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|  | <p style="text-align: center;">Chipping Barnet Area Committee</p> <p style="text-align: center;">12 February 2015</p> |
| <p style="text-align: center;">Title</p> | <p>Naylor Road and Birley Road, N20 – request for a Controlled Parking Zone (CPZ)</p> |
| <p style="text-align: center;">Report of</p> | <p>Interim Commissioning Director for Environment</p> |
| <p style="text-align: center;">Wards</p> | <p>Totteridge</p> |
| <p style="text-align: center;">Status</p> | <p>Public</p> |
| <p style="text-align: center;">Enclosures</p> | <p>Appendix A – Copy of Totteridge Ward Councillors’ consultation document Appendix B – Drawing Number 22014_001 - Proposed CPZ layout</p> |
| <p style="text-align: center;">Officer Contact Details</p> | <p>Email: highwayscorrespondence@barnet.gov.uk Tel: 020 8359 3555</p> |

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| <p style="text-align: center;">Summary</p> |
| <p>Following receipt of a petition from residents of Naylor Road and Birley Road N20, about the commuter-related parking issues they encounter due to their roads’ proximity to Totteridge and Whetstone Underground Station, the matter was discussed at the Chipping Barnet Residents Forum on 13th March 2013. It was determined at that time that an informal consultation to ascertain views on parking issues and controls should be carried out primarily centred on Naylor Road and Birley Road. However, having sought views from the local ward members on the extent of the area to be consulted concerns were raised on the appropriateness of such consultation being carried out.</p> <p>Due to a lack of progress, residents of Naylor Road and Birley Road submitted another petition due to the same concerns, and the matter was discussed at the Chipping Barnet Residents’ Forum on 26th March 2014. After discussion, the issue was subsequently referred to the Chipping Barnet Area Environment Sub-Committee on the same evening.</p> <p>The Chipping Barnet Area Environment Sub-Committee resolved that</p> <ol style="list-style-type: none"> 1. Officers should liaise with the relevant ward councillors to decide the appropriate area/ roads for a preliminary informal consultation on the principle of introducing |

- parking controls in the area.
2. An informal consultation, using a letter drop and a survey, be carried out as soon as practicable.
 3. The consultation responses be analysed by officers, road by road.
 4. That the results of the consultation and road by road analysis be brought back to the next appropriate committee meeting for consideration, with a decision on any further action to be taken at that point.

This report summarises progress made to date, and asks the Chipping Barnet Area Committee to decide how Officers should progress.

Recommendations

That the Committee note the details contained within this report and approve the following:

- 1. That the details and results of the Totteridge Ward Councillors' consultation exercise is noted.**
- 2. That having noted the details and results of the Totteridge Ward Councillors' consultation exercise, that the Committee is asked to decide whether:**
 - (a) Officers should carry out an informal consultation with a view to reporting back the result of the consultation to a future meeting of this Committee; or**
 - (b) Officers should progress to a statutory consultation on a proposed Controlled Parking Zone (CPZ) for Naylor Road, Birley Road and Hayward Road, the layout of which is set out in Appendix B to this report.**
- 3. That, subject to the decision made in 2. above, that the results of the informal consultation referred to in 2a above be brought back to a future meeting of this Committee for consideration, and for a decision on how to proceed.**
- 4. That, subject to the decision made in 2. above, that subject to no objections being received to the statutory consultation referred to in 2b above, that Officers introduce the CPZ through the making of the relevant Traffic Management Orders;**
- 5. That subject to the decision made in 2. above, any unresolved material objections to the statutory consultation referred to in 2b above, are reported back to a future meeting of this Committee for consideration, and for a decision on how to proceed.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report provides the Committee with an update on progress made to date following the Chipping Barnet Area Environment Sub-Committee's decision of 26 March 2014 for an informal consultation to take place relating to the parking issues in Naylor Road, Birley Road and environs, and asks the Committee to note the actions carried out to date, and to make a decision on how to proceed.

2. REASONS FOR RECOMMENDATIONS

- 2.1 On the 26 March 2014, the Chipping Barnet Environment Sub-Committee having considered a petition received from residents of Naylor Road and Birley Road N20 about the parking issues they have encountered due to their proximity to Totteridge and Whetstone Underground Station, decided that
- (a) officers should liaise with relevant ward councillors to decide the appropriate area/ roads for a preliminary informal consultation on the principle of introducing parking controls in the area
 - (b) an informal consultation, using a letter drop and a survey, be carried out as soon as practicable, ensuring to avoid the purdah period of 14 April – 22 May 2014.
 - (c) the consultation responses be analysed by officers, road by road.
 - (d) the results of the consultation and road by road analysis be brought back to the next appropriate committee meeting for consideration (noting that a new governance structure is due to be considered at Full Council meeting on 2 June), with a decision on any further action to be taken at that point.
- 2.2 Although Officers were preparing to initially engage with the Totteridge Ward Councillors regarding the geographic area where consultation should take place, it was evident that they intended to carry out their own consultation, believing that this would save Officers time and expense.
- 2.3 Accordingly in August 2014, the Totteridge Ward Councillors sent a letter and a questionnaire to residents of Naylor Road, Birley Road and Hayward Road (Appendix A).
- 2.4 The content of the letter and questionnaire sought to obtain opinion from residents on whether they would be in favour of a Controlled Parking Zone (CPZ) operating between Monday and Sunday 2pm to 3pm, and sought to establish how many cars each property would buy a resident permit for.
- 2.5 Although it is felt that the Councillors tried to give an overview of how a CPZ operates, the cost of permits and vouchers, and attempted to explain potential impacts such as there being a likely reduction in kerbside space used for parking through the provision of parking places and the need to maintain safe distance from driveways etc, it is considered that the information may not have given the whole picture about what a CPZ entails, and all potential impacts.

2.6 In addition, the emphasis of the 2pm – 3pm restriction in the document, may have given the impression that a one-hour restriction, and this time period in particular was the only solution, or indeed the only option, when potential hours of operation had not been previously discussed.

2.7 Ward Councillors have given Officers the feedback to their consultation. Details are as follows:

Naylor Road (84 properties, 43% response))

Would you like a Controlled Parking Zone 2pm – 3pm in your road?

Yes 28 (78%) No 8 (22%)

Birley Road (71 properties, 63% response)

Would you like a Controlled Parking Zone 2pm – 3pm in your road?

Yes 40 (89%) No 5 (11%)

Hayward Road (39 properties, 51% response)

Would you like a Controlled Parking Zone 2pm – 3pm in your road?

Yes 9 (45%) No 11 (55%)

Overall (194 properties, 52% response)

Would you like a Controlled Parking Zone 2pm – 3pm in your road?

Yes 77 (76%) No 24 (23%)

2.8 The 52% overall response to the consultation is considered high for this type of consultation and indicates that there is particular interest in this issue – supported by the fact that residents have submitted two petitions over the last couple of years. Of the responses received to the consultation there is overall support for a 2pm - 3pm CPZ across the three roads, although in Hayward Road, a slight majority was not in favour of a 2pm - 3pm CPZ.

2.9 Although the results suggest a majority in favour to a 2pm – 3pm CPZ consideration needs to be given to whether this is the most appropriate period of restriction for the area, and whether it aligns with the Council’s current parking enforcement resourcing arrangements.

2.10 Nevertheless, there appears to be support for a one-hour CPZ in the area, which would deter those motorists who park in the roads throughout the daytime – in particular those who park in those roads as part of their daily commute via Totteridge and Whetstone Station, although parking surveys have not been undertaken to establish impacts or resident/commuter parking characteristics.

2.11 In addition, one of the lead petitioners has been in consistent contact with Officers to reiterate their wish for a CPZ to be progressed due to the negative impacts the commuter parking has on their daily life, and more recently Officers have been advised that an e-petition has been set up asking for

speed humps in Naylor Road, as there are regular near misses and sounds of cars using their horns to warn of an impending collision or the heated confrontation between drivers about who has right of way.

- 2.12 The e-petition, which had 8 signatures, cites the commuter parking along the whole length of the road, which narrows the street considerably and impedes pedestrians' visibility of oncoming vehicles when trying to cross the road. It noted that several of residents' pet cats have been killed or badly injured by speeding cars on the road.
- 2.13 Although it is unlikely that the introduction of traffic calming features would be considered, any introduction of a CPZ would address the levels of commuter parking referred to, and would likely result in the road being less congested and easier to drive through, which may result in motorists being less inclined to speed through the road.
- 2.14 Therefore as there appears to be particular demand for a CPZ to be introduced, Officers have designed a CPZ layout as shown in Appendix B to this report. The layout includes Naylor Road, Birley Road and Hayward Road N20, and also provides for some residents of Totteridge Lane to be eligible for permits, as their ability to park in Totteridge Lane during the daytime would be affected due to the existence of Monday to Saturday 8am to 6.30pm waiting restrictions.
- 2.15 It is noted that Officers have not liaised with Ward Councillors regarding the area to be consulted nor carried out the informal consultation which was part of the decision of the March 2014 Chipping Barnet Area Environment Sub-Committee, and given that the Ward Councillors' carried out their own consultation exercise, which does support that a CPZ could be proposed on a formal basis, this Committee is being asked whether they wish to take into consideration the results of the consultation exercise and agree that a statutory consultation could be carried out on a proposed detailed CPZ, or whether they wish for Officers to undertake their own informal consultation exercise as per the original March 2014 decision.
- 2.16 In both instances, it is considered that Ward Councillor views should be sought in establishing the area to be consulted prior to the consultation taking place, whether the consultation is on an informal or on a statutory basis.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 None

4. POST DECISION IMPLEMENTATION

- 4.1 That the consultation decided upon will be carried out as soon as practicable, in line with existing work programmes, and should a statutory consultation be carried out 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 Improving parking and traffic conditions in the Naylor Road, Birley Road and Hayward Road N20 and effectively managing the traffic movement throughout the local road network contributes to the Corporate Plan priority “A Successful London Suburb” and contribute to strategic objectives of “keeping Barnet moving through the efficient management of the roads and pavements network” by improving the quality of life for residents through affording them better parking protection and by improving the traffic and parking conditions, contributing to “The Sustainable Community Strategy for Barnet 2010-2020.

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

5.2.1 The costs of carrying out an informal consultation, subject to the decisions of the Sub-Committee, including drafting the relevant questionnaires, printing, writing to all properties in the agreed consultation area, and analysing the responses to the consultation are estimated to be £6,000 and could be met from the Local Implementation Plan (LIP) allocation for Parking Reviews

5.2.2 The costs of carrying out a statutory consultation which includes drafting the relevant Traffic Management Orders and legal notices, advertising, writing to all properties in the agreed consultation area and considering feedback and objections to the proposed measures, are estimated to be £7,000 and could be met from the Local Implementation Plan (LIP) allocation for Parking Reviews.

5.2.3 The estimated costs of introducing a CPZ in Naylor Road, Birley Road and Hayward Road, which require the making of the relevant Traffic Management Orders, writing to all properties that were previously consulted and the work to introduce new road signs and road markings, are estimated to be £23,000. These costs could be met from Local Implementation Plan (LIP) allocation for Parking Reviews.

5.2.4 Any CPZ introduced will require sufficient on-going enforcement to ensure the measures are adhered to which will be met by the Special Parking Account.

5.2.5 The lines and signs require periodic on-going routine maintenance which will be met by the Special Parking Account

5.2.6 Income derived from permit, vouchers and Penalty Charge Notices will all be attributable to the Special Parking Account.

5.3 Legal and Constitutional References

- 5.3.1 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.
- 5.3.2 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
- 5.3.3 The Council's Constitution Responsibility for Functions – Area Committees sets out within the terms of reference the functions which an Area Committee can discharge which includes local highways and safety schemes.

5.4 Risk Management

- 5.4.1 It is not considered the issues involved are likely to give rise to policy considerations as any CPZ would improve parking provision for residents and improve the traffic flow by helping to disperse local traffic into the wider network of local roads.
- 5.4.2 It is considered the issues involved proposing or introducing a CPZ may lead to some level of public concern from local residents who feel do not wish for a CPZ to be introduced, or from residents of other roads in the area concerned about commuter parking being displaced into their road or network of roads. However, for both issues, it is considered that adequate consultation across a sufficient area will ensure that members of the public have the opportunity to comment in any informal consultation exercise or to any statutory consultation on any proposed CPZ, which will then be

5.5 Equalities and Diversity

- 5.5.1 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. It also covers marriage and civil partnership with regard to eliminating discrimination.
- 5.5.2 The safety elements incorporated into the CPZ design and resultant traffic movements benefit all road users equally as they would improve safety and traffic flow at those locations.

5.6 Consultation and Engagement

5.6.1 In the summer of 2014, the Totteridge Ward Councillors carried out an informal consultation with residents of Naylor Road, Birley Road and Hayward Road N20 by way of a letter and a short questionnaire asking residents whether they would be in favour of a 2pm – 3pm Controlled Parking Zone.

6. BACKGROUND PAPERS

6.1 Agenda and Issues List, Chipping Barnet Residents Forum 13th March 2013
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=6677&Ver=4>

6.2 Agenda and Issues List, Chipping Barnet Residents Forum 26th March 2014
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=157&MId=7536&Ver=4>

6.3 Agenda and Minutes, Chipping Barnet Area Environment Sub-Committee 26th March 2014
<http://barnet.moderngov.co.uk/ieListDocuments.aspx?CId=155&MId=7534&Ver=4>