

## Chief Officer Decision

<b>TITLE</b>	Proposal to proceed to Statutory Consultation in relation to a Proposed Controlled Parking Zone, Meadway Close Area, EN5
<b>DATE OF DECISION</b>	4 <sup>th</sup> February 2019
<b>DECISION TAKER</b>	Strategic Director - Environment
<b>SUMMARY OF THE DECISION</b>	<p>Meadway Close EN5 falls outside, but in relatively close proximity to the Chipping Barnet "C" Controlled Parking Zone (CPZ), which operates between 8am to 6.30pm, Monday to Saturday and the Chipping Barnet "D" CPZ which operates between 2pm and 3pm, Monday to Friday. As with most CPZ's, the roads are made up of primarily waiting restrictions and resident permit parking places. Meadway Close falls within approximately 400 metres of the entrance to the High Barnet Underground Station.</p> <p>A number of concerns and subsequent complaints have been received from local residents in relation to commuter type parking issues in the area, resulting in additional requests for a CPZ to be implemented by the authority to help alleviate parking pressures.</p> <p>The requests/complaints received relating specifically to Meadway Close, along with hundreds of other CPZ related requests from across the borough, was put through a prioritisation tool in order to inform the Local Implementation Plan (LIP) Work Programme for the 2017/18 financial year. This report determines the schemes which would be subject to Local Implementation Plan (LIP) funding for 2017/18.</p> <p>Meadway Close came near the top of the list and was therefore prioritised for further investigation this year. Details of which can be found in the following (Item 12);</p> <p><a href="https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=695&amp;Mid=8593&amp;Ver=4">https://barnetintranet.moderngov.co.uk/ieListDocuments.aspx?CId=695&amp;Mid=8593&amp;Ver=4</a></p> <p><u>Feasibility Study</u></p> <p>With regards to the prioritisation tool referred to above, it is important to note that the focus and "scoring" was only applied to the road where the request originated from (Meadway Close), and a decision to investigate further applying only to that road. However, in CPZ terms it is often</p>

unrealistic to consider changes in one road only as parking displacement is highly likely to occur. An Officer recommendation in this report therefore includes surrounding roads.

#### Parking Beat Surveys Explained

Parking surveys were undertaken during a neutral week to assess the current “normal” demand for parking in the area. Parking survey data will also inform the design requirements at a later date, subject to being successful.

Surveys were conducted at regular intervals during the day and into the evening.

Cross comparison of data obtained during the surveys is considered important to ensure the results are accurate and determine usual parking characteristics in the area. The more information that is gathered, the greater understanding there would be of the various parking characteristics in the area. This in turn would allow better, more focussed CPZ design to better mitigate the expected impacts.

#### Capacity and number of vehicles parked

The number of vehicles that can reasonably park in each road (capacity) in addition to the number (“beat”) of vehicles being parked at the time of the survey were recorded. An assumption, for calculating capacity, that a parking space is 5 metres in length was made.

#### Vehicle registration details

Part-vehicle registrations will enable a vehicle to be “tracked” throughout the survey periods. This allows Officers to analyse which vehicles belong to ‘residents’ (based on the industry assumption that vehicles parked during or after certain hours, belong to residents). This would inform CPZ design in terms of number of resident permit parking places to be provided to accommodate the demand during the proposed CPZ periods of operation.

#### Scope/Geographical Location

The extent of the survey area included the following roads;

- Meadway (entire length)
- Meadway Close (entire length)
- Burnside Close (entire length)
- St Mark’s Close (entire length)
- Martins Mount (entire length)
- King Edward Road (from its junction with Meadway to its junction with Potters Lane)
- Kingsmead (entire length)
- Hillary Rise (entire length)

### Specification

- Beat surveys conducted at 06:00, 08:00, 11:00, 14:00 17:00 and 19:00
- Occupancy of each street (listed above)
- Full vehicle registration details
- Frequency - 3 days to include Wednesday, Thursday and Saturday (during a neutral month/week)

### Dates and Times

- Tuesday 20<sup>th</sup> February 2018
- Thursday 22<sup>nd</sup> February 2018
- Saturday 24<sup>th</sup> February 2018

### Parking Beat Survey Results

#### Meadway Close

- A total of 20 vehicles were recorded on Tuesday 20<sup>th</sup> February
- A total of 26 vehicles were recorded on Thursday 22<sup>nd</sup> February
- A total of 19 vehicles were recorded on Saturday 24<sup>th</sup> February

#### Meadway

- A total of 111 vehicles were recorded on Tuesday 20<sup>th</sup> February
- A total of 91 vehicles were recorded on Thursday 22<sup>nd</sup> February
- A total of 102 vehicles were recorded on Saturday 24<sup>th</sup> February

#### Burnside Close

- A total of 18 vehicles were recorded on Tuesday 20<sup>th</sup> February
- A total of 18 vehicle were recorded on Thursday 22<sup>nd</sup> February
- A total of 15 vehicles were recorded on Saturday 24<sup>th</sup> February

#### St Mark's Close

- A total of 20 vehicles were recorded on Tuesday 20<sup>th</sup> February
- A total of 23 vehicles were recorded in Thursday 22<sup>nd</sup> February
- A total of 21 vehicles were recorded on Saturday 24<sup>th</sup> February

#### Martins Mount

- A total of 12 vehicles were recorded on Tuesday 20<sup>th</sup> February
- A total of 8 vehicles were recorded on Thursday 22<sup>nd</sup> February
- A total of 6 vehicles were recorded on Saturday 24<sup>th</sup> February

#### Kingsmead

- A total of 65 vehicles were recorded on Tuesday 20<sup>th</sup> February
- A total of 62 vehicles were recorded on Thursday 22<sup>nd</sup> February
- A total of 41 vehicles were recorded on Saturday 24<sup>th</sup> February

### Hillary Rise

- A total of 10 vehicles were recorded on Tuesday 20<sup>th</sup> February
- A total of 8 vehicles were recorded on Thursday 22<sup>nd</sup> February
- A total of 6 vehicles were recorded on Saturday 24<sup>th</sup> February

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

- A total of 67 vehicles were recorded on Tuesday 20<sup>th</sup> February
- A total of 55 vehicles were recorded on Thursday 22<sup>nd</sup> February
- A total of 33 vehicles were recorded on Saturday 24<sup>th</sup> February

Table 1

### Road Capacity

The table below shows the road capacity in each location.

<u>Road name</u>	<u>Road Capacity</u>
<b>Meadway Close</b>	10
<b>Meadway</b>	54
<b>Burnside Close</b>	11
<b>St Mark's Close</b>	9
<b>Martins Mount</b>	12
<b>Kingsmead</b>	33
<b>Hillary Rise</b>	16
<b>King Edward Road</b>	43
<b>Total</b>	

### Method

We have purposely excluded current restricted areas, where parking is prohibited during certain and/or at all times.

Restricted areas include existing double yellow lines, single yellow lines, bus stops, central crossing points and zig zags associated with pedestrian crossings.

In the absence of double yellow lines protecting junctions, we've allowed for 10 metres, as recommended in the Highway Code.

However, this can be extended or reduced due to road geometry, environmental factors and adequate visibility splays and sight lines.

Table 2

### Total number of vehicles

Road name	No. of vehicles (Tuesday)	No. of vehicles (Thursday)	No. of vehicles (Saturday)	Total No. of vehicles
Meadway Close	20	26	19	65
Meadway	111	91	102	304
Burnside Close	18	18	15	51
St Mark's Close	20	23	21	64
Martins Mount	12	8	6	26
Kingsmead	65	62	41	168
Hillary Rise	10	8	6	24
King Edward Road	67	55	33	155
Total	323	291	243	857

### Study

- All locations see a reduction in parking on a Saturday, in comparison to the number of vehicles recorded on at least one week day
- Up to 51% reduction in parking occurs in King Edward Road on a Saturday
- Up to a 40% reduction in parking occurs in Hillary Rise on a Saturday
- Up to a 37% reduction in parking occurs in Kingsmead on a Saturday
- Consistently, each road experiences similar levels of parking during the week.

Parking occurrence during the “control beat” at 6am is presumed residential.

### Table 3

### Total number of vehicles belonging to residents

Road name	"Residential" Parking (Tuesday)	"Residential" Parking (Thursday)	"Residential" Parking (Saturday)	Totals
Meadway Close	13	14	13	40
Meadway	47	29	40	116
Burnside Close	10	11	9	30
St Mark's Close	16	17	18	51
Martins Mount	5	6	5	16
Kingsmead	28	25	27	80
Hillary Rise	2	3	0	5
King Edward Road	23	23	27	73
<b>Total</b>	144	128	139	411

### Study

- The level of residential parking appears to be consistent in majority of locations
- A reduction in "residential" parking in Hillary Rise is noted on a Saturday
- There is an increase in residential vehicles in Meadway on a Saturday (40 vehicles recorded), in comparison to 29 on a Thursday
- It is worth noting, that where low levels of parking occur in Burnside Close, St. Mark's Close, Martin's Mount and Hillary Rise is due to the length of the road and "capacity" (locations where vehicles can reasonably park)

Table 4

Overall percentage of “residential” and “commuter and/or visitor parking”

Road name	Percentage of residential and commuter type parking (Tuesday)		Percentage of residential and commuter type parking (Thursday)		Percentage of residential and commuter type parking (Saturday)	
	Resident %	Commuter %	Resident %	Commuter %	Resident %	Commuter %
<b>Meadway Close</b>	65	35	54	46	68	32
<b>Meadway</b>	42	58	32	68	39	61
<b>Burnside Close</b>	55	45	61	39	60	30
<b>St Mark's Close</b>	80	20	74	26	86	14
<b>Martins Mount</b>	42	58	75	25	83	17
<b>Kingsmead</b>	43	57	40	60	66	34
<b>Hillary Rise</b>	20	80	38	62	0	100
<b>King Edward Road</b>	34	66	42	68	81	19

Study

- Percentages have been calculated based on the total number of vehicles
- Considering a number of residents use their vehicles during the day, the percentage of “commuter parking” is likely to be greater in reality than the recorded / calculated figures above during the working day
- Commuter parking exceeds residential parking in Meadway on all days (including the weekend)
- Commuter parking exceeds residential parking in Hillary Rise on all days (including the weekend)
- Commuter parking exceeds residential parking in Kingsmead during the week
- Commuter parking exceeds residential parking in King Edward Road during the week

### Additional Considerations

The majority of locations surveyed see a reduction in parking on Saturday, resulting in less on-street parking demand.

Saturday is the second busiest time for parking in St Marks Close and Meadway. However, higher numbers were still recorded during one of the two week days surveyed.

During the week, vehicles park down Meadway, in the unrestricted areas. On-site observations indicate that motorists are proceeding in the direction of the tube station.

Individuals have also been observed parking in King Edward Road and Kingsmead. Access to the station is gained via path at this location.

Commuter type parking appears to occur during the day and is clear by the evening.

### Future CPZ Considerations and Methodology

Permit holder parking places can only be provided in areas where stationary vehicles will not hinder access, for example, to off-street parking provisions such as a driveway or garage. Formalised vehicular crossovers are therefore protected with a minimum clearance of 1 metre. This is measured from the “shoulder” of the kerb, which is the first full height kerb. This allows sufficient access requirements, taking into account any possible vehicle overhang.

In addition, the formalisation of parking cannot affect the free flow of traffic as to maintain safety for all road users, including pedestrians. Furthermore, proposals cannot cause an obstruction of any kind, making it a safe environment and reducing conflict.

Commitment is also given to ensure existing restrictions remain relevant and fit for purpose. Therefore, any redundant restrictions will be addressed accordingly and incorporated into the proposals.

### Community Support

Community support in the form of requests from local residents' regarding a CPZ is noted in addition to the on-going complaints regarding the current parking situation in Meadway Close.

### Social Value

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.

The permit holder parking only bays will allow for a fair distribution of parking spaces for local residents by the removal of commuter parking.

Increasing capacity for local residents' and their visitors will create a



	<p>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.</p> <p><u>Conclusion</u></p> <p>Based on the above, it is recommended that the Strategic Director for Environment note the proposals and authorise officers to proceed to Statutory Consultation, seeking the views of local residents on the proposals to implement a Controlled Parking Zone, which includes parking limited to specific persons during certain times.</p> <p>If the Strategic Director for Environment is satisfied, once the required procedure has been followed and it is appropriate to do so, introduces parking controls through the creation and processing of a Traffic Management Order (TMO), in line with local policy and legal statutory requirements.</p> <p>However, any unresolved material objections to the Statutory Consultation referred to above shall be considered by the Strategic Director for Environment, for decision on how to proceed. The decision is likely to include one of the following;</p> <ul style="list-style-type: none"> <li>• Instruction to proceed with the proposal</li> <li>• Make an amendment to the existing proposal and then re-consult/advertise</li> <li>• Abandon the scheme</li> </ul>
<b>DECISION</b>	<p>To authorise officers to undertake Statutory consultation on proposals to introduce a Controlled Parking Zone in the following roads:</p> <ul style="list-style-type: none"> <li>• Meadway (entire length)</li> <li>• Meadway Close (entire length)</li> <li>• Burnside Close (entire length)</li> <li>• St Mark's Close (entire length)</li> <li>• Martins Mount (entire length)</li> <li>• King Edward Road (from its junction with Meadway to its junction with Potters Lane)</li> <li>• Kingsmead (entire length)</li> <li>• Hillary Rise (entire length)</li> </ul>
<b>AUDIT TRAIL OF DECISION</b>	<p>Retained within the service area (Meadway Close Area EN5/SF)</p>

## DECISION TAKER'S STATEMENT

*I have the required powers to make the decision documented in this report. I am responsible for the report's content and am satisfied that all relevant advice has been sought in the preparation of this report and that it is compliant with the decision making framework of the organisation which includes Constitution, Scheme of Delegation, Budget and Policy Framework and Legal issues including Equalities obligations.*

**I authorise the above decision:**

**Signed**                **Jamie Blake**

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**Designation**    **Strategic Director - Environment**

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**Date**                **4<sup>th</sup> February 2019**

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