to the benefit of all motorists.
- 5.5.2 It is considered the issues involved proposing or introducing new parking restrictions may lead to some level of public concern from local residents who do not wish for additional restrictions, or from residents of other roads in the area concerned about parking being displaced into their road or network of roads.
- 5.5.3 In response to this, it is considered that adequate consultation will be undertaken with members of the public so they can have the opportunity to comment to any statutory consultation involving our proposals.

5.6 Equalities and Diversity

5.6.1 Public sector equality duty (PEQD) under Section 149(1) of the Equalities Act 2010, requires the authority, in the exercise of its functions, to have regard to the need to advance equality of opportunity between persons who share relevant protected characteristics and person who do not share it.

5.6.2 Having due regards means the need to (a) remove or minimise disadvantage suffered by persons who share a relevant protected characteristics that are connected to that characteristics (b) take steps to meet the needs of persons who share a relevant protected characteristics that are different from the needs of person who do not share (c) encourage persons who share a relevant protected characteristics to participate in public life in any other activity in which participation by such persons is disproportionately low. The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or beliefs, sex and sexual orientation.

5.7 Corporate Parenting

5.7.1 None in relation to this report.

5.8 Consultation and Engagement

5.8.1 Consultation will be undertaken as described in this report in respect to statutory obligations and local policy, inclusive of the following correspondence methods;

- sending an email to parking.consultations@barnet.gov.uk
- by writing to the Design Team using the address at the top of this page
- by visiting the Barnet TraffWeb public consultation website at www.barnettraffweb.co.uk.
- by visiting Engage Barnet

5.8 Insight

5.8.1 None in relation to this report

6. BACKGROUND PAPERS

6.1 Chipping Barnet Area Committee July 2017 Item 14 -
<http://barnet.moderngov.co.uk/documents/g9306/Printed%20minutes%2017th-Jul-2017%2019.00%20Chipping%20Barnet%20Area%20Committee.pdf?T=1>

6.2 Environment Committee March 2018 Item 11
<http://barnet.moderngov.co.uk/documents/s45534/Local%20Implementation%20Plan.pdf>
<http://barnet.moderngov.co.uk/documents/s45538/Appendix%204%20%20Details%20of%20Parking%20proposals.pdf>

