
Meeting	Hendon Area Environment Sub-committee
Date	25 June 2013
Subject	Shirehall Lane Area Parking Investigation
Report of	Director for Place
Summary	The purpose of this report is to advise of the outcome of the informal consultation carried out in the Shirehall Lane area and to highlight minor changes in the area for further investigation.

Officer Contributors	Vicky Raines - Engineer
Status (public or exempt)	Public
Wards affected	West Hendon Ward
Enclosures	Appendix A – Consultation Questionnaire Appendix B – Plan of consultation area Appendix C – Overview of survey responses Appendix D – Plan showing potential waiting restrictions.
For decision by	Hendon Area Environment Sub-committee
Function of	Executive
Reason for urgency / exemption from call-in	Not applicable

Contact for further information: Vicky Raines, Engineer, Design Team, Traffic and Development Section 020 8359 3059 vicky.raines@barnet.gov.uk

1.0 RECOMMENDATION

- 1.1 The Hendon Area Environment Sub-Committee note the conclusions drawn from the informal consultation undertaken in the Shirehall Lane area and instruct the Director for Place to carry out further investigation into potential minor changes in the area as illustrated in Appendix D.**
- 1.2 That, subject to 1.1 above any unresolved material objections received as a result of any statutory consultation carried out as a result of those investigations are dealt with by the Director for Place under delegated powers, in consultation with the Cabinet Member for Environment before a decision is made on whether to introduce any measures or not.**

2.0 RELEVANT PREVIOUS DECISIONS

- 2.1 Decision of the Hendon Area Environment Sub-Committee of 16 October 2012 where it was resolved that the Interim Director of Environment, Planning and Regeneration arrange a informal consultation with residents within the area in order to get a better understanding of residents' concerns with regard to parking in their road and the surrounding area.
- 2.2 Director for Place Delegated Powers Report 1991 of 20 March 2013 which advised on the outcome of the statutory consultation on proposed waiting restrictions in Shirehall Park and approved the introduction a section of double yellow line in this road.
- 2.3 Director for Place Delegated Powers Report No. 1841 of 20 March 2013 which agreed the progression of proposed amendments to and the introduction of waiting restrictions within the borough, through the relevant statutory consultation procedures.

3.0 CORPORATE PRIORITIES AND POLICY CONSIDERATIONS

- 3.1 The Corporate Plan 2013/16 defines the Council's vision (under the priority to promote responsible growth, development and success across the borough) in delivering sustainable growth to ensure Barnet continues to be successful and prosperous place where people want to live and work.
- 3.1 The London Mayor's Transport Strategy also addresses these areas through:
"Proposal 30: The Mayor, through TFL, and working with the London boroughs and other stakeholders, will introduce measures to smooth traffic flow to manage congestion (delay, reliability and network resilience) for all people and freight movements on the road network, and maximise the efficiency of the network. These measures will include ...c) "... keep traffic moving ...", e) Planning and implementing ... improvements to the existing road network, ... to improve traffic flow on the most congested sections of the network, and to improve conditions for all road users.

4.0 RISK MANAGEMENT ISSUES

- 4.1 I do not consider the issues involved are likely to give rise to policy considerations as a result of the recommendations contained within this report.

5.0 EQUALITIES AND DIVERSITY ISSUES

- 5.1 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.
- 5.2 Any future identified measures would be formulated with a view to improve safety and traffic movement and would benefit all road users equally as they will improve safety and traffic flow at those locations. However, it may disadvantage motorists who are customarily used to parking in these locations.
- 5.3 A diversity monitoring section was attached to the questionnaire, a copy of which is included within the questionnaire, attached within Appendix A .

6.0 USE OF RESOURCES IMPLICATIONS (Finance, Procurement, Performance & Value for Money, Staffing, IT, Property, Sustainability)

- 6.1 The introduction of new waiting restrictions would require new and amended Traffic Management Orders. Statutory procedures require a public consultation to take place.
- 6.2 Total incurred costs to date including the cost of the informal consultation already undertaken, printing, report writing and officer time are £7500.
- 6.3 The total estimated costs for the notification of the outcome of the consultation, any statutory processes subsequently undertaken, advertising, printing, and officer time, including consideration of any comments received, report writing and the introduction of restrictions are estimated to be £3500, the costs of which can be met from existing Development and Regulatory Services (DRS) revenue budgets.
- 6.3 There will be no staffing, IT, property, sustainability, or procurement issues as a result of the implementation of these measures.
- 6.4 The introduction of new waiting restrictions would require periodic ongoing routine maintenance.

7.0 LEGAL ISSUES

- 7.1 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.
- 7.2 The Council as Highway Authority has the necessary legal powers to introduce or amend Traffic Management Orders through the Road Traffic Regulation Act 1984.

8. CONSTITUTIONAL POWERS

- 8.1 The Council's Constitution – Responsibility for Functions – Area Environment Sub-committees perform functions that are the responsibility of the Executive including highways use and regulation not the responsibility of the Council, within the boundaries of their areas in accordance with Council policy and within budget.

9.0 BACKGROUND INFORMATION

- 9.1 A Member's Item was raised at the Hendon Area Environment Sub-Committee on 16th October 2012 by Councillor Julie Johnson advising that commuter and student parking in Shirehall Park has been causing parking difficulties for residents. Councillor Johnson stated that although measures have been introduced to strengthen road safety, further actions should be carried out to address parking problems.
- 9.2 The Sub-Committee resolved to carry out a consultation with residents in the Shirehall Lane area in order to get a better understanding of the parking issues that may be affecting them.
- 9.3 An informal consultation was carried out in March 2013 with residents, businesses and the local community in the Shirehall Lane area. A letter was hand delivered to all properties within the consultation area (as indicated in Appendix B), asking residents to complete an on-line questionnaire about the parking situation in their road and whether they had any parking related concerns in the local area. A copy of the questionnaire is attached as Appendix A.
- 9.4 Approximately 650 letters were hand delivered to properties in Shirehall Lane, Shirehall Park, Shirehall Close, Shirehall Gardens, Mayfield Gardens, Haslemere Avenue, Park View Gardens, Elms Avenue, Elm Park Gardens, Elm Close, and Renters Avenue. A web page was also set up on Barnet's Engage Portal containing details of the informal consultation and a link to the on-line Survey Monkey questionnaire. The closing date for the consultation was 28 March 2013. Paper copies were also made available to residents on request if they were unable or unwilling to fill in the questionnaire on-line.
- 9.5 A total of 177 questionnaires were returned, a response rate of 27%. Of these, 139 (79%) were completed online and 38 (21%) were returned by post.
- 9.6 The majority of respondents to the informal consultation (74%) said that they were happy with the current parking situation in their road, and a similar number (71%) answered that they would not like parking issues in their road to be investigated further. In addition, when asked if they would like their road to be included as part of a Controlled Parking Zone (CPZ), 136 households (83%) stated that they would not be in favour of this.
- 9.7 In addition, a petition was received on 25 March 2013 which was signed by 220 households within the consultation area (30%) stating their opposition to the introduction of a CPZ in the area. Some of those who signed the petition had also completed a questionnaire (90 households).
- 9.8 From the responses received it appears that the majority of respondents are satisfied with their current parking situation, and do not see the need for further action or area-wide parking controls such as a Controlled Parking Zone. However concerns have been noted from a number of residents from some concentrated areas, about non-resident

parking in their particular roads or particular lengths of road by commuters, local businesses, or users of shopping or recreational facilities. Comments have also been made about vehicles that are apparently left for periods of time in some locations, some of which have been identified as belonging to hire companies.

- 9.9 Officers consider that any measures implemented across a wider area, or many smaller areas to prevent this type of parking at certain locations, such as the introduction of waiting restrictions, may just serve to displace this parking to adjacent roads or lengths of road in the area. Moreover, it would also restrict the amount of kerbside parking available to residents and their visitors during the hours of restriction. Residents' comments have been noted, and officers will monitor these locations.
- 9.10 A response to the consultation was received by email from Hasmorean Primary School on behalf of the staff, governors and parents of the school, outlining the school's concerns with regards to parking and road safety in the area. The school's primary concern with regard to parking was that as cars are able to park on both sides of Shirehall Lane, dangerous weaving and overtaking manoeuvres take place at times as motorists approach the lights at the junction of Shirehall Lane and Brent Street. The school is concerned about the safety of children, parents and staff when crossing the road outside the school.
- 9.11 In addition several of the residents who indicated that they would like parking issues in their roads to be investigated further, cited problems concerning parking related congestion at school pick up and drop off times in Shirehall Lane and adjoining roads. Some residents also noted problems accessing their properties on Shirehall Lane due to parking and congestion in the roads during peak periods and also at weekends.
- 9.12 Having considered the responses to the questionnaire it is considered there is no mandate to investigate area wide controls and it is recommended that no further action be taken in this regard. However, the consultation has elicited a number of concerns raised by the local community – including Hasmorean School that are considered to merit further investigation and the potential remedial measures in response to these concerns are illustrated on Appendix D to this report. Accordingly it is recommended that further site specific investigation be carried out with any identified measures progressed through the usual DPR process in consultation with local Ward Members

10. LIST OF BACKGROUND PAPERS

- 10.1 Questionnaire responses.
10.2 Petition
10.3 Table of comments

Cleared by Finance (Officer's initials)	M.M
Cleared by Legal (Officer's initials)	P.R